

Benton County Coordinated Plan

March 2023 FINAL



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1 INTRODUCTION

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

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

PLAN DEVELOPMENT

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

- **Project Advisory Committee:** an OCWCOG appointed committee consisting of representatives across Linn, Benton, and Lincoln counties convened throughout the project to provide critical input at key points in the planning process.
- **Stakeholder Interviews:** The project team conducted three virtual interviews with four stakeholders. These interviews were held virtually through Microsoft Teams and lasted approximately 60 minutes. Stakeholders interviewed included human service providers and other social service organizations that represent the interests of the Coordinated Plan’s target populations, such as older adults (over the age of 65),

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

persons with disabilities, lower-income individuals, veterans, youth (ages 17 and under), and students.

- **Focus Groups:** The project team facilitated a set of three focus group meetings to engage key affinity groups in the three counties. The purpose of the focus group meetings was to ask questions that yield detailed information regarding services provided, gaps in transportation services, and other needs and interests related to the Coordinated Plan updates.
- **Online Provider Survey:** The project team distributed an online survey to Benton, Lincoln, and Linn County transportation and human services providers to help identify transportation service gaps and needs within the counties. The information was used to develop an inventory of existing services and to identify strategies that encourage more efficient use of available service providers. The online provider survey contained various questions related to funding, service information, transportation successes and challenges as a provider, and transportation successes and challenges as a user.

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

PLAN STRUCTURE

The Coordinated Plan consists of the following elements:

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

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

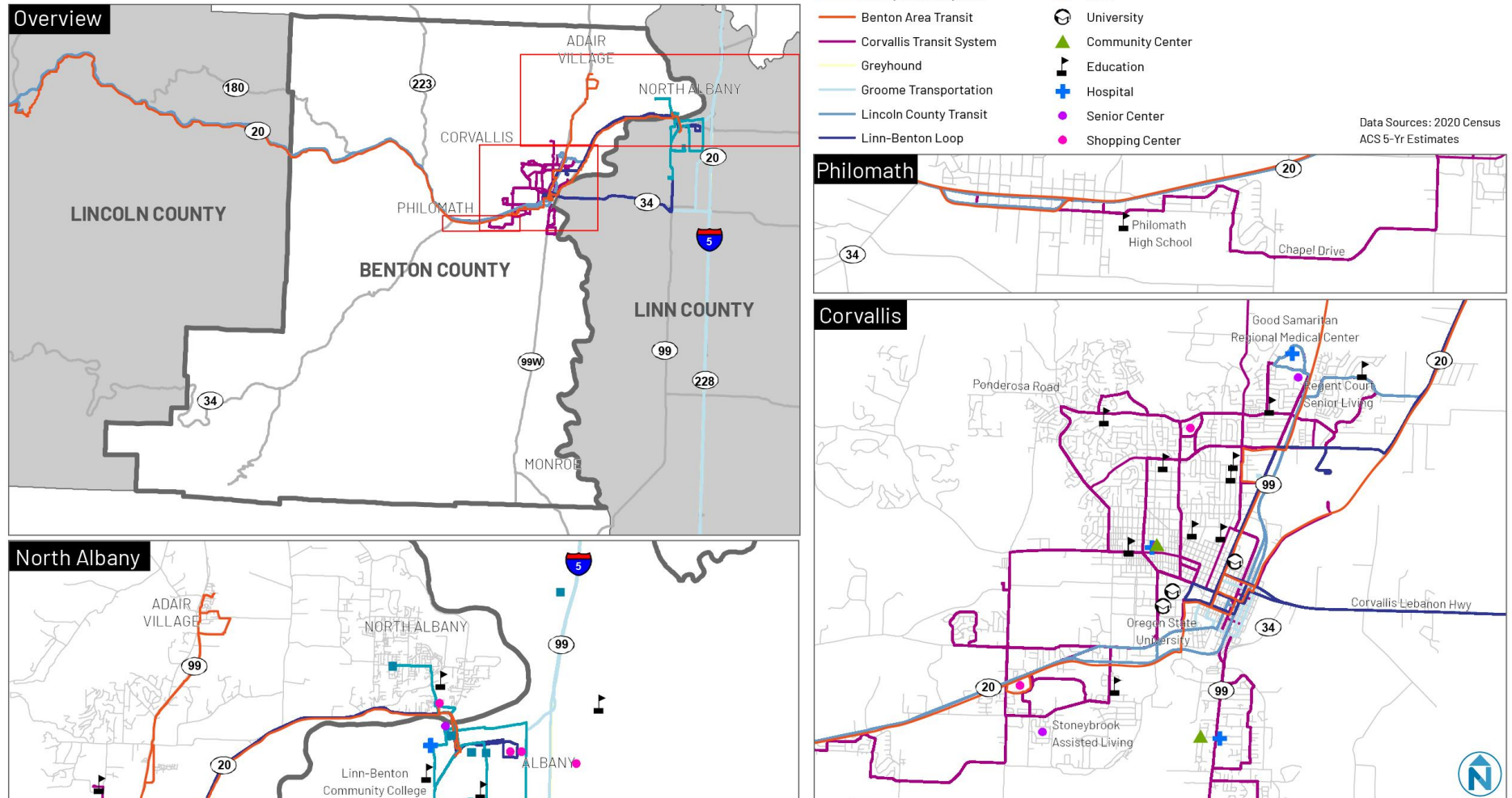
This Coordinated Plan is designed to guide transportation investments and policy recommendations for the next five years. While facilitator organizations will be responsible for championing the implementation of these strategies and actions, support from partner organizations and community members will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

2 EXISTING DEMOGRAPHIC CONDITIONS

Benton County is located in Mid-Willamette Valley, west of I-5. It is bordered on the north by Polk County, on the east by Linn County, on the south by Lane County, and on the west by Lincoln County. The county covers 675 square miles and has a population density of 137 people per square mile. There are five incorporated cities, with Corvallis, Philomath, and North Albany being the major population centers. Figure 1 shows these population centers in relation to public transportation services within the county.

Figure 1 Benton County Population Centers and Transit Service

Benton County - Population Center & Transit Services



Area Profile

Benton County is the 11th most populated county in the State of Oregon out of 36 counties. In 2020, Benton County had a total population of 92,168, an increase of approximately 7% over its 2014 population. Figure 2 highlights the changes in Benton County’s population centers from 2014 to 2020. The largest population center in the county is Corvallis, with a population of 58,612. Corvallis’ population represents well over half (64%) of Benton County’s population, with 34% of the population residing in more rural, unincorporated areas.

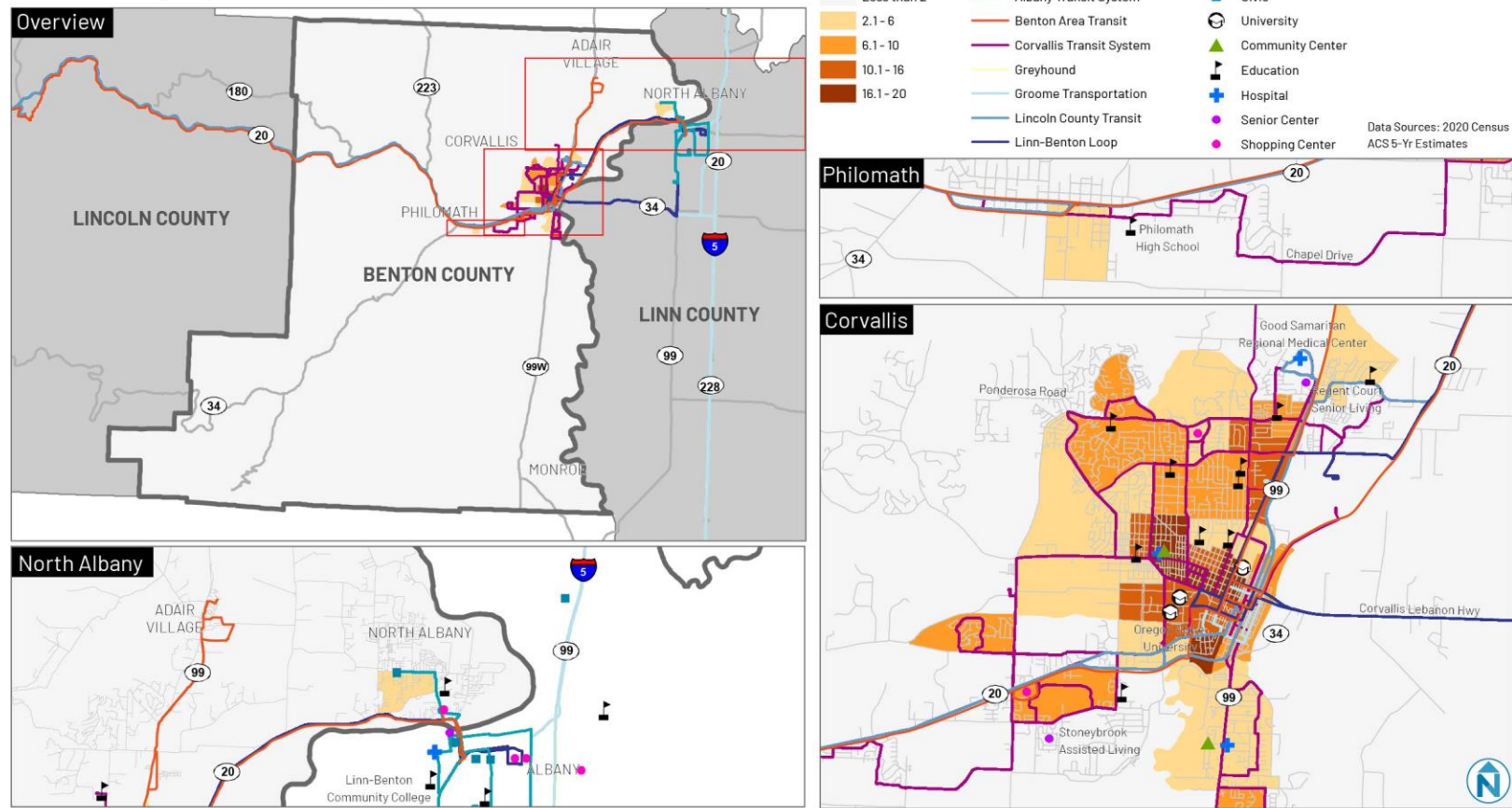
Figure 2 Benton County Population Centers, 2014-2020

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Adair Village	881	1,107	1%	26%
Corvallis	54,735	58,612	64%	7%
Monroe	746	643	<1%	-14%
Philomath	4,577	5,143	6%	12%
Unincorporated	25,095	26,663	29%	24%
Benton County	86,034	92,168	100%	7%
Oregon	3,900,343	4,176,346	-	7%

Figure 3 illustrates the population density of the county, showing that the greatest concentration is in Corvallis. Generally, areas with higher population density have access to transit, apart from the isolated development in west Corvallis south of Ponderosa Road.

Figure 3 Benton County Population Density

Benton County Population Density



Population by Race and Hispanic and Latino Origin

Population characteristics by race are compared in Figure 4. Benton County’s population is mostly white (nearly 80%) but other racial groups continue to grow, thus increasing the racial diversity within the county. The Asian population in the county represents the largest racial minority group at almost 7% of the county’s total population (or 6,777). Populations of two or more races, Asians, and Black or African Americans experienced the biggest growth during the 2014-2020 timeframe, ranging anywhere from 17% to 42% growth. Native Hawaiian and Other Pacific Islander and American Indian and Alaska Native populations decreased by 30% and 11%, respectively, during this six-year period.

Figure 4 Population by Race, 2014-2020

Race	2014	2020	% Of County (2020)	% Change (2014-2020)
White Alone	71,149	73,376	80%	3%
Black or African American Alone	834	978	1%	17%
Asian Alone	5,150	6,777	7%	32%
Native Hawaiian and Other Pacific Islander Alone	278	195	<1%	-30%
American Indian and Alaska Native Alone	401	358	<1%	-11%
Two or more races	2,338	3,318	4%	42%

The U.S. Census also collects data on individuals of all races who identify as Hispanic or Latino. As shown in Figure 5, 8% of the Benton County population identified as Hispanic or Latino in 2020. The county experienced a 21% increase in the Hispanic or Latino population, while the non-Hispanic or Latino population grew by 6% from 2014 to 2020.

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

Race	2014	2020	% Of County (2020)	% Change (2014-2020)
Hispanic or Latino	5,788	7,031	8%	21%
Not Hispanic or Latino	80,246	85,137	92%	6%

Zero-Vehicle Households

Nearly 7% of Benton County households (2,445 households) do not have access to a vehicle. Households without access to a personal vehicle are more likely to use transit services than the general public and often face barriers to independently access essential services and goods.

Persons with Limited English Proficiency

Persons with limited English proficiency (LEP) have a higher propensity for using transit as their primary means of transportation, assuming no language barriers deter ridership. The term LEP refers to any person ages 5 and older who, according to the U.S. Census, reported speaking English less than “very well”. Roughly 5% of the Benton County individuals (or around 4,169) do not speak English “very well”.

Employment Characteristics

Figure 6 illustrates employment densities in the county, showing concentrations in primarily in Corvallis, alongside the 99 freeway and near Oregon State University’s (OSU) main campus.

Figure 6 Employment Density in Benton County

Benton County Employment Density

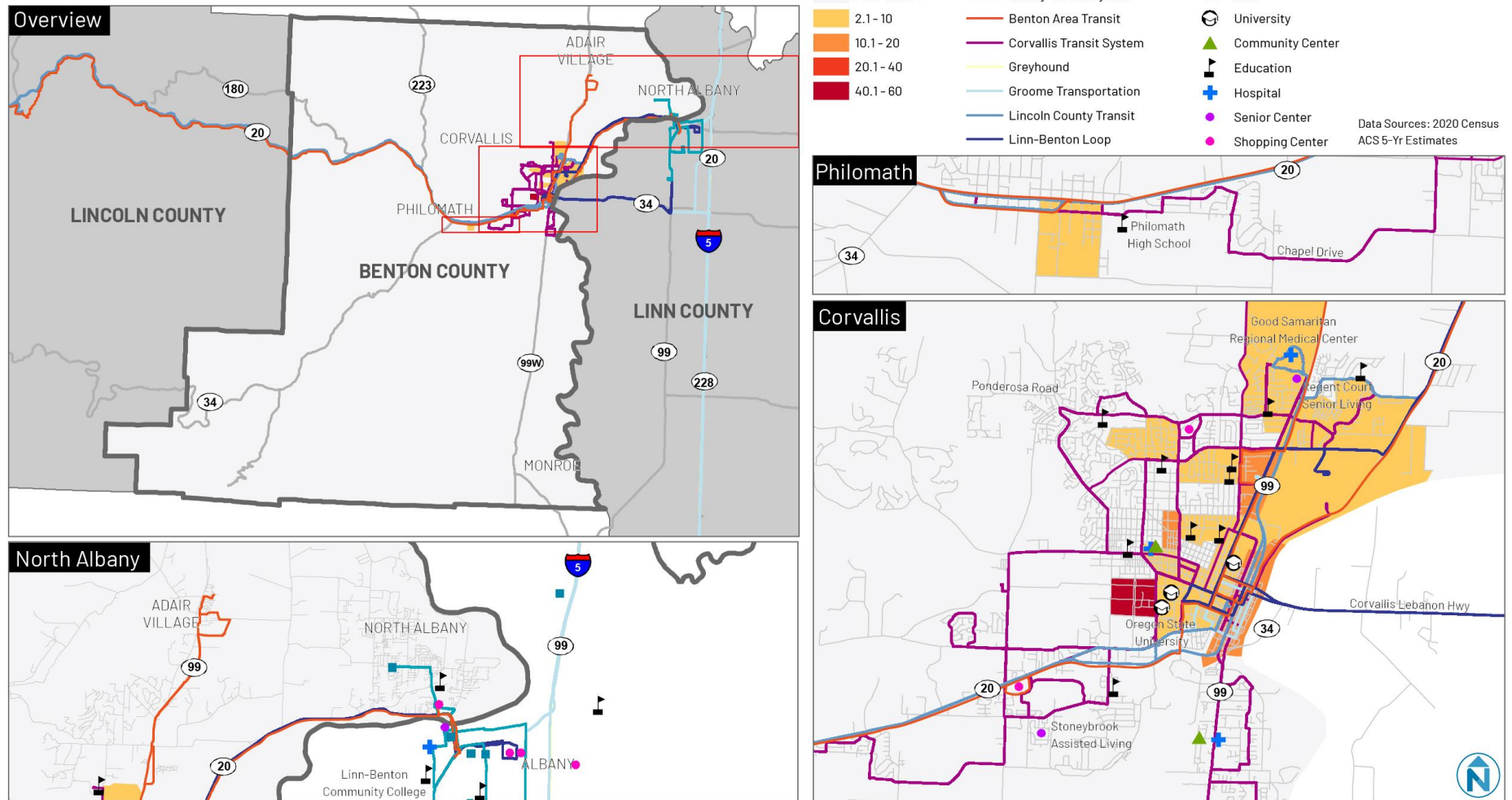


Figure 7 and Figure 8 illustrate the transportation flow of people entering and leaving Benton County for employment. In 2019, nearly 83% of the total workforce employed in Benton County travel from outside the county to access work; approximately 17% live and work in the county. Corvallis, home to Oregon State University, has the largest number of employees residing outside the county (about 53%), followed by Albany and Philomath at 23% and 6%, respectively. Corvallis is the primary employment location outside of the county (around 59%), followed by Albany (13%) and Salem (8%).

Figure 7 Employment Flow into Benton County

City	Total Workers	% Travel Into Benton County
Corvallis	12,148	53%
Albany	5,249	23%
Philomath	1,370	6%
Lebanon	974	4%
Salem	907	4%
Portland	845	4%
Eugene	735	3%
Monmouth	327	1%
Independence	260	1%
Sweet Home	260	1%
Grand Total	23,075	100%

Figure 8 Employment Flow out of Benton County

City	Total Workers	% Travel Out of Benton County
Corvallis	16,338	59%
Albany	3,641	13%
Philomath	2,110	8%
Lebanon	1,616	6%
Salem	1,536	6%
Portland	860	3%
Eugene	484	2%
Monmouth	463	2%
Independence	287	1%
Sweet Home	285	1%
Grand Total	27,620	100%

Target Populations in Benton County

Figure 9 compares the changes in Lincoln County’s target populations from 2014 to 2020. Since 2014, the county’s older adult and persons with disabilities populations significantly grew by almost 31% and 15%, respectively. During this same six-year period, the proportion of people with low-incomes and veterans in the county declined.

Figure 9 Target Populations in Benton County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change County (2014-2020)	% Of State Target Population (2020)
Older Adults (aged 65 and older)	11,270	14,774	16%	31%	2%
Persons with Disabilities	8,883	10,224	11%	15%	2%
People with Low-Incomes (<200% Poverty Limit)	31,300	27,969	30%	-11%	2%
Veterans	5,256	4,828	5%	-8%	2%
Youth	14,750	14,905	16%	1%	2%
Students	32,497	33,437	36%	3%	3%

Older Adults

As people age, changes in health, comfort driving under certain conditions, and access to a vehicle can all contribute to the importance of having accessible transportation available. As such, older adults may need additional support for mobility, and transit can help serve that need. According to Figure 10, older adults (65 years and older) comprise approximately 16% of the total population of Benton County, up 31% from 2014. Nearly 40% of older adults in the county report having at least one disability, up nearly 13% from 2014 to 2020.

More than half of the older adults in the county live in Corvallis, while the rest live in the smaller, more remote cities (about 6%) or in the unincorporated areas of Benton County (around 43%). Most cities in the county experienced significant growth in their older adult populations, ranging anywhere from around 28% to 52%, since 2014. Adair Village was the only city whose older adult population declined, decreasing by over 24% since 2014.

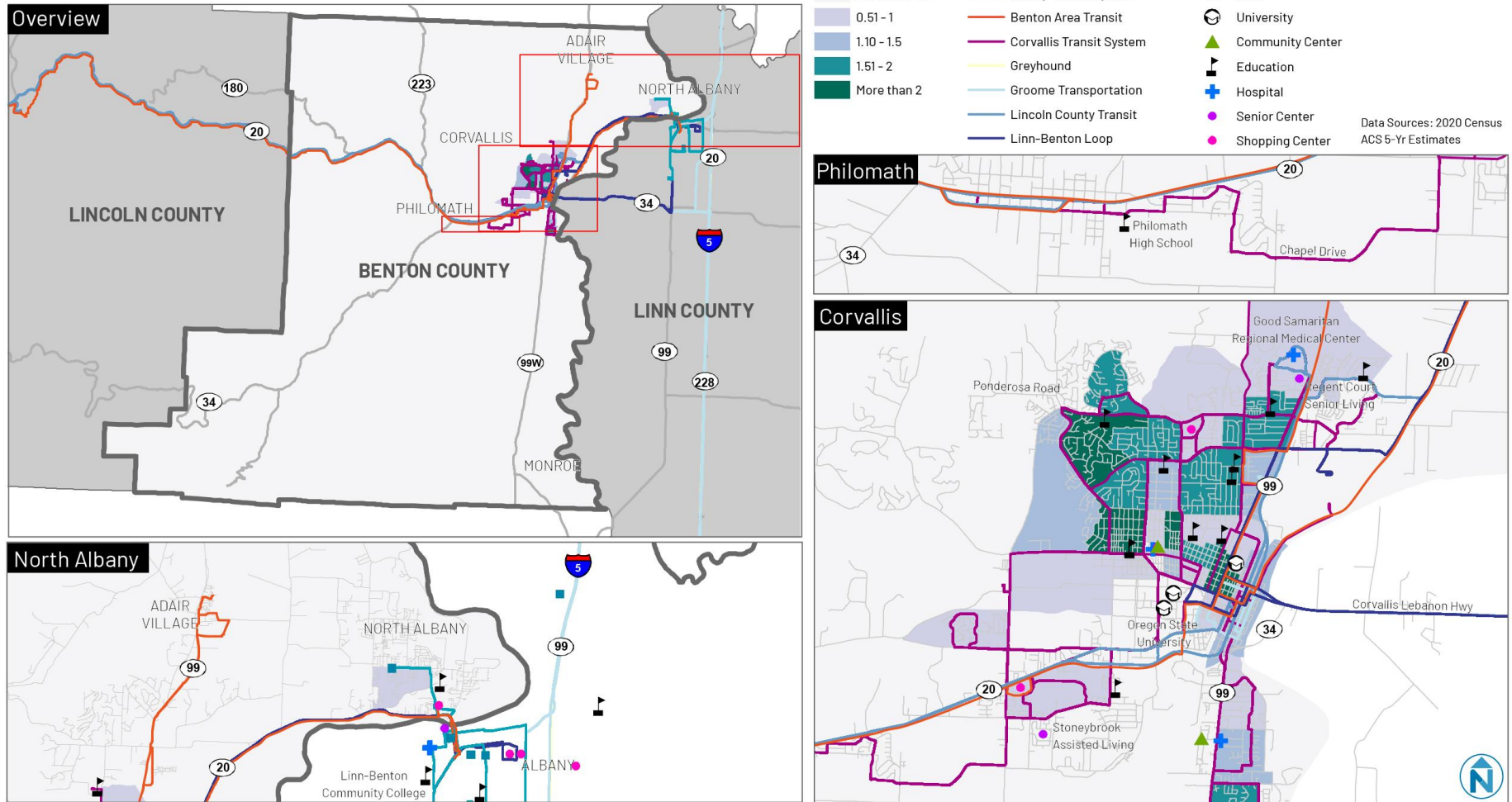
Figure 11 depicts the population density of older adults in Benton County. Concentrations of older adults are found primarily northwest of downtown Corvallis, near the Good Samaritan Regional Medical Center and at the Regency Park Place senior living community.

Figure 10 Older Adults in Benton County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Adair Village	54	41	<1%	-24%
Corvallis	5,911	7,550	51%	28%
Monroe	107	108	<1%	1%
Philomath	439	666	5%	52%
Unincorporated	4,758	6,357	43%	34%
Benton County	11,270	14,774	16%	31%

Figure 11 Population Density of Older Adults in Benton County

Benton County Older Adults (60+)



According to the Benton County 2017 Community Health Assessment, characteristics of adults over 65 years of age in the county are:

- 94% are white and non-Hispanic
- 20% are renters
- 46% live alone
- 31% have a disability
- 26% are veterans
- 48% hold a bachelor’s degree or higher

Benton Area Transit (BAT) Lift service provides curb-to-curb, demand-response transportation to older adults over the age of 65. Other services for older adults are provided by Corvallis Senior Center; assisted living centers such as Americare, Stoneybrook and Regent Court; and group homes such as Corvallis Manor and Janus Home.

Senior programs include the 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.

Persons with Disabilities

Together the Civil Rights Act of 1964 and the Americans with Disabilities Act legislation ban discrimination against people with disabilities and ensures that people with disabilities are able to participate in mainstream American life. Properly planning for and considering the differences and supports required for accessible transportation can prevent barriers to employment, adequate housing, social inclusion, transportation, and access to health care or other essential components of a healthy life. As shown in Figure 12, 11% (or 10,224) of Benton County residents report having at least one disability, representing a 15% increase since 2014. The density of persons with disabilities in Benton County is graphically represented in Figure 17, the Transit Propensity Index (TPI) map discussed in the next section.

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

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Adair Village	90	113	<1%	26%
Corvallis	4,993	6,089	7%	22%
Monroe	132	74	<1%	-44%
Philomath	569	568	<1%	<1%
Unincorporated	2,099	3,380	4%	61%

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Benton County	8,883	10,224	11%	15%

Primary services for persons with disabilities in Benton County include BAT Lift Service, which includes ADA Paratransit Service on behalf of the Cities of Corvallis and Philomath. BAT Lift is not an-ADA service but only older adults (over 65 years old) and persons of any age with a documented disability with limited access to transportation are eligible to use this service. Passengers enrolled in the Corvallis Transit System (CTS) or Philomath Connection (PC) ADA paratransit program are automatically qualified for the county’s program, but the reverse is not true (i.e., enrollment in BAT Lift service does not automatically enroll the passenger in the CTS or PC ADA service).

People with Low-Incomes

“Low-income” is defined as a household whose income falls below 200% of the poverty income level (as calculated by the U.S. Census Bureau). People with low-income tend to use transit more frequently than the general public because they may not have the financial ability to purchase, own, maintain, or fuel a personal vehicle. In 2020, the median household income of Benton County residents was \$65,142. As seen in Figure 13, approximately 30% of Benton County residents have incomes that fall below 200% of the poverty income level, representing an 11% decrease from 2014 to 2020. Additionally, the cities of Monroe and Philomath, as well as the unincorporated areas of the county, saw significant decreases (ranging from 20% to 39%) in population that fall below the 200% threshold. The density of low-income populations is graphically represented in the TPI map highlighted in Figure 17.

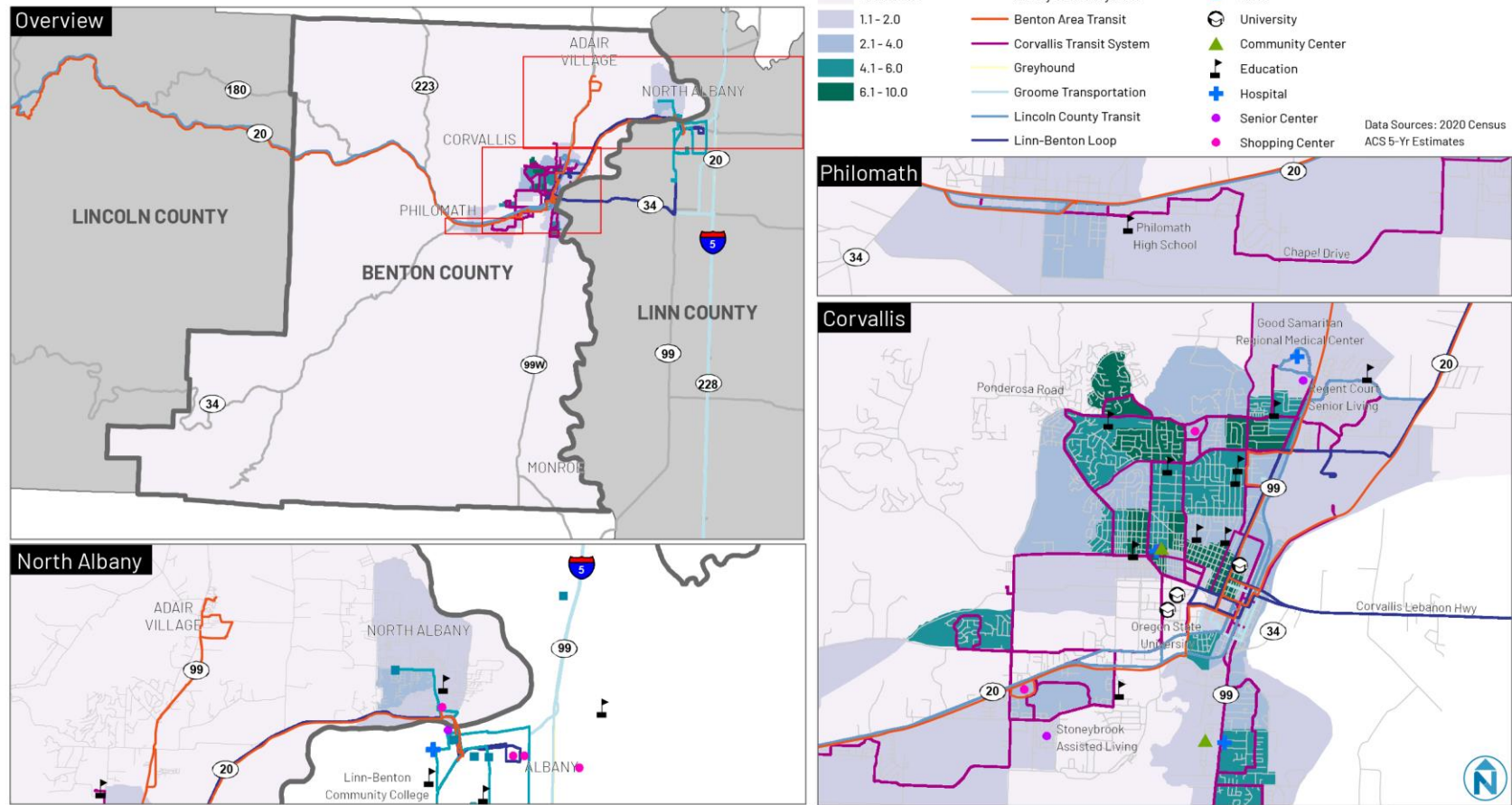
Since the COVID-19 pandemic, Benton County has made an effort to make many of their services fareless to make transit service more equitable and accessible for lower-income individuals and families.

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

Location	2014	2020	% Of County (2020)	% Change (2014-2020)
Adair Village	279	276	<1%	-1%
Corvallis	22,656	21,623	24%	-5%
Monroe	422	259	<1%	-39%
Philomath	1,430	1,149	1%	-20%
Unincorporated	6,513	4,662	5%	-28%
Benton County	31,300	27,969	-30%	-11%

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

Benton County Below 200% Poverty Threshold



Veterans

Like the 2017 Plan, Benton County veterans were included in this effort because they tend to experience many of the same mobility barriers as the other target populations. Veterans are defined as people who have previously served on active duty in the U.S. Army, Navy, Air Force, Marine Corps, Coast Guard, or who served in the U.S. Merchant Marine during World War II. Veterans are likely to use public transit for travel to work, education, healthcare, and other trip purposes. Approximately 6% of individuals over the age of 18 in Benton County are classified as veterans. This represents roughly an 8% decline since 2014 (see Figure 15). Although the veteran’s classification is not directly included in the TPI, veterans often fall into one of the transit-dependent demographic characteristics analyzed in the TPI -- over age 60, persons with a disability, or a person of lower-income.

Figure 15 Veterans in Benton County, 2014-2020

Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Veterans	5,256	4,828	6%	-8%

Youth and Students

The 2017 Plan did not include youth and students as a target population. However, youth and students in Benton County are included in this Coordinated Plan Update because they are likely to rely on transit or unable to obtain a drivers’ license due to age. Figure 16 highlights the population changes in youth and students in the county from 2014 to 2020. The density of youth under the age of 17 in Benton County is graphically represented in Figure 17, the TPI map. In 2020, over 16% of the county’s population were individuals aged 17 years or younger. There are two institutions of higher learning in the county: OSU and Linn-Benton Community College (LBCC). OSU is in Corvallis, while LBCC is based in neighboring Linn County, but maintains a satellite campus in Corvallis. In 2020, there were approximately 33,437 students enrolled in Benton County, with 52% (or 17,509) of those students enrolled in an institution of higher learning (college or graduate).

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

Target Population	2014	2020	% Of County (2020)	% Change (2014-2020)
Youth	14,750	14,905	16%	1%
Students	32,497	33,437	36%	3%

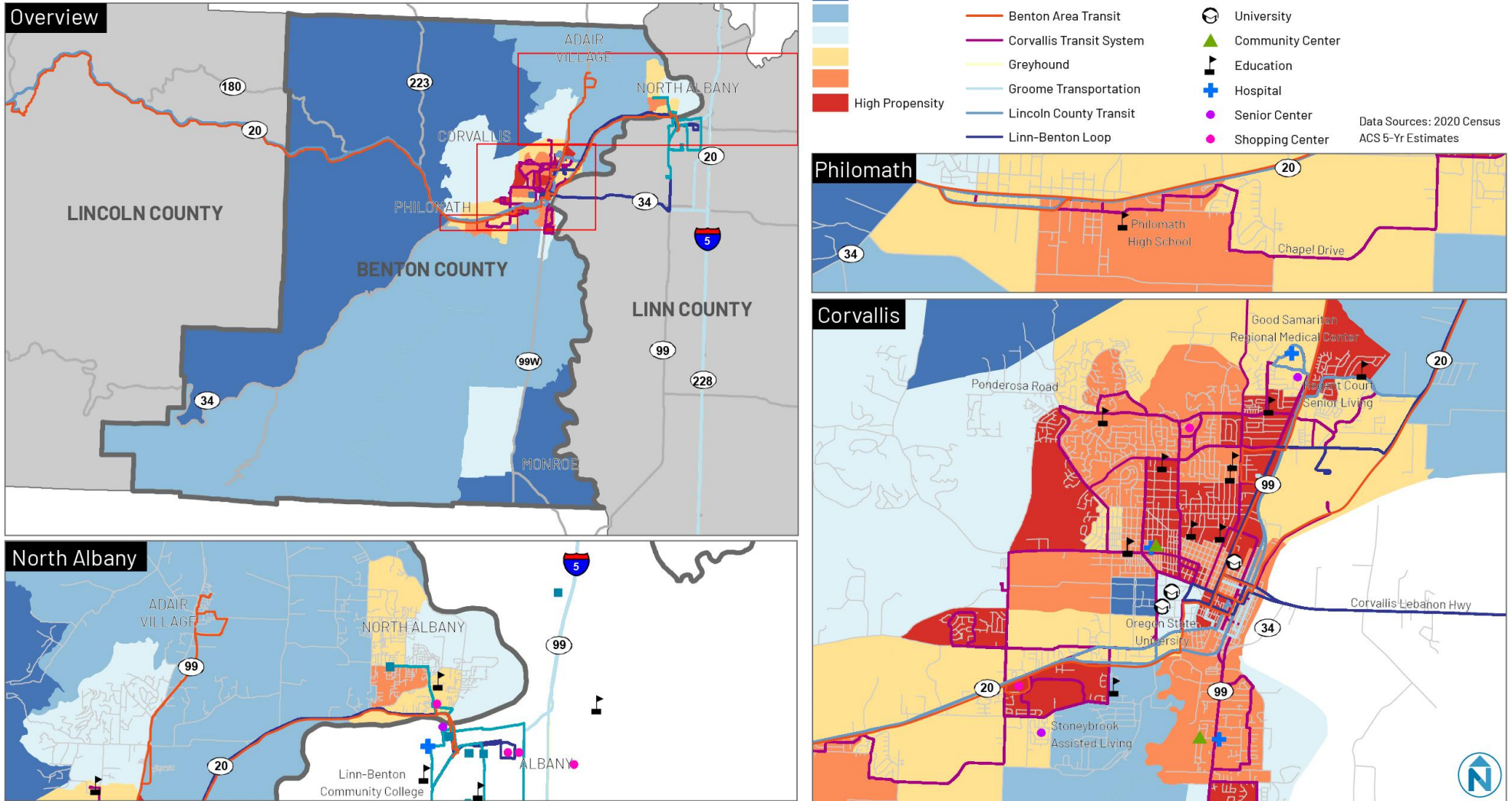
Transit Propensity Index

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

The TPI for Benton County illustrated in Figure 17 shows that the populations with the highest propensities for transit live in Corvallis, concentrated downtown near OSU, likely due to the density of students residing near campus. There is also a moderate propensity rating in the center of Philomath, moving north of Corvallis toward Adair Village, and east toward North Albany. Transit service coverage generally aligns with the areas of high and moderate propensity. However, this is not indicative of the quality of the transit service in these areas, which will be explored further during the needs assessment phase of the Coordinated Plan planning process.

Figure 17 Transit Propensity Index for Benton County

Benton County Transit Propensity



3 EXISTING TRANSIT SERVICES

Public Transportation Services

Public transportation services are concentrated in the eastern portion of Benton County. The Corvallis Transit System (CTS), Philomath Connection (PC) and BAT provide fixed-route, paratransit, and demand response transit services. Urban areas within the county, such as Corvallis, Philomath, and North Albany, are served by fixed-route transit services. Regional transit services are provided by BAT, and all paratransit and demand-response service for seniors and persons with disabilities is provided by BAT Lift service. Additionally, private regional public transportation services, taxi services, and airport shuttles operate within the county. A list of public transportation services within Benton County and their regional connections follows below. Figure 18 shows the transportation services available in Benton County cities and unincorporated areas.

Benton Area Transit (BAT)

- Benton Area Transit (BAT) Lift
- 99 Express (Corvallis, Lewisburg, and Adair Village)
- Coast to Valley Express (Albany, Corvallis, OSU, Philomath, Toledo, and Newport)

Urbanized Area Services

- Albany Transit System (ATS) (North Albany and Albany)
- Linn-Benton Loop (Albany, Corvallis, LBCC, and OSU)
- City of Albany Call-A-Ride (paratransit between North Albany and Albany)
- CTS Fixed-Route Services
- (PC) (Corvallis and Philomath)
- Beaver Bus (Oregon State University (OSU) Shuttle System)

Regional and Non-Emergency Medical Transportation (NEMT) Services

- Oregon Cascades West Council of Governments (OCWCOG) Ride Line NEMT brokerage program
- Northwest Connector (NW Connector) (Tillamook County Transportation District (TCTD), Columbia County Rider (CC Rider), Lincoln County Transit (LCT), BAT, Sunset Empire Transportation District SETD)
- Amtrak (Albany to Salem/Portland and Eugene)
- FlixBus (Corvallis to Portland and Eugene)
- Greyhound Bus Lines (Corvallis to other cities served by Greyhound)

Taxi Services

- Auto-Taxi
- Beaver Cab
- Orange Taxi
- Hub Cab
- Ali Taxi
- Rideshare: Uber, Lyft

Shuttle Services

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

Additional Services

- OCWCOG and OSU Transportation Options programs
- Transportation services provided by health clinics
- Transportation services provided by residential and vocational programs for persons with intellectual/developmental disabilities
- Transportation services provided by senior centers and residential care centers/assisted living facilities

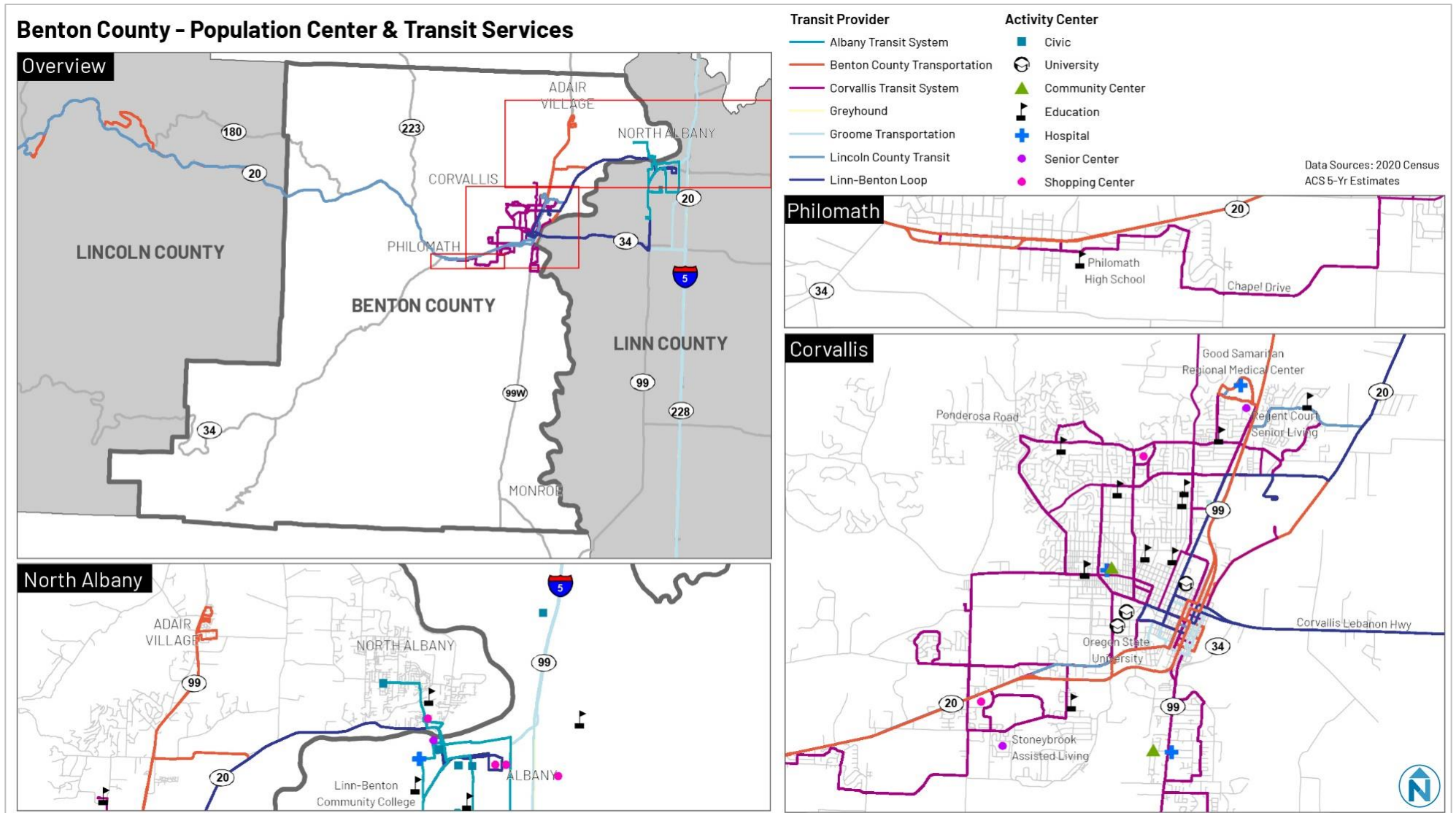
Oregon Department of Human Services (ODHS) Transportation Programs

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

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

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

Figure 18 Benton County Existing Transportation Services



Ridership Characteristics

Figure 19 provides an overview of public transit ridership (fixed-route and demand response services) within Benton County from 2015 to 2020. Benton County transit ridership significantly grew almost 13% from 2018 to 2019. Since then, ridership has dropped more than 55% in 2020, particularly during the height of the COVID-19 pandemic. In 2020, Benton County completed 6,121 fixed-route bus trips and 41,686 demand-response trips.

According to U.S. Census American Community Survey (ACS) 2020 data, transit (excluding taxicab) represents approximately 2% of the mode split for in Benton County (no change from 2014).² Additionally, more than 7% of Benton County households do not own a car.

Figure 19 Benton County Transit Ridership, 2015-2020

Year	Ridership	% Change from Previous Year
2015	85,238	-
2016	87,347	2%
2017	88,416	1%
2018	93,780	6%
2019	105,507	13%
2020	47,807	-55%

Source: National Transit Database (NTD), 2015-2020

Benton Area Transit (BAT)

BAT provides regional transit services, as well as transportation services for seniors and persons with disabilities in the county. It augments services provided in urban areas with county-wide demand response and intercity services. BAT Lift (countywide demand-response for seniors and people with disabilities), 99 Express, and Coast to Valley Express are primarily funded through Federal Transit Administration (FTA) grants (Sections 5310 and 5311) and Oregon Statewide Transportation Improvement Fund (STIF) funds. These services, along with ADA paratransit service for the Cities of Corvallis and Philomath, are administered by Benton County and its contracted operations provider.

Program oversight is provided by the STIF Advisory Committee appointed by the Board of County Commissioners. Program administration is provided under contract with the City of Corvallis.

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

Benton Area Transit (BAT) Lift

Service Area Description	Curb-to-curb, wheelchair accessible transportation throughout Benton County for older adults (ages 65 and over) and persons with disabilities who have limited transportation options. Paratransit services are provided on behalf of the City of Corvallis and the City of Philomath.
Days and Hours of Operation	Countywide demand-response generally operates Monday to Saturday: <ul style="list-style-type: none"> ▪ Weekdays: from 8:00 a.m. to 7:00 p.m. ▪ Weekends (Saturdays only): from 8:30 a.m. to 6:00 p.m. Paratransit has the same days and hours of operation and service area as Corvallis Transit System and the Philomath Connection.
Fare	Fareless
Connections to other services	May be used to connect to other services.
Annual Ridership (2020)	15,026 trips ³

BAT Lift provides curb-to-curb, countywide demand response transportation service for older adults (ages 65 and over) and persons of any age with a documented disability in the county who have limited transportation options. Additionally, BAT Lift service includes paratransit on behalf of CTS and PC. Passengers enrolled in the CTS or PC ADA paratransit program are automatically qualified for the countywide demand-response service, but the reverse is not true. For example, enrollment in the countywide service does not automatically enroll the passenger in the CTS or PC ADA service.

Countywide service for seniors and people with disabilities is available on weekdays from 8:00 a.m. to 7:00 p.m., and on weekends (Saturdays only) from 8:30 a.m. to 6:00 p.m. Paratransit service is available at all times that CTS or PC are available. Countywide service is provided on a first-come, first-serve basis, whereas paratransit service must be reserved the previous day. Passengers may only request a ride up to seven days in advance. All BAT Lift vehicles are ADA accessible with at least one wheelchair securement space. Riders must request wheelchair accommodations when scheduling a trip. Mobilitat software is currently used for dispatching and scheduling all Benton County demand-response services.⁴ Paratransit services are fareless because both CTS and PC do not require fares. All BAT services are now fareless.

³ BAT Lift consists of ADA Paratransit service provided by BAT on behalf of City of Corvallis and City of Philomath, as well as countywide demand response service to older adults and people with disabilities.

⁴ BAT is currently nearing the end of their procurement for a new dispatching and scheduling software.

99 Express

Service Area Description	99 Express is a commuter bus service between Adair Village, Lewisburg, and Corvallis along Oregon Route 99W
Days and Hours of Operation	99 Express operates on weekdays (Monday-Friday) from 6:47 a.m. to 6:37 p.m.
Fare	Fareless
Connections to other services	Direct access to CTS system and regional services including ATS, Amtrak, BAT, FlixBus, Greyhound
Annual Ridership (2020)	1,264 trips

The 99 Express is a commuter bus service provided by BAT. The service operates along Oregon Route 99W and connects the cities of Adair Village and Corvallis (a total trip distance of six miles). The route connects with stops at Linn-Benton Community College, Osbourne Aquatic Center, the Boys & Girls Club of Corvallis, Corvallis High School, and the Corvallis Downtown Transit Center (DTC). 99 Express service is available on weekdays with four one-way trips per day from 6:47 a.m. to 6:37 p.m. All one-way trips on this service are fareless.

The 99 Express connects to the Corvallis Transit Mall, allowing connections to CTS, PC, and the Linn-Benton Loop, as well as the Coast to Valley Express and intercity connections to Albany, Eugene, Portland and other cities. This BAT service is also part of the NW Connector, a coordinated program developed to improve transit connections between communities in neighboring counties.

Coast to Valley Express

Service Area Description	Coast to Valley Express services the central valley to Newport and back
Days and Hours of Operation	Coast to Valley Express service is available Monday-Saturday <ul style="list-style-type: none"> ▪ Westbound: 6:15 a.m. to 6:55 p.m. ▪ Eastbound: 6:15 a.m. 6:47 p.m.
Fare	\$1.00 to \$6.00, depending on the number of zones traveled
Connections to other services	Direct access to Amtrak, Lincoln County Transportation District, and to CTS and Linn-Benton Loop at the Corvallis DTC
Annual Ridership (2020)	2002 trips ⁵

BAT and Lincoln County Transit (LCT) 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

⁵ This service is a partnership between BAT and LCT. Ridership statistics shown here do not include Lincoln County Transit passengers.

Newport. The Coast to Valley Express serves passengers accessing medical facilities, job training, shopping, recreation, and educational opportunities. The service is also marketed to visitors through the NW Connector.

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

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

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

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

Urbanized Area Services

The following public transportation services are provided to urban areas in Benton County. These include the local transit services in Corvallis and Philomath, the Linn-Benton Loop between Corvallis and Albany, the OSU Shuttle System, and the ATS serving Benton County residents in North Albany.

Albany Transit System (ATS) Fixed-Route Bus

Service Area Description	City of Albany, North Albany
Days and Hours of Operation	ATS fixed-route service is available on weekdays, generally from 6:30 a.m. to 6:20 p.m. <ul style="list-style-type: none"> ▪ Early Morning Route: 6:30 a.m. to 8:45 a.m. ▪ Regular Service (East): 9:00 a.m. to 6:20 p.m. ▪ Regular Service (West): 9:00 a.m. to 6:20 p.m.
Fare	Service is currently fareless due to the COVID-19 pandemic
Connections to other services	Direct connections to Linn-Benton Loop, BAT, Linn Shuttle, Coast to Valley Express, Amtrak
Annual Ridership (2020)	119,105 trips

ATS operates three fixed-route bus services (early morning route, regular service east and west routes) throughout the City of Albany. The Early Morning Route operates on weekdays from 6:30 a.m. to 8:45 a.m., while both the Regular Service East and West Routes operate on weekdays from 9:00 a.m. to 6:20 p.m. ATS service is currently fareless due to the COVID-19 pandemic.

ATS provides direct connections with the Linn-Benton Loop, BAT, Linn Shuttle, Coast to Valley Express, and Amtrak.

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

City of Albany Linn-Benton Loop

Service Area Description	The City of Albany operates the intercity Linn-Benton Loop service, which connects the cities of Albany and Corvallis
Days and Hours of Operation	<p>Loop service is generally available Monday-Friday with some weekend service available (Saturdays only)</p> <ul style="list-style-type: none"> ▪ Campus Connector: Monday-Friday 6:55 a.m. to 7:45 p.m. during school year ▪ Heart-to-Hub Uniter: Monday-Friday 6:55 a.m. to 9:40 p.m. ▪ US20 Commuter: Monday-Friday 6:05 a.m. to 9:20 a.m. and 4:30 to 9:10 p.m. ▪ Saturday Shopper: Saturdays (and the Friday after Thanksgiving) 8:00 a.m. to 6:00 p.m.
Fare	Currently fareless due to the COVID-19 pandemic
Connections to other services	Connections to the ATS and CTS
Annual Ridership (2020)	119,105 trips ⁶

The City of Albany’s Linn-Benton Loop (Loop) operates an inter-city service connecting the cities of Corvallis and Albany. The Loop is a strategic partnership among public agencies and private sector businesses, including the City of Albany (designated operator), Benton and Linn counties, Linn-Benton Community College (LBCC), OSU, and Hewlett-Packard (HP). The Loop coordinates its services with BAT, CTS, PC, and Linn County public transportation programs.

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

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

Loop buses are equipped with wheelchair lifts, on-board securement spaces, and a bicycle rack.

⁶ Reported by the National Transit Database for City of Albany’s general-fixed route service.

City of Albany Call-A-Ride

Service Area Description	Albany city limits
Days and Hours of Operation	Monday-Friday 6:30 a.m. to 6:30 p.m.; Saturdays 8:00 a.m. to 6:00 p.m.
Fare	Currently fareless due to the COVID-19 pandemic
Connections to other services	Can schedule trips to connect to the Linn Shuttle, Linn-Benton Loop, intercity bus and rail service at the Albany Amtrak station
Annual Ridership (2020)	15,071 trips

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

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

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

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

Corvallis Transit System (CTS)

Service Area Description	CTS operates fixed-route public transit service throughout the City of Corvallis
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Days and Hours of Operation	CTS service is generally available Monday-Sunday <ul style="list-style-type: none"> ▪ Monday-Friday: 6:00 a.m. to 9:15 p.m. ▪ Saturday: 7:15 a.m. to 8:15 p.m. ▪ Thursday-Saturday: 8:45 p.m. to 2:45 a.m. (when OSU is in session) ▪ Sunday: 10:00 a.m. to 6:30 p.m.
Fare	Fareless
Connections to other services	Connections to Albany Station Amtrak via the Linn-Benton Loop and BAT; connections to PC, BAT, Beaver Bus. Most connections are made at the DTC.
Annual Ridership (2020)	948,184 trips

CTS is the free public transportation service throughout the City of Corvallis. CTS has been fare-free since February 2011. CTS provides 11 total commuter bus routes, with weekdays service operating generally from 6:00 a.m. to 9:15 p.m., and with weekend service from 7:15 a.m. to 8:15 p.m. (CTS service on Sunday ends at 6:30 p.m.). When OSU is in academic session, CTS provides extended “Night Owl” service Thursday to Saturday from 8:45 p.m. to 2:45 a.m. CTS also operates special event shuttles in the city for events such as Fall Festival and on OSU game days. In addition, CTS operates a holiday trolley, a free express shopper route sponsored by participating private businesses during the holiday season.

CTS service is timed for convenient transfers at the DTC, located at 5th Street & Monroe Avenue. At the DTC, CTS passengers are able to transfer to the 99 Express, Linn-Benton Loop, Philomath Connection, Linn Shuttle, Coast to Valley Express, and the OSU shuttle system.

Philomath Connection (PC)

Service Area Description	CTS Route PC provides service to Philomath to Corvallis, with stops at OSU
Days and Hours of Operation	Monday-Saturday from 7:00 a.m. to 6:40 p.m.
Fare	Fareless
Connections to other services	Direct connections with CTS fixed-route service and BAT. Connections to Linn-Benton Loop and other regional services at the Corvallis DTC
Annual Ridership (2020)	13,308 trips

The City of Philomath has contracted with CTS to operate the fare-free Philomath Connection (PC). The PC provides Monday to Saturday service from 7:00 a.m. to 6:40 p.m., in and between the cities of Philomath and Corvallis. The PC includes stops at key destinations, such as the Philomath City Library, Philomath High School, OSU, and the Corvallis DTC. The PC also provides direct connections to several CTS and BAT stops. Additional connections to Albany, Portland, the Oregon Coast, Eugene, and other points outside of Corvallis are provided at the DTC.

The PC is equipped with a lift that can be used by individuals in wheelchairs or those that have difficulty climbing stairs. It also has a bicycle rack for up to two bicycles, available on a first-come, first-served basis.

Beaver Bus (OSU Shuttle System)

Service Area Description	Shuttle service throughout OSU campus from outer parking to central campus
Days and Hours of Operation	Monday-Friday, 7:00 a.m. to 7:00 p.m.
Fare	Fareless
Connections to other services	Connections to CTS fixed-route service
Annual Ridership (2020)	90,630 trips

OSU operates the Beaver Bus, a free campus shuttle for students, employees, and visitors from outer campus parking areas to and around central campus. A total of five shuttle routes—Northwest Route, West Route, 26th Express Route, East Route, and Northeast Route—serve the campus for 33 weeks per year (fall, winter, and spring terms), while the Central Route operates during the other 19 weeks of the year (summer term and winter/spring break).

Beaver Bus is available Monday to Friday from 7:00 a.m. to 7:00 p.m. with frequency varying by route between every 8 to 15 minutes. A live shuttle tracker is available for riders to determine the arrival of the next shuttle.

Vehicles are owned by OSU but are maintained and stored at CTS depot. Vehicles are equipped with a lift or ramp and each bus has two securement positions for mobility devices.

Regional Services and NEMT Services

The following summarizes public transportation services for Benton County residents to destinations outside the county. These services support a range of medical, recreational, social, personal business trips, and in some situations, work and school trips. They include the previously discussed 99 Express and Coast to Valley Express services supported by Benton County. Although there is no public transportation between Corvallis and Eugene, connecting services are available via I-5 services in Albany.

OCWCOG Ride Line NEMT Service

Operated by OCWCOG, Ride Line is the regional broker of NEMT transportation for Medicaid recipients. OCWCOG coordinates transportation services for eligible clients of the IHN-CCO and the OHP traveling to and from covered non-emergency medical services. Transportation is provided to those eligible clients living in Benton, Linn and Lincoln counties who have no other way to get to their medical services. Rides depend on transportation provider availability; therefore, it is important to schedule rides as far in

advance as possible (rides may be scheduled up to 90 days in advance). Rides can be scheduled Monday through Friday, from 8:00 a.m. to 5:00 p.m.

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

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

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

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

Benton County had a monthly average of 18,771 eligible members (20% of the county's population) in FY 2021-2022. A total of 30,245 rides or gas reimbursements were provided, a monthly average of 2,067 rides for 116 individual clients. Of those eligible for the service, more than 7% used Ride Line service in FY 2021-2022 (compared to 2% in 2016).

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

Northwest Connector (NW Connector)

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

The NW Connector began in 2011 to streamline transit service between counties – particularly between the Mid- to North Willamette Valley and the Oregon coast – and to promote the use of alternative modes, such as transit and bicycling, throughout Columbia, Clatsop, Tillamook, Lincoln and Benton counties. Its formation was facilitated through a Department of Energy grant. Since then, the NW Connector network has formed more partnerships with other transit providers, including the Siletz Tribe,

Confederated Tribes of Grand Ronde, Salem-Keizer Transit, Yamhill County Transit, Amtrak (including the Amtrak Throughway “Point” Bus System), and Tri-Met.

In Benton County, the 99 Express and Coast to Valley Express are part of the NW Connector network, and the NW Connector shares the DTC with CTS, the PC, and the Linn-Benton Loop.

Amtrak

Service Area Description	Amtrak Cascades routes connects Albany to Eugene. Corvallis is not directly served by Amtrak trains, but can connect to Amtrak train by thruway bus from Corvallis to Albany
Days and Hours of Operation	<ul style="list-style-type: none"> ▪ From Albany: Northbound trains at 6:11 a.m., 1:23 p.m., 5:11 p.m. ▪ Northbound thruway buses: 9:10 a.m., 12:35 p.m., 2:05 p.m., 7:00 p.m. ▪ Southbound trains: 12:53 p.m., 4:14 p.m., 7:53 p.m. ▪ Southbound thruway buses: 8:40 a.m., 1:55 p.m., 7:05 p.m., 11:40 p.m.
Fare	<p>Fares to ride on Amtrak services varies based on route and mode.</p> <ul style="list-style-type: none"> ▪ Albany to Eugene: ~\$12 ▪ Corvallis to Albany (thruway bus): \$2
Connections to other services	Connections to local transit service in Albany and Corvallis

Amtrak provides service to and from Albany (at the Albany Station) along the Amtrak Cascades and the Coast Starlight routes. Amtrak Cascades Thruway bus service supplements rail service along the I-5 corridor and the Amtrak train lines. Fares to ride on Amtrak services vary based on route and mode. BAT and Amtrak have an interline agreement in place for the Coast to Valley Express service, allowing passengers to book a thruway bus ticket from their train in Albany to any city west of the train system (Corvallis (OSU), Philomath, Toledo, and Newport).

FlixBus

Service Area Description	Connects Corvallis to Eugene, Salem, Portland, Tacoma, and Seattle
Days and Hours of Operation	From Corvallis: Northbound buses at 8:00 a.m., 4:35 p.m. Southbound buses at 1:40 p.m., 9:15 p.m.
Fare	Varies by destination. Approximately \$9 for Corvallis to Eugene, \$25 - \$30 for Corvallis to Seattle.
Connections to other services	Connections to local transit service in Corvallis

FlixBus offers service to and from Corvallis to cities across Oregon and Washington, including Eugene, Salem, Portland, Tacoma, and Seattle. Fares vary based on destination. Fares for Flixbus costs riders approximately \$9 to travel from Corvallis to Eugene and \$25 to \$35 to travel from Corvallis to Seattle.

Greyhound Bus

Service Area Description	Connects Corvallis to cities throughout North America
Days and Hours of Operation	Varies by destination; multiple trips daily
Fare	Varies by destination. Approximately \$12 - \$18 for Corvallis to Portland, \$115 - \$130 for Corvallis to Los Angeles
Connections to other services	Connections to local transit service in Corvallis

Greyhound has a depot in Corvallis that offers ticketing, package shipping, and a waiting area for arriving and departing buses. The depot is approximately two blocks from the DTC. Greyhound buses travel north to Salem and Portland and continue to the State of Washington or travel east to The Dalles and Pendleton. Several buses also depart Corvallis southbound each day to Eugene, Grants Pass and Medford. Fares for Greyhound Bus vary based on the destination, length of the trip, and date of purchase. Fares for Greyhound bus service costs riders approximately \$12 to \$18 to travel from Corvallis to Portland and \$115 to \$130 to travel from Corvallis to Los Angeles.

Taxi Services

A variety of Corvallis-based taxi services are available to county residents, including Auto-Taxi, Beaver Cab, Orange Taxi, Hub Cab, and Ali Taxi. Most of these companies serve all of Benton County, as well as Linn, Lincoln, and Lane counties, seven days/week, 24/7. Most vehicles can accommodate folding wheelchairs. Fares are either metered or flat rates based on length of trip and destination. Additional taxi services based in Albany provide services in Benton County. Ride-sharing services like Uber and Lyft are available in Corvallis and Albany.

Shuttle Services

Groome Shuttle

The Groome Shuttle, operated by Groome Transportation, provides intercity airport transportation connecting regional cities, such as Eugene, Albany, Corvallis, Salem, and Woodburn to major hub airports (Groome Shuttle does not offer service to the Eugene Airport). Shuttle service is available from Albany to Portland Airport from 1:20 a.m. to 8:50 p.m., and from the Portland Airport to Albany from 5:25 a.m. to 12:40 a.m. Fares vary by pick-up location—to and from Portland Airport cost approximately \$47 (Albany and Corvallis), \$41 (Salem), \$36 (Woodburn).

4 FUNDING SUMMARY

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

Federal Sources

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

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

Infrastructure Investment and Jobs Act (IIJA)

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

FTA Formula Funds

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

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

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

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

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

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

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

State Sources

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

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

The STIF Program is governed by:

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

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

5 REGIONAL CHAPTER

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

SUMMARY OF REGIONAL NEEDS

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

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

Transportation Service Needs

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

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

Human Resource Needs

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

Marketing, Customer Service, and Outreach Needs

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

Infrastructure, Capital, and Technology Needs

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

REGIONAL STRATEGIES AND ACTIONS

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

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

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

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

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

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

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

Regional Needs Addressed: Service Improvements

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

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

Regional Needs Addressed: Infrastructure, Capital, and Technology

- Overall funding

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

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

Regional Needs Addressed: Service Improvements

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

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

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

Regional Needs Addressed: Service Improvements

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

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

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

Regional Needs Addressed: Human Resource Needs

- Find transit vehicle operators / volunteer drivers

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

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

Regional Needs Addressed: Service Improvements

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

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

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

Regional Needs Addressed: Marketing, Customer Service, and Outreach

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

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

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

Regional Needs Addressed: Service Improvements

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

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

SILETZ TRIBE COORDINATED PLAN

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

Summary of Strategies

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

6 COUNTY NEEDS, STRATEGIES, AND ACTIONS

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

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

SUMMARY OF TRANSPORTATION NEEDS

Transportation Service Needs

- **Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students**
 - One stakeholder mentioned that transportation services to Portland are important for accessing legal (e.g., Mexican consulate) and medical services.
- **Better local and regional connections that serve rural communities**
 - Limited bus routes and operational hours continue to be a challenge.
 - According to the Provider Survey results, BAT would like to be able to provide more service to the rural parts of the county. They have a few communities (e.g., Monroe, Alsea, etc.) that have expressed interest in more service that they have not been able to deliver yet. Additionally, they mentioned that they have demand for trips to and from Corvallis to North Albany/Albany area and service between Corvallis and peripheral unincorporated Linn County areas.
 - There is demand for more transportation services from rural communities in the county to travel to Corvallis to access medical facilities, work, etc.

- **Balancing appeal of free or reduced fare programs with the limitations they may bring**
 - BAT has decreased their fares since the COVID-19 pandemic.
 - Due to the COVID-19 pandemic, 99 Express and BAT Lift is now operating fareless service.

Marketing, Customer Service, and Outreach Needs

- **Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.**
 - Some people have trouble navigating mixed status/eligibility requirements for OHP services
 - Need communication channels for folks to provide feedback/submit complaint in multiple languages
 - Education/awareness of services particularly for older adults of different cultural backgrounds
- **Increase reach and availability of transit agency information**
 - While BAT has been able to bring its service into compliance with ODOT/FTA standards to expand services to more people, it continues to struggle to communicate to riders what options they have available

Human Resource Needs

- **Find transit vehicle operators / volunteer drivers**
 - One stakeholder responded to the Provider Survey mentioning that their agency has had challenges hiring and retaining enough drivers to provide their full schedule of services
 - According to BAT staff, their vehicle fleet is enough to accommodate their full scope of services. However, when there are not enough drivers, they are forced to “bump” people from rural demand-response service in order to serve urban paratransit (often in urban areas) because paratransit is mandated. This often creates tension between balancing service to urban and rural populations.
 - Some stakeholders shared that bus drivers are underpaid, making it difficult to recruit and retain them.
 - Some stakeholders were looking to implement a more formal volunteer driving program to help support ridership demand.

STRATEGIES, ACTIONS, AND PRIORITIES

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

Needs Addressed: Service Improvements

- Provide more comprehensive transportation services to target populations, such as older adults, people with disabilities, people with low-incomes, veterans, youth, and students Improve intercity connections, within each county, between counties and outside of the OCWCOG region
- Better local and regional connections that serve rural communities
- Balancing appeal of free or reduced fare programs with the limitations they may bring

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
1.1 Pursue available Federal and State transit funding and advocate for equitable, effective, sufficient, and sustainable Federal and State programs and policies.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Non-profits 	Medium	\$ Staff time
1.2 Continue to pursue funding for vehicle replacement, capital improvements, and preventive maintenance needed to ensure the desirability, safety, and convenience of public transportation services.	<ul style="list-style-type: none"> ▪ ODOT ▪ OCWCOG ▪ Benton County ▪ Non-profits 	Medium	\$\$\$ Staff time Fleet

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

Needs Addressed: Service Improvements

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

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

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

Needs Addressed: Service Improvements

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

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

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
3.1 Improve the existing demand response services available to older adults and persons with disabilities to include evening and weekend service, based on demand.	<ul style="list-style-type: none"> ▪ OCWCOG Ride Line ▪ BAT ▪ Transit providers 	High	\$\$-\$\$\$ Staff time Service planning & operations
3.2 Examine opportunities to improve transportation access to employment sites through vanpools, shuttles, or other means.	<ul style="list-style-type: none"> ▪ OCWCOG transportation options ▪ County agencies (BAT, transportation, workforce development) ▪ Transit providers ▪ Public and private employers ▪ Non-profits 	High	\$\$-\$\$\$ Staff time Fleet Service planning & operations Infrastructure planning, design, construction

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

Services Addressed: Human Resource Needs

- Find transit vehicle operators / volunteer drivers

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

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
4.2 Review and support opportunities to better coordinate the recruitment of volunteers.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County special and rural transportation program ▪ Local community non-profits 	High	\$ Staff time Technology Non-profit support

Strategy #5: Expand efforts to inform seniors, people with disabilities, low-income households, veterans, youth, limited-English speaking populations and the general public of available public transportation services

Needs Addressed: Marketing, Customer Service, and Outreach Needs and Human Resource Needs

- Reduce language/cultural barriers of available transit agency information for ESL, minority populations, etc.
- Increase reach and availability of transit agency information
- Find transit vehicle operators / volunteer drivers

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
5.1 Improve website information and sharing of website information among providers about the various services available within the County and region.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ BAT ▪ County transit providers ▪ County/regional visitor/tourism board 	High	\$-\$\$ Staff time Website hosting, plug-ins, management
5.2 In coordination with the County's Employer Transportation Committee, identify employee transportation needs and encourage employers to disseminate information about public transportation services.	<ul style="list-style-type: none"> ▪ OCWCOG Transportation Options ▪ BAT ▪ County transit providers ▪ County Employer Transportation Committee 	Medium	\$ Staff time Materials

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
5.3 Develop and implement a plan for effective communications and outreach to limited-English speaking populations (interpreter services, translation, and culturally appropriate outreach and travel training).	<ul style="list-style-type: none"> ▪ OCWCOG ▪ BAT ▪ County transit providers ▪ Local and regional non-profits ▪ Northwest Oregon Works (Lincoln & Benton Local Area Workforce Development Board) ▪ Willamette Workforce Partnership (Linn Local Area Workforce Development Board) 	High	\$ Staff time Materials
5.4 Strive to hire diverse employees, including drivers and dispatchers, and solicit volunteers from non-traditional communities.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County human resources 	High	\$ Staff time
5.5 Engage with civic and cultural organizations and conduct outreach at tabling events.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ BAT ▪ County transit providers ▪ Local and regional non-profits 	High	\$ Staff time Materials
5.6 Provide cultural awareness training to transportation service providers.	<ul style="list-style-type: none"> ▪ OCWCOG ▪ County human resources ▪ Northwest Oregon Works (Lincoln & Benton Local Area Workforce Development Board) ▪ Willamette Workforce Partnership (Linn Local Area Workforce Development Board) 	Medium	\$ Staff time

Strategy #6⁷: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Needs Addressed: Service Improvements

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

Benton County Actions	Partner Organizations	Rating of Importance	Order of Magnitude Costs
6.1 Consult with educational facilities to ensure that public transportation schedules are coordinated to the extent feasible with classroom schedules.	<ul style="list-style-type: none"> OCWCOG School districts Transit providers BAT 	Medium	\$ Staff time
6.2 Encourage transportation providers to regularly assess customer and driver needs through surveys and other mechanisms.	<ul style="list-style-type: none"> OCWCOG Transit providers BAT 	Medium	\$ Staff time
6.3 Support training for public transportation providers on emergency preparedness plans and implementation.	<ul style="list-style-type: none"> OCWCOG Transit providers BAT City and County Public Safety 	High	\$ Staff time

⁷ Same as Regional Strategy 7. Benton County did not have any county-level actions that fell under Strategies 4 and 5, as reflected in the Regional Strategies chapter.

7 CONCLUSION

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

Benton County Coordinated Plan Appendix A Stakeholder Engagement

March 2023 FINAL



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A STAKEHOLDER ENGAGEMENT

STAKEHOLDER INTERVIEW QUESTIONS

Stakeholder Questions

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

Existing Conditions

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

Gaps

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

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

Recommendations/Opportunities/Priorities

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

FOCUS GROUP DISCUSSION GUIDE

Project Purpose

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

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

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

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

Introductions

Before we begin:

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

Experience Questions

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

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

Suggested Improvements

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

Other Comments?

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

ONLINE PROVIDER SURVEY QUESTIONS

Introduction

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

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

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

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

Katie Trebes, Assistant Transportation Planner

ktrebes@ocwcog.org

541-812-2004

General Information

Agency and Contact Information

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

Point of Contact Name:

Organization Name:

Job Title:

E-mail Address:

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

General public

People with disabilities Seniors (65 or older)

Low-income populations Youth (ages 10-17)

Students

Veterans

Siletz Tribes

Other (please specify) – [FILL-IN]

3. In which county are your services located?

Linn

Benton

Lincoln

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

Public transit agency

Public human services agency

Nonprofit human services agency

Healthcare provider

Volunteer driver program

Private for-profit transportation provider

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

Nonprofit transportation provider

Advocacy organization

Faith-based organization

Other: - [FILL-IN]

5. Does your organization directly provide the transportation services?

Yes, we directly provide rides.

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

No, I am a private citizen

6. In which county do you reside?
Linn
Benton
Lincoln

7. What type of transportation services do you provide? Please check all that apply.
Fixed-route service
Demand-response service (commonly referred to as same-day or Dial-A-Ride service)
ADA paratransit service
Non-emergency medical transportation
Other: - [FILL-IN]

8. Of the total number of vehicles in your fleet, how many of them are ADA-accessible?

9. What days each week does your agency/organization typically provide transportation services? Select all that apply.
Monday
Tuesday
Wednesday
Thursday
Friday
Saturday
Sunday

10. What type(s) of transportation services does your organization support? Select all that apply.
Provide transit tickets/passes to clientele
Provide taxi vouchers to clientele
Volunteer driver program
Broker transportation services through third party transportation providers
Provide Lyft or Uber credits
Provide trip planning assistance
Provide travel training guidance
Other – [FILL IN]

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

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

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

Funding

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

Federal funds

State funds

City funds

County funds

Charging clients a fare

Grants/Private donations/fundraising/volunteers

Other [FILL-IN]

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

Service Information

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

Yes

No

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

Yes

No

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

Transportation Successes and Challenges as a Provider

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

Transportation Success and Challenges as a User

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

[END SURVEY]

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

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

Katie Trebes, Assistant Transportation Planner

ktrebes@ocwcog.org

541-812-2004

LIST OF STAKEHOLDERS

Coordinated Plan Advisory Committee

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

Stakeholder and Focus Group Participants

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

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

Benton County Coordinated Plan Appendix B Funding Overview

March 2023 FINAL



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B FUNDING OVERVIEW

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

Figure 1 Public Transportation Funding Options

Federal - Program Name	Description	Eligible Agencies	Eligible Activities	Changes with IIJA
FTA 5307 Urbanized Area Formula Grants	<ul style="list-style-type: none"> ▪ Capital and operating assistance in urbanized areas and for transportation-related planning 	<ul style="list-style-type: none"> ▪ Transit Districts in urbanized areas 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ The Bipartisan Infrastructure Law requires recipients of Urbanized Area Formula Program (Section 5307) funds that serve urbanized areas with populations of 200,000 or more to allocate not less than 0.75 percent of their Urbanized Area Formula Program funds to safety related projects. ▪ Year over year increase in funding for this program
FTA 5309 Capital Investment Grants Program	<ul style="list-style-type: none"> ▪ Replacement, rehabilitation, and purchasing of transit vehicles and related equipment ▪ Construction of new or expansion of fixed guideways for rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries, and corridor-based bus rapid transit that have similar features of rail Local match varies 	<ul style="list-style-type: none"> ▪ State ▪ Local government agencies ▪ Transit agencies 	<ul style="list-style-type: none"> ▪ Capital 	<ul style="list-style-type: none"> ▪ Small Starts are projects with an estimated cost of less than \$400 million and are seeking funding of less than \$150 million ▪ New Starts are projects with an estimated cost of \$400 million or more and are seeking funding of \$150 million or more ▪ Expands Core Capacity project eligibility to include corridors that are at capacity today or will be in 10 years

				<ul style="list-style-type: none"> ▪ Bundles projects to move multiple projects through the CIG pipeline ▪ The Secretary must determine if a project sponsor made progress toward meeting the transit asset management performance target ▪ Removes the requirement that New Starts and Core Capacity projects need to be less than \$100 million ▪ Projects that seek an updated rating after a period of inactivity following an earlier rating and evaluation can be considered for funding ▪ Elimination of before and after studies. Differences between the predicted and actual outcomes of projects will be reported instead ▪ New Starts and Core Capacity projects can be awarded within 15 days instead of 30 days
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	<ul style="list-style-type: none"> ▪ Funds transportation services planned, designed, and carried out to meet special transportation needs of seniors and people with disabilities in all areas 	<ul style="list-style-type: none"> ▪ State ▪ Local government authorities ▪ Private nonprofit organizations ▪ Operators of public transit 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning 	<ul style="list-style-type: none"> ▪ Year over year increase in funding for this program
FTA 5311 Formula Grants for Rural Areas	<ul style="list-style-type: none"> ▪ Capital, planning, and operating assistance to states and federally recognized tribes to support public transportation in rural areas with populations less than 50,000 	<ul style="list-style-type: none"> ▪ State ▪ Federally recognized tribes ▪ Local government authorities 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations ▪ Planning ▪ Job access and reverse 	<ul style="list-style-type: none"> ▪ Established fixed funding percentages for the Public Transportation on Indian Reservations program (5% of 5311) and the Appalachian Development Public Transportation Assistance Program (3% of 5311).

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

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

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

	<ul style="list-style-type: none"> ▪ Funding transfers are only for projects in an approved metropolitan transportation improvement program (TIP) and/or statewide transportation improvement program (STIP). ▪ Listed below are programs that allow for transferring of funds. 			
FAST Act 11115 Congestion Mitigation and Air Quality (CMAQ) Improvement Program	<ul style="list-style-type: none"> ▪ Provides flexible funding for transportation projects and programs that reduce congestion and improve air quality to meet the requirements of the Clean Air Act ▪ 2% of funding is for state planning and research ▪ 25% of funding awarded to a State is set aside for nonattainment or maintenance areas for fine particulate matter (PM2.5) ▪ 50% of CMAQ program funding may be transferred to the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, and National Highway Freight Program each fiscal year 	<ul style="list-style-type: none"> ▪ States ▪ Local governments 	<ul style="list-style-type: none"> ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ Four new eligible activities: shared micromobility including bikeshares and shared scooter systems; purchase of diesel replacements, or medium-duty or heavy duty zero emission vehicles and related charging equipment, modernization or rehabilitation of a lock or dam, or a marine highway corridor, connector, or crossing; and alternative fuel projects, vehicle refueling infrastructure used in construction projects or port-related freight operations ▪ CMAQ funding can be transferred to the Carbon Reduction Program and Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program ▪ Year over year increase in funding for this program
FAST Act 11109 Surface Transportation Block Grant (STBG) Program	<ul style="list-style-type: none"> ▪ Provides flexible funding for projects that address state and local transportation needs ▪ 2% of funding is for state planning and research ▪ At least 20% of the State's FY 2009 Highway Bridge Program apportionment is used for projects related to bridges and low water crossings on public roads other than federal-aid highways ▪ 50% of STBG program funding may be transferred to the National Highway Performance Program, Highway Safety 	<ul style="list-style-type: none"> ▪ States ▪ Local governments 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ New regions that can receive allocations: urbanized areas with population of at least 50,000 but no more than 200,000 and urbanized areas with population of at least 5,000 but no more than 49,999 ▪ STBG funding can be transferred to the Carbon Reduction Program and PROTECT Formula Program ▪ New eligible activities include: ▪ Privately-owned, or majority-privately owned, ferry boats and terminal facilities that provide a substantial public transportation benefit

	<p>Improvement Program Congestion Mitigation Air Quality Improvement Program, and National Highway Freight Program each fiscal year</p>			<ul style="list-style-type: none"> ▪ Addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife ▪ Installation of safety barriers and nets on bridges ▪ Maintenance and restoration of existing recreational trails ▪ Installation of electric vehicle charging infrastructure ▪ Installation and development of current and emerging intelligent transportation technologies ▪ Planning and construction of projects that facilitate intermodal connections between new transportation technologies ▪ Protective features to increase resilience of transportation facilities ▪ Procedures to protect transportation facilities from cybersecurity threats ▪ Conducting analyses for public-private partnerships ▪ Projects to increase travel and tourism ▪ Replacement of low-water crossing with a bridge not on a federal-aid highway ▪ Construction of a bus rapid transit corridor or dedicated bus lane ▪ Year over year increase in funding for this program
<p>Transportation Alternatives (TA)</p>	<ul style="list-style-type: none"> ▪ The TA is a set-aside from the STBG Program ▪ Funds a variety of smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes 	<ul style="list-style-type: none"> ▪ States ▪ MPOs ▪ Nonprofits 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations 	<ul style="list-style-type: none"> ▪ TA funds can be transferred to the Carbon Reduction Program and the PROTECT Program ▪ Year over year increase in funding for this program

	<p>to school projects, community improvements, and environmental mitigation</p> <ul style="list-style-type: none"> ▪ A state may transfer up to 50% of TA funds to the Surface Transportation Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Highway Freight Program 			
Tribal Transportation Program (TPP)	<ul style="list-style-type: none"> ▪ Funds for safe and adequate transportation and public roads for access to and within Indian reservations, Indian lands, and Alaska Native Village communities ▪ Contribute to the economic development, self-determination, and employment of Indians and Native Americans 	<ul style="list-style-type: none"> ▪ Tribal governments 	<ul style="list-style-type: none"> ▪ Planning ▪ Capital ▪ Operations 	<ul style="list-style-type: none"> ▪ Eliminates the current TPP set-aside of 3% for the Tribal Transportation Bridge Program and receive fundings for Tribal bridges from the Bridge Investment Program and Bridge Formula Program ▪ \$9 million is set aside every year from the TTP for the Tribal High Priority Projects Program ▪ Increases TTP Safety Fund from 2% to 4% ▪ Updates bridge terminology by replacing “structurally deficient” or “functionally obsolete” bridges with “in poor condition” ▪ Year over year increase in funding for this program
National Highway Performance Program (NHPP)	<ul style="list-style-type: none"> ▪ Funds projects that support the condition and performance of the national highway system, ensure that federal-aid funds are achieving the performance targets set in a state’s asset management plan, and increases the resiliency of the highway system to mitigate sea level rise, extreme weather events, flooding, wildfires, or other natural disasters 	<ul style="list-style-type: none"> ▪ States 	<ul style="list-style-type: none"> ▪ Capital ▪ Operations 	<ul style="list-style-type: none"> ▪ NHPP funds can be transferred to the Carbon Reduction Program and the PROTECT Program ▪ Year over year increase in funding for this program

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

Ferry Boat Program	<ul style="list-style-type: none"> Construction of ferry boats and ferry terminal facilities 	<ul style="list-style-type: none"> States US territories 	<ul style="list-style-type: none"> Capital Operations 	<ul style="list-style-type: none"> Up to 85% of federal share can be contributed to projects that replace/retrofit diesel fuel ferry vessels to significantly reduce emissions New eligible activities include paying for operating costs of facilities, constructing ferry maintenance facilities, and procuring transit vehicles used exclusively for intermodal ferry trips Year over year increase in funding for this program
State and Planning Research (SPR)	<ul style="list-style-type: none"> 2% of funding is allocated for engineering and economic surveys; planning of future highway programs and local transportation systems; studies of the economy, safety, and convenience of surface transportation systems; and research and evaluation of new technologies 	<ul style="list-style-type: none"> States 	<ul style="list-style-type: none"> Planning Technical and evaluations studies 	<ul style="list-style-type: none"> N/A
State- Program Name	Description	Eligible Agencies	Eligible Activities	Changes since last plan
Statewide Transportation Improvement Fund (STIF) - Formula	<ul style="list-style-type: none"> Dedicated funding source to improve, maintain, and expand public transportation for all users Funded by payroll tax of one-tenth of one percent on wages paid to employees Formula program accounts for 90% of total STIF funding, distributed to/through Qualified Entities 	<ul style="list-style-type: none"> Public transportation service providers such as cities, counties, special districts, intergovernmental entities, and other agencies that provide public transportation services 	<ul style="list-style-type: none"> Capital Planning Marketing Operations 	<ul style="list-style-type: none"> STF was combined with STIF

		<ul style="list-style-type: none"> ▪ Local agencies may receive funds through agreements with Linn or Benton Counties. ▪ Must have an eligible Local Plan 		
Statewide Transportation Improvement Fund (STIF) – Discretionary and Intercommunity	<ul style="list-style-type: none"> ▪ Discretionary fund accounts for 5% of total STIF funding and support various projects but cannot be used for ongoing operations. Discretionary fund focus areas are described in program rules ▪ Intercommunity fund accounts for 4% of total STIF funding to maintain, expand, and improve public transportation services between two or more communities. ODOT may combine this fund with other related fund sources, changing eligibility by solicitation year ▪ Required local match will range from 10% to 20% depending on project type and eligibility 	<ul style="list-style-type: none"> ▪ Public transportation service providers such as cities, counties, special districts, intergovernmental entities, and other agencies that provide public transportation services Local agencies apply directly to ODOT 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning ▪ Operations (vary by solicitation) ▪ Marketing ▪ Pilot projects 	<ul style="list-style-type: none"> ▪ STF was combined with STIF
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> ▪ Enhance, expand, or improve the transportation system, including through public transportation capital needs ▪ Preserve and improve the safety of roads, bridges and expand bike paths and sidewalks ▪ Programs funding for projects every 3 years ▪ The Fix-It program maintains the roadway system statewide including 	<ul style="list-style-type: none"> ▪ Local governments 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning 	<ul style="list-style-type: none"> ▪ N/A

	<p>bridges, pavement, culverts, traffic signals, and many others</p> <ul style="list-style-type: none"> ▪ The Enhance Highway Discretionary Program funds projects that address congestion and freight mobility on state highways ▪ The Safety Program funds projects that reduce deaths and injuries on roads ▪ Non-Highway programs fund pedestrian and other public transportation projects that help people who do not have a car or bicycle make their trips ▪ The Local Government programs provide direct funding to cities and counties for their priority projects ▪ Other funds are used for planning, data collection, workforce development, and administrative programs 			
<p>Planning Grant Program (from ODOT via FTA 5303, 5304, and 5305)</p>	<ul style="list-style-type: none"> ▪ Discretionary ODOT grant program for planning projects that leads to improved accessibility to public transportation systems and increased economic vitality in communities 	<ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Council of governments ▪ Transit districts in rural areas ▪ Tribal governments ▪ Small urban MPOs 	<ul style="list-style-type: none"> ▪ Planning ▪ Technical and evaluation studies 	<ul style="list-style-type: none"> ▪ Consideration of state and local housing patterns must be included in the metropolitan planning process ▪ MPOs must ensure the consistency of data used in the planning process if more than one MPO is designated within an urbanized area ▪ Allows the use of social media and other web-based tools to engage the public in the planning process ▪ Requires MPOs to consider representation of the population when designating officials ▪ Allows more than 80% of federal shares for local match for lower-density or lower-income portions of metropolitan or adjoining rural areas

<p>Oregon Transportation Infrastructure Bank (OTIB)</p>	<ul style="list-style-type: none"> ▪ Financing Statewide revolving loan fund designed to promote innovative financing solutions for transportation needs by: ▪ Leveraging federal and non-federal transportation funds, ▪ Accelerating the development of projects, ▪ Encouraging development of revenue generating projects, ▪ Facilitating projects such as public-private partnerships ▪ Cities as well as transit districts are eligible to borrow from the bank. ▪ Funding pool set-aside for public transportation projects. Rates are typically very low and more favorable to local agencies than other loan programs. 	<ul style="list-style-type: none"> ▪ Cities ▪ Counties ▪ Transit districts ▪ Special service districts ▪ Tribal governments ▪ State agencies ▪ Private for-profit and not-for-profit entities 	<ul style="list-style-type: none"> ▪ Capital ▪ Planning 	<ul style="list-style-type: none"> ▪ N/A
<p>ODOT Transportation Growth Management (TGM) Program</p>	<ul style="list-style-type: none"> ▪ For local communities to plan for streets and land use to foster more livable, economically vital, and sustainable communities and increase opportunities for transit, walking and bicycling. ▪ Awarded annually ▪ Local match is 12% 	<ul style="list-style-type: none"> ▪ Counties ▪ Cities ▪ Council governments ▪ Tribal governments ▪ Transportation districts ▪ MPOs ▪ Mass transit districts ▪ Parks and recreation districts 	<ul style="list-style-type: none"> ▪ Planning 	<ul style="list-style-type: none"> ▪ N/A

		<ul style="list-style-type: none">▪ Metropolitan service districts▪ School districts and public colleges and universities as a joint applicant with a local government		
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Regional Strategies and Actions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Benton County Actions	Potential Funding Sources
1.1 Pursue available Federal and State transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ 5339
1.2 Continue to pursue funding for vehicle replacement, capital improvements, and preventive maintenance needed to ensure the desirability, safety and convenience of public transportation services.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5309 ▪ 5337 ▪ 5339

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

Benton County Actions	Potential Funding Sources
2.1 Expand frequency of service of fixed-route and demand response services based on demand.	<ul style="list-style-type: none"> ▪ STIF funds
2.2 Extend public transportation services to underserved communities and rural areas of the County through options such as shuttle routes, feeder services, shopping or medical shuttles, non-profits, volunteer-based demand response programs, or privately provided services (taxis, ride share companies).	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ FAST Act 3006(b)
2.3 Develop/improve facilities needed to ensure convenient and safe access to transit by foot and bicycle, including curb cuts, bus stops, shelters, safety improvements, signage, and more.	<ul style="list-style-type: none"> ▪ FHWA programs participating in Flex Funds, such as HSIP, TA

	<ul style="list-style-type: none"> ▪ Oregon Safe Routes to School grant (for improvements in ROW within 1 mile of school) ▪ Oregon Transportation Infrastructure Bank
2.4 Develop/improve maintenance and storage facilities for general transit operations	<ul style="list-style-type: none"> ▪ 5310 ▪ 5311 ▪ 5339 ▪ Oregon Transportation Infrastructure Bank

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

Benton County Actions	Potential Funding Sources
3.1 Improve the existing demand response services available to older adults and persons with disabilities to include evening and weekend service, based on demand.	<ul style="list-style-type: none"> ▪ STIF funds ▪ 5310 ▪ 5311 ▪ FAST Act 3006(b)
3.2 Examine opportunities to improve transportation access to employment sites through vanpools, shuttles, or other means.	<ul style="list-style-type: none"> ▪ 5311 ▪ STIF funds ▪ CMAQ Improvement Program via Flex Funds

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

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

Strategy #5: Expand efforts to inform seniors, people with disabilities, low-income households, veterans,

youth, limited-English speaking populations and the general public of available public transportation services

Benton County Actions	Potential Funding Sources
5.1 Improve website information and sharing of website information among providers about the various services available within the County and region.	<ul style="list-style-type: none"> ▪ STIF funds ▪ County Visitor Information funds (if available)
5.2 In coordination with the County’s Employer Transportation Committee, identify employee transportation needs and encourage employers to disseminate information about public transportation services.	<ul style="list-style-type: none"> ▪ STIF funds
5.3 Develop and implement a plan for effective communications and outreach to limited-English speaking populations (interpreter services, translation, and culturally appropriate outreach and travel training).	<ul style="list-style-type: none"> ▪ STIF funds ▪ Local Workforce Development Board support
5.4 Strive to hire diverse employees, including drivers and dispatchers, and solicit volunteers from non-traditional communities.	<ul style="list-style-type: none"> ▪ General HR funds
5.5 Engage with civic and cultural organizations and conduct outreach at tabling events.	<ul style="list-style-type: none"> ▪ N/A
5.6 Provide cultural awareness training to transportation service providers.	<ul style="list-style-type: none"> ▪ Local Workforce Development Board support

Strategy #6: Establish mechanisms for routine monitoring of Plan implementation and for coordination with land use and transportation planning occurring in the County and region

Benton County Actions	Potential Funding Sources
6.1 Consult with educational facilities to ensure that public transportation schedules are coordinated to the extent feasible with classroom schedules.	<ul style="list-style-type: none"> ▪ STIF funds
6.2 Encourage transportation providers to regularly assess customer and driver needs through surveys and other mechanisms.	<ul style="list-style-type: none"> ▪ STIF funds ▪ Transit provider general funds

6.3 Support training for public transportation providers on emergency preparedness plans and implementation.	▪ Oregon Office of Emergency Management grants
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