

**Deschutes County
Coordinated Human Services Public Transportation Plan**

**Approved by the Deschutes County Board of Commissioners
June 13, 2007**

Contributors

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Table of Contents

Executive Summary2

1. Introduction.....4

 1.1 Federal and State Plan Requirements4

 1.2 Funding Sources Affected4

 1.3 Definitions.....4

2. Stakeholder-Driven Planning Process5

3. Vision, Principles and Goals6

 3.1 Vision Statement6

 3.2 Guiding Principles.....6

 3.3 Planning Goals.....6

4. Resource Analysis.....7

5. Data Analysis and Needs Assessment.....7

 5.1 Demographic Analysis7

 5.2 Survey of Transportation Service Demands.....8

 5.3 Analysis of Common Transportation Origins and Destinations9

6. Barriers and Gap Analysis – Priority Strategies10

7. Desired System Characteristics13

8. Action Items13

Appendix A.1 - Population and Employment Centers14

Appendix A.2 - Transportation Service Providers15

Appendix A.3 Areas Exceeding State Average – Senior Population16

Appendix A.4 Areas Exceeding State Average – Low Income17

Appendix A.5 Areas Exceeding State Average - Disabled.....18

Appendix A.6 Common Origins and Destinations, Deschutes County.....19

Appendix A.7 Common Origins and Destinations, Bend Area20

Appendix A.8 Common Origins and Destinations, Redmond Area21

Appendix B – Demographic and Other Statistical Information22

 1. Demographics and Population22

Destination resorts in Deschutes County:22

Proposed Destination Resorts in Deschutes County:.....22

Neighboring Destination Resorts:.....22

 2. Income and Employment27

 3. Transportation Data29

Appendix C – Resource Analysis.....37

 a. Provider Inventory.....37

 b. Provider Service Detail.....40

 c. Other transportation resources44

 d. Administrative Capacity.....44

 e. Public Transportation Funding Sources.....44

Federal Funding Programs.....44

State Funding Programs.....46

Local Options.....46

Appendix D - Project Participants47

Appendix E – Outreach Invitees49

Executive Summary

The Deschutes County Coordinated Transportation Plan will meet state and federal statutory requirements for Special Transportation Fund (STF) agencies to produce a coordinated human services transportation plan. The purposes of the coordinated plan are to 1) improve transportation services for people with disabilities, seniors, and individuals with lower incomes by identifying opportunities to coordinate existing resources; 2) to provide a strategy to guide the investment of financial resources; and 3) to guide the acquisition of future grants. It is the responsibility of Deschutes County to produce, approve, and submit this plan to the Oregon Department of Transportation Public Transit Division by June 30, 2007.

This plan originated with the Deschutes County Transportation Coordination Project, a joint effort of Deschutes County, the Central Oregon Intergovernmental Council (COIC) and Central Oregon Partnership (COP). The Oregon Department of Transportation (ODOT) provided project funding and participated on the project steering committee. Governor Ted Kulongoski authorized the project and directed Oregon Solutions to provide facilitation services. Mike Daly, Deschutes County Commissioner, convened the project and invited community, business and public service stakeholders to participate. Commissioner Daly served as the Project Chairman.

The stakeholder "Core Team" guided the planning process, developing a vision, principles and goals for public transportation in Deschutes County. Through research, surveys, data analysis and facilitated stakeholder needs identification, the Core Team produced this plan as a means to identify strategies to improve public transportation services. The planning process resulted in the identification of critical public transportation system gaps and barriers, along with proposed strategies to address those barriers:

Strategy #1 – Protect and strengthen existing transportation services

- a. Support and strengthen the existing network of private and public transportation providers (protect the assets that are in place – that the community has invested in)
- b. Pursue a funding strategy that leverages local, state, federal and private resources
- c. Allocate available public and private resources to implement plan goals

Strategy #2 – Improve inter-city and inter-community transportation services

- a. Establish a system of inter-"community" transportation services that connect population centers such as shuttles and vanpools between communities
- b. Support and coordinate participation in the statewide "trip-check" and carpool programs
- c. Provide improved services to human services populations, such as Court ordered groups and populations, the elderly and persons with disabilities, and public service clients such as participants in the federal Women, Infants and Children Program (WIC)
- d. Provide public access to jobs, basic services and life skills, shopping and recreation
- e. Focus public transportation on access to social and medical services, jobs, shopping, education and recreation
- f. Encourage and support multi-modal options including pedestrian and bicycle usage

Strategy #3 – Increase accessibility to transportation services

- a. Identify "underserved" areas (geography) and population (demographics)
- b. Identify transportation-dependent populations geographically
- c. Evaluate the effectiveness of existing transportation services
- d. Institute an ongoing evaluation process focused on system effectiveness
- e. Operate a clearinghouse for transportation information
- f. Develop an ongoing public education program focused on commuting and transportation services
- g. Provide transportation options that are sustainable and "environmentally sensitive"
- h. Maintain public transportation services that are fast, fair, flexible and frequent

Strategy #4 - Coordinate Transportation Services

- a. Identify or develop a regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services
- b. Coordinate transportation services within Deschutes County and the Central Oregon region
- c. Develop a regional ride scheduling, dispatch and travel information center to facilitate improved coordination
- d. Provide political and administrative leadership by obtaining the endorsement and active support of elected officials and professional staff
- e. Create a Public Transportation Advisory Committee to (1) develop partnership agreements with public transportation system stakeholders, (2) identify and support efforts to coordinate public and private investments in public transportation services in Deschutes County and the region, (3) provide guidance and recommendations to elected public officials, and (4) conduct public information and outreach, and facilitate public involvement

- f. Build tools for a coordinated system of public transportation services, including (1) conduct a comprehensive market analysis to inform investment and programming decisions, (2) develop a model agreement to coordination transportation services, (3) develop a coordinated approach to insurance, training, dispatch and other central support services, and (4) develop a model process to attract new public and private investors and service partners

According to the statutory requirements, for a public transportation project to be eligible for the STF and/or Public Transit Division Discretionary Grant programs, it must be consistent with or derived from the coordinated plan priorities. The plan priorities will be used by the Deschutes County STF Committee and the ODOT Public Transit Division when reviewing and recommending public transportation funding applications submitted by Deschutes County transportation providers and organizations.

The Deschutes County Board of Commissioners reviewed and approved this plan on June 13, 2007, to serve as the County's Coordinated Human Services Public Transportation Plan.

1. Introduction

Rapid population growth and rising fuel prices are accelerating the need for public transportation services for the people and communities of Deschutes County. The elderly, low income, persons with disabilities and persons without the means of personal mobility are particularly disadvantaged by a lack of reliable transportation options. The county's economic and social vitality depend on coordinated transportation systems that link people and communities within the county and throughout Central Oregon. Effective and sustainable solutions must address five fundamental challenges:

- a dispersed pattern of settlement and economic development,
- increasing demand for a variety of transportation options,
- increasing interconnectedness and interdependence of communities in Central Oregon,
- a diverse and unevenly distributed mix of transportation service providers, and
- limited local and regional resources to leverage state, federal and private investments.

This coordinated public transportation plan sets forth a set of principles, goals and action items to begin to address these fundamental challenges. The plan is the product of a year of planning, research and deliberations involving a diverse group of stakeholders. Their investment in the planning process is a down-payment towards a more mobile and accessible county and region.

The success of this plan depends on a partnership of all transportation stakeholders in Deschutes County and Central Oregon. To be sure, county officials play a particularly critical leadership role, given their responsibilities to coordinate and allocate federal and state transportation grants. However, their ability to develop and sustain a coordinated system of transportation services is limited by available resources. The framers of this plan recognize that every public and private partner has a role to play in responding to the transportation challenges and pressing needs for transportation services in the county and region.

1.1 Federal and State Plan Requirements

This plan will meet federal and state coordinated planning requirements. Beginning in FY 2007, as a condition of Federal assistance, the ODOT Public Transit Division must certify to the U.S. Secretary of Transportation that projects selected for funding derive from locally developed coordinated plans. Also in 2007, Oregon statute requires that Special Transportation Fund (STF) Agencies (counties and Tribe) must complete a plan for their STF programs. These two planning requirements are very similar in intent and timing. To meet these new planning requirements, STF Agencies must complete a single coordinated plan that meets the state and federal requirements.

1.2 Funding Sources Affected

ODOT Public Transit Division Discretionary Grant programs and projects funded by STF local formula allocations must be consistent with and derived from the Coordinated Plan. ODOT Discretionary Grant programs include: Formula Program for Elderly Persons and Persons with Disabilities (\$5310); New Freedom (\$5317) and Job Access Reverse Commute (\$5316).

1.3 Definitions

Following are definitions for common terms used in this plan. The definitions are in alignment with Oregon Department of Transportation terminology:

1. **Public Transportation:** Any form of passenger transportation by car, bus, rail or other conveyance, either publicly or privately owned, which provides service to the general public on a regular and continuing basis. Such transportation may include services designed to meet the needs of specific user groups, including the elderly, people with disabilities, and for purposes such as health care, shopping, education, employment, public services and recreation. This planning process does not seek to address needs or priorities related to transportation system infrastructure such as roads, streets, highways or bridges.
2. **Coordination:** Cooperation between government, providers, businesses, individuals and agencies representing people unable to drive, low income, the elderly, and/or people with disabilities, to more effectively apply funding and other transportation resources to meet common transportation needs. Coordination actions may reduce duplication of services, reduce cost, increase service levels or make services more widely available in communities.
3. **Special Populations:** Low income individuals, seniors, and people with disabilities.

2. Stakeholder-Driven Planning Process

This plan originated with the Deschutes County Transportation Coordination Project, a joint effort of Deschutes County, the Central Oregon Intergovernmental Council (COIC) and Central Oregon Partnership (COP). The Oregon Department of Transportation (ODOT) provided project funding and participated on the project steering committee. Governor Ted Kulongoski authorized the project and directed Oregon Solutions to provide facilitation services. Mike Daly, Deschutes County Commissioner, convened the project and invited community, business and public service stakeholders to participate. Commissioner Daly served as the Project Chairman.

The Project began in the fall of 2005 with organizing meetings of a Steering Committee consisting of representatives from Deschutes County, COP, COIC, ODOT Public Transit Division and Oregon Solutions. Commissioner Daly convened the first meeting of the project committee ("Core Team") in April 2006. The Core Team consisted of following representatives from leading social service providers, educational institutions, government agencies, employers and business representatives and community service organizations. Interested citizens were encouraged to participate as well.

Bend Chamber of Commerce	La Pine Chamber of Commerce
Bend Community Action Team	La Pine Community Action Team
Bend Downtowners	City of Sisters
Bend La Pine School District	Central Oregon Intergovernmental Council
Bend Metro Park and Recreation District	Community Action Team of Sisters
Bend Metropolitan Planning Organization	Latina Leadership, Education and Cultural Center
Black Butte Ranch	Oregon Department of Transportation - Public Transit Division
Central Cascade Lines	Oregon Department of Transportation - Region 4
Central Oregon Coalition for Access	Old Farm District Neighborhood Association
Central Oregon Community College	Opportunity Foundation of Central Oregon
Central Oregon Council on Aging	Oregon Department of Human Services
Central Oregon Partnership	Oregon Employment Department
Central Oregon Resources for Independent Living	Oregon Solutions
City of Bend – Bend Area Transit	Redmond Chamber of Commerce
City of Redmond	Redmond Community Action Team
Commute Options for Central Oregon	Redmond Economic Development
Deschutes County Administration	Redmond School District
Deschutes County Community Development	Sisters Chamber of Commerce
Deschutes County Mental Health Department	T- Mobile
Interfaith Action for Justice	WorkSource Central Oregon

The Core Team meetings were made a part of the Deschutes County public meetings calendar, and opened to the general public. The meetings were generally held on the fourth Thursday of each month, between 9 AM and 12 noon, in one of the following three locations:

- Central Oregon Intergovernmental Council, 2363 SW Glacier Place, Redmond
- Deschutes County Administration, 1300 NW Wall Street, Bend
- Oregon Department of Human Services, 1300 NW Wall Street, Bend

Attendees, both Core Team members and the general public, were encouraged to participate actively in the meetings, and were provided opportunities to discuss their programs, share information, articulate needs, and identify transportation priorities.

Between April and June 2006, the Core Team developed ground rules for its deliberations, and reached consensus on a vision statement and goals. During this time, the Steering Committee compiled a demographic profile of Deschutes County and an inventory of transportation service providers and resources, and received detailed information about state and federal funding programs for public transportation services.

From July through September 2006, the Core Team established a sub-committee to assess the depth and breadth of transportation and mobility needs in the county. The sub-committee developed and conducted surveys of employers, service organizations and individuals in August and September 2006.

In October 2006, the Core Team began work on the Deschutes County Public Transportation Plan. A new Steering Committee was recruited to replace departing representatives of the Central Oregon Partnership. The Core Team dedicated its November and December meetings to reach consensus on short and long-term public transportation priorities to better serve the people and communities of Deschutes County. Meetings in April and May refined the strategies and priorities to ensure the needs of special populations were fully considered and integrated. The following plan reflects a consensus of the Core Team based on nearly 12 months of research and deliberations.

3. Vision, Principles and Goals

3.1 Vision Statement

The people and communities of Deschutes County are served by the improved coordination of existing transportation services and the creation of a permanent system of public transportation.

The countywide system is safe, affordable, reliable, accessible, environmentally sound, flexible, efficient, responsive to diverse transportation needs, and coordinated with regional transportation systems.

In short, transportation and mobility services in Deschutes County are fast, fair, flexible and frequent.

3.2 Guiding Principles

Deschutes County and its public and private partners shall adhere to the following guiding principles in pursuit of public transportation goals. These principles reflect a holistic approach to the provision of transportation services and therefore do not appear in any particular priority order:

1. Seek broad and diverse public involvement in the planning and implementation of public transportation policies, programs and investments.
2. Avoid duplication of effort and leverage community investments by coordinating its public transportation investments and programs with those of other local and regional governments, transportation service providers, employers and community institutions.
3. Give priority to the transportation and mobility needs of special populations (the elderly, persons with disabilities and persons who cannot afford to drive) and to persons seeking employment opportunities or transportation options.
4. Build off of existing public transportation assets to advance the goals and policies of the Comprehensive Plan, Transportation Systems Plan and other related County policies.
5. Seek investment and program opportunities that provide multiple benefits by providing access to medical and social services, employment, businesses and personal services, education, recreation and cultural amenities.
6. Pursue adequate and sustained financing strategies to achieve the public transportation principles, goals and action items set forth in this plan.
7. Establish measurable performance benchmarks and standards to guide and govern its public transportation investments.

3.3 Planning Goals

This transportation plan represents an initial step to coordinate public transportation services to address the diverse needs of people and communities in Deschutes County. The plan satisfies state and federal planning requirements that link human services to transportation services. To that end, Deschutes County establishes the following initial goals for transportation planning and coordination.

1. Identify present and future transportation needs for people who live, work, conduct business, attend school, seek medical and social services, and recreate in Deschutes County.
2. Align transportation planning efforts with the goal of the Oregon Competitive Employment Project to expand and develop transportation systems and services necessary for competitive employment of individuals with disabilities.

3. Develop a shared vision for the ideal public transportation system for Deschutes County.
4. Identify steps to coordinate existing public transportation services and expand services to achieve the shared vision.
5. Prioritize coordination initiatives based on the needs that would be met and the potential for success.
6. Maximize the use of public transportation funds to leverage state, federal and private investments in public transportation services.
7. Implement top priority coordination projects.

4. Resource Analysis

There are at least 36 different public transportation providers that operate in Deschutes County, including dial-a-ride systems, public transit, school districts, cab companies, volunteer providers, inter-community providers, business shuttles, and client shuttles. This number does not include an unknown number of church, assisted living vans, and other private providers not inventoried through this project. Collectively, these transportation providers serve all of the employment and residential centers of the County. However, the number of providers that provide services between communities is limited and does not fully meet the needs of the county's public transportation users. Other specific gaps and barriers related to the existing network of transportation providers were identified through this planning effort. A summary of providers can be found in appendix C.

Additionally, an inventory of funding resources, other transportation resources, and administrative capacity are found in appendix C.

5. Data Analysis and Needs Assessment

COIC and Oregon Solutions reviewed demographic, income and employment, and transportation data from the U.S. Census and other sources to determine the community composition and trends related to special populations. A resource analysis was conducted to determine levels of existing public transportation service, secured and available state and federal funding resources, and administrative capacity within the county. Detailed assessment data are included in this document as appendix B.

5.1 Demographic Analysis

Rapid and persistent growth has become a defining characteristic of life in Deschutes County. The US Census Bureau reports that the County added more than 65,000 persons between 1990 and 2005. During this period the County added more than 12,000 persons under age 18, more than 45,000 persons between 18 and 64 years old, and more than 7,500 person aged 65 and older.

This growth has increased demands on the County's transportation infrastructure. The Oregon Department of Transportation (ODOT) reports that between 1994 and 2004 the average daily traffic volumes at seven key locations in the county increased by 57%, an increase of more than 56,000 vehicles per day. The greatest increase in traffic volumes occurred along Highway 97 at locations north of Redmond and near the intersection of Highway 97 and Highway 20 (north of Mountain View Mall). ODOT predicts that traffic volumes will increase an additional 57% (88,100 vehicles per day) by 2024.

Noteworthy trends and statistics – Population data:

- Population growth rates continue to outpace state and national averages. See Appendix B, Table 1.1.
- Redmond was the fastest growing city in Oregon with a population over 10,000 for the time period from 2000 to 2006, with a growth rate of 74.3%. Bend was second over the same time period, with a growth rate of 44.7%. Sisters was the second fastest growing city of any size in Oregon from 2000 to 2006 with an 82% growth rate, trailing Happy Valley (103.8%).
- Deschutes County's Hispanic population was the county's fastest growing ethnic group from 1990 to 2000, though growth rates in the Hispanic population were lower than state and US averages. See Appendix B Table 1.4.
- The fastest growing age group from 1990 to 2000 was the 50-64 age group. This group increased at a higher rate than Oregon and the US. The slowest growing age group is the Under 5 age group. See Appendix B, Table 1.5.
- Deschutes County's senior population will increase as a percent of the county's total population – from 18.5% in 2000 to a projected high of 33.5% in 2040. Additionally, the numbers of 85+ residents will grow steadily. See Appendix B, Table 1.7.
- Deschutes County's population is projected to continue growing at higher rates than state average over the next 30 years. See Appendix B, Table 1.3.

Noteworthy trends and statistics – Income and Employment data:

- Deschutes County's average wage, per capita income and median household income are lower than Oregon and US averages. See Appendix B, Table 2.1.
- A total of 13,761 Deschutes County residents lived below poverty levels in 2003, including 4,673 children. See Appendix B, Table 2.3.
- Home prices increased sharply in Deschutes County from 2000 to 2006, at rates higher than neighboring counties. See Appendix B, Table 2.4.

Noteworthy trends and statistics – Transportation data:

- Deschutes County worker mean travel time to work is lower than state and federal averages. See Appendix B, Table 3.2.
- According to the U.S. Census, average travel time for commuters in Central Oregon has increased over the past five years (53% of workers traveled 11 or more minutes to work in 2004, compared with 46.4% in 2000). See Appendix B, Table 3.1.
- The region has seen an increase in workers traveling from one county to another for work from 1990 to 2000 – with the increases being experienced in Crook and Jefferson counties. Deschutes County has the highest percentage of their employees that reside within the county, and also imports more workers from the other counties. Jefferson County had the largest number of residents who commuted to another county for employment. See Appendix B, Table 3.3.
- According to the U.S. Census, carpool rates in Central Oregon are higher than Oregon or U.S. averages. Each Central Oregon county increased carpool rates from 1990 to 2000, over a time period when the Oregon and U.S. rates declined. See Appendix B, Table 3.5.
- The Central Oregon Workforce Housing Needs Assessment (Housing Works, 2006) results indicate that the community with the highest percentage of workers coming from other communities is Redmond, with only 52.9% of Redmond workers residing in Redmond. Madras trailed Redmond slightly in terms of importing workers (55.2% of Madras workforce lives in the community). Prineville had the highest percentage of workers who also lived in the community (84.4%). See Appendix B, Table 3.4.

5.2 Survey of Transportation Service Demands

The Deschutes County Transportation Coordination Project distributed surveys to businesses, organizations, employees, and agency clients to better understand the changing demands for transportation services. The goal was to collect information on commute patterns, workforce transportation challenges, client transportation challenges, and general interest in utilizing inter-community transit services.

The project received 1,119 responses, including 983 surveys from employees of 17 employers in Deschutes County. The major employee responses came from T Mobile (336 employee surveys), Columbia Aircraft (153 surveys), Deschutes County (66 surveys), City of Bend (53 surveys), and Eagle Crest (53 surveys). In addition, the project received responses from 27 employers, 17 agency/organizations, and 92 responses from the clients of 5 agencies in Deschutes County, including COIC, Bend Metro Park and Recreation District, Oregon Employment Department, Oregon Department of Human Services, and Deschutes County Mental Health.

Key Findings of Need:

- 45% of employees work in a different community than they reside.
- 52% of employees said they would ride a bus or shuttle system between communities, while 29% were undecided.
- 62% of manufacturing employees said they would ride a bus or shuttle system, which was the highest percentage by sector grouping. The lowest sector grouping percentage was the professional and service sector, with 45% responding that they would ride a bus or shuttle system between communities.
- 77% of employees who would ride a bus or shuttle between communities would ride to/from work. The second highest destination was shopping at 29%. Manufacturing employees had the highest rate of interest in riding to/from work (89%).
- A bus or shuttle system between Bend and Redmond was the most popular inter-community route, with 38% of the employees, 41% of the organizations and 30% of the clients identifying it as the highest priority route.
- Routes within Bend were the second highest priority, garnering 13% of employee responses, 11% of organizations, and 22% of clients.
- Assuming the service could meet their transportation needs, 63% of employees would ride the service either "daily" or "twice or more per week."

- 33% of employers said they have challenges in attracting or retaining employees due to transportation costs and/or availability, while 63% said that they had no challenges.
- 48% of employers said that their employees have a need for a tri-county transportation system, with 7% responding “maybe.” 33% of employers said their employees do not need a tri-county transportation system.
- 76% of agencies/organizations said that their clients have transportation needs that are not served by existing transportation services. These agencies estimated that 2,145 clients per month lack transportation.
- 72% of agency clients would ride a bus or shuttle system between communities, with 60% riding to services/medical appointments and 54% to shopping destinations.

5.3 Analysis of Common Transportation Origins and Destinations

COIC staff implemented a brief survey of transportation and human service providers to identify common transportation origins and destinations, and to identify where special populations need to travel but are unable to due to cost, lack of service, or other reason.

Not surprisingly, common origins were most likely to be low-income neighborhoods and subsidized housing, nursing homes, and continuing care facilities. The most commonly-cited destinations were medical facilities, grocery stores, social service offices (e.g. DHS office), and employment assistance centers. Respondents noted that large places of employment are also key destinations for special populations, but did not tend to identify individual locations.

Organizations submitting survey responses:

City of Bend Dial-A-Ride

Commute Options for Central Oregon

Deschutes County Mental Health Department

Housing Works

Neighbor Impact

Oregon Employment Department

Oregon Department of Human Services Volunteer Program

Oregon DHS - Seniors and People with Disabilities

Oregon DHS - Self Sufficiency Programs

Oregon Department of Vocational Rehabilitation Services

WorkSource Central Oregon

Origins and destinations maps can be found in appendix A, and a table of specific origin and destination responses are included in appendix B

6. Barriers and Gap Analysis – Priority Strategies

Through the Core Team research and facilitated discussion, surveys of human service providers, and stakeholder consultation and analysis, the following gaps in public transportation services and proposed strategies to address the barriers were identified by the Core Team.

Needs and Priority Strategies Matrix	
Service Gaps and Barriers	Strategies to Address Barriers
a. Protect and Strengthen Existing Services	
<ul style="list-style-type: none"> ▪ Increasing demand for transportation services, limited financial resources to support transportation services ▪ Need for reliable and adequate operations and capital funding for existing transportation providers, to protect existing transportation system 	<p>Strategy #1 – Protect and strengthen existing transportation services</p> <ul style="list-style-type: none"> a. Support and strengthen the existing network of private and public transportation providers (protect the assets that are in place – that the community has invested in) b. Pursue a funding strategy that leverages local, state, federal and private resources c. Allocate available public and private resources to implement plan goals
b. Inter-City/Inter-Community Trips	
<ul style="list-style-type: none"> ▪ Access to education sites in Bend, Redmond and La Pine ▪ Access to social and shopping, cultural and recreational access ▪ Access to social services, workforce services in Bend, La Pine and Redmond ▪ Access to medical centers in Bend and Redmond, particularly for non-Medicaid eligible riders ▪ Wheelchair accessible access to services in Bend for veteran population (veteran outpatient counseling center in Bend) ▪ Lack of space/capacity on the DAV van to Portland 	<p>Strategy #2 – Improve inter-city and inter-community transportation services</p> <ul style="list-style-type: none"> a. Establish a system of inter-"community" transportation services that connect population centers such as shuttles and vanpools between communities b. Support and coordinate participation in the statewide "trip-check" and carpool programs c. Provide improved services to human services populations, such as Court ordered groups and populations, the elderly and persons with disabilities, and public service clients such as participants in the federal Women, Infants and Children Program (WIC) d. Provide public access to jobs, basic services and life skills, shopping and recreation e. Focus public transportation on access to social and medical services, jobs, shopping, education and recreation f. Encourage and support multi-modal options including pedestrian and bicycle usage

Needs and Priority Strategies Matrix	
Service Gaps and Barriers	Strategies to Address Barriers
c. Service Considerations	
<ul style="list-style-type: none"> ▪ Hours of operation limited, evenings and weekends ▪ Frequency of operations ▪ Ease of use; removing barriers to mobility ▪ Lack of service in rural, unincorporated areas ▪ Disabled populations utilizing emergency services for non-emergency rides 	See Strategy # 3
d. Barriers	
<ul style="list-style-type: none"> ▪ Lack of information on existing transportation services ▪ Lack of information in Spanish on public transportation options ▪ Physical, emotional and cognitive impediments to mobility for some riders ▪ Access to information on rides/transportation options, so that riders can identify what their options are quickly and easily ▪ Transportation providers lack qualification/training in emergency response ▪ Lack of screening to match special need rider populations with the most appropriate transportation service ▪ Lack of door-to-door transportation service options ▪ Some special population riders need support and advocacy to access appropriate services; outreach to isolated special populations ▪ Administrative requirements for some services too burdensome and/or complicated ▪ Lack of options for populations without driver licenses 	<p>Strategy #3 – Increase accessibility to transportation services</p> <ul style="list-style-type: none"> a. Identify "underserved" areas (geography) and population (demographics) b. Identify transportation-dependent populations geographically c. Evaluate the effectiveness of existing transportation services d. Institute an ongoing evaluation process focused on system effectiveness e. Operate a clearinghouse for transportation information f. Develop an ongoing public education program focused on commuting and transportation services g. Provide transportation options that are sustainable and "environmentally sensitive" h. Maintain public transportation services that are fast, fair, flexible and frequent

Needs and Priority Strategies Matrix	
Service Gaps and Barriers	Strategies to Address Barriers
e. Planning and Coordination	
<ul style="list-style-type: none"> ▪ No single organization can coordinate public transportation services; a broad-based committee or coalition needed to develop and implement initiatives ▪ Public transportation needs transcend Deschutes County; regional-level needs ▪ Lack of regional one-stop call-in center for ride information and dispatch; lack of formal coordination system among providers ▪ Logistics-based coordination of transportation services not feasible due to lack of a lead regional coordinating entity ▪ Need for integrated land use and transportation planning ▪ Artificial boundaries create barriers to inter-community public transportation services (e.g. Camp Sherman to Sisters) 	<p>Strategy #4 - Coordinate Transportation Services</p> <ul style="list-style-type: none"> a. Identify or develop a regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services b. Coordinate transportation services within Deschutes County and the Central Oregon region c. Develop a regional ride scheduling, dispatch and travel information center to facilitate improved coordination d. Provide political and administrative leadership by obtaining the endorsement and active support of elected officials and professional staff e. Create a Public Transportation Advisory Committee to (1) develop partnership agreements with public transportation system stakeholders, (2) identify and support efforts to coordinate public and private investments in public transportation services in Deschutes County and the region, (3) provide guidance and recommendations to elected public officials, and (4) conduct public information and outreach, and facilitate public involvement f. Build tools for a coordinated system of public transportation services, including (1) conduct a comprehensive market analysis to inform investment and programming decisions, (2) develop a model agreement to coordination transportation services, (3) develop a coordinated approach to insurance, training, dispatch and other central support services, and (4) develop a model process to attract new public and private investors and service partners

7. Desired System Characteristics

1. Increase the number and frequency of coordinated public transportation services linking major cities and transportation corridors
2. Increase the number of persons using coordinated public transportation services
3. Reduce the number of single-occupancy vehicle trips (SOV)
4. Reduce levels of air pollution
5. Increase the number of modes of transportation used by residents
6. Increase private and employer investments in transportation services

8. Action Items

The Core Team identified the following immediate action items that should be undertaken to implement this public transportation plan:

1. Provide political and administrative leadership
 - a. Obtain the endorsement and active support of elected officials and professional staff
 - b. Pursue a funding strategy that leverages local, state, federal and private resources
 - c. Allocate available public and private resources to implement plan goals and priorities
2. Create a Public Transportation Advisory Committee
 - a. Develop partnership agreements with public transportation system stakeholders
 - b. Identify and support efforts to coordinate public and private investments in public transportation services in Deschutes County and the region
 - c. Provide guidance and recommendations to elected public officials
 - d. Conduct public information and outreach, and facilitate public involvement
3. Build tools for a coordinated system of public transportation services
 - a. Conduct a comprehensive market analysis to inform investment and programming decisions
 - b. Development of a model agreement to coordination transportation service
 - c. Develop a coordinated approach to insurance, training, dispatch and other central support services
 - d. Develop a model process to attract new public and private investors and service partners

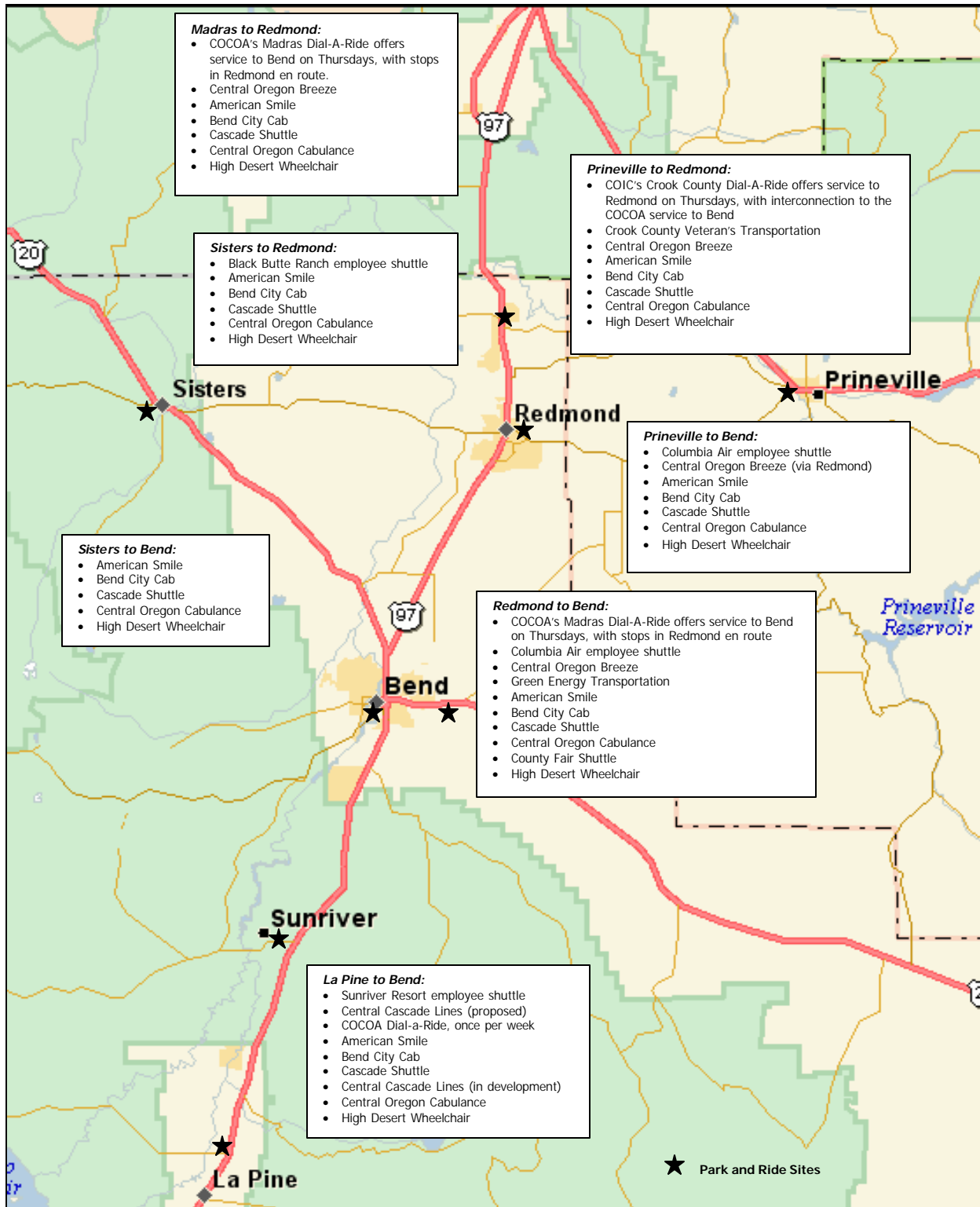
Appendix A.1 - Population and Employment Centers

Deschutes County Transportation Coordination Project



Appendix A.2 - Transportation Service Providers

Deschutes County Transportation Coordination Project



Appendix A.3 Areas Exceeding State Average – Senior Population

Appendix A.4 Areas Exceeding State Average – Low Income

Appendix A.5 Areas Exceeding State Average - Disabled

Appendix A.6 Common Origins and Destinations, Deschutes County

Appendix A.7 Common Origins and Destinations, Bend Area

Appendix A.8 Common Origins and Destinations, Redmond Area

Appendix B – Demographic and Other Statistical Information

Deschutes County Transportation Coordination Project

1. Demographics and Population

Total Population: 152,615 (Portland State University estimate, 2006)

Square miles: 3,018 (US Census, 2000)

Persons per square mile: 50.56

Population centers:

Bend: 75,290

Redmond: 23,500

Sisters: 1,745

Unincorporated: 52,080 (including La Pine)

Source: Portland State University Population Estimates, 2006)

Destination resorts in Deschutes County:

Sunriver

Eagle Crest

Black Butte Ranch

Pronghorn: A 640 acre resort under development between Bend and Redmond. 400 single family lots, 210 multi-family units, two golf courses.

Proposed Destination Resorts in Deschutes County

Cascade Highlands – a 706 acre resort planned for development in southwest Bend. 379 single-family homes, 210 multi-family units, 300 room resort hotel and 15,000 square feet of retail space.

Caldera Springs – 390 acres, 300+ residential lots near Sunriver in south Deschutes County. The development will include a 9 hole golf course, meeting facility, and restaurant.

Shevlin Park: A potential 370-acre destination resort with 1,500 homes, golf course and retail store on the northwest side of Bend (project currently pending).

Thornburgh Resort: 1,000 home development west of Redmond. Three golf courses proposed.

Neighboring Destination Resorts:

Brasada Ranch (Crook): An 1,800 acre resort under development, located south of Powell Butte and north of Alfalfa, with 900 units on lots that will average ½ acre in size.

Seven Peaks/Remington Ranch (Crook): Located north of Powell Butte, between highways 126 and 26. The 2,100 acre destination resort will have three golf courses, 800 residential units, and employ 300 persons when completed. Groundbreaking could take place in 2007.

Hidden Canyon (Crook): Located several miles east of Brasada Ranch, south of the community of Powell Butte. An estimated 3,250 acres in size, with 2,450 houses and 1,225 overnight units planned.

Sources: Central Oregon Workforce Housing Report, Housing Works, 2006; the Bend Bulletin.

Camp Sherman/Metolius (Jefferson): Destination resort zoning in Jefferson County is limited to areas around Camp Sherman on the Metolius River.

1.1 Population Information	Crook County	Deschutes County	Jefferson County	Region	Oregon
Population					
1990	14,111	74,958	13,676	102,745	2,842,321
1993	15,300	86,800	14,900	117,000	3,038,000
1998	16,650	104,900	17,400	138,950	3,267,550
2000	19,182	115,367	19,009	153,558	3,421,399
2002	20,200	126,500	19,850	166,550	3,504,700
2004	20,650	135,450	20,250	176,350	3,582,600
2005	22,755	143,490	20,600	186,845	3,631,440
2006	24,525	152,615	21,410	198,550	3,690,505
Source: Portland State University Center for Population Research					
Annual Population Growth Rate					
Population Change 1990-2000	5,071	40,409	5,333	50,813	579,078
Annual Growth Rate 1990-2000	3.6%	5.4%	3.9%		2.0%
Population Change 2000-2006	5,343	37,248	2,401	44,992	269,106
Percent Change 2000-2006	27.9%	32.3%	12.6%	22%	7.9%
Source: U.S. Census, Portland State University Center for Population Research					

1.2 City Populations	Bend	Redmond	Sisters
1990	20,447	7,165	708
2000	52,029	13,481	959
2004	65,210	18,100	1,490
2005	70,330	20,010	1,705
2006	75,290	23,500	1,745
Source: Portland State University Center for Population Research			

1.3 Forecast of Population Change (Local Coordinated Forecast)					
	2005	2010	2015	2020	2025
Bend Urban Growth Boundary	69,004	81,242	91,158	100,646	109,389
Redmond Urban Growth Boundary	19,249	23,897	29,667	36,831	45,724
Sisters Urban Growth Boundary	1,768	2,306	2,694	3,166	3,747
Non-Urban County	53,032	59,127	65,924	73,502	81,951
County Total	143,053	166,572	189,443	214,145	240,811
Source: Deschutes County Coordinated Population Forecast					

1.4 Race and Ethnicity	Deschutes County	Region	Oregon	U.S.
1990				
Total Population	74,958	102,745	2,842,321	248,709,873
White	73,343	97,124	2,636,787	199,686,070
Black	85	120	46,178	29,986,060
American Indian and Alaska Native	648	3,543	38,496	1,959,234
Asian or Pacific Islander	444	553	69,269	7,273,662
Hispanic	1,526	3,362	112,707	22,354,059

Percent of Total Population, 1990				
White	97.8%	94.5%	92.8%	80.3%
Black	0.1%	0.1%	1.6%	12.1%
American Indian and Alaska Native	0.9%	3.4%	1.4%	0.8%
Asian or Pacific Islander	0.6%	0.5%	2.4%	2.9%
Hispanic	2.0%	3.3%	4.0%	9.0%
2000	Dechutes County	Region	Oregon	U.S.
Total Population	115,367	153,558	3,421,399	281,421,906
White	109,423	140,366	2,961,623	211,460,426
Black	222	280	55,662	34,658,190
American Indian and Alaska Native	956	4,187	45,211	2,475,956
Asian or Pacific Islander	934	1,121	109,326	10,641,833
Hispanic	4,304	8,758	275,314	35,305,818
Percent of Total Population, 2000				
White	94.8%	91.4%	86.6%	75.1%
Black	0.2%	0.2%	1.6%	12.3%
American Indian and Alaska Native	0.8%	2.7%	1.3%	0.9%
Asian or Pacific Islander	0.8%	0.7%	3.2%	3.8%
Hispanic	3.7%	5.7%	8.0%	12.5%
Change in Proportion (%) of each Race Group 1990-2000				
	Dechutes County	Region	Oregon	U.S.
White	-3.0%	-3.1%	-6.2%	-5.1%
Black	0.1%	0.1%	0.0%	0.3%
American Indian and Alaska Native	0.0%	-0.7%	0.0%	0.1%
Asian or Pacific Islander	0.2%	0.2%	0.8%	0.9%
Hispanic	1.7%	2.4%	4.1%	3.6%
Source: U.S. Census Bureau				

1.5 Age Groups by Number and % of Total Population, 1990 to 2000								
Population 1990*	Deschutes County		Region		Oregon		U.S.	
	#	%	#	%	#	%	#	%
Age								
UNDER 5	5,185	6.9%	7,602	7.4%	201,421	7.1%	18,354,443	7.4%
5 to 17	14,140	18.9%	19,869	19.3%	522,709	18.4%	45,249,989	18.2%
18 to 29	10,517	14.0%	14,764	14.4%	479,509	16.9%	48,050,809	19.3%
30 to 49	24,295	32.4%	31,815	31.0%	881,792	31.0%	73,314,332	29.5%
50 to 64	10,423	13.9%	14,352	14.0%	365,566	12.9%	32,498,383	13.1%
65 and up	10,398	13.9%	14,343	14.0%	391,324	13.8%	31,241,787	12.6%
Total 1990	74,958	100.0%	102,745	100.0%	2,842,321	100.0%	248,709,743	100.0%
Population 2000**	Deschutes County		Region		Oregon		U.S.	
	#	%	#	%	#	%	#	%
Age								
UNDER 5	7,074	6.1%	9,795	6.4%	223,005	6.5%	19,175,798	6.8%
5 to 17	21,509	18.6%	29,554	19.2%	623,521	18.2%	53,118,014	18.9%
18 to 29	16,153	14.0%	21,307	13.9%	561,734	16.4%	46,524,790	16.5%

30 to 49	35,528	30.8%	45,912	29.9%	1,034,734	30.2%	85,751,319	30.5%
50 to 64	20,014	17.3%	26,720	17.4%	540,228	15.8%	41,860,232	14.9%
65 and up	15,089	13.1%	20,269	13.2%	438,177	12.8%	34,991,753	12.4%
Total 2000	115,367	100.0%	153,557	100.0%	3,421,399	100.0%	281,421,906	100.0%
Change in Age Group 1990-2000; Total # Increase/Decrease and Change in Proportion(%) of each Age Group								
	Deschutes		Region		Oregon		U.S.	
-	County							
Age	#	%	#	%	#	%	#	%
UNDER 5	1,889	-0.8%	2,193	-1.0%	21,584	-0.6%	821,355	-0.6%
5 to 17	7,369	-0.2%	9,685	-0.1%	100,812	-0.2%	7,868,025	0.7%
18 to 29	5,636	0.0%	6,543	-0.5%	82,225	-0.5%	(1,526,019)	-2.8%
30 to 49	11,233	-1.6%	14,097	-1.1%	152,942	-0.8%	12,436,987	1.0%
50 to 64	9,591	3.4%	12,368	3.4%	174,662	2.9%	9,361,849	1.8%
65 and up	4,691	-0.8%	5,926	-0.8%	46,853	-1.0%	3,749,966	-0.1%
Total	40,409		50,812		579,078		32,712,163	
Growth Rate of Age Groups 1990-2000								
	Deschutes Co.		Region		State of Oregon		United States	
Age	#	%	#	%	#	%	#	%
UNDER 5	1,889	36.4%	2,193	28.8%	21,584	10.7%	821,355	4.5%
5 to 17	7,369	52.1%	9,685	48.7%	100,812	19.3%	7,868,025	17.4%
18 to 29	5,636	53.6%	6,543	44.4%	82,225	17.1%	(1,526,019)	-3.2%
30 to 49	11,233	46.2%	14,097	44.3%	152,942	17.3%	12,436,987	17.0%
50 to 64	9,591	92.0%	12,368	86.2%	174,662	47.8%	9,361,849	28.8%
65 and up	4,691	45.1%	5,926	41.3%	46,853	12.0%	3,749,966	12.0%
Total Population Increase	40,409	35.0%	50,812	33.1%	579,078	16.9%	32,712,033	11.6%
* Source: ESRI Data and Maps Copyright 1996,1998 CD 1								
**ESRI Data and Maps Copyright 2001-2005 DVD								

1.6 Number and Percent (of age group) of Disabled Residents by Community 2000							
2000	Bend	Redmond	Sisters	La Pine	Desch. River Woods	Terrebonne	Oregon
Population 5 to 20 Years	770 (6.9%)	299 (8.7%)	14 (6.1%)	113 (9.9%)	84 (7.4%)	35 (8.6%)	8.20%
Population 21 to 64 Years	4,326 (14.2%)	1,296 (17.5%)	105 (20.8%)	855 (25.4%)	573 (20.2%)	187 (20.8%)	18%
Population 65 Years and Older	2,285 (38.1%)	703 (40.9%)	46 (37.7%)	561 (46.4%)	167 (39.7%)	81 (43.1%)	41.50%
Total	7,381 (15%)	2,298 (17%)	165 (17%)	1,529 (26%)	824 (17%)	303 (20%)	17%

Source: U.S. Census Bureau

1.7 Forecasts of Central Oregon's Senior Population, 2005 - 2040

<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	3,618,200	168,846	124,832	101,126	88,999	71,763	67,597	623,164		17.2%
Deschutes County	139,994	7,567	5,815	4,221	3,499	2,533	2,257	25,893		18.5%
Tri-County Total	181,520						TRI-COUNTY TOTAL	33,955		18.7%
Year 2010										
<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	3,843,900	228,279	159,820	112,772	85,347	67,733	76,272	730,223	17.2%	19.0%
Deschutes County	158,792	11,175	7,875	5,412	3,656	2,765	2,825	33,708	30.2%	21.2%
Tri-County Total	204,012						TRI-COUNTY TOTAL	43,163	27.1%	21.2%
Year 2015										
<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	4,095,708	262,471	217,832	145,136	95,840	65,626	81,172	868,076	39.3%	21.2%
Deschutes County	178,418	13,669	11,644	7,329	4,689	2,903	3,367	43,601	68.4%	24.4%
Tri-County Total	227,746						TRI-COUNTY TOTAL	49,274	45.1%	21.6%
Year 2020										
<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	4,359,258	267,583	251,301	198,776	124,275	74,495	84,909	1,001,339	60.7%	23.0%
Deschutes County	197,150	15,216	14,157	10,820	6,359	3,738	3,842	54,133	109.1%	27.5%
Tri-County Total	250,805						TRI-COUNTY TOTAL	66,606	96.2%	26.6%
Year 2030										
<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	4,891,225	261,311	253,683	237,821	201,648	137,799	119,971	1,212,234	94.5%	24.8%
Deschutes County	229,933	15,524	15,621	14,568	11,409	7,494	6,071	70,686	173.0%	30.7%
Tri-County Total	293,560						TRI-COUNTY TOTAL	86,238	154.0%	29.4%
Year 2040										
<u>Area</u>	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	<u>Total</u>	<u>% increase since 2005</u>	<u>% of Total</u>
Oregon Total	5,425,408	297,787	268,516	235,769	208,589	171,551	213,094	1,395,306	123.9%	25.7%
Deschutes County	257,088	18,646	17,838	14,925	12,729	10,356	11,644	86,138	232.7%	33.5%
Tri-County Total	331,734						TRI-COUNTY TOTAL	104,789	208.6%	31.6%

Source: Office of Economic Analysis, Department of Administrative Services, State of Oregon, April, 2004

2. Income and Employment

2.1 Income and Workforce	Deschutes County	Region	Oregon
Average Annual Nonfarm Employment			
2001	53,230	65,500	1,593,600
2002	53,580	65,680	1,572,300
2003	54,687	66,898	1,563,650
2004	58,487	71,285	1,595,683
2005	63,029	76,369	1,652,859
Source: Oregon Employment Department			
Average Wage per Job			
1993	\$20,652	N/A	\$23,654
1995	\$21,572	N/A	\$25,399
1997	\$22,882	N/A	\$27,968
1999	\$25,352	N/A	\$30,340
2001	\$27,089	N/A	\$32,655
2003	\$29,118	\$28,934	\$34,446
2004	\$30,080	\$29,921	\$35,621
2005	\$31,492	\$31,238	\$36,591
Source: Oregon Employment Department			
Per Capita Personal Income			
1999	\$25,636	N/A	\$26,481
2001	\$27,805	N/A	\$28,507
2003	\$28,616	N/A	\$29,161
2004	\$29,853	N/A	\$30,561
Source: US Bureau of Economic Analysis, REIS			
Median Household Income (Family of 4)			
2000	\$41,600	N/A	\$46,000
2001	\$44,200	N/A	\$47,800
2002	\$45,000	N/A	\$48,900
2003	\$54,200	N/A	\$56,300
2004	\$57,800	N/A	\$58,600
2005	\$57,800	N/A	\$58,600
Source: 2005 Central Oregon Area Profile, Economic Development for Central Oregon			

2.2 Unemployment Rates	Crook County	Dechutes County	Jefferson County	Oregon	US
1990	6.8	5.4	6.3	5.4	5.6
1995	7.9	6.6	6.1	4.9	5.6
2000	7.2	5.4	5	5.1	4
2001	8.3	6.4	6.8	6.4	4.7
2002	9.2	7.6	6.9	7.6	5.8
2004	8.1	6.6	6.4	7.3	5.5
2005	6.7	5.5	6.1	6.1	5.1
2006	6	4.6	5.7	5.4	
January, 2007	7.6	5.6	7.7	6.0	5.0
Source: Oregon Employment Department					

2.3 Poverty Rates, 1993-2003

	Crook	Deschutes	Jefferson	Oregon	U.S.
Total Persons in Poverty					
1993	1,759	9,712	2,732	406,722	39,264,811
1997	2,226	11,331	2,785	379,506	35,573,858
2000	2,357	11,561	2,692	361,280	31,581,086
2002	2,532	12,909	2,828	396,157	34,569,951
2003	2,496	13,761	2,845	423,918	35,861,170
Percent of Population in Poverty					
1993	10.9%	10.6%	17.4%	13.2%	15.1%
1997	12.8%	10.6%	16.6%	11.6%	13.3%
2000	12.0%	9.6%	13.9%	10.6%	11.3%
2002	12.4%	10.0%	14.5%	11.3%	12.1%
2003	11.8%	10.3%	14.4%	12.0%	12.5%
Children Under 18 in Poverty					
1993	614	3,281	1,138	146,719	15,727,492
1997	854	4,291	1,127	134,932	14,113,067
2000	876	4,008	1,264	127,544	11,587,118
2002	791	4,162	1,131	127,481	12,132,645
2003	919	4,673	1,278	147,433	12,865,806
Percent of Children Under 18 in Poverty					
1993	14.0%	14.7%	23.5%	18.3%	22.7%
1997	18.6%	15.9%	23.0%	16.3%	19.9%
2000	17.6%	13.8%	22.3%	15.1%	16.2%
2002	16.0%	13.8%	20.2%	15.1%	16.7%
2003	18.4%	15.2%	22.8%	17.4%	17.6%

Poverty Statistics Source: US Census Bureau

2.4 Average Residential Home Prices

	Crook	Bend	Redmond	Sisters	Jefferson
2000	\$95,753	\$197,682	\$124,696	\$275,070	\$91,108
2001	\$106,524	\$208,097	\$136,481	\$249,994	\$93,302
2002	\$104,633	\$225,866	\$147,515	\$279,057	\$90,818
2003	\$111,434	\$235,882	\$162,377	\$317,400	\$98,239
2004	\$120,430	\$271,457	\$182,759	\$358,066	\$106,052
2005	\$154,906	\$334,570	\$226,238	\$449,979	\$131,493
2006	\$212,173	\$406,122	\$292,268	\$514,259	\$170,228
% change 2000-2005	61.8%	69.2%	81.4%	63.6%	44.3%
% change 2004-2005	28.6%	23.3%	23.8%	25.7%	24.0%
Median Home Prices					
2000	\$88,200	\$163,000	\$118,900	\$232,000	\$83,000
2001	\$106,000	\$168,950	\$125,000	\$235,000	\$87,000
2002	\$99,400	\$183,500	\$135,125	\$247,070	\$87,500
2003	\$105,450	\$195,000	\$148,567	\$270,000	\$95,000
2004	\$114,928	\$227,500	\$158,500	\$308,500	\$104,000
2005	\$149,275	\$279,000	\$198,818	\$394,250	\$133,500
2006	\$195,500	\$351,978	\$262,749	\$460,000	\$165,080
% change 2000-2005	69.2%	71.2%	67.2%	69.9%	60.8%
% change 2004-2005	29.9%	23.0%	25.4%	27.8%	28.4%

Source: Central Oregon Realtors Association

3. Transportation Data

3.1 Average Travel Time to Work- Region compared to Oregon						
	5 min. or less	6 to 10 min.	11 to 20 min.	21 to 30 min.	31 or more	Work at home
Region - 2000	25.60%	21.70%	21.90%	14.50%	10.00%	4.70%
Oregon - 2000	16.60%	17.20%	29.80%	15.30%	15.30%	4.20%
Region - 2004	23.30%	19.00%	31.90%	9.60%	11.50%	4.70%
Oregon - 2004	17.50%	14.70%	32.50%	15.10%	15.70%	4.50%

Source: Oregon Office of Economic Analysis - Oregon Population Survey, 2004 and 2000

3.2 Mean Travel Time to Work by County - Measured in Minutes					
	Crook	Deschutes	Jefferson	Oregon	U.S.
2000	18.7	18.7	20.9	22.2	25.5

Source: US Census, 2000

3.3 Commuting to Another County, 1990-2000			
	Crook	Deschutes	Jefferson
Share of Residents Commuting to Another County for Work - 1990 and 2000			
1990	14.00%	5.90%	15.70%
2000	19.60%	5.80%	24.40%
Share of County's Jobs Held by its Residents - 1990 and 2000			
1990	84.90%	94.20%	87.10%
2000	84.50%	93.20%	85.50%

Source: Oregon Employment Department/US Census

3.4 Where Employees Live by Community, 2006							
Place of residence	Place of Work						
	Bend	Sisters	Redmond	Prineville	Madras	Culver	Metolius
Bend	76.7%	19.3%	19.2%	3.5%	14.5%	0.3%	0.0%
Sisters	3.8%	63.0%	0.7%	0.1%	1.0%	0.0%	0.0%
Redmond	10.0%	15.3%	52.9%	9.2%	7.3%	22.6%	0.0%
Prineville	2.5%	0.6%	11.9%	84.4%	8.0%	3.0%	0.0%
Madras	0.9%	1.3%	3.2%	1.8%	55.2%	17.0%	0.0%
Culver	0.4%	0.0%	0.4%	0.4%	7.5%	53.7%	0.0%
Metolius	0.1%	0.0%	0.9%	0.4%	1.1%	3.4%	75.0%
La Pine	4.2%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%
Warm Springs	0.3%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%
Other	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	25.0%
# of Businesses Surveyed	44	8	15	27	17	7	1
# of Employees Surveyed	2,337	192	1,134	1,291	200	163	4

Source: Employer Survey, Central Oregon Workforce Housing Needs Assessment, CORHA, 2006

3.5 Carpool Rates - Workers 16 and Older

	Crook	Deschutes	Jefferson	Oregon	U.S.
1990	13.55%	12.60%	16.90%	12.76%	13.29%
2000	18.00%	13.10%	19.40%	12.20%	12.20%

Source: US Census, 2000 and 1990

3.6. Oregon Average Gas Prices Since August, 2002

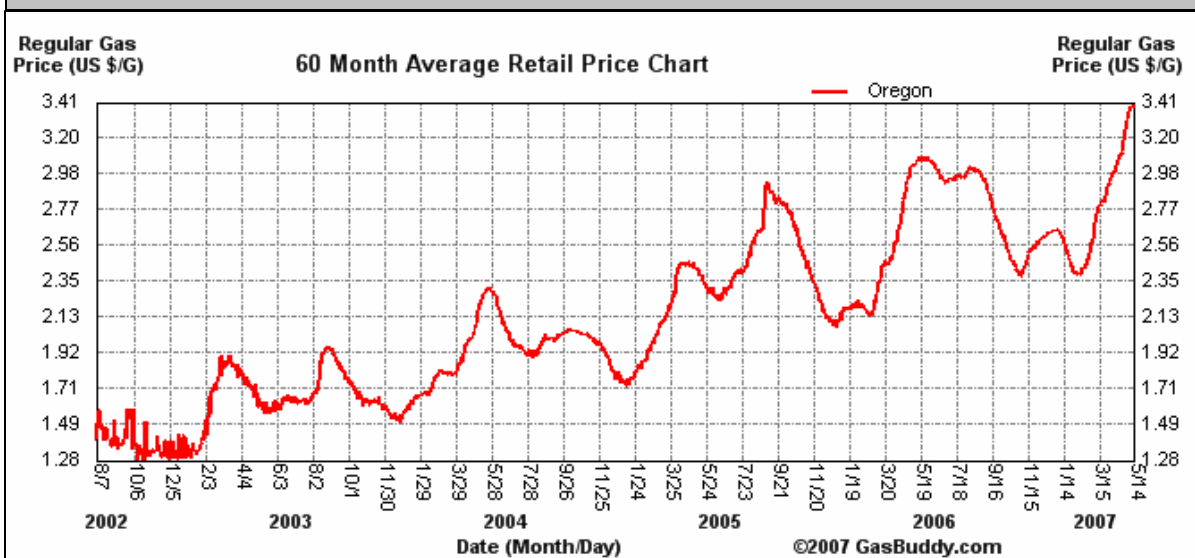


Table 3.7 Survey Responses – Origins		
Origins	# of responses	Organization
Bethlehem Inn	3	Oregon Employment Dept.; DHS Self Sufficiency, VRS
Healy Heights Apartments in Bend	2	Neighbor Impact, DHS Self Sufficiency
Shepard Inn 61653 SE 27th St. Bend	2	DHS Volunteer Services, Oregon Employment Dept.
Aloha Inn 1031 Penn Ave, Bend	1	DHS Volunteer Services
Alterra Clare Bridge, 1099 NE Watt Way, Bend	1	DHS Volunteer Services
Angel Haven, 20873 SE Greenmonth, Bend	1	DHS Volunteer Services
Angels Aware Home 1422 NE 5th Redmond	1	DHS Volunteer Services
Ariel Glen & Ariel South, 1700 SE Tempest, Bend	1	DHS Self Sufficiency
Ashley Manor, Bend	1	DHS Volunteer Services
Ashley Manor, Redmond	1	DHS Volunteer Services
Aspen Ridge, 1025 NE Purcell, Bend	1	DHS Volunteer Services
Awbrey House 2825 Neff Rd., Bend	1	DHS Volunteer Services
Barbs Helping Hands 15960 Green Forest Rd., LaPine	1	DHS Volunteer Services
Bend Guest Home 1407 NE 10th, Bend	1	DHS Volunteer Services
Bend Memorial Clinic	1	Bend Dial-A-Ride
Bend River Promenade Mall	1	Bend Dial-A-Ride
Bend Senior Center	1	Bend Dial-A-Ride
Bend Villa Court, 1801 NE Lotus, Bend	1	DHS Volunteer Services
Bi Mart Bend	1	Bend Dial-A-Ride
Bright Star 2975 NE Pacific Crest, Bend;	1	DHS Volunteer Services
Bright Star II, 1624 NE Wells Acres Rd Bend	1	DHS Volunteer Services
Brookside House, 3550 SW Canal, Redmond	1	DHS Volunteer Services
Bryants Adult Home, 1345 NW Canyon Dr Redmond	1	DHS Volunteer Services
Butler Market Home 915 Butler Mkt Rd. Bend	1	DHS Volunteer Services
Carter Care Home 3362 W. Antler Redmond;	1	DHS Volunteer Services
Cascade View Mall, Bend	1	Bend Dial-A-Ride
Cascade View Nursing & Alzheimers Care Center, Bend	1	DHS Volunteer Services
Cedar West Apartment complex, Bend	1	Deschutes Mental Health
Columbia Air	1	Commute Options
Cougar Springs 1942 SW Canyon Dr, Redmond	1	DHS Volunteer Services
Diane's Care Home 1435 NE Sharkey Terr, Bend	1	DHS Volunteer Services
Dorcot Care Home 953 NW Poplar Ave Redmond	1	DHS Volunteer Services
Eagle Inn 61659 SE 27th St. Bend	1	DHS Volunteer Services

Table 3.6 Survey Responses – Origins		
Eastlake Village, 675 NE Bellevue Loop, Bend	1	Housing Works
Emma's Place, 335 NE Quimby, Bend	1	Housing Works
Forget Me Not 1940 SE Arborwood, Bend	1	DHS Volunteer Services
Fox Hollow, 2599 Studio Rd. NE, Bend	1	DHS Volunteer Services
Golden Acres 52740 Meadow Lane LaPine	1	DHS Volunteer Services
Golden Years Foster Home, 22060 Neff, Bend	1	DHS Volunteer Services
Grandma's House for Teen Parents, Bend	1	DHS Self Sufficiency
Green Acres AFH 4053 NW Xavier Ave Redmond	1	DHS Volunteer Services
Harmony Health Care 2366 NW Lakeside Place, Bend	1	DHS Volunteer Services
Haven House 10541 N. Hwy 97, Terrebonne	1	DHS Volunteer Services
High Desert 2660 NE Mary Rose, Bend	1	DHS Volunteer Services
Home for Ladies & Gentlemen, Bend	1	DHS Volunteer Services
Homestead Inn 2646 Genet Ct. Bend	1	DHS Volunteer Services
Horizon House, 1875 NE Purcell, Bend	1	Housing Works
In His Hands, 955 SW 12th St Redmond	1	DHS Volunteer Services
Kearney and Norton Street Apartments, Bend	1	Deschutes Mental Health
Klahani Home 20580 Klahani, Bend	1	DHS Volunteer Services
Lamp in the Window 8525 Crescent Place CCR	1	DHS Volunteer Services
Lee's Leisureland 62134 Cody Jr Rd, Bend	1	DHS Volunteer Services
Leota's Care Home 60815 Goldenrain Dr Bend;	1	DHS Volunteer Services
Liberty Inn 20776 Liberty Lane, Bend	1	DHS Volunteer Services
Little River Adult Care 53428 Bridge Drive LaPine	1	DHS Volunteer Services
Loretta Adult Foster Care 613 SW Pelton Place, Bend	1	DHS Volunteer Services
Nisika Home 61234 Nisika, Bend	1	DHS Volunteer Services
Partridge Inn 3130 SW Canal Blvd Redmond	1	DHS Volunteer Services
Phagans	1	Bend Dial-A-Ride
Pilot Butte Rehab, 1876 NE Hwy 20, Bend;	1	DHS Volunteer Services
Pioneer Retreat, 2110 NE Shepard Rd., Bend	1	DHS Volunteer Services
Powells Care 2500 SW 83rd St. Redmond	1	DHS Volunteer Services
Powells Care Home, 119 N. Rope, Sisters	1	DHS Volunteer Services
Prairie House, 51485 Morson St. LaPine	1	DHS Volunteer Services
Rasmussen Home for Gentlement, Bend	1	DHS Volunteer Services
Redmond Health Care Center, Redmond	1	DHS Volunteer Services
Reindeer Meadows, 1601 SW Canal Blvd, Redmond	1	Housing Works
Riverside Home 1933 NW Hill, Bend	1	DHS Volunteer Services
Sapphire Care Home 21232 Dove Lane, Bend	1	DHS Volunteer Services

Table 3.6 Survey Responses – Origins		
Sheila Care 2247 SW Pumice Redmond	1	DHS Volunteer Services
Shoshone Lodge 21322 Starling Dr Bend	1	DHS Volunteer Services
Silvercrest 20688 Whitecliff Circle, Bend	1	DHS Volunteer Services
Sparkling "R" Adult Foster Care 63747 OB Riley Rd Bend	1	DHS Volunteer Services
St. Charles Medical Center Bend	1	Bend Dial-A-Ride
St. Francis Church, Bend	1	Bend Dial-A-Ride
Stepping Stones, Redmond	1	Housing Works
Stoneybrook, 933 NW Canal Blvd, Redmond	1	Housing Works
Summit Park, 2017 NE Full Moon Drive, Bend	1	Housing Works
Tamarack Village, 555 N. Larch, Sisters	1	Housing Works
Terrango Glen Care Home, 63083 Marsh Orchid Dr., Bend	1	DHS Volunteer Services
The Forum Mall, Bend	1	Bend Dial-A-Ride
The Garden Villa Inc, 60939 McMullin Dr., Bend	1	DHS Volunteer Services
The Garden Villa Too, 60844 Ruby Place, Bend 97702	1	DHS Volunteer Services
The Harmony Inn 2366 NW Lakeside Pl, Bend	1	DHS Volunteer Services
The Heights 3000 SW 23rd, Redmond	1	DHS Volunteer Services
The Summit 127 SE Wilson Ave, Bend	1	DHS Volunteer Services
Trailer Park by Grocery Outlet	1	VRS
Wagner Mall, Bend	1	Bend Dial-A-Ride
Wal Mart Bend	1	Bend Dial-A-Ride
Young at Heart 65160 85th St. Bend	1	DHS Volunteer Services
YvonneElliott 15081 Wild Wing Rd, Redmond	1	DHS Volunteer Services
General Area/Multiple Location Responses		
La Pine	4	Neighbor Impact, VRS, Commute Options, Central Cascade Lines
Deschutes River Woods	3	DHS Self Sufficiency, Neighbor Impact, VRS
Private homes	2	Deschutes Mental Health, Oregon Employment Dept.
Sping River Area	2	Neighbor Impact, DHS Self Sufficiency
Blakely Road	1	VRS
Centennial	1	VRS
E Cleveland Street in Bend	1	Neighbor Impact
Foster Homes	1	Deschutes Mental Health
Group Homes of 5 people	1	Deschutes Mental Health
Hotels on 3rd Street between Franklin and Brosterhaus	1	VRS
Mariposa Homes (22 sites in Bend and Redmond)	1	Housing Works

General Area/Multiple Location Responses		
Mesa/Conners area	1	VRS
Motels on 3rd Street in Bend	1	Neighbor Impact
Oregon Water Wonderland	1	Neighbor Impact
Redmond	1	Commute Options
Retirement Centers	1	Green Energy Transport
SE Wilson, Bend	1	Neighbor Impact
Tempest	1	VRS
Thousand Trails/South Bend	1	VRS

Table 3.8 Survey Responses – Destinations		
Destinations	# of responses	respondents
Wal Mart Bend	5	DHS Volunteer Program, Central Cascade Lines, VRS, Deschutes County Mental Health, Neighbor Impact
COCC	4	Deschutes County Mental Health, Oregon Employment Dept., Bend Dial-A-Ride, Central Cascade Lines
WorkSource Bend	4	VRS, Central Cascade Lines, DHS Self Sufficiency, WorkSource Central Oregon
CORIL	3	VRS, Deschutes County Mental Health, Bend Dial-A-Ride
Deschutes Co. Library, Bend	3	Bend Dial-A-Ride, Central Cascade Lines, VRS
Deschutes County Mental Health	3	Neighbor Impact, VRS, Central Cascade Lines
Fred Meyer Bend	3	DHS Volunteer Program, Bend Dial-A-Ride, Central Cascade Lines
Safeway	3	DHS Volunteer Program, Bend Dial-A-Ride, Central Cascade Lines
St Charles	3	DHS Volunteer Program, Neighbor Impact, Central Cascade Lines
WorkSource Redmond	3	Neighbor Impact, VRS, WorkSource Central Oregon
Bend Memorial Clinic	2	DHS Volunteer Program, Central Cascade Lines
Deschutes Co. Health Dept.	2	Central Cascade Lines, DHS Self Sufficiency
Deschutes County Courthouse	2	DHS Self-Sufficiency, Neighbor Impact
DHS Bend	2	Neighbor Impact, Deschutes County Mental Health
Grocery Outlet	2	VRS, Neighbor Impact
OFCO	2	VRS, Deschutes County Mental Health
Social Security office	2	Bend Dial-A-Ride, Deschutes County Mental Health
Voc Rehab, Bend	2	VRS, Deschutes County Mental Health
Albertsons North Bend	1	Central Cascade Lines
Albertsons south Bend	1	Central Cascade Lines
Bend Aid on Greenwood	1	DHS Self-Sufficiency

Destinations	# of responses	respondents
Bend Community Clinic	1	VRS
BWAC	1	Bend Dial-A-Ride
Columbia Air	1	Commute Options
Costco	1	DHS Volunteer Program
Deschutes Community Justice Ctr.	1	Bend Dial-A-Ride
Deschutes County Admin	1	Bend Dial-A-Ride
DMV, Bend	1	DHS Self-Sufficiency
Drake Park	1	Deschutes County Mental Health
Ericksons Sentry, Bend	1	Bend Dial-A-Ride
Factory Outlet Mall	1	Bend Dial-A-Ride
Food For Less	1	VRS
Fred Meyer Redmond	1	DHS Volunteer Program
Fugua Homes	1	Neighbor Impact
Goodwill	1	VRS
Housing Works	1	DHS Self-Sufficiency
I SKY	1	VRS
Juniper Aquatic Center	1	Deschutes County Mental Health
Les Scwab Amphitheater	1	Deschutes County Mental Health
Lowes	1	Central Cascade Lines
OHSU Portland	1	DHS Volunteer Program
Pilot Butte Retirement Apts, Bend	1	Bend Dial-A-Ride
St. Vincent De Paul	1	VRS
Sunriver Mall	1	Central Cascade Lines
VA Hospital, Portland	1	Oregon Employment Dept
Veterans Outpatient Clinic, Bend	1	Oregon Employment Dept
Vintage Apartments, Bend	1	Bend Dial-A-Ride
Volunteers in Medicine	1	VRS
General Areas/Multiple Location Responses		
Medical Centers/Clinics	4	Green Energy Transport, DHS Self Sufficiency, WorkSource Central Oregon, Bend Dial-A-Ride
Bend - Employment	2	DHS Self-Sufficiency, Neighbor Impact
Shopping	2	Deschutes County Mental Health, DHS Self Sufficiency

Destinations	# of responses	respondents
Airport	1	Green Energy Transport
Bowling Alleys	1	Deschutes County Mental Health
Child Care Providers	1	DHS Self-Sufficiency
La Pine	1	Commute Options
Movie Theaters	1	Deschutes County Mental Health
Redmond	1	Commute Options
Schools	1	Deschutes County Mental Health
Sunriver	1	DHS Self-Sufficiency
Medical Facilities in Portland		DHS Self-Sufficiency

Appendix C – Resource Analysis

Deschutes County Transportation Coordination Project

a. Provider Inventory

This inventory is based primarily on the Transportation Resources Survey conducted by the Deschutes County Transportation Coordination Project Steering Committee, as well as previous surveys and research conducted by COIC. The goals of the resource analysis process include:

- To identify gaps in transportation service in the region
- To identify resources that are available as we begin working to create a coordinated community transportation system

Following is a list of providers that provide services within Deschutes County:

Identified Deschutes County Transportation Providers		
Operator	Class	Type of Service
Adventure Taxi Service	private	cab company
American Smile Transport	non-profit	client transport
Bend Area Transit	public	transit provider
Bend City Cab Company	private	cab company
Bend La Pine School District	public	student transport
Bend Metro Parks and Rec District	public	client transport
Black Butte Ranch Employee Shuttle	private	employee shuttle
Boys and Girls Club of Central Oregon	non-profit	client transport
Central Oregon Breeze and Central Oregon Airport Shuttle	private	bus company
Central Oregon Cabulance	private	cab company
Central Cascade Lines	non-profit	bus company
Central Oregon Charters	private	bus company
Central Oregon Community College	public	Student transport
Central Oregon Council on Aging	non-profit	Dial-A-Ride
COIC/Crook County	public	Dial-A-Ride
Central Oregon Parks and Rec. District	public	client transport
Central Oregon Resources for Independent Living	non-profit	client transport
Columbia Aircraft Employee Shuttle	private	employee shuttle
Crook County Veterans Transport	public	client Shuttle
DHS Volunteer Services	public	client transport – volunteer drivers
Executive Limousine and Shuttle	private	cab company
Grant County Transportation District – People Mover	public	general public
Green Energy Transportation and Tour	private	cab company
High Desert Express	private	cab company
High Desert Wheelchair Transport	private	cab company
Interfaith Volunteer Caregivers	non-profit	client transport – volunteer drivers
Interstate Tours	private	charter bus company

Mt. Bachelor Employee Shuttle	private	employee shuttle
Opportunity Foundation of Central Oregon	non-profit	client transport
Owl Taxi	private	cab company
Neighbor Impact Head Start	non-profit	client transport
Redmond School District	public	student transport
Redmond Taxi	private	cab company
Residential Assistance Program	non-profit	client transport
Sisters School District	public	student transport
Sunriver Resort Employee Shuttle	private	employee shuttle

Inter-community Providers: The following providers offer transportation services between Deschutes County communities:

A. Sisters to Bend:

- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

B. Sisters to Redmond:

- Black Butte Ranch employee shuttle
- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

C. Redmond to Bend:

- COCOA's Madras Dial-A-Ride offers service to Bend on Thursdays, with stops in Redmond en route
- Columbia Air employee shuttle
- Central Oregon Breeze
- Green Energy Transportation
- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

D. Madras to Redmond:

- COCOA's Madras Dial-A-Ride offers service to Bend on Thursdays, with stops in Redmond en route.
- Central Oregon Breeze
- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

E. Prineville to Redmond:

- COIC's Crook County Dial-A-Ride offers service to Redmond on Thursdays, with interconnection to the COCOA service to Bend
- Crook County Veteran's Transportation
- Central Oregon Breeze
- American Smile

- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

F. Prineville to Bend:

- Columbia Air employee shuttle
- Central Oregon Breeze (via Redmond)
- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

G. La Pine to Bend:

- Sunriver Resort employee shuttle
- Central Cascade Lines
- COCOA Dial-a-Ride, once per week
- American Smile
- Bend City Cab
- Cascade Shuttle
- Central Oregon Cabulance
- High Desert Wheelchair
- Oregon Department of Human Services – Volunteer Services

b. Provider Service Detail

Deschutes County Transportation Providers – Fleet Information						
Operator	vehicle type	model	capacity	year	estimated condition	special features
	<i>sedan, van, bus?</i>	<i>make, model</i>	<i># people*</i>		<i>excellent, good, fair, or poor?</i>	<i>related to target populations - e.g. wheelchair lift, etc.</i>
American Smile Transport	5 vans		6			Non-accessible
Bend Area Transit Fixed Route	10 buses					
Bend Dial-A-Ride	19 buses		18 & 22			All are wheelchair accessible
Bend Metro Park and Rec. District	9 vans		15			1 wheelchair accessible
Black Butte Ranch	2 vans		15 and 7			
Boys and Girls Club						
Central Oregon Breeze and Central Oregon Airport Shuttle	4 buses	3 champions, International	25	1997, 2003, 2004s	all good	all are wheelchair accessible
Central Oregon Community College	7 vans		15			Two wheelchair accessible
COCOA Dial-A-Ride La Pine, Madras, Redmond, Sisters	14 vans		14, 12			Two wheelchair accessible
COIC/Crook County Dial a Ride	2 vans	2 Ford Starcraft vans	16 and 12	2001	Good	Wheelchair accessible, with lifts
Central Oregon Cabulance						
Columbia Aircraft	2 vans		15			All are accessible
DHS Volunteer Services	Volunteer Vehicles used	Varies	Varies	Varies		
Executive Limo and Shuttle	2 limos, 1 van					
Grant County Transit People Mover	vans		15			Wheelchair accessible
Green Energy Transportation	Van, car		12, 4			Wheelchair accessible
High Desert Express	sedan	Mitsubishi Galante	4	1992	poor	note: needs a motor
	van	Ford Windstar	7	2001	excellent	
High Desert Wheelchair Transport	5 vans	4 Dodge Grand Caravans; 1 Dodge Sprinter	1 wheelchair passenger each	2000, 2001, 3 2003s and a 2006	all excellent	wheelchair lifts
Interstate Tours	2 buses	MCI	47	1981 &	both good	

				1988		
Mt. Bachelor	buses					
Neighbor Impact Head Start	buses					
Opportunity Foundation of Central Oregon	22 vans		12			Wheelchair accessible with lifts
Residential Assistance Program	7 vans		15, 8, 3, 1			4 handicapped accessible
Sunriver Resort						
School District Fleet						
Bend La Pine School District						
Redmond School District	43 school buses					
Sisters School District	13 school buses					1 handicapped accessible

Deschutes County Transportation Providers – Service Area and Service Population Information				
Operator	Service Area Geography	Service Frequency	Hours of Operation	Service Population
	<i>e.g. community, radius, ?</i>	<i>e.g. hourly, daily, weekly, on-demand?</i>	<i>days and hours</i>	<i>e.g. general public, elderly, clients?</i>
American Smile Transport	Bend, Redmond, Sisters, Prineville	on-demand	7 days/week, 4 am to 12 am	Medical patients, clients
Bend Area Transit	Bend area	Fixed route	M-F 6:15 to 6:15; Saturday 7:15 to 5:15 p.m.	General public
Bend Dial-A-Ride	Bend area	Demand response	M-F 6:15 AM to 6:15 PM; Sat 7:15 to 5:15; and Sun. 8:30 to 3:30	Elderly and disabled
Bend Metro Park and Rec. District	Bend primarily	On demand	Varies	District program users
Black Butte Ranch	Redmond, Sisters, Black Butte Ranch	Daily – 2 vans in summer, one in off season		BBR employees
Boys and Girls Club	Bend, Redmond, Sisters, La Pine		M-F?	children 6-18, staff
Central Oregon Breeze and Central Oregon Airport Shuttle	BUS 1: Bend, Redmond Airport, Terrebonne, Madras, Warm Springs, Sandy, Gresham, Max line, PDX airport, PDX downtown (does Prineville loop on return)	1x/day	Departs Bend 7 am; Arrives Portland 11 am. Departs Portland 1:30 pm; Arrives Bend 6:10 pm. 7 days/week	general public
	BUS 2: Bend, Redmond Airport, Prineville, Madras, Warm Springs, Mt. Hood, Sandy, Gresham, Max line, PDX airport, PDX downtown (not Prineville on return)	1x/day	Departs Bend 11:30 am; Arrives Portland 4pm. Departs Portland 6pm; Arrives Bend 10:30 PM 7days/week	general public
Central Oregon Community College	COCC Campus	Fixed, on demand as needed	M-F, 7:40 to 4:40	
COCOA Dial-A-Ride	La Pine, Madras, Redmond, Sisters	Demand response	M-F, 8 – 5:00	Elderly and disabled
COIC/Crook County Dial a Ride	8 mile radius from downtown Prineville; Trips to Redmond/Bend on Thursdays	Demand response	M-F 9:00 to 4:00	Elderly and disabled, open to general public
Central Oregon Resources for Independent Living	County wide, volunteer drivers	Demand response	M-F 8:00 AM to 8:00 PM	Persons with disabilities
Columbia Aircraft	Prineville, Redmond, Bend	1/day	M-F 6:30 am to 2:30 pm	Employees of Columbia Air
DHS Volunteer Services	Central Oregon wide	Demand response,		DHS clients
Grant County Transit – People Movers	Travels through Prineville on the way to Redmond (airport) and Bend (Lava Lanes). Rides to medical appointments if requested.	Wednesday and Friday	Arrives in Prineville at 9:00 to 9:45; leaves Bend 3:20	General public

Green Energy Transportation	Based in Bend, charters to other communities			Airport shuttle, charter service
High Desert Express	whole county and beyond	on-demand	variable	general public
High Desert Wheelchair Transp.		on-demand		General public, medical rides
Interfaith Volunteer Caregivers	Entire County	On demand	On demand	Volunteer rides for special populations
Interstate Tours	Pacific Northwest	on-demand	any time	private charter clients
Opportunity Foundation of Central Oregon	Redmond, Bend	Fixed and on-demand	Fixed – M-F Demand – 24/7	OFCO clients
NeighborImpact Head Start	County wide	Fixed	M-F	Head Start students (children)
Residential Assistance Program	Bend primarily	Demand response	7 days/week	Residential care clients
Sunriver Resort	Bend to Sunriver	Fixed		Employees
School District Fleet				
Bend La Pine School District			M-F	Public school students
Redmond School District			M-F	Public school students
Sisters School District			M-F	public school students

c. Other transportation resources

Cascades East Ride Center - Central Oregon Intergovernmental Council (COIC)

The Cascades East Ride Center (CERC) is a medical ride brokerage that provides non-emergency rides to Medicaid eligible clients in Central Oregon. The CERC has a call center staff of four who schedule medical rides and perform dispatch services for the Crook County Dial-a-Ride.

Breakdown of CERC for FY 2005-2006:

- a. Total Number of Medical Rides – 32,391
 - Breakdown:
 - Stretcher Car – 84
 - Wheel Chair Vans – 10,222
 - Taxi Cabs – 22,058
 - Secured Transport – 27
- b. Total Cost of Rides - \$774,513
- c. Average Cost per Ride (including administration) - \$35.96

d. Administrative Capacity

COIC/CERC Call Center: The CERC Call Center provides computerized ride scheduling and dispatch services for the Medical Ride Brokerage and the Crook County Dial-A-Ride system.

COIC/CERC Administration: The COIC provides transportation provider billing, transportation provider quality assurance, and other associated administrative services for the Medical Ride Brokerage.

Commute Options of Central Oregon: Commute Options administers and helps start up several vanpool and other “transportation demand management” services within Central Oregon.

Deschutes County: Deschutes County's STF Coordinator staffs the STF Committee, and provides STF reports (to ODOT Public Transit Division) and fiscal administration.

e. Public Transportation Funding Sources

A variety of federal, state, and local funding sources can be used to implement public transportation projects and programs. A brief description of each of the fund sources, along with project programming information is provided below.

Federal Funding Programs

In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act:

A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU built on the initiatives established in the two prior transportation legislation packages. Under these Acts, State and local governments were given more flexibility in determining transportation solutions, whether transit, highways, or multimodal projects.

Federal Transit Administration (FTA) Funding

The Federal Transit Administration carries out the federal mandate to improve public transportation systems. It is the principal source of federal assistance to help urban areas (and, to some extent, non-urban areas) plan, develop, and improve comprehensive public transportation systems. The funding programs administered by the FTA include, but are not limited to, the following:

- Sections 5303/5304/5305 Metropolitan & Statewide Planning*
- Section 5307 Large Urban Areas*
- Section 5309 Discretionary Capital Program*
- Section 5310 Elderly Persons and Persons with Disabilities*
- Section 5311 Rural and Small Urban Areas Program*
- Section 5311(b)(3) Rural Transit Assistance Program*
- Section 5311(c) Public Transportation on Indian Reservations Program*
- Section 5316 Jobs Access and Reverse Commute Program*

*Section 5317 New Freedom Program
University Transportation Centers Program (TEA -21 5505)*

A summary of these programs follows:

SECTION 5303 FUNDS – METROPOLITAN AND STATEWIDE PLANNING

Transit Section 5303 funds are part of the Transit Planning and Research Program. The Metropolitan planning funds are allocated to states under a formula apportionment. Typically, the 5303 allocations are spent for transit planning and coordination within metropolitan planning areas (areas with populations greater than 50,000). The match rate is generally 80% federal, 20% state or local.

SECTION 5307 FUNDS – LARGE URBAN AREAS

The Section 5307 Formula Grant Program makes funds available on the basis of a statutory formula to all urbanized areas in the country. For capital projects, the match rate is generally 80% federal, 20% state or local. Capital funds are used for transit maintenance (e.g., replacing buses), as well as other projects. For operating assistance, the match rate is 50% federal, 50% state or local. (Only Small Urban Areas – 50,000-200,000 population are allowed to use 5307 for operations.)

SECTION 5309 FUNDS – DISCRETIONARY CAPITAL PROGRAM

The transit capital investment program (Section 5309) provides capital assistance for three primary activities: 1) new and replacement buses and facilities, 2) modernization of existing rail systems, and 3) new fixed guideway systems (New Starts). Congress fully earmarks all funding available through this program. The match for New Starts funding is generally 80% federal, 20% local. Prior legislation required that at least 5.5% of the total funding allocation be used in non-urbanized areas (have not confirmed whether this carried into SAFETEA -LU).

SECTION 5310 FUNDS – ELDERLY PERSONS & PERSONS WITH DISABILITIES

The Section 5310 program provides transportation services for the elderly and persons with disabilities. The funds may go to private nonprofit organizations or to public bodies that coordinate service. Funds can continue to be used for capital costs but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses. Section 5310 funds are awarded on an annual competitive basis. Capital projects are eligible for funding. The match rate is generally 80% Federal, 20% local.

SECTION 5311 FUNDS – RURAL AND SMALL URBAN AREAS

This program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each State's non-urbanized population. Funding may be used for capital, operating, State administration, and project administration expenses. Each state must use 15% of its annual apportionment to support intercity bus service, unless the Governor certifies that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90% Federal match. The maximum FTA share for operating assistance is 50% of the net operating costs.

SECTION 5311(b)(3) FUNDS – RURAL TRANSIT ASSISTANCE

The Rural Transit Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in nonurbanized areas. This program has both State and national program components. The State program provides an annual allocation to each State to develop and implement training and technical assistance programs in conjunction with the State's administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and State administering agencies and supports research and technical assistance projects of national interest. There is no Federal requirement for a local match.

SECTION 5311(c) FUNDS – PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS

The purpose of this program is to provide public transportation on Indian reservations through a set aside of Section 5311 Program funds for direct grants to Indian Tribes. Allocations of these funds and terms and conditions for awarding grants are to be determined after outreach to stakeholders.

SECTION 5316 FUNDS – JOBS ACCESS AND REVERSE COMMUTE

The twofold purpose of the JARC program is (1) to develop transportation services designed to transport low-income individuals to and from jobs, and (2) to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use public transportation services. The Federal/local share is 50/50.

SECTION 5317 FUNDS - NEW FREEDOM PROGRAM

The purpose of this program is to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Funds will be allocated through a formula based upon the population of persons with disabilities in each state. Funds can be used for capital and operating costs. This is a new program and the rules specifying its uses have not been finalized. Final guidance states all projects funded with New Freedom must be NEW services AND go beyond the minimum stands of the ADA.

UNIVERSITY TRANSPORTATION CENTERS PROGRAM (TEA-21 5505)

Grants for university transportation research are awarded to non-profit institutions of higher learning by the Research and Special Programs Administration. This program focuses on the transfer of knowledge relevant to national, state, and local issues, and builds professional capacity of the transportation workforce. Research and education activities address transportation planning, analysis and management, with special emphasis on increasing the number of highly skilled individuals entering the field of transportation. Participating universities conduct basic and applied research, education programs that include multidisciplinary course work and participation in research, and ongoing programs of technology transfer that make research results available to potential users. The Federal share is 50%. Portland State University is a designated University Transportation Center. There may be opportunities for planning and research assistance projects in central Oregon.

State Funding Programs

STATE SPECIAL TRANSPORTATION FUND (STF)

ODOTs Public Transit section administers a *discretionary grant program derived from state cigarette tax revenues that provides supplementary support for elderly and disabled transportation services. A competitive process has been established for awarding STF discretionary funds. STF funds are programmed on an annual basis.

*Discretionary Grant Program

Biennial solicitation for mainly capital projects that benefit seniors, people with disabilities, and low income individuals. Public Transit Division distributes 5310, New Freedom, Jarc, STF discretionary (portion not formula), Intercity, and 5311 capital funds through this program.

Seventy five percent of the annual STF funding is distributed using a population-based formula to each transportation district or the county if there is not a district, and to Indian Tribes. These recipients are the STF Agencies and act as the governing body of their portion of the STF.

Section 5311 is also distributed on a formula basis to general public systems.

Local Options

PROPERTY TAXES

Local property taxes can be used to fund various transportation services, including public transportation services. The property tax caps imposed by Measure 5 may limit the ability to use this funding source.

FAREBOX REVENUE

Farebox revenues can help cover a percentage of the operating expense of a transit system.

TRANSIENT ROOM TAX

Many communities in central Oregon levy a tax on gross room receipts on hotel/motel rooms. These funds could be used to fund public transportation services.

PAYROLL TAX

Payroll taxes are used in some areas to support public transportation operations.

FRANCHISE FEES

Many communities in central Oregon charge franchise fees to various utilities that use public right-of-way. These revenues could be used to help fund public transportation services.

Appendix D - Project Participants

Deschutes County Transportation Coordination Project

Last Name	First Name	Organization
Alsbury	Rose	La Pine Chamber of Commerce
Arnold	Chuck	Bend Downtowners Association
Azbell	Tom	Central Oregon Council on Aging
Baney	Tammy	Citizen
Belzer	Barbara	Interfaith Action for Justice
Blanco	Osmar	T-Mobile
Bryce	Robert W.	Central Oregon Veterans Outreach
Coleman	Sherrin	Oregon Department of Transportation
Curley	Kim	Commute Options of Central Oregon
Daly	Mike	Deschutes County Commissioner
Daniele	Gary	WorkSource Central Oregon Disability Navigator
Deke	Tyler	Bend Metropolitan Planning Organization (MPO)
DeVoney	Mark	Oregon Department of Transportation
Drew	Kathy	Deschutes County Mental Health
Etzel	Richard	Interfaith Action for Justice
Farrell	Lynne	Interfaith Volunteer Caregivers
Flood	Allan	Bend Community Action Team
Friend	Karen	Cascades East Ride Center/COIC
Gardner	Lin	Oregon Department of Human Services
Gerachty	Patty	Oregon Department of Human Services
Harrison	Wendy	Oregon Vocational Rehabilitation Services/COIC
Horton	Don	Bend Park & Recreation
Jorgensen	Steve	Deschutes County
Lewis	Lupita	Central Cascade Lines
Lewis	Ray	Central Cascade Lines
Mallea	Janet	Central Oregon Resources for Independent Living
Maszk	Carol	Central Oregon Council on Aging
Mills	Cheryl	Sisters Chamber of Commerce
Minisce	Jessica	Express Personnel
Monson	Jeff	Commute Options of Central Oregon
Morris	Roy	Oregon Employment Department/Veterans Rep.
Nielson	Jeff	Bend Chamber of Commerce
Ornelas	Heather	Bend Area Transit
Otteni	Kristi	La Pine Community Action Team
Parsons	Ron	Oregon Department of Human Services

Last Name	First Name	Organization
Patterson	Michael	City of Redmond
Peterson	Gary	Redmond School District
Prince	Bud	Redmond Economic Development
Rexford	John	Bend-La Pine School District
Ruel	Nancy	La Pine Community Action Team
Russell	Peter	Deschutes County Community Development
Sande	Eric	Redmond Chamber of Commerce
Schindel	Mark	Old Farm District Neighborhood Association
Schmidt	Mike	Bend Chamber of Commerce
Shaber	Kendell	Deschutes County Commission on Children & Families
Sharp	Yesenia	Bend Community Action Team and Latina Leadership, Education and Cultural Center
Spreadborough	Andrew	Central Oregon Intergovernmental Council
Stein	Eileen	City of Sisters
Stevens	Lindsey	Central Oregon Resources for Independent Living
Thom	Laurie	Redmond Community Action Team
Timchak	Karen	Central Oregon Partnership
Trego	Judy	Community Action Team of Sisters
Tucker	Lynda	Central Cascade Lines
Ure	Judith	Deschutes County Administration
Van Der Hyde	Dinah	Oregon Department of Transportation
Vizzini	Dan	Oregon Solutions
Weeber	Bob	Opportunity Foundation
White	Jeff	Central Oregon Coalition for Access
Wilson	Darrel	Opportunity Foundation
Zinkraf	Gene	Central Oregon Community College

Appendix E – Outreach Invitees

Deschutes County Transportation Coordination Project

COIC and Deschutes County sent invitation letters to a broad list of stakeholders, inviting participation on the project Core Team. The invitation letters were signed by Deschutes County Commissioner Mike Daly, who served as the project convener. Letters were sent in March, 2006. Additional outreach and invitations continued throughout the Core Team meeting schedule, including targeted outreach in March, 2007, to organizations and agencies that serve special populations.

Heather	Ornelas	Bend Dial-a-Ride
Alan	Unger	City of Redmond
Michael	Patterson	City of Redmond
Eileen	Stein	City of Sisters
John	Hummell	City of Bend
Bill	Friedman	City of Bend
Andy	Anderson	City of Bend
Rick	Root	City of Bend
Steve	Jorgenson	Deschutes County
Susan	Ross	Deschutes County
David	McDaniels	Central Oregon Partnership
Richard	Gorby	Community of LaPine
Patrick	Carey	DHS
Lin	Gardner	DHS
Ron	Parsons	DHS
Jeffrey	White	COCOA
Carol	Maszk	COCOA
Darrell	Wilson	Opportunity Foundation
Jeff	Monson	Commute Options
Tyler	Deke	Bend MPO
Martin	Loring	ODOT
Bob	Bryant	ODOT
Sherrin	Coleman	ODOT
Lynne	Farrell	Interfaith Volunteer Caregivers
Karen	Friend	COIC
Richard	Gorby	Veterans
Don	Horton	Bend Park & Recreation
Katie	Hammer	Central Oregon Parks & Recreation District
Carrie	Ward	Sisters Organization for Activities & Recreation
Betty	Shuler	COCAAN Head Start
Corky	Senecal	COCAAN
Doug	Nelson	Bend-La Pine School District
Gary	Peterson	Redmond School District
Ted	Thonstad	Sisters School District
James	Middleton	Central Oregon Community College
Jay	Casbon	OSU Cascades
Roger	Lee	Economic Development for Central Oregon
Robert W.	Bryce	Central Oregon Veterans Outreach
Kirk	Utzingier	Boys and Girls Clubs of Central Oregon
Mike	Schmidt	Bend Chamber of Commerce
Eric	Sande	Redmond Chamber of Commerce
Cheryl	Mills	Sisters Chamber of Commerce
Dave	Wilkins	Sunriver Chamber of Commerce

Rose	Aslbury	La Pine Chamber of Commerce
Osmar	Blanco	T-Mobile
Dan	Rutherford	Mt. Bachelor
Jerry	Andrus	Eagle Crest
Scott	Morris	Sunriver Resort
Don	Barbour	Jeld Wen Corporation
Greg	Cole	Black Butte Ranch
Jim	Diegel	St. Charles Medical Center - Bend
Todd	Sprague	St. Charles Medical Center - Redmond
Kirk	Schueler	Brooks Resources
Cindy	Pessemier	Central Oregon Breeze
Alana	Audette	Central Oregon Visitors Association
Bud	Prince	Redmond Economic Development
Todd	Sprague	Cascade Healthcare Community
Katie	Hammer	Central Oregon Parks & Recreation District
Carrie	Ward	Sisters Organization for Activities & Recreation
Betty	Shuler	COCAAN Head Start
Ted	Thonstad	Sisters School District
Dan	Rutherford	Mt. Bachelor
		Sunriver Resort
Don	Barbour	Jeld Wen Corporation
Jim	Diegel	St. Charles Medical Center - Bend
Kirk	Schueler	Brooks Resources
Cindy	Pessemier	Central Oregon Breeze
Alana	Audette	Central Oregon Visitors Association
Lynne	Farrell	Interfaith Volunteer Caregivers
Heather	Lynch	Oregon Vocational Rehabilitation Services
Gary	Daniele	WorkSource Central Oregon Disability Nav.
Kendal	Shaber	Commission on Children and Families
Mike	Viegas	Coalition for Access
Roy	Morris	Oregon Employment Department
Angie	Albiar	Oregon Department of Human Services
Scott	Johnson	Deschutes County Mental Health
Stu	Steinberg	Central Oregon Veterans Outreach
Wendy	Harrison	Oregon Voc. Rehabilitation Svcs./COIC
Lindsey	Stevens	C.O. Resources for Independent Living