

Linn County
Coordinated Public Transit-Human Services
Transportation Plan

DRAFT

Developed by the Linn County
Transportation Advisory Committee

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Introduction

The Linn County Coordinated Public Transit-Human Services Transportation Plan has been developed to establish a framework to better support the delivery of transportation services to seniors, persons with disabilities and residents with low income. The coordinated public transit-human services transportation plan is more easily referred to as “the coordinated plan”.

The goal of the planning project is the development of a strategic plan to identify transportation needs and outline opportunities to coordinate and enhance community transportation services. Building upon previous studies and data, the plan analyzes demographic information, inventories existing transportation resources available to Linn County seniors, persons with disabilities and low income residents, identifies recurring and related transportation themes, identifies unmet transportation needs as well as potential opportunities to coordinate, integrate and enhance transportation access to employment, health, social services, education and other services.

The coordinated plan will guide the Linn County Transportation Advisory Committee, the Linn County Board of Commissioners and a wide variety of public, non-profit and private partners in the investment of transportation resources. The plan provides opportunities to better leverage existing transportation resources, as well as describe opportunities to secure resources to expand service to provide access to transportation services for seniors, persons with disabilities and low income residents who are not currently served by transportation programs and services.

As required by the Oregon Department of Transportation, the plan includes (1) an evaluation of the community’s resources; (2) an assessment of the transportation needs of seniors, persons with disabilities and residents with low income; (3) strategies to address the identified needs and gaps and also address efficiencies in service delivery through coordination; and (4) relative priorities of the needs and opportunities.

The first phase of the planning effort (the draft plan completed in January 2007) analyzed demographic information, reviewed existing transportation plans of local agencies, inventoried existing transportation resources, identified recurring and related transportation themes and identified unmet transportation needs as well as potential opportunities to address the needs. This effort was completed by the Linn County Transportation Advisory Committee, working with the Oregon Cascades West Council of Governments/Linn County STF Coordinator, transportation providers, key stakeholders and the staffs of local agencies. It is particularly appropriate to recognize the important assistance of the Linn County Rural Family Economic Success (RuFES) work group, coordinated by the Linn County Business Development Center, in the development of the coordinated plan.

The second phase of the planning effort, built on a broader involvement of the community, expanded on these findings, developed transportation visions and goals, more fully developed strategies to meet the transportation needs of Linn County residents as well as identified and prioritized potential opportunities, approaches and resources to implement the strategies.

Visions and Goals

VISION

In the future, an improved and more coordinated and integrated transportation program will provide most Linn County seniors, persons with disabilities and low income residents with safe, efficient, affordable and sustainable transportation options. Building on the foundation of existing local public transit programs and volunteer-based programs, residents will have access to realistic and sustainable transportation options.

GOALS

- Increase the safe, efficient, affordable and sustainable transportation options for Linn County residents.
- Strengthen existing public transportation programs and utilize, where possible, these programs to particularly provide service to seniors, persons with disabilities and persons with low income.
- Strengthen regional partnerships to improve coordination, connectivity, accessibility and efficiency of transportation services.
- Support and increase the use of volunteers in providing transportation services and increase efforts to recruit, train and retain volunteers.
- Identify and secure realistic, equitable and sustainable funding, including the use of local resources to leverage federal and state funds, for transportation options.
- Improve transportation services that are an essential part of daily life for residents with developmental disabilities.
- Improve economic vitality by improving employment-related transportation options.
- Provide reasonable and sustainable staff resources to assist transportation providers and the community in the implementation of the coordinated plan.
- Working with federal and state partners, advocate and support efforts to secure strategic and sustainable investments in transit infrastructure, particularly vehicles.
- Increase public involvement in planning, development and funding decisions related to public transportation.

Chapter 1

- Background
- Development of Coordinated Plan
- Public involvement

Background

Linn County Transportation Advisory Committee

For the past five years, the Linn County Transportation Advisory Committee has looked for opportunities to improve special transportation services by better coordinating a broad variety of services provided by a large number of agencies in Linn County and by better leveraging Special Transportation Funds and other resources to secure additional funding for transportation programs. In 2005 Linn County, upon the recommendation of the Transportation Advisory Committee, applied for and received an Oregon Department of Transportation (ODOT) discretionary grant to help fund the development of a strategic plan.

In addition to addressing the county's interest in better coordinating special transportation services, the plan meets the state planning requirements outlined in Oregon Administrative Rules. Since the time the grant was awarded, the federal government has added planning requirements related to the funding of transportation services for seniors, persons with disabilities and low income residents. The state and federal planning requirements have wisely been incorporated into a single coordinated public transit-human services transportation plan (coordinated plan). The completed Linn County coordinated plan meets the state and federal planning requirements.

The Linn County Rural Family Economic Success (RuFES) work group, representing employment and training agencies, human services providers, educational institutions and non-profit agencies has been a very important partner in the development of the federally-required human services part of the plan. The coordination of the work group by the Linn County Business Development Center is recognized and very much appreciated.

Oregon Department of Transportation (Public Transit Division)

The Special Transportation Fund (STF) program, established by the State of Oregon in 1985, helps provide transportation services for seniors 60 years of age and older and persons of any age with disabilities. Administered through the ODOT Public Transit Division, the STF funded through cigarette taxes (two cents of the current total tax of \$1.18 per pack), off-road fuel tax and the sale of DMV identification cards. The money is allocated to counties based on population. Although the program was relatively flat funded for several years, the revenue has recently decreased and in 2007-2008 Linn County agencies will receive approximately \$182,000 from the STF program. This is a decline of approximately ten percent from 2006-2007; at a time when transportation costs are rapidly increasing. The funding will help eleven agencies in Linn County provide more than 130,000 rides in 2007-2008.

The STF program provides mobility for seniors and persons with disabilities who cannot access regular modes of public transportation (such as fixed route bus systems) or do not have access to personal transportation (such as an automobile). The program enables these individuals to maintain a reasonable quality of life and level of independence by

providing transportation services for medical, vocational, nutritional, recreational, shopping, volunteer opportunities and other needs.

Eligible program applicants include public entities and public or private non-profit corporations. Eligible projects include maintenance of existing transportation programs and services for the elderly and people with disabilities; expansion or creation of such programs and services; transportation capital items; and planning and development of transportation services for the elderly and people with disabilities.

The STF money in Linn County is highly leveraged with revenues from other sources and supplements transportation funds from the Federal Transit Administration, Medicaid, state mental health programs, local cities, transit providers, private foundations and grants, the Oregon Department of Energy Business Energy Tax Credit program and ridership fares. In many programs, volunteers play a significant role in helping provide transportation services. For example, in some programs volunteers drive frail seniors to medical appointments and a wide variety of other services and STF funds are used to help pay mileage costs.

The Linn County Transportation Advisory Committee annually solicits applications for Special Transportation Fund program funding. The Advisory Committee reviews the requests and the Linn County Board of Commissioners makes the final decisions regarding prioritization and funding of programs.

In January 2005 the Oregon Transportation Commission, in response to changes in Oregon Revised Statutes, adopted revisions to the Oregon Administrative Rules related to the Special Transportation Fund program. In addition to revisions to fiscal, management and reporting requirements, the amended OARs require each STF agency (in Linn County the STF agency is Linn County) to develop, adopt and regularly update a written STF plan. The purpose of the plan is to set out the long term vision for public transportation and guide investment of STF moneys to maximize benefit for senior and persons with disabilities (OAR 732-005-0081).

Under Oregon Administrative Rules (OAR 732-020-005 et seq.) ODOT also serves as the designated recipient and administrator for state and federal transit funds. Many of these funds are combined into a single, coordinated application/allocation process called the Discretionary Grant Program. ODOT attempts, with the assistance of local agencies, to determine and balance the highest priority projects and then move federal and state money (some of which are dedicated for a single purpose, but some are flexible and may be used for a variety of projects) to fund the highest priority projects. Eligible projects include transportation operations, mobility management and planning, intercity operations, transit innovations, vehicles, preventive maintenance of vehicles, capital projects (such as bus shelters) and vanpool development. In 2007-2009 approximately \$28 million will be allocated through the discretionary grant program. In order for Linn County agencies to be eligible to receive discretionary grant funds, the county submitted a draft (interim) coordinated plan as part of the application documents.

Federal Law and Funds

In August 2005 the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. In a more simple term: SAFETEA-LU.

The bill authorized \$286 billion in funding for federal surface transportation programs over six years (through federal Fiscal Year 2009), including \$52.6 billion set aside for federal transit programs.

SAFETEA-LU is the fourth incarnation of a transportation vision first forwarded by the United States Congress in 1991. The importance of a safe multi-modal surface transportation system to the nation's economy was recognized in the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The act was renewed in 1998 through the Transportation Equity Act of the 21st Century (TEA-21). Federal funding for a wide variety of state transportation programs and aimed at strengthening and integrating surface transportation infrastructure was renewed again with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2003 (SAFETEA).

Under the provisions of SAFTEA-LU, starting in federal Fiscal Year 2007, projects funded through three programs are required to be derived from a locally developed, coordinated public transit-human services transportation plan. Regulations published in the Federal Register provide guidance from the Federal Transit Administration: the plan should be a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting the needs, and prioritizing services."

The three federal programs covered by the coordinated planning requirement are: (1) Section 5316 Job Access and Reverse Commute Program; (2) Section 5317 New Freedom Program; and (3) Section 5310 Formula Program for Elderly Persons and Persons with Disabilities.

The Job Access and Reverse Commute (JARC) program funds local programs that offer job access services for low income residents. The program is primarily aimed at providing non-urban employment opportunities to urban area residents. Eligible JARC projects include vanpools or shuttle service to improve access to employment, late night and weekend transit service and guaranteed ride home programs. The funds are distributed on a formula basis, depending on the state's rate of low income population. Oregon will receive \$1.54 million in 2007, \$1.67 million in 2008 and \$1.77 million in 2009. The majority of the funds allocated directly to urbanized areas; and ODOT's average funding (for allocation to small urbanized and non-urban areas) will be \$647,000 for FY 2006-2009.

The New Freedom Program provides funding to serve persons with disabilities beyond the minimal requirements of the Americans with Disabilities Act. Examples of expansion of paratransit service hours or service area beyond minimal requirements, promotion of accessible ride sharing or vanpool programs, administration of volunteer programs and travel training programs. The funds are distributed on a formula basis, depending on the state's population of persons with disabilities. Oregon will receive \$817,000 in 2007, \$857,000 in 2008 and \$906,000 in 2009. The majority of the funds allocated directly to urbanized areas; and ODOT's average funding (for allocation to small urbanized and non-urban areas) will be \$329,000 for FY 2006-2009.

The Formula Program for Elderly Persons and Persons with Disabilities provides funding for capital transit projects including vehicles. In 2005-2007 Linn County agencies received approximately \$267,000 in Section 5310 funds for the replacement of vehicles and \$16,000 for vehicle rehabilitation and preventive maintenance. It is anticipated that the requests for 2007-2009 funds will be substantially higher. Oregon will receive \$15.2 million in 2007, \$15.5 million in 2008 and \$16.2 million in 2009.

ODOT has incorporated the federal planning requirements with the STF planning requirements to provide, through a single document, a more logical, comprehensive, integrated and realistic special transportation plan; as well as a better use of local resources.

Linn County Coordinated Plan

The Linn County Coordinated Public Transit-Human Services Transportation Plan has been developed to establish a framework to better support the delivery of transportation services to seniors, persons with disabilities and residents with low income. The findings and transportation needs and the potential opportunities for addressing the needs are not meant to be a complete list of items. This plan is not a static document. It is anticipated, with continuing public and stakeholder involvement in the coming months and years, that additional items will be added to the list of needs and opportunities; and partnerships will continue to develop to improve the delivery of important transportation services.

Development of Coordinated Plan

Establish Planning and Technical Advisory Group

The Linn County Transportation Advisory Committee, with significant transportation experience and broad representation of seniors and persons with disabilities was established as both the planning and technical advisory group. Additional technical support has been provided by local stakeholders. The Linn County Rural Family Economic Success (RuFES) work group, coordinated by the Linn County Economic Development Center, was established as the planning and technical advisory partner to the Transportation Advisory Committee in reference to the transportation needs and opportunities of Linn County residents with low income.

Development of Work Plan

Working with the Transportation Advisory Committee, a work plan for the draft (interim) plan and the final plan was developed.

Analysis of Demographic Information

Analysis of demographic information particularly focused on seniors, persons with disabilities and residents with low income. Sources include U.S. 2000 Census, Portland State University Population Research Center, U.S. Department of Housing and Urban Development, Oregon Department of Administrative Services (Office of Economic Analysis) and Oregon Employment Department.

Review of Federal and State Legislation and Regulations

A review of federal law (including the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users SAFTEA-LU) and regulations and state law (including ORS 391-800 through 391.830) and Oregon Administrative Rules (including 732-005-0000 et seq. related to the Special Transportation Fund).

Review of Local Transportation Plans and Documents

A literature review to help identify existing transportation conditions, transportation needs, issues, goals, policies, strategies and proposals. This effort will ensure that the findings, goals and strategies of the Linn County Special Transportation Coordinated Plan are indeed coordinated with the efforts of the collective efforts of Linn County communities, agencies, programs and projects.

Review of Existing Transportation Services

The collection of information about current fixed route programs, demand response programs, volunteer programs, medical transportation services, carpool/vanpool programs and client-provider transportation in Linn County. Information includes area of service, hours/days of service, fares, rider limitations and contact numbers. This is an

important step in coordinating transportation services and in reviewing options to better share information with the public about existing transportation options.

Public Involvement

Beyond state and federal planning requirements, there is a strong local commitment to support and encourage public participation in the development of transportation plans, programs and projects. The foundation of public involvement was built on the public efforts of the Linn County Transportation Advisory Committee, serving as the planning and technical advisory committee.

The planning effort included significant involvement by public transportation stakeholders and by stakeholders representing seniors, persons with disabilities and residents with low income. Public outreach efforts, particularly to senior groups, were important in obtaining information about transportation needs and potential opportunities to address the needs. Public meetings, in addition to the Linn County Transportation Advisory Committee meetings, included meetings of the Linn County Board of Commissioners and regional advisory committees. The draft (interim) plan was sent to every city in the county for review and comment; as well as the May 2007 draft of the final plan. It is particularly appropriate to recognize the important assistance of the Linn County Rural Family Economic Success (RuFES) work group, coordinated by the Linn County Business Development Center, in the development of the plan.

Preliminary Findings and Identification of Needs and Potential Opportunities

ODOT required, as a part of the 2007-2009 discretionary grant program, the submittal of a draft (interim) plan in January 2007. Preliminary findings, issues and transportation needs were, therefore, developed as well as preliminary opportunities for addressing the needs. The assistance of key local stakeholders in understanding current special transportation programs and projects in Linn County, identification of service gaps and mobility barriers, identification of recurring and related transportation themes, and identification of unmet transportation needs as well as potential opportunities to address the current and anticipated needs. This effort involved interviews and program assessments related to 20 programs. Stakeholders included representatives of public transit agencies, local volunteer transportation and senior services programs, public agencies serving seniors, persons with disabilities and persons with low income, non-profit organizations serving seniors, persons with disabilities and residents with low income and representative of economic development agencies. It is important to recognize the assistance of the Linn County Rural Family Economic Success (RuFES) work group, coordinated by the Linn County Business Development Center, in the identification of needs and opportunities.

Development of Vision and Goals

With the background gained from the development of the draft (interim) plan, the Transportation Advisory Committee developed a vision and goals for the coordinated and integrated transportation program serving Linn County residents. The importance of volunteer-based programs in the delivery of transportation services is particularly noted.

Completion of Coordinated Plan

The second phase of the planning effort, built on a broader involvement of the community, increased the number of stakeholders, more clearly defined with stakeholders their transportation needs, challenges and opportunities for linkages and partnerships, expanded on the findings of the draft (interim) plan, confirmed service gaps, analyzed additional demographic information, more thoroughly reviewed and analyzed opportunities, developed more specific strategies to better meet the transportation needs of Linn County residents, as well as prioritized needs and potential opportunities for addressing the needs.

Regional Chapter

It is important to note that the special transportation coordinators for the three counties and the special transportation advisory committees of the three counties have worked in close partnership on the planning and service coordination effort during the past year. The three counties are committed to a continuing partnership to better connect existing and planned transportation services and to better coordinate resources. Beyond the planning efforts and the development of the regional chapter of this plan, this partnership has already resulted in coordinated discretionary grant applications, the development of a tri-county transportation information brochure, the update of the 2003 Linn-Benton-Lincoln Counties Transportation Providers Directory and the sharing of training resources.

Public Involvement

Beyond state and federal planning requirements, there is a strong local commitment to support and encourage public participation in the development of transportation plans, programs and projects. A specific goal of the coordinated plan is increased public involvement in planning, development and funding decisions related to public transportation. The first step toward that goal was the public involvement in the development of the coordinated plan.

The foundation of public involvement was built on the public efforts of the Linn County Transportation Advisory Committee, serving as the planning and technical advisory committee. The committee carefully reviewed and discussed elements of the plan at public meetings held nearly every month for 18 months. The general public was, of course, invited to attend the public meetings and comments from the public were welcomed. Transportation stakeholders were specifically invited to attend the meetings and to participate in the planning discussions.

The planning effort included opportunities for stakeholder participation and public involvement at other regularly scheduled and public meetings including the (regional) Senior Services Advisory Council, the (regional) Disability Services Advisory Committee and the Cascades West RideLine Advisory Committee.

It is particularly appropriate to recognize the important assistance of the Linn County Rural Family Economic Success (RuFES) work group, coordinated by the Linn County Business Development Center, in the development of the plan. This group was particularly helpful in the development of the combined human services elements. Participants at bi-monthly meetings included representatives from the Oregon Department of Human Services, Oregon Employment Department, Linn-Benton Community College, Willamette Neighborhood Housing Services, Community Services Consortium and the regional educational services district.

The draft (interim) plan and the final coordinated plan were reviewed at public meetings of the Linn County Board of Commissioners. The January 2007 draft (interim) plan and the May 2007 draft of the final plan were sent to every city in the county for their review and comment; and the drafts were placed on the website of the Oregon Cascades West Council of Governments.

Public outreach efforts at special events included the regional Senior Fair and specific transportation planning sessions held at local senior centers.

It is important to note the significant involvement by stakeholders in the development of the plan. The broadness and depth of items listed in the stakeholders chapter of this plan is just one indication of the amount of time and effort put forward by transportation stakeholders and by stakeholders representing seniors, persons with disabilities and residents with low income. In addition to the efforts of staff members, this involved in

some cases the involvement of boards of directors of agencies. The role of stakeholders is particularly important since it is difficult for many of the people served by public transportation to actively participate in the planning effort. Special transportation programs serve some of the most fragile residents of Linn County. Many of these residents, for example the clients of Interfaith Volunteer Caregivers and the Senior Companion Program, are not realistically capable of being involved in the planning process. Their important voices were heard through the staff and board members of these agencies. In a similar manner, the voices of persons with disabilities were loudly heard through representatives from vocational and residential programs. Transportation needs of some of the most medically fragile residents were brought forward through discussions at the Cascades West RideLine (medical brokerage) Advisory Committee.

The plan was developed with assistance from a very broad group of people, with a wide range of transportation needs. This includes representatives of city councils and committees; regional advisory groups for seniors and for persons with disabilities; public and non-profit transportation providers; the local community college; the regional educational service district; state agencies including the Department of Human Services and the Employment Department; senior group homes; group homes for persons with developmental disabilities; vocational facilities serving persons with developmental disabilities; hospitals and medical clinics; economic development programs; and community based programs serving low income residents.

This plan is not meant to be a passive document that sits on a shelf. It is an active blueprint for maintaining and improving transportation service to Linn County residents. The public involvement process, therefore, does not end with the completion of this plan. In the coming months and years there will continue to be opportunities--and indeed encouragement--for the public to be involved in the exploration of specific efforts to implement elements of the plan.

Chapter 2

- Analysis of demographic information
- Review of transportation plans and documents
- Existing system routes/schedules

Demographics

Planning for special transportation services is based upon an understanding of how many people need the services, where those people live, how many people will need the services in the future and what are the important destinations for the users of special transportation. This demographic profile is focused on three groups of particular interest to special transportation planners:

- Senior Citizens;
- People with Disabilities; and,
- People with Low or Moderate income (LMI).

The senior citizen population includes all persons in Linn County that are 60 years of age and older. To the extent that data sources allow, the following tables present information for the age sub-groups “60 to 74 years old” and “75 years and over.” However, the available data does not consistently include the same age groupings, so the groupings do vary from table to table.

The population in the “55 to 59 years old” group is also included in many of the tables. This group is shown to indicate the number of people that have become senior citizens since the 2000 US Census was conducted.

Persons with disabilities includes the segment of the population five years of age and over that has at least one of the following conditions:

1. Sensory disability, such as hearing or vision impairment;
2. Physical disability that substantially limits walking, climbing, stairs, lifting, etc.;
3. Mental disability that inhibits learning, remembering or concentrating; and,
4. Self-care limitations that affect the ability to dress oneself, bathe or get around in the house.

Persons with low or moderate income are defined for this planning effort as the population living in a household where the household income (in 1999) was 80 percent or less than the median family income (MFI) for Linn County. The 80 percent level is commonly used to determine whether a person is eligible for benefits from a number of federally funded programs, such as Community Development Block Grants.

The official poverty levels established by the federal government are typically much lower than the MFI. The number of persons below the poverty level is cited to show the extent of the population that has extremely low incomes.

Most of the data is presented for thirteen cities in Linn County and the unincorporated area. The unincorporated area data includes small portions of the Cities of Gates and Idanha that are within Linn County. There are also data totals for the Greater Albany Area (GAA) which includes Albany, Millersburg and Tangent. The GAA was included as a distinct entity because it is likely that all three of the cities will become part of a metropolitan planning organization (MPO)

following the 2010 census. MPOs are federally designated transportation planning agencies in urbanized areas with a population greater than 50,000.

Current and Projected Population

The estimated population of Linn County was 107,150 people in 2005 and was ranked as the eighth most populous county in Oregon. The 2005 estimate was four percent greater than the population count from the 2000 US Census. The distribution of the population within the County is shown in Table 1. That table also highlights the concentration of population in the GAA, and to a lesser extent in Lebanon and Sweet Home. Approximately fifty-nine percent of the County's residents lived in those three areas. The unincorporated area was home to just under 33 percent of the population and the remaining eight percent of Linn County citizens were located in eight small cities. Table 1 also provides evidence that there is a trend for the population to become more concentrated in the GAA and Lebanon.

The distributions of each of the three groups of interest (senior citizens, people with disabilities and people with low-income) generally follow the same distribution as the total population of the County. The GAA is the predominant location for residence of each group and more than half the population of each group resides in either the GAA, Lebanon or Sweet Home. The remaining senior citizens, persons with disabilities and people with low-income have residences that are dispersed among eight small cities and the unincorporated area. Tables 2 through 4 show the location of the population in each of the groups of interest.

The distribution of the Linn County senior citizen population is slightly different than that of the general population. Table 2 shows that there is a somewhat smaller proportion (52 percent) of seniors concentrated in the three population centers of the GAA, Lebanon and Sweet Home as compared to the total population distribution, but the senior citizens in the unincorporated area of the County comprise a higher percentage of the countywide senior population (41.1 percent).

Among the three groups of interest, the LMI population is the group that is most highly concentrated in the three population centers of Linn County. More than two-thirds of the residents, as shown in Table 4, that are considered LMI reside in the GAA, Lebanon or Sweet Home.

The income standards set for measuring poverty are substantially lower than the threshold for determining LMI status. The population that is considered to be in poverty is a subset of the LMI population. Table 5, showing the number of residents that were in poverty in 2000 was included to indicate the extent of the population that has an extremely low-income.

Tables 3 and 5 also illustrate that some of the population is included in more than one of the groups of interest. For instance, more than 6,600 senior citizens were also part of the disabled population, and over 1,000 senior citizens were below the poverty level. This aspect of the demographic data makes it difficult to determine the total number of persons that must be considered for special transportation services.

The potential need for special transportation services in the future is indicated in Tables 4, 6 and 7. The projections shown in the tables are based on population projections from the State of Oregon's Office of Economic Analysis. It was assumed that the proportion of the population that reside in each community when the 2000 Census was completed will remain the same throughout the planning period. As an example, in 2000 approximately 13.2 percent of the County's population that was 55 years and over lived in Lebanon. The projections for the senior population assumed that in 2025 there will be 13.2 percent of the group of senior citizens residing in Lebanon.

More important, however, is the information in Table 6: Projected Senior Citizen Population. The population of Linn County residents 55 and over will increase by 25% between 2000 and 2010; an additional 10% between 2010 and 2015; and an additional 20% between 2015 and 2020.

From a special transportation standpoint, it is important to review the number of residents over the age of 75. Although Linn County residents who are 55 or 65 years old usually continue to drive their own vehicles, as the residents age they are much more likely not to be able to drive their own vehicles. The Oregon Department of Human Services projects that the number of Linn County residents between 75 and 84 years of age will increase from 5,386 in 2015 to 8,303 in 2025. The number of residents over the age of 85 will increase from 2,340 to 3,184. The Oregon Department of Human Services notes this will place an unprecedented demand on expensive long-term care services. Reasonable transportation is a very important element of keeping seniors in their own homes for a longer period of time. Most seniors would prefer to remain safely in their own homes as long as possible. It is far less expensive for seniors and taxpayers than other housing/care options; and having access to reasonable transportation options is a very important and cost effective part of this effort.

It is important to recognize the important role of volunteers and non-profit programs in addressing the needs of seniors, particularly the most fragile seniors. Volunteers are a core part of many of these service providers including Interfaith Volunteer Caregivers, the Senior Companion Program, Albany Call-A-Ride and Meals on Wheels. Volunteers need to be recruited, trained and retained; and their efforts need to be supported and better coordinated.

An additional indication of the need for special transportation services is the number of households in the County that do not have a vehicle available. The data in Table 8 shows that out of the 2,682 households that did not have a vehicle available, nearly 59 percent of the households had householders in the 55 years and over age group that must be considered when planning special transportation. Also, the vast majority of the households without a vehicle, 82.9 percent, are located in the three population centers of the County where it is somewhat easier to provide transportation services to them.

Special Transportation Destinations

As a whole, the groups of interest have some of the same transportation needs as the general population, with needs to travel to shopping centers, social services, recreation and personal visits. Persons with low income have transportation needs related to employment and,

sometimes, to school or training facilities. Many persons with disabilities also have transportation needs related to vocational facilities or employment. Many of these travel destinations are concentrated in the three population centers of Linn County, although some employment opportunities are outside of the three population centers.

All four of the communities have basic retail shopping facilities and major grocery stores. Corvallis and Albany have major medical centers while Lebanon has a community hospital and the County health department operates a clinic in Sweet Home. There are senior centers with senior meal sites in each city. Members of the groups of interest can take courses through Linn-Benton Community College at centers in each city. Offices for social service agencies are primarily located in Albany and Corvallis, and legal business generally must be conducted at the courthouse in Albany.

The medical needs of seniors and persons with disabilities are often different than the general population. Generally, they have more medical appointments than the general population. And their medical needs often require the services of medical specialists, advanced technology and treatment (including physical therapy) that are only available at large regional medical centers. For many Linn County residents, that means the medical personnel and facilities in Corvallis; and sometimes in Eugene, Salem and Portland.

Senior Residential Facilities

As listed in the Appendix, there are nearly two dozen retirement facilities, assisted living facilities and senior care facilities in Linn County. More than half are in Albany with the others in the Lebanon and Sweet Home areas. Some of the facilities have approximately 100 units, including the Oaks at Lebanon, Mennonite Village Quail Run Assisted Living in Albany, and Century Fields in Lebanon. Other facilities are small. In addition to senior care facilities, there are many apartments and mobile home parks where the majority of residents are seniors. Although many of these are located in the Albany, Lebanon and Sweet Home areas, others are located in smaller communities.

The transportation needs related to these facilities are as various as the facilities. Some facilities are essentially apartments for independent seniors (sometimes with some meals included). Some residents of these facilities maintain their own vehicles, while others are served by vans operated by the facility or by public transportation. Essentially all of the residents of assisted living facilities rely on others for transportation. Depending on the facility and on the needs of the residents, transportation services may be provided by the residential care facility, members of families, friends, public transportation programs and non-profit volunteer groups. Physical limitations usually limited their public transportation options to the local dial-a-bus program. Some extremely fragile residents require medical transport vehicles (wheel chair accessible and sometimes stretcher equipped), usually provided by private medical transport firms.

Although most of the facilities are located in communities served by a Dial-A-Bus program, service is generally limited to weekday daytime hours (except in Albany where Saturday Call-A-Ride service is available).

Facilities Serving Persons with Developmental Disabilities

Also listed in the Appendix are the facilities serving residents with developmental disabilities. Large vocational facilities are located in Sweet Home, Lebanon and Albany. One large residential program and one small residential program are located in Albany. Transportation service, provided by vocational, residential and public transit programs are a critical part of the daily needs of these Linn County residents. Although some of these residents are able to access public transportation (including Albany Transit and the Dial-A-Bus programs in Lebanon, Sweet Home and Albany), the physical and behavioral needs of many cannot be met by public transportation; and they require transportation dedicated to persons with developmental disabilities.

Employment Centers

The principal employers in Linn County include:

Samaritan Health Services (primarily Albany and Lebanon)	1,300 employees
Alluac Oremet-Wah Chang (Millersburg)	1,200
Linn Benton Community College (primarily Albany and Lebanon)	1,000
Greater Albany School District (Albany)	950
Linn County (countywide)	750
Weyerhaeuser Company (primarily Albany and Lebanon)	650
Target Distribution Center (Albany)	630
Georgia-Pacific/GP (Millersburg)	530

Lowe's Home improvement is currently constructing a 1.35 million square foot regional distribution center in Lebanon. Once it opens the facility will have between 400 and 750 full-time employees. Several months ago PepsiCo announced plans to construct a \$300 million sports drink facility in Albany with several hundred full-time employees. Recently PepsiCo decided to postpone the construction of the facility, pending an annual corporate review of its sports drink business and growth prospects.

Public transit options for most of the employees of these large firms and agencies are limited. Albany Transit provides service to some of the Albany employment sites. But, even for the sites served, the Monday-Friday 6:30 to 6:00 pm service (with limited runs) does not provide realistic transit options for most employees, particularly for shift workers. The Linn Shuttle, with only four daily round trips, does not provide realistic employment-related transportation for most residents. The Linn-Benton Loop offers reasonable transit service to some Linn-Benton Community College employees. The proposed Lebanon-Albany-Corvallis route for the Linn-Benton Loop would provide important employment transportation options to Linn County residents. Most employees of large firms and agencies who live in small cities or rural areas of Linn County, or who live in other counties, do not have access to public transit. Carpools and vanpools are viable options for some employees. The Lebanon Dial-A-Bus proposal (ODOT discretionary grant) to provide employment-related transportation, for a limited period using vouchers issued by human services agencies, to persons with low income could provide an important opportunity for a small number of Lebanon residents. The Linn County Rural Family

Economic Success (RuFES) task force particularly notes the challenge of residents without an automobile to access large employment centers that offer a broad variety of positions and wages. For example, a Sweet Home area resident without a car would be challenged to travel to Lebanon for an employment opportunity at Lowe's.

It is also important to note the regional employment opportunities for Linn County residents. Many Linn County residents are employed in Benton County or in the Salem area. Oregon State University (4,100 employees), Hewlett-Packard (4,000), Samaritan Health Services (2,500), the Corvallis School District (760) and the Corvallis Clinic (570) employ many Linn County residents. Inter-county transit service, with the exception of the Linn-Benton Loop is not available. The current Linn-Benton Loop service offers some employment-related transportation options for employees of Samaritan Health Services (Corvallis and Albany), Hewlett-Packard and Oregon State University. Carpools and vanpools are viable options for some employees. Potential vanpool routes include Sweet Home/Lebanon to Corvallis and Albany to Salem. But, as indicated above, the RuFES task force notes the employment-related transportation challenges of most residents without a car.

Many entry level jobs (providing important opportunities to some residents with low income) are often provided by small businesses. Restaurants, small commercial businesses, small manufacturing firms, service-related businesses (including motels, landscape services and gas stations) and other businesses are located throughout Linn County. For some residents, particularly those with families, entry level positions may not provide sufficient resources for reliable automobile transportation. As noted above, the public transportation employment-related options are currently limited for residents who work in a community different than their residence.

Planning Issues

The demographic data and projections highlight several issues that should be noted by planners making decisions about the allocation of transit and special transportation resources. Those issues include:

Dispersed Population: While somewhat less than half of members in the special interest groups reside outside of the three population centers, the absolute number of people concerned is still large and dispersed over a relatively large geographic area. Although most of the residents reside in the western half of Linn County, the county is large with a total area of more than 2,300 square miles.

Growth Trends: A 1999 study, *Analysis of the Regional Economy and Housing for Linn and Benton Counties*, noted that the Albany area "leads the growth in the region." The study also noted relatively strong growth in Lebanon. If those growth trends continue, both population and jobs will become more concentrated in the GAA. This should make it somewhat easier to provide special transportation services to a larger user group. However, recent changes in Oregon land use regulations may result in lower density development outside of the population centers, and that would tend to diminish the trend toward concentration.

Limitations of Projections: The projections of growth in the populations of LMI persons and persons with disabilities were extrapolated directly from projections of the growth of the overall population. There are factors that may affect the rate of increase and the geographic distribution of those two groups. Unforeseen economic events or trends could have a significant impact on the number of LMI persons over the course of the planning horizon. And, medical advances may increase the survival rates for individuals that have severe disabilities.

Table 1: Population Distribution and Change

	2000 Census		2005 Estimate ¹		Percent Change 2000 to 2005
	Population	Percent of County Population	Population	Percent of County Population	
Greater Albany Area					
Albany (Benton County part)	5,104		6,455		26.5%
Albany (Linn County part)	35,748	34.68%	38,905	36.31%	8.8%
Millersburg city	651	0.63%	830	0.77%	27.5%
Tangent city	933	0.91%	955	0.89%	2.4%
Total Greater Albany Area	42,436	36.22%	47,145	37.97%	11.1%
Brownsville	1,449	1.41%	1,530	1.43%	5.6%
Halsey	724	0.70%	760	0.71%	5.0%
Harrisburg	2,795	2.71%	3,275	3.06%	17.2%
Lebanon	12,950	12.56%	13,940	13.01%	7.6%
Lyons	1,008	0.98%	1,090	1.02%	8.1%
Mill City (Linn County part)	1,225	1.19%	1,240	1.16%	1.2%
Mill City (Marion County part)	312	0.30%	315	0.29%	1.0%
Scio	695	0.67%	725	0.68%	4.3%
Sodaville	290	0.28%	290	0.27%	0.0%
Sweet Home	8,016	7.78%	8,500	7.93%	6.0%
Waterloo	239	0.23%	230	0.21%	-3.8%
Linn County (unincorporated areas)	36,346	35.26%	34,880	32.55%	-4.0%
Linn County Total	103,069		107,150		4.0%

Note: A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals and percentages do not include the population outside of Linn County.

¹ 2005 Certified population estimate by Portland State University Population Center

Sources: 2000 US Census and PSU Population Center

Table 2: Senior Population

	Total Population	55 to 59 years	60 to 64 years	65 to 74 years	75 years and over	Total Population 55 and over	% of County population 55 years and over
Greater Albany Area							
Albany (Benton County part)	5,107	372	254	343	246	1,215	
Albany (Linn County part)	35,741	1,676	1,143	1,971	2,646	7,436	29.8%
Millersburg city	623	58	26	48	22	154	0.6%
Tangent city	917	40	27	51	47	165	0.7%
Total Greater Albany Area	42,388	2,146	1,450	2,413	2,961	8,970	31.1%
Brownsville	1,445	67	64	95	95	321	1.3%
Halsey	729	27	28	21	14	90	0.4%
Harrisburg	2,799	111	79	153	80	423	1.7%
Lebanon	12,882	498	453	1,002	1,343	3,296	13.2%
Lyons	991	50	66	80	52	248	1.0%
Mill City (Linn County part)	1,168	66	52	76	78	272	1.1%
Mill City (Marion County part)	283	15	10	14	11	50	
Scio	587	29	39	30	47	145	0.6%
Sodaville	293	15	26	21	10	72	0.3%
Sweet Home	8,163	353	333	626	715	2,027	8.1%
Waterloo	220	10	8	17	12	47	0.2%
Linn County (unincorporated areas)	36,511	2,517	2,203	3,171	2,355	10,246	41.1%
Linn County Total	103,069	5,517	4,547	7,362	7,516	24,942	100.0%

Notes:

1. A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals and percentages do not include the population outside of Linn County.
2. Percentages show proportion of countywide population that is 55 and over that resides in each city.

Source: 2000 US Census

Table 3: Population with a Disability by Age

	5 to 15 years	16 to 20 years	21 to 64 years	65 to 74 years	75 years and over	Total with Disability	Percent of Disabled
Greater Albany Area							
Albany (Benton County part)	40	16	313	28	129	526	
Albany (Linn County part)	313	297	4,024	687	1,504	6,825	32.41%
Millersburg city	5	6	96	20	14	141	0.67%
Tangent city	33	0	67	19	27	146	0.69%
Total Greater Albany Area	391	319	4,500	754	1,674	7,638	33.77%
Brownsville	21	16	129	25	57	248	1.18%
Halsey	9	5	102	8	7	131	0.62%
Harrisburg	41	24	248	47	55	415	1.97%
Lebanon	189	77	1,472	361	724	2,823	13.40%
Lyons	17	2	99	28	17	163	0.77%
Mill City (Linn County part)	25	18	172	35	45	295	1.40%
Mill City (Marion County part)	9	5	47	4	11	76	
Scio	4	8	82	9	28	131	0.62%
Sodaville	3	14	37	6	6	66	0.31%
Sweet Home	170	145	1,175	271	427	2,188	10.39%
Waterloo	5	2	17	8	10	42	0.20%
Linn County (unincorporated areas)	416	424	4,445	929	1,233	7,447	35.36%
Linn County Total	1,251	1,038	12,165	2,453	4,154	21,061	

Notes:

1. A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals do not include the population outside of Linn County.
2. Individuals were classified as having a disability if any of the following three conditions were true: (1) they were 5 years old and over and had a response of "yes" to a sensory, physical, mental or self-care disability; (2) they were 16 years old and over and had a response of "yes" to going outside the home disability; or (3) they were 16 to 64 years old and had a response of "yes" to employment disability.

Source: 2000 US Census

Table 4: Current and Projected Low and Moderate Income Population

	Linn County Median Family Income (1999)	Persons with Low or Moderate Income (L/M) in 1999 ¹	Projected Persons with Low or Moderate Income ⁴			
			2010	2015	2020	2025
Linn County ²	\$44,188	40,155	43,278	45,256	47,343	49,573
Albany ³		15,695	16,916	17,689	18,504	19,376
Lebanon		6,169	6,649	6,953	7,273	7,616
Sweet Home		4,132	4,453	4,657	4,872	5,101
Harrisburg		1,053	1,135	1,187	1,241	1,300
Mill City ³		733	790	826	864	905
Brownsville		664	716	748	783	820
Lyons		388	418	437	457	479
Tangent		277	299	312	327	342
Millersburg		248	267	280	292	306
Halsey		237	255	267	279	293
Scio		194	209	219	229	240
Sodaville		104	112	117	123	128
Waterloo		100	108	113	118	123
Linn County (unincorporated areas)		10,161	10,951	11,452	11,980	12,544

Notes:

¹ Persons living in households where the total income is 80 percent or less of the Countywide median family income are considered to have low or moderate income (adjusted for size of household).

² Total persons in Linn County includes population within both incorporated cities and the unincorporated area.

³ Number of persons in Albany and Mill City does not include population within city limits of Albany and Mill City that live in Benton County or Marion County.

⁴ Projections are derived from population projections produced by the Office of Economic Analysis, Department of Administrative Services, State of Oregon

Sources: US Dept. of Housing and Urban Development and the Office of Economic Analysis, Department of Administrative Services, State of Oregon

Table 5: Persons Below Poverty Level by Age

	Total with income below poverty level	Under 5 years	5 to 17 years	18 to 64 years	65 to 74 years	75 years and over
Greater Albany Area						
Albany (Benton County part)	127	11	28	80	0	8
Albany (Linn County part)	4,557	585	970	2,635	148	219
Millersburg city	54	0	9	36	3	6
Tangent city	58	8	17	31	2	0
Total Greater Albany Area	4,796	604	1,024	2,782	153	233
Brownsville	125	9	36	66	5	9
Halsey	33	3	11	19	0	0
Harrisburg	269	28	73	154	5	9
Lebanon	1,989	258	467	1,090	107	67
Lyons	115	15	21	59	10	10
Mill City (Linn County part)	146	15	52	77	0	2
Mill City (Marion County part)	40	0	22	16	0	2
Scio	64	5	13	23	4	19
Sodaville	26	0	11	14	0	1
Sweet Home	1,410	136	386	746	40	102
Waterloo	25	0	7	14	1	3
Linn County (unincorporated areas)	2,747	173	776	1,536	151	111
Linn County Total	11,618	1,235	2,849	6,500	476	558

Note: A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals and percentages do not include the population outside of Linn County.

Source: 2000 US Census

Table 6: Projected Senior Citizen Population

	Total Population	Population 55 and over in 2000	Projected population 55 and over in 2010	Projected population 55 and over in 2015	Projected population 55 and over in 2020	Projected population 55 and over in 2025
Greater Albany Area						
Albany (Linn County part)	35,741	7,436	9,283	10,277	11,160	11,844
Millersburg city	623	154	192	213	231	245
Tangent city	917	165	206	228	248	263
Total Greater Albany Area	37,281	7,755	9,681	10,718	11,638	12,352
Brownsville	1,445	321	401	444	482	511
Halsey	729	90	112	124	135	143
Harrisburg	2,799	423	528	585	635	674
Lebanon	12,882	3,296	4,115	4,555	4,947	5,250
Lyons	991	248	310	343	372	395
Mill City (Linn County part)	1,168	272	340	376	408	433
Scio	587	145	181	200	218	231
Sodaville	293	72	90	100	108	115
Sweet Home	8,163	2,027	2,530	2,801	3,042	3,229
Waterloo	220	47	59	65	71	75
Linn County (unincorporated areas)	36,511	10,246	12,790	14,161	15,377	16,320
Linn County Total	103,069	24,942	31,136	34,472	37,432	39,728

Notes:

1. A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County projections do not include the population outside of Linn County.
2. Projections of Countywide total of population 55 years and over prepared by State of Oregon's Office of Economic Analysis.
3. Distribution of projected populations among the cities is based on the assumption that the percentage of population 55 and over will remain constant in each city.

Source: 2000 US Census and Office of Economic Analysis, Department of Administrative Services, State of Oregon

Table 7: Projected Population with a Disability

	Total population 5 years and over in 2000	5 years and over with disability in 2000	5 years and over with disability in 2010	5 years and over with disability in 2015	5 years and over with disability in 2020	5 years and over with disability in 2025
Greater Albany Area						
Albany (Benton County part)	4,772	526				
Albany (Linn County part)	32,384	6,824	7,373	7,702	8,062	8,455
Millersburg city	600	141	152	159	167	175
Tangent city	840	146	158	165	172	181
Total Greater Albany Area	38,596	7,111	7,683	8,026	8,401	8,811
Brownsville	1,350	248	268	280	293	307
Halsey	678	131	142	148	155	162
Harrisburg	2,527	415	448	468	490	514
Lebanon	11,744	2,822	3,050	3,186	3,335	3,497
Lyons	912	163	176	184	193	202
Mill City (Linn County part)	1,083	295	319	333	348	365
Mill City (Marion County part)	277	76				
Scio	543	131	142	148	155	162
Sodaville	278	66	71	74	78	82
Sweet Home	7,462	2,188	2,364	2,469	2,585	2,711
Waterloo	196	42	45	47	50	52
Linn County (unincorporated areas)	34,684	7,446	8,045	8,404	8,797	9,226
Linn County Total	95,281	21,057	22,753	23,768	24,879	26,091

Notes:

1. A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals do not include the population outside of Linn County.
2. Projections are based on projections of Countywide population increase prepared by State of Oregon's Office of Economic Analysis.
3. Distribution of projected populations of disabled persons among the cities is based on the assumption that the percentage of the disabled population reported in the 2000 US Census will remain constant in each city.
4. Projections for Total Greater Albany Area do not include portion in Benton County.

Source: 2000 US Census

Table 8: Households with No Vehicle Available by Age of Householder

	15 to 54 years	55 to 64 years	65 to 74 years	75 years and over	Total	Percent by Place
Greater Albany Area						
Albany (Benton County part)	7	0	0	11	18	
Albany (Linn County part)	614	92	126	615	1,447	
Millersburg city	10	0	2	2	14	
Tangent city	4	0	0	2	6	
Total Greater Albany Area	635	92	128	630	1,485	54.7%
Brownsville	4	5	2	10	21	0.8%
Halsey	1	0	0	2	3	0.1%
Harrisburg	31	4	0	4	39	1.5%
Lebanon	118	9	44	288	459	17.1%
Lyons	5	0	0	3	8	0.3%
Mill City (Linn County part)	4	2	2	2	10	0.4%
Mill City (Marion County part)	0	0	0	0	0	
Scio	0	0	0	15	15	0.6%
Sodaville	0	0	2	2	4	0.1%
Sweet Home	164	10	0	123	297	11.1%
Waterloo	0	0	0	4	4	0.1%
Linn County (unincorporated areas)	156	57	17	125	355	13.2%
Linn County Total	1,111	179	195	1,197	2,682	100.0%

Note: A portion of Albany is within Benton County and a portion of Mill City is within Marion County. Linn County totals do not include the population outside of Linn County.

Source: 2000 US Census

Transportation Plans and Documents

A review of transportation systems plans, paratransit plans and other special transportation planning documents helped identify the existing transportation conditions, transportation needs, issues, goals, policies, strategies and proposals. This review will help ensure that the findings, goals and strategies of the Linn County Special Transportation Coordinated Plan are indeed coordinated with the efforts of the collective efforts of Linn County communities, agencies, programs and projects.

The transportation planning documents, in addition to state and federal laws and regulations, included: Area Agency on Aging Plan, Linn County Transportation Plan, City of Lebanon Transportation System Plan, City of Albany Transportation System Plan, City of Sweet Home Transportation System Plan, the (Linn, Benton and Lincoln Counties) Special Transportation Network Planning Project: Narrative Report of Needs Assessment Research and the Benton-Lincoln Special Transportation Fund Program Planning Project draft report.

Area Agency on Aging Plan (2003)

Planning and Service Area for Linn, Benton and Lincoln Counties
Prepared by Oregon Cascades West Council of Governments, Senior and Disabilities Department for the Area Agency on Aging

The area plan, covering four years (July 1, 2003 through June 20, 2007) is a planning document which identifies services, programs and activities to meet the needs of seniors and adults with disabilities within Linn, Benton and Lincoln Counties. The area plan also serves as the basis for contracting with the State of Oregon Senior and People with Disabilities program and as a plan to receive federal funds under the Older Americans Act that are used to provide services locally for seniors and persons with disabilities.

The area plan reviews client population and profile, the services system (including a review of Older Americans Act services, Title XIX and state funded services and special services), recent major changes in the services system, AAA administration goals and objectives and a list of issues identified for targeted development by the Administration on Aging and the Oregon Unit on Aging. The goals involved areas including administration, advocacy, coordination, development of specific services and outreach. Issued addressed included services to rural individuals, services to older individuals with disabilities, services to low-income ethnic minorities, and the integration with DHS Service Delivery Areas.

The plan identifies, as one of 33 goals, the goal to coordinate local transportation systems and stakeholders to explore options and resource development to increase the access to transportation (Section III A-4 page 24). Targeted activities include: work to increase

available transportation (Section III A-4, page 11; staff planning in each county to work with Senior and Disability Services to determine the gaps in the current transportation system (Section III A-4, page 24); continue to advocate contracts for non-medical Title XIX transportation (Section III A-4, page 31); work with local STF advisory committees to develop a comprehensive transportation plan that includes seniors and persons with disabilities (Section III-A, page 31); support the efforts in a coordinated tri-county transportation system between the three counties (Section III A-4, page 31); continue to administer small county grants for assisting with transportation needs of Disability Service clients (Section III A-4, page 32); and pursue an OMAP brokerage for Linn, Benton and Lincoln Counties (Section III A-4, page 32).

The plan includes a combined resources directory for Linn and Benton Counties, identifying such items as senior centers, nursing homes, meal sites, food and nutrition resources, adult day care, and specialized care facilities. The directory for transportation resources simply lists the name, address and phone number of fixed route, demand response and volunteer transportation programs.

City of Lebanon Transportation System Plan (October 2006 Draft)

Prepared by the City of Lebanon, with the assistance of CH2MHill.

The plan, required by Oregon law and the state's Transportation Planning Rule, was developed with financial assistance of the Oregon Department of Transportation. The plan analyzes existing policies and conditions, reviews the impact of future growth on the transportation system and identifies alternatives to address local transportation system needs in Lebanon.

Goal 9 of the TSP addresses transportation services for the disadvantaged: For its transportation disadvantaged citizens, the City of Lebanon seeks to maintain and enhance the customer-oriented, regionally-coordinated public transit system that is efficient, effective, and founded on present and future needs (page 1-5). The objectives to reach this goal are: (1) continue to support inter- and intra-community programs for the transportation disadvantaged where such programs are needed and economically feasible; (2) increase all citizens' transportation choices; (3) hold all regional transportation systems accountable for level and quality of service; (4) enhance public transportation sustainability; and (5) pursue a program that retrofits existing pedestrian facilities to ensure ADA compliance (page 1-5).

Goal 10 of the TSP prepares for future transit services: Create a system of bus stops and park-and-ride lots that can be expanded into a fixed-route transit system in the future as transit-service demand increases (page 1-5). The objectives outlined to reach this goal are: (1) identify fixed-route bus stop locations and future park-and-rides lots to support carpooling, vanpooling, ride sharing and transit use; and (2) refine standards for future development projects to provide adequate public transportation facilities (page 1-5).

The Lebanon plan outlines minimum levels of service related to the Oregon Public Transportation Plan. This level of service includes: the replacement of public transit vehicles when they reach ODOT useful life standards and appropriate maintenance of vehicles; daily peak hour commuter service to Albany and Corvallis; participation in ride-sharing and demand management programs; and provision of park-and-ride facilities (page 2-7). The plan identifies the minimum levels of service, applicable to Lebanon, required to meet the state 2015 standards, including: (1) provide connections, where possible, between intercity and local public transportation services; and (2) provide a coordinated, centralized scheduling system in each county; coordinate intercity bus services with intercity senior and disabled services, local senior and disabled services and local public transportation services (pages 2-7 and 2-8).

The deficiencies section of the existing transportation conditions section notes the need to increase transit services for the mobility challenged including the elderly and physically impaired; and the enhancement of public transportation services including the identification of future locations of park-and-ride lots and other facilities that support public transportation (page 3-37).

The future conditions section repeats the same themes: (1) increase hours of operation and capacity of transit services to the mobility challenged; (2) expand commuter options through carpools and vanpools; (3) set aside public resources to provide enhanced public transportation services in the future such as park-and-ride lots and transit-supportive facilities like sidewalks and shelters; and (3) investigate establishing fixed route service in the future (page 4-13).

Section 6, the preferred transportation system to be implemented in the next 20 years, notes the city transit plan's call to continue existing services and monitor demand to identify when new transit services are warranted (page 6-16). Improvements to public transportation should be pursued, if warranted, in the following areas: commuter service to surrounding communities (as commuting patterns warrant); (2) increase transit service to the mobility challenges; and (3) enhance transportation services including the identification of park-and-ride lots and transit supporting facilities (page 6-17).

Section 7, the transportation funding section, does not identify specific public transportation projects or potential sources of funding.

City of Sweet Home Transportation System Plan (2005)

Prepared by the City of Sweet Home, with the assistance of Satre Associates and Group Mackenzie

The plan, required by Oregon law and the state's Transportation Planning Rule, was developed with financial assistance of the state Transportation and Growth Management Program, a joint program of ODOT and the Department of Land Conservation and Development. The plan analyzes existing policies and conditions, reviews the impact of

future growth on the transportation system and identifies alternatives to address local transportation system needs in Sweet Home.

The plan reports the absence of public transit service in Sweet Home and notes the two shuttle services available to local residents: the Linn Shuttle and the Sweet Home Dial-A-Bus (page 2-19).

In Chapter 5, the Public Transportation Plan section lists the service offered by the Linn Shuttle and the Sweet Home Dial-A-Bus as the local public transportation service providers (page 5-1); and the Linn Shuttle as the intercity public transportation. No strategies are identified and no projects are listed on the project list (pages 5-1 to 5-3).

Chapter 8 includes a transportation financing program. It notes that the Sweet Home Senior Center annually applies for a transportation grant from ODOT to help defray the cost of running the Sweet Home shuttle buses; and indicates the City has served as a pass-through agent for federal funds related to the Dial-A-Bus (page 8-13). Since there are no public transportation strategies or projects outlined in the Transportation System Plan, there is no recommended future funding source (page 8-13).

Linn County Transportation Plan (December 1995 revision)

Prepared by the Linn County Planning and Building Department, with assistance from the Linn County Road Department.

The plan, required by Oregon law and the state's Transportation Planning Rule, analyzes existing policies and conditions, reviews the impact of future growth on the transportation system and identifies alternatives to address transportation system needs in Linn County through 2015.

The policy statements include support of transportation access for all residents including provision for special transportation for the transportation disadvantaged and the identification of opportunities for coordinating special transportation (page 4). The policy statements also support the cooperation with appropriate agencies, organizations and jurisdictions in locating multimodal transfer points, especially public transit and bicycle facilities (page 4).

Section 6.1 of the plan addresses transportation disadvantaged individuals: disabled/handicapped population; seniors; children under the driving age; and persons with low income. Policy statements include: (1) identification of the needs of the transportation disadvantaged and attempt to fill those needs through a combination of public and paratransit service; (2) support of the expansion and maintenance of the transit and paratransit system in Linn County; and (3) expanded coordination and cooperation between service providers to the transportation disadvantaged, with Cascades West Council of Governments taking a lead role in the coordination of paratransit providers (page 52).

Section 6.2 of the transportation plan, in its background section, notes that the limited schedule of the Linn-Benton Loop system may not be sufficient to fully capture commuters who are interested in bus transportation; indicating that the Linn-Benton Loop system is a good operating system already in place and suggesting that efforts be made to utilize the system to its greatest extent (page 53). In the section's policy statements, the valuable service of the Linn Shuttle is acknowledged and continued support of the service is endorsed (page 54). The policy statements include support of expanded transit service in Linn County but acknowledge that adequate funding mechanisms need to be developed that will equitably distribute the costs of the system (page 54).

The plan supports demand management options including ridesharing. In Section 5.1 of the plan includes a demand management policy supporting Cascades West Council of Government's ridesharing efforts and promoting of ridesharing through the creation of park and ride facilities (page 50).

City of Albany Transportation System Plan (1997)

[The city is currently updating the 1997 plan and information about the update will be included in a later version of this document]

Prepared by the City of Albany, with the assistance of Kimley-Horn and Associates.

The plan, required by Oregon law and the state's Transportation Planning Rule, analyzes existing policies and conditions, reviews the impact of future growth on the transportation system and identifies alternatives to address local transportation system needs in Albany.

Policy V of the TSP addresses the transit/paratransit system: develop a transit/paratransit system that promotes ridership by serving a large number of potential users, and provides the opportunity for individuals with disabilities to use public transportation services (page 4). Policy VI expands on Policy V. and calls for the promotion of a transit/ paratransit system that identifies future alternative fuel options that are clean, renewable and cost-efficient (page 4).

Policy VII of the TSP supports local and area-wide public transit/paratransit including: (A.) operation and improvement of the Albany Transit system to meet Albany's transit needs; and (B.) efforts to maintain regional bus systems whose services are coordinated with the Albany system, such as the Linn-Benton Loop System and the Sweet Home-Albany-Lebanon route (page 4).

Chapter 5.2 (the transit section of the Transportation System Plan chapter) shows the proposed future transit system, with seven Albany Transit System routes. The plan is aimed at increasing the use of transit for work and discretionary trips by restructuring routes, extending service hours and frequency, expanding service areas, adding weekend and holiday service, and adding new vehicles to the fleet. Other elements include van

pool programs. Bus pass programs, transit design guidelines, and eventual creation of a regional transit agency (page 56, with tables on pages 65, 70, and 71).

Since the plan was adopted in August 1997, the following items have been completed: expansion of the service hours and frequency of the Linn-Benton Loop (page 70, project 190); the rehabilitation of the Albany Station (page 71, project 193); reinstatement of service to North Albany (page 71, project 197); creation of bus pass program (page 70, project 198); partial institution of weekend and holiday service (page 71, project 199); evaluation of potential park and ride locations (page 71, project 202); installation of shelters in high use areas (page 71, project 203); addition of Call-A-Ride Saturday and holiday service (page 71, project 206).

The TSP indicates a transit serial levy of \$63,500 would be required for the extension of service hours to meet current needs and capacity for growth (page 78), with \$1.5 million in a transit serial levy required to meet the transit growth driven needs (page 85).

City of Albany Senior Services Area Strategic Plan [Including Paratransit Service] (2004)

Prepared by the City of Albany.

The strategic plan assesses the activity, program and service needs of seniors, including transportation needs, and provides initiatives, strategies and actions steps needed to meet the social, wellness and educational needs of seniors. In many areas of the plan, the transportation elements are joined with other programs.

For example, strategies of the customer expectations/satisfaction (Sections A1 and A2) call for program evaluations and community needs assessments related to all senior services. Some of the actions steps in Section A, however, specifically related to paratransit service. The plan calls for surveys of paratransit participants to determine satisfaction levels, desired improvements and unmet needs (Action Steps A1, A2 and A3). But most of the actions related to all services for seniors. Meetings with stakeholders, including service providers, OCWCOG and volunteers programs are outlined (Action Steps A8, A9, A11, A16 and A17) as steps needed to identify unserved populations, identify unmet needs, evaluate current programs, identify unmet needs and assist with the initiation of new offerings. Action Step A12 calls for the development of an evaluation tool for all programs and activities to measure benefits received and resiliencies developed.

The fiscal resources section outlines strategies and steps to evaluate the current Senior Services fee and charge system. Steps are recommended regarding the identification and pursuit of non-local tax support (Action Step B1), the development of an annual review of fees (B9) a cost-recovery policy (B11) and the development of a scholarship program (B12). The implementation of a paratransit fee structure is specifically called for in Action Step B6, and application for STF and ODOT funding for paratransit operation is called for in Action Step B26.

The strategic plan proposes the initiation of new and enhanced collaborations and partnerships in Section D, with the identification of current and potential partners and the development of a plan to enhance collaborations. Several action steps specifically address paratransit service, including the identification of partners and ways to improve the collaboration (Action Steps D2, D4 and D10). The community partnership section combines paratransit with other services in a call for enhanced partnerships with non-profits organizations (Action Steps D14, D15, D16 and D17).

The paratransit vehicle needs are noted in the infrastructure section, with action steps outlining the need to replace old vehicles and to purchase additional wheelchair accessible minivans (Action Steps E4, E7, E17 and E18).

Marketing and promotion needs and opportunities are outlined in Section F, with direction to communicate more effectively the services provided, the value and benefits of the services and the resources required. Specific reference to the paratransit program is made in Action Step F2 with a call for the development of a paratransit marketing and promotional strategy; and in Action Step F15 related to the distribution of paratransit promotional materials.

The final section of the senior services strategic plan relates to staffing needs, with an emphasis on maximizing the use of volunteers. Specific steps for the paratransit program are outlined in Action Step G5 with the need to develop a long-term plan for paratransit staffing; and Action Step G7 to provide driving and passenger assistance training for all paratransit employees and volunteers.

Special Transportation Network Planning Project: Narrative Report of Needs Assessment Research (November 2002)

Prepared for Linn, Benton and Lincoln Counties by the Gilmore Research Group and Cogan, Owens, Cogan.

The report summarizes the survey research of the Gilmore Research Group and Cogan, Owens, Cogan regarding the assessment of special transportation needs among persons 60 years and older and persons of all ages with disabilities in Linn, Benton and Lincoln Counties. The three counties prepared the report while they were exploring the possibility of forming a coordinated service to help meet the medical and non-medical transportation needs of seniors and persons with disabilities.

The assessment research conducted by the firms included four survey efforts and two focus groups. The research effort involved a mail survey of transportation and social service providers; a telephone survey of 713 residents of the three counties; a qualitative survey of stakeholder groups regarding transportation issues; abbreviated surveys with health department case workers, medical clinic patients and foster care home operators; focus groups with transportation providers and social service administrators; and three public meetings.

Transportation provider and social service administrator survey: 75% (76% of Linn County respondents) indicated only a small part of special transportation needs were currently met. When asked what specific services were most needed or in need of improvement, 78% indicated dial-a-ride service (79% of Linn County respondents); 57% indicated companion transportation (62% of Linn County respondents); and 50% indicated routes connecting cities and rural areas (48% of Linn County respondents) multiple responses were permitted. The survey reported approximately equal difficulty in accessing evening trips, medical trips, weekend trips, social trips and personal trips (all between 50% and 63%, with multiple responses permitted). The response from Linn County was within the range of the other two counties, except for a 72% difficulty response related to medical trips. The public transportation service improvements deemed most needed were: make services easier to use (57%) ; increase number of door-to-door rides available (55%); provide longer hours of operation (54%); and make better connections with neighboring transit services (53%). Responses not broken down by county. Multiple responses permitted.

Telephone survey of 713 residents (including 241 Linn County residents): 12% indicated some unmet transportation needs (9% Linn County). Trips more than 10 miles from home were found to be most problematic (69%). Less than 15% of the respondents could name the local dial-a-ride service, even if the respondents did not use the service (5% Albany Call-A-Ride, 7% Sweet Home Dial-A-bus, 4% Lebanon Dial-A-Bus). The research firms, using the responses and the 2000 census, estimated that 3,120 persons in Linn County who are seniors or persons with disabilities had unmet transportation needs. The category with the greatest unmet needs is the disabled population under 60 years of age, including 1,990 residents of Linn County.

With multiple responses permitted, the survey participants listed themselves as "very interested" in five items (between 32% and 37% response): volunteer program with mileage reimbursement for driver; scheduled shuttles between residential areas and major medical and shopping locations; improved regular fixed route service for the general public; discounts for taxis and private bus service; and improved dial-a-bus service.

Qualitative survey of stakeholder groups (36 responses from organizations serving seniors and persons with disabilities): The largest transportation challenges were related to days and hours of operation (47%), routes of operation (42%) and cost (19%). If additional funding was made available, respondents indicated they would most likely favor improved dial-a-ride service (42%) or improved fixed-route services available to the general public (33%).

Focus groups with transportation providers and social service administrators: A general consensus to expand existing services (rather than create new or different services) with increased hours, days, routes and frequency of existing transportation services.

Conclusions: Although the overall percentage of the population with special transportation needs is relatively small, the level of need for that population can be

significant, particularly for people with mobility issues or disabilities (including behavioral issues) that make it difficult to use public transit. The need for transportation between rural and urban areas is most significant in East Linn County and in Lincoln County.

Priorities, based upon the research: (1) Expand existing fixed route and dial-a-bus services in terms of hours and days of operation (particularly early morning, early evening and Sunday service); (2) consider additional routes connecting rural communities with larger urban areas within counties, as well as routes between counties; (3) consider some form of companion transportation service utilizing mileage reimbursements for volunteer drivers (particularly important for non-emergency medical transportation of people who are too frail to use fixed route or dial-a-bus service); improve medical transportation services, particularly between counties; (4) consider the criticality of transportation needs, such as potentially life-saving medical appointments, in addition to the total number of rides or people served when planning new or increased services; and (5) implement measures to increase public awareness about transportation systems and how to use them (it is possible that additional needs could be served with existing systems if more of those in need knew exactly what services re available and how to take advantage of them).

Benton-Lincoln Special Transportation Fund Program Planning Project Draft Report October 2006)

Prepared for Benton and Lincoln Counties by Nelson-Nygaard Consulting Associates.

The coordinated public transit-human services transportation plan was developed on behalf of Benton and Lincoln Counties to establish a framework to support the delivery of transportation services for seniors, persons with disabilities and low income people. The plan also identifies opportunities to coordinate specialized transportation services within and between Benton and Lincoln Counties; and also addresses coordination with Linn County.

This planning effort will continue through June 2007 and the first phase of the report summaries the demographic profile of the area, identifies service needs and gaps, identifies potential strategies and solutions to mitigate those gaps and recommends a process to complete the plan.

It is important to note that the special transportation coordinators for the three counties and the special transportation advisory committees of the three counties have worked in close partnership on the planning and service coordination effort during the past year. The completed plan for each county will include a regional STF strategy/action plan element.

The plan was developed in a manner similar to the Linn County planning process, including an analysis of demographic information, a literature review, a review of current

transportation services, a preliminary needs assessment based on interviews with key stakeholders and the identification of strategies.

The recurring comments and themes are similar to Linn County: areas of the counties are unserved or underserved; areas served by public transit service need extended hours and days of service; paratransit service does not always meet the needs of persons with disabilities; a general lack of awareness of available transportation services, and the impacts of escalating transportation costs.

In specific reference to Linn County, the report identifies as unmet needs enhanced service between Corvallis and Albany and service between Lincoln County and Corvallis/Albany. Potential strategies include more frequent service for the Linn-Benton Loop System and the implementation of new service from Sweet Home to Corvallis and from Lincoln County to Corvallis (with linkage to the Linn-Benton Loop system).

Existing Fixed Route, Demand Response and Other Transportation Programs Serving Linn County Residents

FIXED ROUTE PROGRAMS

Linn Shuttle

Fixed route service between Sweet Home, Lebanon and Albany (including LBCC).
Service hours: Monday through Friday 7:00am to 6:30pm.
Fare: \$1.00 per ride. Group pass in effect for Linn-Benton Community College.
(541) 367-4775 www.linnshuttle.com

Albany Transit

Fixed route service (4 routes) within the Albany city limits.
Service hours: Monday through Friday 6:30am to 6:00pm.
Fare: 75 cents for adults. 50 cents for seniors, persons with disabilities and youth. Free for children under 6. Coupon book and monthly pass available.
(541) 917-7667 www.cityofalbany.net/bus

Linn-Benton Loop

Fixed route service (2 routes) connecting Albany and Corvallis (including Albany station, LBCC, OSU, Corvallis Transit Mall and Hewlett Packard). Eleven runs a day.
Service Hours: Monday through Friday 6:25am to 6:35pm. Saturday, MLK Jr. and President's Day 8:00am to 6:00pm.
Fare: \$1.25 for adults. \$1.00 for seniors, persons with disabilities and youth.
Coupon book and monthly pass available. Group pass program in effect for Hewlett-Packard, Linn-Benton Community College and Oregon State University.
(541) 917-7667 www.ci.albany.or.us/ecodev/ats/lb_loop.php

Valley Retriever Bus

Fixed route service connecting Newport, Corvallis and Albany.
Service Hours: One morning and one afternoon east bound service every day; and one morning and one afternoon west bound service every day.
Fare: \$19.00 one-way weekday. \$20.00 one-way weekend.
(541) 265-2253

Hut Airport Shuttle

Fixed route service connecting Corvallis, Albany and Portland International Airport.
Service Hours: 13 round trips per day, with service every 90 minutes between 3:00am and 9:00pm. Albany service at Phoenix Inn Suites on Spicer Road.
Fare: \$48.00 one way, with discounts available for seniors and students with advanced reservation.
(541) 753-7831

DEMAND RESPONSE PROGRAMS

Albany Call-a-Ride

Curb-to-curb service within three-quarters of a mile outside of Albany city limits for seniors (60 years of age and older) and persons with disabilities.

Service hours: Monday through Friday 7:00am to 6:00pm. Saturday 8:00am to 6:00pm.

To schedule a ride: Call 24 hours to 14 days in advance. Same day rides on space available basis.

Fare: \$1.00 per ride.

(541) 917-7770 Monday-Friday. www.ci.albany.or.us/ecodev/ats

Lebanon Dial-A-Bus

Curb-to-curb service in Lebanon for all residents. Space availability basis, with priority for seniors (60 years of age and older), persons with disabilities and work-related rides.

Service hours: Monday through Friday 6:45am to 4:00pm.

To schedule a ride: Call 24 hours in advance. Same day rides on space available basis.

Fare: \$1.00 per ride for seniors and persons with disabilities. \$2:00 for the general public.

(541) 258-4920 www.ci.lebanon.or.us/node/40

Sweet Home Dial-A-Bus

Curb-to-curb service within the Sweet Home School District boundary for all residents. Space availability basis, with priority for seniors (60 years of age and older) and persons with disabilities.

Service hours: Monday through Friday 7:00 am to 4:30pm.

To schedule a ride: Call 24 hours in advance. Same day rides on space available basis.

Fare: \$1.00 per ride.

(541) 367-4775 www.linnshuttle.com

Benton County Dial-A-Bus

Curb-to-curb service between Albany and Corvallis for seniors (60 years of age and older) and persons with disabilities, with four round trips offered per day. The areas of service are within the Albany city limits and the Corvallis city limits. The cities of Tangent and Adair are served as time permits.

Service hours: Tuesday and Thursday 7:30am to 4:35pm.

To schedule a ride: Call 24 hours to 7 days in advance. Same day rides on space available basis.

Fare: \$3.00 per ride.

(541) 541-752-2615

VOLUNTEER PROGRAMS

Albany Interfaith Volunteer Caregivers

Transportation service, using volunteer drivers, for seniors and persons with disabilities over the age of 55 within the Greater Albany School District boundary. Call (541) 928-2173 between 9am and 1:00pm Monday-Friday for information and to schedule rides.

Senior Companion Program (Benton, Lincoln and Linn Counties)

Transportation service, using volunteer drivers, for seniors and persons with disabilities living in Benton, Lincoln and Linn Counties who have been referred by Senior Services outreach workers. Sponsored by Samaritan Health Services, transportation is generally limited to persons with continuing, long-term care needs. Call (541) 812-4185 (Benton and Linn Counties) and (541) 574-4714 (Lincoln County) Monday-Friday for information and to schedule rides.

Veterans Administration Van

A Veterans Administration van, using Disabled American Veterans drivers, operates between Eugene, Albany, Salem and Portland. It stops at the Tom Tom restaurant in Albany (Airport Road and I-5) and provides service to Veterans Administration hospitals/clinics. Service is available only to veterans and, generally, family members or attendants are not permitted to accompany veterans. The van that is currently used is not wheel chair accessible.

MEDICAL TRANSPORTATION SERVICES

Cascades West Ride Line

Coordinates non-emergency medical related transportation for eligible Oregon Health Plan and Medicaid clients. Free transportation for eligible clients in Benton, Lincoln and Linn Counties who have no other transportation for medical services. Transportation arranged through local providers and must be scheduled one business day in advance. Call (541) 924-8738 or toll-free (866) 724-2975 or TTY (541) 791-4347 Monday-Friday 8:00am to 5:30pm.

CARPOOL/VANPOOL PROGRAMS

Cascades West Rideshare (and Valley VanPool)

Provides carpool and vanpool matching services for commuters living and working in Benton, Lincoln and Linn Counties, with connections to major cities including Salem and Eugene. Call (541) 924-8415 or toll free (877-4646) Monday-Friday 8:00-5:00pm for information. www.cwride.org or www.valleyvanpool.info

CLIENT-PROVIDED TRANSPORTATION

Several facilities in Linn County provide transportation for their own clients. These facilities include: Mennonite Village, Albany (seniors); Center Enterprises, Albany (persons with developmental disabilities); SunShine Industries, Sweet Home (persons with developmental disabilities); Oregon Mennonite Residential Services, Albany (persons with developmental disabilities); and Chamberlin House, Albany (persons with developmental disabilities). Many senior care facilities also provide some transportation services for their residents.

LOCAL TAXI SERVICE

Local taxi service is provided by small companies. In the past several years, many one or two vehicle taxi companies have started business and within a few years closed. The current local taxi companies include:

Lebanon Taxi Lebanon 258-8294

Metro Cab Albany 926-7272

Pacific Cab Albany 791-9668

Roadrunner Taxi Albany (and Corvallis area) 766-8294

The Other One Taxi Albany 936-2939

Sweet Home Cab Company 401-5737

AMTRAK TRAIN AND BUS SERVICE

Two Amtrak train routes serve Albany. The Amtrak Cascades service, connecting Eugene and Vancouver, BC, operates two northbound and two southbound trains each day. The trip from Albany to Eugene takes approximately 45 minutes and the trip from Albany to Portland takes approximately two hours. The cost varies. The Coast Starlight service, connecting Los Angeles and Seattle, operates one northbound train and one southbound train every day. The cost varies depending on the type of service and the time of travel.

Six Amtrak Thruway buses serve Albany, with routes between Eugene and Portland or Vancouver, BC. The cost varies.

Greyhound service to Albany was discontinued in 2004, although service in Corvallis is still offered. Linn County residents can access the Corvallis. Three northbound buses a day between Los Angeles/Eugene and Portland/Seattle and three southbound buses a day between Los Angeles/Eugene and Portland/Seattle. The cost varies. Greyhound service can be accessed, using public transit, by using the Linn Benton-Loop bus to travel to Corvallis.

Chapter 3

- Review with stakeholders of programs, transportation needs and challenges

Albany Call-A-Ride

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Program Description

The Albany Paratransit/Call-A-Ride program is a curb-to-curb wheelchair accessible transportation program operated by the City of Albany. The program is a part of the Albany Transit System and is under the umbrella of the city's Economic Development Department. The program has served Albany residents for 26 years.

The program operates within the City of Albany and service is extended to three-quarters of a mile beyond the city limits. Paratransit/Call-A-Ride provides transportation for all elderly (60 years of age and older) and ADA-eligible passengers to jobs, medical appointments, social service agencies, grocery stores, the meal program offered through the Senior Services elderly nutrition site and other essential services. The Paratransit/Call-A-Ride program works with Cascades West Ride Line to provide transportation for non-emergency medical rides to OMAP-eligible residents.

Albany Paratransit/Call-A-Ride uses a corps of volunteers, along with limited paid staff, to provide transportation services. In addition to drivers, volunteers are used as dispatchers scheduling rides, determining special service needs, dispatching vehicles and acting as customer services representatives with riders. Volunteers will donate an estimated 4,900 hours of service in 2006-2007. All personnel have been trained and have attended classes in passenger assistance techniques, first aid, CPR, wheelchair lift procedures and defensive driving.

Due to schedule limitations, rides are given on a first come, first served basis. In accordance with federal statutes, ADA residents have bumping rights over senior clients.

Transportation service and budget

Service is available Monday through Friday between 7:00am and 6:00pm, and on Saturday between 8:00am and 6:00pm. Rides are scheduled 24 hours to 14 days in advance, with same day rides provided on a space available basis.

A \$1.00 donation per person is requested for each one-way trip. Ticket books are available for purchase to aid riders in making their donation.

The Paratransit/Call-A-Ride program will provide an estimated 17,000 rides in 2006-2007, an increase of 9 percent over 2005-2006. 12,700 rides will be provided to seniors and 4,300 rides provided to persons with disabilities. An estimated 750 unduplicated persons will be served by Call-A-Ride in 2006-2007 and 70,000 vehicle miles will be traveled. The 2007-2008 ridership is expected to increase by about 6 percent to 18,000, with 75,000 vehicle miles driven and 800 residents served.

The current vehicle fleet includes 3 sedans, a 2 wheelchair accessible minivans and a wheelchair accessible 14 passenger minibus:

1994 Plymouth minivan	114,000 miles
1997 Ford 14 passenger minibus	77,000 miles
2000 Buick sedan	103,000 miles
2001 Chevrolet Venture minivan	114,000 miles
2004 Chevrolet sedan	40,000 miles
2004 Chevrolet sedan	47,000 miles

The 1994 Plymouth minivan and the 1997 Ford minibus exceed the ODOT replacement standards and discretionary grant funding will be requested to replace these two vehicles. In order to provide service on Saturdays and service to the rapidly growing ridership (particularly people who need a wheelchair accessible vehicle), an additional 9 passenger minivan is needed and a discretionary grant application was submitted to meet this vehicle need. Preventive maintenance funding has been requested from an ODOT 2007-2009 discretionary grant.

The budget for 2007-2008 is \$220,000. The largest revenue sources are: \$126,000 from City of Albany general funds; \$22,140 from Linn County STF funds; and \$17,000 from rider fares. BETC income, if available, would be used for the local match requirement of the ODOT vehicle replacement grant.

Linkages and partnerships

In cooperation with the Albany Transit System, the Paratransit/Call-A-Ride program coordinates service with the Linn-Benton Loop, Corvallis Transit System, Benton County Dial-A-Ride, CWCOG Senior and Disability Services and the Linn County Shuttle. The Paratransit-Call-A-Ride program is the designated provider under ADA guidelines for individuals unable to utilize conventional public transportation services. The program provides non-medical rides for Medicaid eligible clients and non-emergency medical rides for OMAP clients. The Paratransit/Call-A-Ride program also makes referrals to DHR's Volunteer Service and the Interfaith Volunteer Caregiver's program, as appropriate. It also provides rides to developmental disabled clients of the Center Enterprises vocational facility. The Paratransit/Call-A-Ride program also links up with transportation services offered at the Albany Station include Amtrak train service, Amtrak bus service and Valley Retriever bus service.

Transportation needs and challenges

It is estimated that the 2007-2008 ridership will be nearly 20% higher than 2004-2005. With an aging population, it is anticipated that demand response ridership will continue to increase. With a fare linked, by ADA requirements, to the Albany Transit System and with increased fuel and insurance costs, the shortfall between revenue and expenses will continue to increase. STF funding to the county remains flat and the city's general fund has numerous competing programs. The BETC program revenue has been very helpful, but (until recent OAR revisions) the future of the program and the challenge of finding a pass through partner have limited the predictable use of BETC funds; and some limitations have been placed on the reimbursement of expenses. The current ability to obtain ODOT discretionary grant funds for the local match of federal Title 19 funds for seniors is very important and represents more than 10% of the program's budget. If these funds were not available, the Paratransit/Call-A-Ride's service would be impacted.

The need for wheelchair accessible vans is specifically noted. An increase of Medicaid-provided wheelchairs has substantially increased the requests by residents for Paratransit/Call-A-Ride-provided wheelchair rides. Additional wheelchair accessible vans will be required to meet this demand and ODOT discretionary funds are certainly needed to purchase vehicles. ODOT discretionary funds for preventive maintenance are also important to balance the program's budget.

Funding of service to residents of North Albany is an item that needs to be addressed. Linn County currently provides STF funding of \$1.45 per ride. The 7,000 residents of North Albany are Benton County residents but Paratransit/Call-A-Ride does not receive STF funds from Benton County. The requests for 2006-2007 and for 2007-2008 STF funds from Benton County were denied.

Some communities near Albany are not currently served by a paratransit program. Albany has spoken with cities, including Millersburg, about the potential of expanding Albany Paratransit/Call-A-Ride to serve their residents. This would require adequate volunteers (to ensure that service to Albany residents is not impacted) as well as adequate funding from the other city (cities).

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Paratransit/Call-A-Ride program could have operated without state and federal funds for vehicle replacement.

As indicated above, the 1994 mini-van and the 1997 mini-bus currently exceed useful life standards and need to be replaced. An additional mini-van is needed to meet the current service needs. The number of seniors and disabled clients needing a wheelchair accessible vehicle has more than doubled in the past few years. Currently ten or more wheelchair rides are turned down each week due to a lack of accessible vehicle capacity. A request for ODOT discretionary funds will be submitted. A request for an ODOT grant for vehicle preventative maintenance funds will also be submitted.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

Albany Transit

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Program Description

The Albany Transit System (ATS) is a fixed route system that operates within the boundary of the City of Albany. The service is operated by the City of Albany using city employees.

Albany Transit System, through its group pass program, offers rides without passenger fare to Linn-Benton Community College and Oregon State University students, staff and faculty members.

The system has approximately 85 designated stops, 21 of which have shelters. ATS system has important connections at the Albany Station and the Park and Ride facility in North Albany (a new Park and Ride facility on the NW corner of Hickory and North Albany Road will be paved and have lights as well as a passenger facility)

Transportation service and budget

The Albany Transit System currently offers four fixed routes throughout Albany, operating Monday through Friday between 6:30am and 6:00pm. The fare is 75 cents for adults and 50 cents for seniors, persons with disabilities and youth. Fare transfers are offered between ATS and the Linn-Benton Loop system. Transfer rates for one-way travel are \$2.00 per trip for adults and \$1.50 per trip for seniors, persons with disabilities and youth. A coupon book and a monthly pass are available.

ATS Routes 1,3 and 4 provide connections to the Linn-Benton Loop and the Linn Shuttle routes at the Albany Station and Linn-Benton Community College. Route 2 provides connections to the Linn-Benton Loop and the Linn Shuttle routes at the Albany Station.

ATS provides wheelchair lift service on all buses. Buses are also equipped with bicycle racks. The current vehicle fleet includes:

2005 Gillig 34 passenger bus 82,000 miles
1997 Gillig 36 passenger bus 365,000 miles
1991 Gillig 23 passenger bus 312,000 miles (used as backup vehicle)

The rehabilitation of the main building at the Albany Station has recently been completed; and parking lot and traffic access improvements were a part of the project. The existing freight office building at the Albany Station will be rehabilitated in the near future. Once completed, the building will provide a centralized office for local transit services and other uses. A new bus barn is planned to replace the existing barn located at the fire station located on 34th Avenue.

ATS will provide an estimated 74,000 rides in 2006-2007, an increase of less than 2 percent over 2005-2006. Approximately 6,700 rides will be provided to elderly residents (9 percent of the ATS total ridership) and 13,400 rides will be provided to persons with disabilities (18 percent). 80,000 vehicle miles will be driven in 2006-2007.

The ATS 2007-2008 budget totals \$481,000. The largest revenue sources are: Federal Section 5311 funds \$210,000; City of Albany General Funds \$164,000; BETC \$57,000; and rider fares \$15,500. The Linn County STF allocation for 2006-2007 is \$4,500.

Linkages and partnerships

The Albany Transit System coordinates service with the Paratransit/Call-A-Ride program, the Linn-Benton Loop, Corvallis Transit System, Benton County Dial-A-Ride, and the Linn County Shuttle. ATS also links up with transportation services offered at the Albany Station including Amtrak train service, Amtrak bus service and Valley Retriever bus service.

Transportation needs and challenges

It is estimated that the total 2007-2008 ridership will be 5.5% higher than 2006-2007, with the STF rides increasing by approximately 1%. With an aging population and with increasing fuel and insurance costs of automobiles, it is anticipated that the ridership will continue to increase. The BETC program revenue has been very helpful, but (until recent OAR revisions) the future of the program and the challenge of finding a pass through partner has limited the predictable use of BETC funds. The city's general funds provides ATS with \$182,000 in 2006-2007 but there are many needs and programs competing for the city's limited general fund revenue.

The city and members of the community have for many years discussed the lack of Saturday service. With an aging population, many Saturday employment opportunities and an increasing number of Saturday service providers (including medical facilities), it is important to provide Saturday ATS service. Additional daily service hours are also needed to meet the changing and expanding needs of the community.

With the growth of new housing units in Albany and the large number of new employment centers in the city, it is important to review the ATS routes and schedules. A transit planning consultant is needed to help determine future routes and schedules, including linkages with the changing schedules or other transportation providers.

Following the completion of the transit planning study, ATS will need to review options for increasing routes; with a particular emphasis on adding feeder routes. A complete review of current routes and schedules, by a transit planning consultant, is needed. An application to fund the route review study was submitted for an ODOT 2007-2009 discretionary grant.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Albany Transit program could have operated without state and federal funds for vehicle replacement.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

Bus shelters will need to be added as the construction of new house and commercial facilities continues; and some existing shelters will need to be replaced when their useful life expires.

Cascades West RideLine (Medical Transportation Brokerage)

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Program Description

Cascades West RideLine, established by the Oregon Office of Medical Assistance Programs (OMAP), is a regional broker of non-emergency medical transportation for Medicaid recipients. One of seven regional brokerages in Oregon, the Cascades West RideLine serves residents of Linn, Lincoln and Benton Counties.

Cascades West RideLine operates as a clearinghouse to coordinate medical trips to eligible clients. RideLine operates a call center, certifies rider and trip eligibility, schedules trips with independent transportation providers and administers the payment of fees to the providers. Taking into consideration the client's residence, destination, mobility and other factors, each ride is bid to one of the pre-approved transportation contractors. Although most contractors are privately owned transportation companies, public and not-for-profit agencies have joined the contractor network. Ride categories include: ambulatory, wheelchair, stretcher and secured transportation.

Transportation service and budget

RideLine has completed its eighteenth month of full operation. Ridership is more than double the number estimated by the state during the planning process. For the first year of operation, the ridership number generally increased every month. Ridership is beginning to level out, with monthly totals between 3,700 and 4,200 rides; with average daily trips between 180 and 190. The unduplicated client served averages between 675 and 725 each month.

Ambulatory rides are, by far, the most rides provided; accounting for nearly 70% of the rides. Wheelchair rides account for 28-30% of the total rides provided to clients. Stretcher rides total about 2%, with a handful of secured rides provided each month.

As the program has gained experience, the number of shared rides has increased. 258 shared rides were provided in July 2006, with 296 in August and 446 in September.

Approximately 80% of the trips are to destinations within the tri-county area, with 20% outside the region. The largest generators of trips outside the region are methadone patients (15% of total trips) since there are currently no methadone treatment facilities within the region. Most other medical services, including dialysis and cancer treatment,

are available within the region. Many of these trips are lengthy for Linn County residents since these services are primarily located in Corvallis. Approximately half of the Medicaid population served by Cascades West RideLine lives in the larger cities, with the other half living in small communities and rural areas.

Although sufficient contractor capacity was a continuing challenge for the first year of operation, Ride Line management has been able to continue to build capacity. Additional contractors, with several additional vehicles have been added in the past few months.

The estimated 2006-2007 budget is \$2.2 million, with funding provided from a combination of federal Medicaid and state general funds. Currently the federal government reimburses Oregon for 61% of all Medicaid expenses, including transportation.

Linkages and partnerships

Limited public transportation services in Linn County (as well as Benton and Lincoln County) is a current challenge to establishing linkages and partnerships which could provide public transportation for Medicaid clients to access medical services.

RideLine has recently approved agreements with Benton County Dial-A-Bus and with Albany Dial-A-Ride to serve as transportation contractors; and the two programs will receive the same reimbursement that other contractors receive for rides.

Cascades West RideLine has worked closely during the past eighteen months with medical facilities to better coordinate medical appointments. This coordination has resulted in a much larger number of shared rides, and thereby decreased the cost of transportation service. This is a significant benefit of the program to clients, medical facilities and taxpayers. This coordination should serve as a model for demand response systems and volunteer transportation programs in Linn County.

RideLine has partnered with Samaritan Health Services, with funding from the Susan G. Komen Foundation, to assist non-Medicaid patients diagnosed with breast cancer to access the Samaritan Health Services cancer treatment facility in Corvallis. Ride Line had also partnered with local health districts in Lincoln County to offer non-emergency medical transportation to the county's Qualified Medicare Beneficiaries population. These partnerships serve as examples of potential other opportunities to meet medical-related transportation challenges of Linn County residents.

Transportation needs and challenges

Approximately two-thirds of RideLine's clients are ambulatory and an estimated 75% of the Medicaid population is physically and mentally capable of using (fully accessible) public transit. But, as indicated above, less than one percent of brokered medical trips are provided by public transit. The largest reason is the limited public transit service available in the Linn, Lincoln and Benton Counties, including the lack of regional

transportation linkages. In Linn County this includes headways of an hour or more (Albany Transit and Linn Shuttle), limited service areas and fixed route structures (all communities except portions of Albany); lack of evening (all communities) and weekend service (all except Albany); advance reservation requirements for demand response systems (all demand response systems); the lack of intercity service to provide access to medical facilities in Albany and Corvallis (except for the limited schedule of the Linn Shuttle and the limited Dial-A-Bus linkage between Albany and Corvallis); land capacity issues of demand response system which impacts the ability to provide timely service (all demand response systems).

But an additional factor is the current lack of resources in the RideLine program to coordinate with public transit providers. This coordination takes additional staff resources but, if implemented, could result in significantly less expensive rides for some clients.

The success of the RideLine in working with medical facilities to begin to better coordinate transportation service with appointments is an important road map that can be used to pursue other transportation coordination opportunities. This would require additional planning and administrative resources.

Center Enterprises

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Program Description

Center Enterprises is a non-profit organization, located in Albany, that provides a wide variety of services to individuals with developmental disabilities. It traces its roots as an organization to a volunteer program started in the 1960s to provide activities to (then called) mentally retarded persons of all ages under the direction of the (then called) Linn Association for Retarded Citizens. Since then the program has grown and expanded to provide employment, training and services that individuals with developmental disabilities require to become more independent and productive members of the community.

The services, including transportation services, ensure that Center Enterprises' clients will have continuous access to jobs, training, mental health services and activities in the community. Transportation services are planned and scheduled to meet the specific needs of individuals with severe developmental disabilities and requiring specialized support for mental, physical and sometimes behavioral challenges. This often included door-to-door service with constant supervision and support.

The number of developmentally disabled clients who need assistance in Linn County is expected to increase in the next year (and will likely continue to increase). Some of these individuals will likely choose Center Enterprises. Currently, Center Enterprises services 50-52 clients, but it has the capacity to serve additional individuals.

Transportation service and budget

Center Enterprises provides daily transportation to and from home and work/training activities in Albany six days per week. Service is provided between 2:30 am and 2:30 pm on weekdays and between 7:30 am and 3:30 pm on Saturdays. Routes are modified according to the client population served. These services do not duplicate daily transportation services provided by the Linn Shuttle which transports clients from Lebanon to Center Enterprises.

Drivers must be aware of the special medical and safety needs of each individual, since many clients cannot communicate these needs independently. Drivers must also be trained in behavioral management techniques and incident prevention. Even when clients may have the safety skills and behaviors required to use an integrated or community-based transportation system, very often there is no alternative transportation option available at the time or in the location required to meet the client's work schedule.

Center Enterprises will provide an estimated 25,000 rides in 2006-2007, with 43,000 miles driven in the year, similar to the prior year. The estimated 2007-2008 rides are similar to 2006-2007. The 2007-2008 cost of these rides is estimated at \$142,000. The largest revenue sources include county contracts \$56,000; county mental health transportation funds \$21,000; BETC \$22,000; business income \$28,000; and Linn County STF allocation \$9,600.

Center Enterprises currently uses two small buses, 5 full size vans and 3 seven passenger mini-vans, with model years ranging from 1992 to 2006.

1992 Dodge 15 passenger 73,000 miles	2001 Dodge 15 passenger 13,000 miles
1994 Dodge 7 passenger 41,000 miles	2001 Dodge 15 passenger 23,000 miles
1999 Dodge 15 passenger 60,000 miles	2001 Dodge 15 passenger 53,000 miles
1997 Ford small bus 54,000 miles	2006 Dodge 7 passenger 1,100 miles
2000 Ford small bus 27,000 miles	2006 Chevy 7 passenger 2,000 miles

The two 2006 vehicles were recently acquired with (prior) ODOT discretionary grant funds.

Linkages and partnerships

While recognizing the special transportation needs of its clients, Center Enterprises does work with its clients wherever possible to utilize the Albany Transit System for elective trips such as shopping or recreation, or for work when the individual is working independently in the community with only occasional supports.

As much as possible, the long-term goal is to integrate riders into public transportation services. But the current level of public transportation is limited and often does not provide service to and from worksites in the community. When individuals can manage their behaviors without on-going staff support and can develop the skills necessary to access public or other transit systems, Center Enterprises refers them to Interfaith Volunteer Caregivers, Albany Transit and Albany Call-A-Ride.

Center Enterprises works cooperatively with other providers of special transportation services on common themes and issues, but limitations on liability and insurance coverage prohibit Center Enterprises from providing transportation services to clients enrolled in other programs. Center Enterprises has worked in the past and will continue to work cooperatively with other providers for ways and resources to coordinate transportation across the county to provide these services in the most coordinated and integrated manner.

Transportation needs and challenges

While the number of developmental disabled clients who need assistance in Linn County is expected to increase, the transportation resources have not increased. Indeed, with rising fuel and insurance costs, it is very difficult to maintain the current level of service.

The County allocation of STF funds and the funds available through the BETC program over the past several years continue to be important resources for funding transportation services. These funds help defray transportation costs and, therefore, reduce the need for Center Enterprises to divert funding from habilitation services to transportation.

Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with developmental disabilities are limited and transportation services are under-funded by the state and federal governments.

In order to address the transportation needs (and funding the needs) of DD clients, a broad and comprehensive public policy discussion needs to be held between the State Department of Human Services, ODOT, vocational facilities and other facilities and programs providing services to persons with developmental disabilities, persons with developmental disabilities and their families. A comprehensive review of the transportation needs of persons with developmental disabilities (and the relationship with other elements of daily life) needs to be completed; with a comprehensive review of options including funding elements. This review should include an examination of the manner in which current services are available and funding is distributed to providers and the individuals they serve. The review should specifically examine the current unequal and inadequate state and federal funding for transportation services; and the resulting unequal service to clients. It is noted that some programs, including Center Enterprises, currently provide transportation to many of their clients, while other programs receive all transportation services from public/non-profit transportation agencies. When programs must divert resources to transportation, their clients receive unequal services than the clients of agencies that do not provide transportation/divert resources to transportation. The review should be made in the context of integrated public transit services.

Drivers who provide transportation for DD clients need to be trained to address their unique needs. This needed training is in addition to the defensive driving course offered by ODOT (and its contractors). The training needs include, but are not limited to, basic information about developmental disabilities, associated disabilities and complications, first aid/CPR, recognizing and reporting abuse, understanding the purpose and potential side effects of prescribed medication, procedures for administration of medication when necessary during working hours, methods of communication (when a client has little or no verbal language skills), understanding behavior as a mean of communication, listening to the preferences of individuals and problem solving with them, understanding methods of diffusing problematic behaviors using various techniques including the Oregon Intervention System, recognizing and reporting an incident, implementing the emergency procedures to ensure the safety and health of each individuals, emergency notification procedures, understanding the Individual Service Plan, and following the safety plan and protocols designed for each individual and having a general understanding of the agency's mission, policies and procedures.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how Center Enterprises' transportation

program could have operated without state and federal funds for vehicle expansion and replacement.

With the acquisition of two ODOT-funded vehicles in 2005-2007, Center Enterprises' current vehicles are within the ODOT useful life standards and no vehicles will need to be replaced in 2007-2009. In 2009-2011 vehicles will need to be replaced using the ODOT/federal useful life standards and it is important that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

As a provider of service to only its own clients, Center Enterprises will need to continue to work with public transportation agencies to develop plan to share its publicly funded vehicles. In the past Center Enterprises has developed agreements with public transportation agencies (including the City of Lebanon) for use of its vehicles, with insurance coverage provided by the public agency when it uses a vehicle. As transportation planning and coordination efforts proceed, uniform strategies to overcome barriers (including insurance, driver screening/training and cost reimbursement) to sharing vehicles need to be explored.

Chamberlin House Inc.

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Program description

Chamberlin House Inc., established in 1978, is a non-profit organization located in Albany that operates five group homes and one apartment complex serving approximately 35 people with developmental disabilities. Chamberlin also provides services to approximately 13-15 clients in the Supported Living Program. In the past, Chamberlin House provided services for approximately 13-15 clients in the Semi Independent Living Program. These clients are currently being transferred to the State Brokerage program and all clients are expected to be transferred by July 2007.

Chamberlin House is beginning to explore the possibility of opening another 5 bed group home, but these deliberations are still in the preliminary stage.

The services offered, including transportation services, ensure that Chamberlin's clients will have continuous access to jobs, training, mental health services and activities in the community. Services include, but are not limited to, vocational and job placement, personal care, home living, community access, money management, medical, dental, psychiatric, speech, social relationship skills, leisure, recreation and other case management services. Most of these services involve door-to-door service with constant supervision and support.

Transportation service and budget

Chamberlin House provides transportation services for approximately 35 people with developmental disabilities living in five groups homes and one apartment complex in the Albany area. Transportation services are also provided for approximately 13 to 15 other individuals living semi-independently or in their own homes throughout the Albany and Lebanon area. Transportation is also provided to other non-program individuals, as the need arises. Transportation is provided to employment sites, medical appointments, professional appointments, scheduled meetings, training programs, community integration programs, socialization and leisure opportunities, family visits and other activities.

The majority of transportation services provided by Chamberlin House do not conform to a fixed schedule. The only fixed schedule is the transportation of residential clients to and from worksites in Corvallis. Three trips are provided Monday through Friday (8:00 am to 10:30 am, 11:30 am to 12:30 pm and 1:30 pm to 3:30 pm) between groups homes/the

apartment complex in Albany and work sites in Corvallis (and sites between Albany and Corvallis).

Drivers must be aware of the special medical and safety needs of each individual, since many clients cannot communicate these needs independently. Drivers must also be trained in behavioral management techniques and incident prevention. Even when clients may have the safety skills and behaviors required to use an integrated or community-based transportation system, very often there is no alternative transportation option available at the time or in the location required to meet the client's work schedule.

Chamberlin House will provide an estimated 33,500 rides in 2006-2007, with approximately 107,000 miles driven in the year. The cost of these rides is estimated at \$1.05 per ride. The transportation services are provided with Oregon Department of Human Services funding, managed by the Linn County Health Department. DHS provides funding for Chamberlin's, using a negotiated rate structure. DHS does not provide a specific allocation for client transportation. Chamberlin has applied for 2007-2009 ODOT discretionary grant funds for transportation operation costs (fuel and insurance).

Chamberlin House currently uses nine vehicles to transport its clients: 1 full size van, 6 small vans, 1 station wagon and 1 automobile with model years arranging from 1994 to 2004. It has modified one of the 2000 Ford standard size vans with a wheelchair lift to accommodate one client who requires a wheelchair.

1994 Dodge 6 passenger 93,000 miles	2000 Ford 8 passenger 53,000 miles
1998 Nissen 5 passenger auto 89,000 miles	2000 Ford 9 passenger 48,000 miles
1999 Dodge 15 passenger 107,000 miles	2004 Ford 8 passenger 14,000 miles
1999 Ford 9 passenger 62,000 miles	2004 Ford 8 passenger 13,000 miles
1999 Subaru 6 passenger station wagon 83,000 miles	

The two 2004 Ford 8 passenger vans were purchased with an ODOT grant in 2004. The other vehicles were purchased with Chamberlin House funds.

Linkages and partnerships

While recognizing the special transportation needs of its clients, Chamberlin House works with its clients wherever possible to utilize public transit including the Albany Transit system and the Linn Benton Loop for home-to-center rides, elective trips or for work when the individual is working independently in the community.

To the extent possible, the long-term goal should be to integrate qualified clients with services offered by public transportation services where and when such services are offered. It is important to note that Chamberlin House provides transit training and ride along assistance to its clients, whenever possible, to increase access to public transit; and thereby increase independence and community access skills.

Chamberlin House also coordinates with other programs serving people with developmental disabilities to assist in transportation needs for individuals who are not Chamberlin House clients.

Transportation needs and challenges

Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with developmental disabilities are limited and transportation services are under-funded by the state and federal governments. While the number of developmental disabled clients who need assistance in Linn County is expected to increase, the transportation resources have not increased. Indeed, with rising fuel and insurance costs, it is very difficult to maintain the current level of service.

In order to address the transportation needs (and funding the needs) of DD clients, a broad and comprehensive public policy discussion needs to be held between the State Department of Human Services, ODOT, vocational facilities, residential facilities, and other facilities and programs providing services to persons with developmental disabilities, persons with developmental disabilities and their families. A comprehensive review of the transportation needs of persons with developmental disabilities (and the relationship with other elements of daily life) needs to be completed; with a comprehensive review of options including funding elements. This review should include an examination of the manner in which current services are available and funding is distributed to providers and the individuals they serve. The review should specifically examine the current unequal and inadequate (state and federal) funding for transportation services; and the resulting unequal service to clients. The review should be made in the context of integrated public transit services.

Drivers who provide transportation for DD clients need to be trained to address their unique needs. This needed training is in addition to the defensive driving course offered by ODOT (and its contractors). The training needs include, but are not limited to, basic information about developmental disabilities, associated disabilities and complications, first aid/CPR, recognizing and reporting abuse, understanding the purpose and potential side effects of prescribed medication, procedures for administration of medication when necessary during working hours, methods of communication (when a client has little or no verbal language skills), understanding behavior as a mean of communication, listening to the preferences of individuals and problem solving with them, understanding methods of diffusing problematic behaviors using various techniques including the Oregon Intervention System, recognizing and reporting an incident, implementing the emergency procedures to ensure the safety and health of each individuals, emergency notification procedures, understanding the Individual Service Plan, and following the safety plan and protocols designed for each individual and having a general understanding of the agency's mission, policies and procedures.

ODOT funding for vehicle replacement over the years has been an important element of helping finance the transportation program. A 2007-2009 discretionary grant application

was submitted to replace the 15 passenger Dodge full size van with a 12 passenger van. In 2009-2011 some vehicles will reach their ODOT/federal useful life standards and will need to be replaced. It is important that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

As a provider of service to only its own clients, Chamberlin House will need to work with public transportation agencies to develop a plan to share its publicly funded vehicles. As transportation planning and coordination efforts proceed, uniform strategies to overcome barriers (including insurance, driver screening/training and cost reimbursement) to sharing vehicles need to be explored.

Interfaith Volunteer Caregivers

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Program Description

Interfaith Volunteer Caregivers is a non-profit agency that provides, through volunteers, services to help seniors and persons with disabilities over the age of 55 living within the Greater Albany Public School District boundary. Although IVC provides a wide variety of services (including housekeeping, shopping assistance, and work and home visits) its largest program is transportation service.

IVC provides transportation service, through volunteer drivers, using their own vehicles or the agency's wheelchair accessible van. Volunteers are reimbursed for their mileage, if they wish, at a rate of 35 cents (recently increased from 25 cents) per mile.

Transportation service and budget

Service is offered to residents within the Greater Albany Public School District boundary (154 square miles including the cities of Albany, Millersburg and Tangent and other Linn County communities), but rides are provided to other areas including Portland, Salem, Eugene, Lebanon and Corvallis.

Depending on the availability of volunteers, the service is available seven days a week, any time of the day, to seniors and persons with disabilities over the age of 55. In 2006-2007 an estimated 2,200 rides will be provided, totaling approximately 22,000 miles. The rides provided are 25 percent higher than in 2005-2006. With fiscal restraints and a limited number of volunteers the number of rides estimated for 2007-2008 will be similar to 2006-2007.

The transportation budget for 2007-2008 is approximately \$15,000 and the Linn County STF allocation is \$6,250. The remainder of transportation expenses is funded primarily through private donations.

IVC currently has one agency-owned vehicle, a 2001 Chevrolet/Ricon Activan wheelchair accessible van. This van was purchased with ODOT funds and currently has 11,000 miles on the odometer. ODOT-funded sedans may be an option to address some of the funding and insurance concerns. But it should be noted that many seniors are more comfortable driving their own vehicles.

Linkages and partnerships

IVC works with other transportation providers including Albany Call-A-Ride, Benton County Dial-A-Bus and Cascades West Ride Line to ensure that it does not duplicate service; and that the IVC rides could not be provided by another agency.

Transportation needs and challenges

As the population ages, the need to provide individualized transportation service increases; with the need for volunteers to not only transport clients but also assist them at their appointments. This door-to-door service is a particularly important element of the IVC program. To continue this service it is important to recruit, train and retain volunteers. The increased cost of fuel and insurance has impacted many volunteers, most of whom are themselves seniors. In the past many volunteers did not request reimbursement but, with the increased cost of driving a car, almost all volunteers now request reimbursement. This has impacted the agency's budget. The agency currently operates on a very small budget and additional resources are needed in order to meet the increased transportation needs of seniors.

IVC notes that some of its clients could use demand response systems, such as Benton County Dial-A-Ride service, but some are challenged by the cost of the ride. If scholarship funds could provide the fare for demand response systems, IVC could better use its resource to provide rides (such as Albany to Salem rides) that other systems cannot offer.

IVC recognizes the importance of personalized transportation service in other areas of Linn County. If sufficient volunteers are available and funds for mileage reimbursement are available, IVC would like to expand service to other areas outside of the boundary of the Greater Albany Public School District.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program. The current vehicle is within the useful life standards and does not need to be replaced.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement.

An important need is to improve IVC's coordination with other transportation providers and with medical facilities. For example, IVC estimates that up to three-fourths of its rides are Albany to Corvallis trips, primarily for medical service. If IVC current clients could better coordinate their medical appointments with Corvallis medical facilities, some clients could take advantage of the Benton County Dial-A-Bus service between Albany and Corvallis. This would increase IVC's ability to provide other rides (such as Albany to Salem rides) that other transportation providers are not able to offer. Another option, through increased coordination, would be to combine IVC rides with two or more clients sharing a ride to a medical appointment in Corvallis.

Lebanon Dial-A-Bus

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Program Description

The Lebanon Dial-A-Bus, operated by the Lebanon Senior Center, is a curb-to-curb wheelchair accessible transportation program. It operates within the Lebanon city limits.

The program is open to the general public, but most riders are seniors and persons with disabilities. Some riders are Medicaid eligible and some are DSO clients. Approximately 66% of the riders are seniors, 24% are persons with disabilities and 10% are people under the age of 60 with no disabilities.

The majority of rides are related to medical appointments, social service agencies, grocery stores, the elderly nutrition site meal program and other services related to seniors and person with disabilities. Recently rides have been provided, several days per week, to clients of the Willamette Valley Rehabilitation Center.

Appointments for rides generally must be made 24 hours in advance, although same day rides can sometimes be provided on a space available basis.

Transportation service and budget

Currently, service is available Monday through Friday between 7:00am and 4:00pm. This represents a recent expansion of service hours, with the previous hours limited from 8:00am to 3:30pm. A second vehicle has been added, on a part-time basis to cover this extension of service hours and, by overlapping mid-day service, to increase the capacity of the system.

The fare is \$1.00 per ride for seniors and persons with disabilities; \$2.00 per ride for the general public; with no fare charged for children under 5. Books of 20 tickets (with one free pass) are sold to make traveling easier.

The Lebanon Dial-A-Bus program will provide more than 13,500 rides in 2006-2007, with 7,300 rides for seniors, an estimated 6,200 rides given to persons with disabilities, and a small number of rides provided for the general public. The Dial-A-Bus program will serve an estimated 350 unduplicated persons in 2006-2007, with 25,000 vehicle miles traveled.

These numbers are substantially higher than the previous year. In 2005-2006 8,700 total rides were provided, with 6,450 for seniors, 2,100 for persons with disabilities and about 150 for the general public. Lebanon Dial-A-Bus, in 2005-2006 served an estimated 300 residents, with 18,000 vehicle miles traveled.

Recently the Lebanon Dial-A-Bus started providing rides for local developmentally disabled residents who are clients of the Willamette Valley Rehabilitation Center in Lebanon. An estimated 4,000 DD rides will be provided in 2006-2007. It is estimated the Dial-A-Bus program will provide 18,500 total rides in 2007-2008, an increase of 36 percent over 2006-2007. In addition to the DD rides, a large part of this increase involves an estimated 4,000 rides provided in 2007-2008 to low income residents.

The current vehicle fleet includes three lift equipped 14 passenger Ford El Dorado vans. The 1996 vehicle, with 122,000 miles, exceeds the ODOT replacement standards and discretionary grant funding will be requested to replace the van. The 1999 van has 82,000 miles and the 2002 van has approximately 44,000 miles. An application for preventive maintenance was submitted to ODOT for a 2007-2009 discretionary grant.

The budget for 2007-2008 is estimated at \$237,000. The largest revenue sources are: \$85,000 from Federal Section 5311, \$13,000 from rider fares and \$16,200 allocated from Linn County STF funds.

Linkages and partnerships

The Lebanon Dial-A-Bus coordinates service with the Linn Shuttle. An important linkage with the Linn Shuttle involves the recent extension of Dial-A-Bus hours to enable Lebanon residents to use the Dial-A-Bus to link up with the first Shuttle route of the day and the fourth (outbound) route of the day. Prior to this extension of hours, residents could only link up with the second and third Shuttle routes of the day.

The Dial-A-Bus has also recently linked up with the Linn Shuttle to provide rides to developmental disabled clients of the Willamette Valley Rehabilitation Center. As indicated above, an estimated 4,000 DD rides will be provided in 2006-2007. The Linn Shuttle DD routes are at capacity and the Dial-A-Bus program has recently started to provide Lebanon-to-Lebanon rides for WVRC clients.

For the past year the Lebanon Dial-A-Bus program has worked with the Rural Family Economic Success task force to review opportunities to provide employment-related rides, on a limited basis managed through social service agency case workers, for low income residents.

There is an opportunity to increase the partnership with non-profits such as the Senior Companion program.

Transportation needs and challenges

With the extension of service hours and an aging population, it is anticipated that demand response ridership will continue to increase. With the cost of additional driver hours and increasing fuel and insurance costs, additional resources will be needed. The BETC program revenue has been very helpful, but recent OAR revisions have significantly reduced BETC revenue (from \$52,00 in calendar year 2006 to \$7,500 in calendar year 2007). The current ability to obtain ODOT discretionary grant funds for the local match of federal Title 19 funds for seniors is very important. The city will continue to pursue potential Title 19 funds for DD clients. If these funds were not available, the ability to provide service to DD clients would be seriously impacted.

As indicated above, for the past year the Dial-A-Bus program has reviewed opportunities on a limited basis managed through social service agency case workers, for low income residents. An application for 2007-2009 ODOT discretionary grant funds was submitted to help fund this program.

The City of Lebanon, with 13,600 residents, is not served by a fixed route system. By reviewing ridership times and destinations, the Dial-A-Bus program could potentially evolve into a deviated fixed route system, serving a limited area of the city, for at least part of the day.

Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with developmental disabilities are limited and transportation services are under-funded by the state and federal governments.

In order to address the transportation needs (and funding the needs) of DD clients, a broad and comprehensive public policy discussion needs to be held between the State Department of Human Services, ODOT, vocational rehabilitation facilities and other facilities and programs providing services to persons with developmental disabilities, persons with developmental disabilities and their families. A comprehensive review of the transportation needs of persons with developmental disabilities (and the relationship with other elements of daily life) needs to be completed; with a comprehensive review of options including funding elements.

The Lebanon Dial-A-Bus should pursue federal Title 19 funds to assist in funding the DD service. ODOT discretionary grant funds for the local match of federal Title 19 funds should be requested to provide for the local 40% match requirement.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Lebanon Dial-A-Bus program could have operated without state and federal funds for vehicle replacement.

As indicated above, one van currently exceeds the useful life standards and needs to be replaced. Depending on the potential expansion of service, an additional van may be needed in the next year or two. A request for ODOT discretionary funds will be

submitted. A request for an ODOT grant for vehicle preventative maintenance funds will also be submitted.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

Linn Shuttle (Sweet Home Senior Center)

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Program Description

The Linn Shuttle, operated by the Sweet Home Senior Center, is a fixed route system between Sweet Home, Lebanon and Albany, including service to the Linn-Benton Community College campus. It also provides rides for clients of three developmental disabled vocational facilities (one in Sweet Home, one in Lebanon and one in Albany). The Sweet Home Senior Center is a not-for-profit agency, incorporated under section 501 (c)(3) of the Internal Revenue Code, with Articles of Incorporation filed with the State of Oregon in August 1971.

The Linn Shuttle, through its group pass program, offers rides without passenger fare to Linn-Benton Community College students and faculty members.

It is the only public transportation service offered between Sweet Home, Lebanon and Albany. Through its DD routes, it provides some of the local DD rides (DD rides within each of the three cities) and many of the city-to-city DD rides (DD rides between cities).

The Sweet Home Dial-A-Bus, Linn Shuttle and Benton County Dial-A-Bus have recently teamed up to provide transportation between Linn County and Benton County for seniors and persons with disabilities. This cooperative effort will provide much-needed transportation to Corvallis for persons living in Sweet Home and for persons living in Corvallis an opportunity to go to Sweet Home. This partnership provides four round trips a day on Tuesdays and Thursdays from East Linn County to Corvallis.

Transportation service and budget

The Linn Shuttle offers four daily round trips Monday through Friday between 7:00am and 6:30pm. The fare has recently been lowered to \$1.00 per ride for seniors and persons with disabilities (non DD rides), and \$1.00 for the general public. The general public fare reduction from \$2.75 to \$1.00 per ride is particularly helpful to low income residents. LBCC students and faculty ride without paying a fare, under an annual funding agreement between the Linn Shuttle and LBCC.

The trip between the Sweet Home Senior Center and the three stops in Lebanon takes 20 to 30 minutes. From the third Lebanon stop (LBCC One Stop Center) it takes 20 minutes to reach the LBCC Albany campus, and an additional 15 minutes to reach the Albany

Station. A total of one hour and 5 minutes between the Sweet Home Center and the Albany Station. Service is provided using a 26 passenger bus.

The Linn Shuttle (public route) will provide an estimated 17,000 rides in 2006-2007. Approximately 14,000 rides for the general public, 1,400 rides for seniors and 1,600 rides for persons with disabilities (not DD). General public ridership has decreased by about 2,000 rides from 2005-2006, with the decrease related to a decline in enrollment at the LBCC Albany campus (and an increase in class offerings at the LBCC Lebanon campus). The number of rides provided to seniors and persons with disabilities is similar to the prior year. The Shuttle vehicles will drive approximately 60,000 miles in 2006-2007. It is estimated that the general public ridership will increase between 5 and 10 percent in 2007-2008, depending on the enrollment at LBCC. The 2007-2008 senior and disabled ridership is expected to remain at the 2006-2007 level.

The Linn Shuttle program also operates two routes serving Linn County developmental disabled residents. One route links Brownsville, Albany and Lebanon between 5:00am and 11:00am and again from 1:30pm and 5:00pm. The other links Sweet Home, Brownsville, and Lebanon between 6:30am and 9:00am and again from 2:00pm to 4:00pm. Both DD routes utilize a 20 passenger bus. The DD routes will provide an estimated 19,000 rides in 2007-2008, traveling 93,000 miles. This estimate is approximately 4,000 less than in 2005-2006. In 2005-2006 the Shuttle's DD routes were clearly overstretched. In addition to vehicle capacity challenges, the system was overtaxed by the time required to pick up and deliver the increased number (from prior years) of DD vocational program clients. To address this challenge, the Lebanon Dial-A-Bus program, in 2006-2007, started to transport Lebanon DD residents to a Lebanon vocational facility; with approximately 4,000 rides provided. With this challenge addressed, the Linn Shuttle DD program will now review its resources and schedule to determine its capacity to provide rides to new clients of the vocational programs

The general public may ride the DD bus, on a space available basis, by contacting the Sweet Home Senior Center 24 hours in advance.

The Linn Shuttle vehicle fleet is interchanged with the Sweet Home Dial-A-Bus vehicles. Currently the fleet has six vehicles:

2001 Ford 20 passenger 179,000 miles
2001 Ford 20 passenger 192,000 miles
1997 Ford 18 passenger 224,000 miles
1997 Ford 14 passenger 135,000 miles
2006 Chevy 32 passenger 13,000 miles (2005-2007 ODOT discretionary grant)
2006 Ford 20 passenger 28,000 miles (2005-2007 ODOT discretionary grant)

The Linn Shuttle 2007-2008 budget totals \$238,000. The largest revenue sources are: \$89,100 from Linn County STF allocation; \$77,000 from Federal Section 5311; \$19,000 from contracts with agencies for DD service; and about \$14,000 from rider fares.

Linkages and partnerships

The Linn Shuttle closely coordinates service with the Sweet Home Dial-A-Bus, Lebanon Dial-A-Bus, Albany Transit, Albany Call-A-Ride, the Linn-Benton Loop and the Benton County Dial-A-Bus. As indicated above, an important linkage with the Benton County Dial-A-Bus program has recently be established in order to facilitate rides between East Linn County and Corvallis for seniors and persons with disabilities. The Linn Shuttle also coordinates service with the three DD vocational facilities (Center Enterprises and Sunshine Industries also provide transportation service for some of their clients; Willamette Valley Rehabilitation Center does not currently provide transportation services for its clients).

There is an opportunity to increase the partnership with non-profits such as the Senior Companion program.

Transportation needs and challenges

The aging population, the expansion of employment opportunities in the region and the large increase in fuel and insurance costs of private automobiles, suggests that the demand for public transit will increase in the area.

The Rural Family Economic Success (RuFES) program has specifically noted the inability of many low income residents to access employment opportunities (in addition to the challenge of accessing employment-related training and counseling). Many of these residents do not currently have access to a car and/or lack a driver's license or insurance. This is particularly a challenge in East Linn County and the Linn Shuttle is currently one of the few potential solutions for addressing this need.

Options should be reviewed for providing better service between Sweet Home and Lebanon. As a "commuter service" under federal standards, a Linn Shuttle stop or two between Sweet Home and Lebanon could be added without requiring complementary Dial-A-Bus service.

Funding the current service is certainly a challenge; and funding additional service is even a larger challenge.

Although Federal Section 5311 funds have substantially increased, other revenues have remained stable. With increased operational costs (particularly fuel costs), additional sources of revenue are needed to maintain service; let alone meet any increase in the demand by local residents.

BETC program revenue has been very helpful, but (until recent OAR revisions) the future of the program and the challenge of finding a pass through partner have limited the predictable use of BETC funds; and some limitations have been placed on the reimbursement of expenses.

More than 100 clients are served by the three developmentally disabled vocational facilities served by the Shuttle DD service. Almost all clients rely either on public transportation (the Linn Shuttle and Lebanon Dial-A-Bus) or on their vocational facility to provide transportation between their residence and the facility; and between the facility and job sites. The Shuttle provides approximately 22,000 DD rides a year and has reached its capacity. The Lebanon Dial-A-Bus program has recently provided additional rides each day, but new vocational clients continue to enter the DD system.

Most of the DD clients currently receive about \$35 a month from the state for transportation service. For clients transported by the Shuttle, this \$35 is passed from the state/county/facility to the Shuttle program. The transferred funds total only \$22,000 a year, although the total cost of the service for all DD rides is approximately \$146,000 a year. The actual cost of providing the service is usually between \$150 and \$250 a month, depending on the number of employment rides and the length of the trips. The current cost is estimated at \$1.43 a mile/\$6.70 a ride.

Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with developmental disabilities are limited and transportation services are under-funded by the state and federal governments.

In order to address the transportation needs (and funding the needs) of DD clients, a broad and comprehensive public policy discussion needs to be held between the State Department of Human Services, ODOT, vocational rehabilitation facilities and other facilities and programs providing services to persons with developmental disabilities, persons with developmental disabilities and their families. A comprehensive review of the transportation needs of persons with developmental disabilities (and the relationship with other elements of daily life) needs to be completed; with a comprehensive review of options including funding elements.

It is critical that the Linn Shuttle DD program access federal Title 19 funds to assist in funding the DD service. ODOT discretionary grant funds for the local match of federal Title 19 funds will be requested to provide for the local 40% match requirement.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Linn Shuttle program could have operated without state and federal funds for vehicle replacement.

Two vehicles currently the useful life standards and both 1997 Ford vans need to be replaced in order to maintain current transportation service needs. A request for ODOT discretionary funds will be submitted. A request for an ODOT grant for vehicle preventative maintenance funds will also be submitted.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a

preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

It should be noted that most inter-city transportation programs are operated by transit districts/systems, such as the Lincoln County Transportation Service District or the Salem Area Mass Transit System. The ownership (including policy decisions) of an inter-city transportation program by a not-for-profit organization is an exception to the general practice.

Although the Linn Shuttle has faced some management challenges in the past decade, it is currently operating at a level acceptable to the residents of the area and the agencies that provide funds (Linn County, ODOT and vocational programs for persons with developmental disabilities).

In the event that management challenges reoccur in the future, or if the Sweet Home Senior Center Board of Directors decides not to continue to operate a transportation program, an alternative program would need to be developed. The Linn-Benton Loop (with its public-private partnership established through intergovernmental agreements and a policy board subject to state meeting and fiscal requirements) would be a logical model to pursue for the ownership and operation of the Linn Shuttle service.

Linn-Benton Loop

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Program Description

The Linn-Benton Loop is a partnership, with intergovernmental agreements, of public agencies and a private sector business. The current partners are: City of Albany, Benton County, Linn-Benton Community College and Oregon State University; with Hewlett-Packard and ODOT-Public Transit Division serving as ex-officio members. The City of Albany is the designated operator by agreement of the partners.

The Linn-Benton Loop provides fixed route service to the general public between Albany, Linn-Benton Community College, downtown Corvallis, Oregon State University and Hewlett-Packard.

The Linn-Benton Loop through its group pass program, offers rides without passenger fare to Linn-Benton Community College and Oregon State University students, staff and faculty members. Hewlett-Packard also provides a pass program for employees and contractors.

Using three routes, eleven daily runs are made covering approximately 300 miles. All routes provide connections to the Albany Transit Service and the Linn Shuttle routes at the Linn-Benton Community College. Two runs also provide a connection to the Albany Transit System at the Albany Station. All routes provide connecting service with the Corvallis Transit System at the Corvallis Transit Mall. All routes provide access to the Greyhound station near the Corvallis Transit Mall.

Transportation services and budget

The Linn-Benton Loop system operates between 6:25am and 6:35pm Monday through Friday and between 8:00am and 6:00pm on Saturdays and holidays. The fare is \$1.25 for adults and \$1.00 for seniors, persons with disabilities and youth. A coupon book and a monthly pass are available. A group pass program provides service for Hewlett-Packard, Linn-Benton Community College and Oregon State University.

The Albany/Highway 20/Corvallis loop operates between 6:30am and 10:00 am with a 70 minute headway. The Albany/Highway 34/Corvallis express loop service operates from 10:00am to 2:30pm with a one hour headway. The Albany/Highway 99/34/Corvallis reverse loop service operates between 2:45pm and 6:35pm with a 70 minute headway.

The Linn-Benton Loop will provide an estimated 72,000 rides in 2006-2007, an increase of 13 percent over the prior year. Approximately 1,440 rides will be provided to elderly residents (approximately 2 percent of the total rides) and 7,200 rides will be provided to persons with disabilities (10 percent of the total rides). It is estimated that the total rides in 2007-2008 will increase by 11 percent to 80,000, with an 11 percent increase in rides for persons with disabilities (from 7,200 to 8,000) and a 50 percent increase of rides to seniors (from 1,440 to 2,160). A large part of the increase reflects the recent expansion to Saturday service, funded largely from an increase in Federal Section 5311 money. An estimated 80,000 vehicle miles will be driven in 2006-2007.

The Linn-Benton Loop budget for 2007-2008 totals \$330,000. The largest revenue sources are: Federal Section 5311 funds \$153,000; contributions from partners \$66,000; group pass program \$42,000; BETC \$29,000; STF funds from Linn County \$7,200 and Benton County \$4,600; and rider fares \$10,000.

The current primary vehicle is a 2003 50 passenger Gillig Phantom bus, with approximately 245,000 miles. The backup vehicle is a 1995 50 passenger Gillig bus with 490,000 miles.

Linkages and partnerships

The Linn-Benton Loop coordinates service with the Albany Paratransit/Call-A-Ride program, the Albany Transit System, Corvallis Transit System, Benton County Dial-A-Ride, and the Linn County Shuttle. The Loop links up with transportation services offered at the Albany Station including Amtrak train service, Amtrak bus service and Valley Retriever bus service.

The importance of the Linn-Benton Loop to elderly and disabled residents is particularly noted. The system transports seniors and persons with disabilities from Linn County to Corvallis to connect with the Corvallis Transit System which can then take passengers to Good Samaritan Regional Medical Center, Samaritan Health Services facilities, the Corvallis Clinic and other medical facilities. The Linn-Benton Loop also transports seniors and persons with disabilities between Corvallis and Albany to connect with the Albany Transit System to enable people to access social service agencies including the Social Security office, Disabilities Services, the Department of Human Resources, the Linn-Benton Housing Authority and other services.

An expansion of the partnership to include other public agencies would increase transportation services to residents of Linn County and Benton County.

Transportation needs and challenges

It is estimated that the 2007-2008 ridership will be 25% higher than 2005-2006. With an aging population and with increasing fuel and insurance costs of automobiles, it is anticipated that the ridership will continue to increase. The BETC program revenue has been very helpful, but (until recent OAR revisions) the future of the program and the

challenge of finding a pass through partner have limited the predictable use of BETC funds. The recent expansion to Saturday service was discussed for several years and has increased important transportation opportunities for Linn County residents.

There are very limited intercity transportation options in Linn County, with service limited to four weekday Linn Shuttle routes and the Linn-Benton Loop service between Albany and Corvallis. This limitation creates challenges for seniors and persons with disabilities trying to access important items including employment/training, medical services, business/agency appointments and social services. The limited intercity service is a particular challenge for low income residents without a car trying to seek and maintain employment (particularly employment opportunities with higher pay that are outside of their own community).

The Rural Family Economic Success (RuFES) work group (under the umbrella of the Linn County Business Development Center) has specifically noted the lack of transportation service available to residents (and to low income residents in particular) between east Linn County and Corvallis. The extension of Linn-Benton Loop service between Lebanon, the Linn-Benton Albany campus and Corvallis would address several transportation needs of the general public (with a specific emphasis on low income residents) seniors, and persons with disabilities. These needs include employment, medical and education. It would also better link existing services of the Linn-Benton Loop with Albany Transit System, the Linn Shuttle, Albany Call-A-Ride, Corvallis Transit System and Benton County Dial-A-Bus. The extension would specifically provide better linkage between the Linn-Benton Community College facility in Lebanon and the main LBCC campus in Albany. An application was submitted to ODOT for 2007-2009 discretionary grant funds the operation of this service and for a 50 passenger bus.

Funding for Saturday and holiday service, even with the additional Federal Section 5311 funds, remains a challenge. ODOT discretionary grant funds are needed to assist with this important transportation service. Depending on the results of the STF planning process and the City of Albany Transit study, additional routes and additional daily service hours may be required meet the changing and expanding transportation needs of the community.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Linn-Benton Loop program could have operated without state and federal funds for vehicle replacement.

As indicated above, the primary bus currently falls with the ODOT useful life standards but it will need to be replaced in the 2009-2011 ODOT discretionary grant cycle. Depending on the potential expansion of service, an additional van may be needed in the next year or two. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

**Oregon Cascades West Council of Government
Senior and Disability Services**

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Program Description

Oregon Cascades West Council of Governments is a voluntary association of 21 cities, three counties, two port districts and the Confederated Tribes of the Siletz Indians established under Oregon Law (ORS 190.010).

The Senior and Disability Services (SDS) office is responsible for serving Linn County (as well as Benton County) seniors and persons with disabilities. Included in this assignment is service as the Area Agency on Aging and the responsibility to administer programs funded by the Older American's Act. SDS clients include persons 60 years of age and older, physically disabled individuals 18 to 64 years of age, persons with developmental disabilities between the ages of 18 and 64 and children eligible for federal Supplemental Security Income benefits. The OCWCOG Senior and Disability Services program serves an estimated 4,000 Medicaid clients in Linn County, which includes low income participants in the Oregon Health Plan and 65 people enrolled in the Oregon Project Independence Program. Other programs coordinated by SDS include food stamps, home delivered meals, resource referral programs for seniors and persons with disabilities, investigations of elder abuse and neglect and the licensing and monitoring of adult foster homes. Transportation services are an important element of programs provided for the majority of SDS clients.

Transportation service and budget

Transportation services are provided by SDS to clients based on plans developed and monitored by SDS staff. These services are not covered by other state or federal programs. Clients use the services to attend business appointments and governmental agency appointments, as well as participate in social outings. Case workers are responsible for determining the use of the funds for each client and clients are limited to a maximum of \$50.00 per year (due to the funding limitations of the program).

Bus passes enable clients, who would otherwise not have the resources, to use public transportation. Where bus service is not offered or would not realistically meet the needs of clients, gas vouchers of \$5.00 enable clients to help pay for rides provided by others and, in some cases, to use their own vehicles.

In 2006-2007 an estimated 8,600 rides will be provided to Linn County residents through the SDS program; 3,400 rides for seniors and approximately 5,200 rides for persons with

disabilities. These rides will be provided to an estimated 400 Linn County residents in 2006-2007. With rides limited by the fiscal restraints, the estimated number of rides in 2007-2008 will be similar to 2006-2007. Funding for the program comes entirely from a Linn County STF allocation. The 2007-2008 Linn County STF allocation is \$7,000.

Linkages and partnerships

The bus pass programs enables SDS clients to use public transportation to access important services. The bus pass program supports local transportation systems. Since public transportation is not available in parts of Linn County and, even in areas served by public transportation, is not available on weekends or during evening hours, the gas voucher program provides clients with realistic transportation options.

Transportation needs and challenges

SDS notes that the largest transportation challenge facing its clients is the lack of public transit service in most areas of Linn County. Fixed route service is limited to Albany and to the four weekday trips of the Linn Shuttle between Sweet Home and Albany. Demand response systems provide some options for elderly and disabled SDS clients, although the hours of service and the requirement to make reservations at least 24 hours in advance is a challenge in meeting some of their needs.

The lack of regional service (between Linn County communities and between Linn County communities and other counties) impacts SDS clients since many of the important services they need to access are distant from their homes.

The STF funds have been very helpful in providing clients with options, but the flat-funding of STF allocations significantly limits the number of clients/annual amount of allocation. For example, with increased fuel prices, a client using gas vouchers would be limited to an average of 1.5 gallons per month—less than enough for many cars for a single round trip from Sweet Home to Albany.

OCWCOG SDS staff monitor the bus pass/gas voucher program to determine transportation patterns and service gaps. Staff work with transportation providers to determine if voucher patterns and gaps could realistically be met with changes to public transit or paratransit service. Shared client rides are considered but, given the size of the county, the number of trip destinations, the need for timely appointments and the challenge of coordinating rides, shared rides are usually not realistic.

Oregon Mennonite Residential Services

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Program Description

Oregon Mennonite Residential Services (OMRS) operates seven group homes in Oregon, including two in Linn County. The two Linn County homes provide residential and support services to 10 adults with developmental disabilities. Each of the group homes has its own vehicle in order to provide residents with transportation for medical appointments and other services. As residents age, medical issues are a particular challenge and transportation to medical services is an important part of the care provided for residents.

Staff members from the group homes serve as drivers and accompany the residents to appointments as needed. The use of OMRS staff as drivers assures that the needs of the residents will be addressed by trained personnel who know the residents and understand their individual needs. Due to severe medical and/or behavioral issues, OMRS believes that the majority of residents are not community safe and would provide challenges that public transportation providers are unable to accommodate.

As a residential providers, OMRS develops an Individual Support Plan for each resident. The plan is prepared with the coordinated efforts of the resident, family members/guardian, OMRS personnel, the vocational provider, the county case manager and behavioral and medical personnel, as needed. The team is knowledgeable about available services and attempts to meet the needs of each client, within the available resources.

Transportation service and budget

As a residential provider, a van is available at each home 24 hours a day, 7 days a week, in order to meet all needs, including unanticipated needs. Most of the rides provided by OMRS are within Linn County, with some trips to Corvallis and occasional trips to Portland or Salem for medical appointments.

In addition to the van service, some trips are provided with the personal vehicles of staff members on a mileage reimbursement basis.

In 2006-2007 an estimated 1,700 rides will be provided by OMRS, with an estimated 12,000 miles driven. These numbers are similar to the past several years.

approximately 37,000 miles on the odometer. The vans were purchased with the assistance of ODOT grants.

The 2007-2008 operational cost of the two vans is estimated at \$10,200. The Linn County STF allocation for 2007-2008 is \$5,600, with the remainder of costs paid from OMRS contract service revenue from the state/county. The STF allocation is a decrease of \$1,400 from 2006-2007 and \$4,260 from the 2005-2006 allocation. Although OMRS provides important services, the Linn County Transportation Advisory Committee has indicated the allocation request ranks at the lowest priority of the 11 programs currently receiving STF funds.

Linkages and partnerships

OMRS attempts to coordinate transportation services with public transit providers and some Albany Call-A-Ride is able to provide some rides. But severe medical challenges, including significant dementia, and behavioral challenges significantly limit the use of public transportation.

Transportation needs and challenges

The county service contracts provide payment for client room and board as well as staffing and training, resident activities, consulting services and administrative support. OMRS's Linn County group homes are among the older homes that do not receive transportation money from the state as part of their service contracts.

Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with developmental disabilities are limited and transportation services are under-funded by the state and federal governments.

In order to address the transportation needs (and funding the needs) of DD clients, a broad and comprehensive public policy discussion needs to be held between the State Department of Human Services, ODOT, vocational rehabilitation facilities and other facilities and programs providing services to persons with developmental disabilities, persons with developmental disabilities and their families. A comprehensive review of the transportation needs of persons with developmental disabilities (and the relationship with other elements of daily life) needs to be completed; with a comprehensive review of options including funding elements.

It is possible that Medicaid Title 19 funds could be used to assist with transportation costs. This possibility should be pursued.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program. The current vehicle is within the useful life standards and does not need to be replaced. In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds

continue to be made available for vehicle replacement. As a provider of service to only its own clients, OMRS will need to develop a plan to share its publicly funded vehicles with public transportation agencies.

Rural Family Economic Success (RuFES)

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Program Description

The Rural Family Economic Success (RuFES) program is a work group, established under the umbrella of the Linn County Business Development Center, to address specific challenges related to Linn County residents with low income. RuFES currently is focused on two specific areas: transportation and the federal Earned Income Tax Credit program. The transportation effort has specifically focused on transportation planning efforts outlined by the federal Safe, Efficient Transportation Equity Act: A Legacy for User (SAFTEA-LU) related to persons with low income and the pursuit of a locally developed coordinated public transit services transportation plan.

In addition to the Linn County Business Development Center, Oregon Cascades West Council of Governments Community and Economic Development Department and Linn-Benton Community College, the partners include: Oregon Employment Department, Willamette Neighborhood Housing Services, Community Services Consortium, Oregon Department of Human Services, Linn-Benton-Lincoln Educational Service District and the Oregon Vocational Rehabilitation Office.

The **Linn County Business Development Center** provides business planning and counseling; financial counseling and loan packaging; and financial assistance to overcome the difficulty that local small businesses have in attracting capital to develop products, processes or services. Through diversification and the promotion of economic growth, the Business Development Center helps create new family wage jobs, builds closer ties between the public, private sector and academic sectors, and increases the success rate of local businesses through new and enhanced assistance programs. The center has helped ten companies create 91 jobs, employing a total of 109 workers.

Community Services Consortium, established in 1980, is a state-designated Community Action Agency with a mission to help people in Linn, Benton and Lincoln Counties overcome the causes and conditions of poverty by providing services leading to productive and self-sufficient lives. 170 staff members working in partnerships in the three counties deliver a full range of unduplicated services to more than 40,000 people in the region, including an estimated 11,000 residents of East Linn County. These services include employment training, a regional food bank, volunteer gleaning group programs, comprehensive preschool services through a head start program, housing programs (including housing rehabilitation, new construction assistance, counseling, a weatherization program, a home ownership program and a revolving loan program),

direct client services (including youth education and employment services, and adult and displaced worker employment and training services) and emergency assistance services.

Willamette Neighborhood Housing Services is a non-profit community organization that assists low income individuals find affordable housing. It owns and offers rental housing to income-eligible residents. Its mission is the creation of safe, decent, affordable housing and healthy neighborhoods. The organization believes that a commitment to diversity, economic justice and opportunity is key to a vital community. It assists first time homebuyers through a Home Ownership Program and also offers programs that promote financial literacy.

State Employment Department promotes employment of Oregonians through developing a diversified, multi-skilled workforce, promoting quality child care and providing support during periods of unemployment. The department serves job seekers and employers by helping workers find suitable employment; providing qualified applicants for employers; supplying statewide and local labor market information; and providing unemployment insurance benefits.

The **State of Oregon Department of Human Services** provides a wide variety of financial and support services for low income families including food stamps, cash grant assistance through the Oregon Temporary Assistance for Needy Families (TANF) program, Medicaid programs and services, employment support services, child care assistance, medical services assistance, addiction prevention, intervention and treatment, public health services, mental health services and child welfare programs include legal representation assistance.

State of Oregon Office of Vocational Rehabilitation Services, a part of the Oregon Department of Human Services, assists Oregonians with disabilities to achieve and maintain employment and independence.

Linn-Benton Community College (LBCC), established in 1966, is a two-year public college created to serve the residents of Linn and Benton counties. Their mission is to support the dreams of students by providing comprehensive programs and services that are innovative and accessible. LBCC offers a variety of credit and non-credit educational opportunities and partner's with many agencies in the community. The Life and Employment Development Department (LEDD) of LBCC is one of many partners in the State's JOBS program implemented to assist individuals with children in the transition from public assistance to economic self-sufficiency. LEDD staff provide life skills and work readiness training through classroom instruction and supervised sheltered worksites. Additionally they develop and support worksites for mentorship and work experience while providing auxiliary support services to the Department of Human Resources.

Transportation services and budget

Generally, the agencies involved in the RuFES effort do not provide direct transportation services, although many provide financial assistance related to transportation.

The Community Services Consortium, for example, spends approximately \$120,000 a year on bus passes, gas vouchers and car repairs. The Oregon Department of Human Services allocates approximately \$120,000 a year to Linn County residents, served by the Albany and Lebanon offices, for bus passes, gas vouchers and car repairs.

The Oregon Office of Vocational Rehabilitation Services provides case service funds to help meet employment-related transportation needs of clients. The funds are used for bus passes, gas vouchers adaptive equipment and automobile repairs. OVRC estimates it spends approximately \$8,500 per caseworker to meet the transportation needs of workers in the program. It should be noted, however, that some of that money is directed to adaptive equipment and is therefore not available for bus passes, gas vouchers or automobile repairs. The Department of Human Services administers the Medicaid Title 19 programs which provides, on a matching basis, funds for a wide variety of transportation including money to transit agencies to provide rides to seniors to help them remain in their own homes; non-emergency medical-related transportation for very low income residents; and transportation for people with developmental disabilities.

Other RuFES partners do not provide any transportation services for clients, although most clients have transportation needs related to their limited income.

Linkages and partnerships

Most of the RuFES members have worked together over the years to meet the needs of low income residents of Linn County. But, while acknowledging transportation challenges, there has been relatively little collective effort to understanding the interconnecting transportation need of low income residents or to addressing the transportation challenges.

In the past, there have been limited partnerships with transportation programs beyond the acquisition of bus passes. The on-going effort of the RuFES work group is critical to the development of transportation partnerships. The diverse agencies need to work with transit agencies and other transportation providers to better collectively understand the transportation needs of Linn County residents, current available resources, the gaps and needs of transportation systems and transportation options; and to develop plans and implement programs that maximize the current available resources and programs and pursue additional transportation resources.

Transportation needs and challenges

In October 2006, 693 households in Linn County received assistance under the Oregon Temporary Assistance for Needy Families (TANF) program, with 1,500 individuals receiving services. 12,600 people were identified as being below the federal poverty level. 11,365 households were eligible for foods stamps, totaling 21,625 residents.

The transportation needs of the wide variety of low income clients of the RuFES members are different.

Some clients have transportation challenges related to employment, with the lack of transportation options restricting employment options (including employment). Others have transportation challenges related to medical or counseling services. Some clients have transportation challenges related to job-training or educational programs. Child care and other family responsibilities present transportation challenges to other clients of RuFES members.

Many of the clients do not have a car. Essentially all of the developmental disabled residents in Linn County rely entirely on some type of transportation program; either public transit or a transportation program offered through their vocational program or housing program. The Office of Vocational Rehabilitation estimates one-third of its clients are transit dependent—certainly a challenge when transit services are not available in their community. At least one-third of the Community Services Consortium clients do not have a car and rely on public transit. Some low-income residents have cars but have difficulty keeping it maintained or filling the tank with fuel. Others lack a drivers license or insurance.

The lack of adequate transportation prevents some low income residents from obtaining employment and from accessing services.

The clients of the RuFES members have a wide variety of transportation needs and the challenges certainly differ between individuals. The transportation issues most often expressed include: (1) the general lack of public transit options in Linn County (2) the lack of fixed route transit within communities, except for Albany; (3) the lack of transportation options between communities; (4) existing transportation programs have limited routes, hours of service and a lack of service on weekends (noting that Albany and the Linn-Benton Loop have recently extended service to Saturdays); (5) the cost of transportation, both for public transportation and for operating a private automobile; (6) a general lack of awareness of transportation programs and options; (7) the need for realistic transportation options for not only employment but also for medical, education/training, social services, child care, family needs and other items.

In particular, there are limited transportation options beyond private automobiles in East Linn County. Transportation alternatives are particularly needed within Lebanon and Sweet Home; between Sweet Home and Lebanon; between Sweet Home/Lebanon and Albany; and between Sweet Home/Lebanon and Corvallis.

While recognizing the limited public transportation options in Linn County, RuFES members note the importance of improving public information regarding the existing systems. In particular, low income residents need to better understand the availability of existing service such as the Linn Shuttle, the Linn-Benton Loop and the Albany Transit System.

RuFES members also note the importance of transit training. Providing training, particularly to low income residents, about how to read a bus schedule, board a bus and make payment and make transfers between buses and connections between transit systems.

Carpooling may also provide an option for some low income residents, using the existing free Cascades West Carpool match program. In order to participate in the program, RuFES members indicate that some low income residents may need training and assistance. Vanpooling is a potential option for some low income residents to access employment at distant locations. Additional review and consideration of carpooling and vanpooling options for low income residents is needed. In a related program, a few employers in Oregon offer van shuttle service to employees. RuFES members indicate this potential option could be reviewed for employment-related trips between Sweet Home and Lebanon and between Sweet Home/Lebanon and Albany.

Senior Companion Program

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Program Description

The Senior Companion program is sponsored by Samaritan Health Services and Samaritan Pacific Health Services and serves residents of Linn, Lincoln and Benton counties. Senior Companions serve the frail elderly with transportation services as well as assistance with routine tasks to assist seniors who wish to maintain their independence and remain in their own homes as long as possible.

Transportation is provided for seniors and persons with disabilities who have received an assessment by Senior Services outreach workers as persons unable to access public modes of transportation, including demand response systems, due to the client's advanced age, frailty, disability or health issues such as advanced dementia, incontinence or physical weakness. Such clients need special attention and side-by-side assistance in order to leave their familiar surroundings, access the vehicle and move from the vehicle to the clinic or facility.

Volunteer senior companions use their own vehicles to transport the elderly and disabled clients, provide their own automobile insurance and receive supplemental liability insurance from Samaritan Health Services. The volunteers receive pre-service training as well as on-going training and also take a certified driving course every two years. The volunteers, all of whom are 60 years of age or older, receive an hourly stipend of \$2.65 (if they are qualified as low-income). All Senior Companion volunteers receive mileage reimbursement of 32 cents per mile and a \$1.85 meal reimbursement for every three hours they volunteer.

Transportation service and budget

Most rides are provided, on a regularly scheduled basis, Monday through Friday from 8 to 5 to clients who are assigned Senior Companion volunteers. Senior Companions are not assigned to clients for emergency of "one-time" need. Weekend or emergency assistance is authorized by special approval from the outreach worker or the Program Director. In 2006-2007, an estimated 4,000 rides in Linn County will be provided by the Senior Companion program; an increase of 14% from 2005-2006. It is estimated that rides given will increase by 25% in 2007-2008. Additional rides are provided by the Senior Companion Program in Lincoln and Benton Counties.

For the regional program, the 2006-2007 Senior Companion budget is \$156,000, with \$137,500 allocated for transportation. The 2006-2007 Linn County STF allocation is

\$6,500. The Lincoln County STF allocation is \$13,745, with a Benton County STF allocation of \$3,500. Federal revenues total \$88,000 for 2006-2007. Foundations, grants, United Way and other donations for 2006-2007 are estimated at \$46,000.

Transportation needs and challenges

As the population ages, the need to provide individualized transportation service increases; with the need for volunteers to not only transport clients but also assist them at their appointments. Federal funding supports only 17 volunteers (there are a total of 41 volunteers) to assist over 200 clients in Linn, Benton and Lincoln Counties. The rising cost of fuel and insurance has impacted the budgets of volunteers; and it is important to provide resources to reimburse companions so they may volunteer at no personal cost to themselves.

There is a particular need to provide medical-related rides for Linn County residents to facilities in Corvallis, particularly for the most frail seniors. Services such as the Senior Companion Program help seniors remain safely in their own homes as long as possible.

Sweet Home Dial-A-Bus

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Program Description

The Sweet Home Dial-A-Bus, operated by the Sweet Home Senior Center, is a curb-to-curb wheelchair accessible transportation program. It operates within the boundaries of the Sweet Home School District, providing service to Sweet home, Cascadia, Holley and other areas. The Sweet Home Senior Center is a not-for-profit agency, incorporated under section 501 (c)(3) of the Internal Revenue Code, with Articles of Incorporation filed with the State of Oregon in August 1971.

The program is open to the general public, but most riders are seniors and persons with disabilities. The Sweet Home program estimates 42% of the riders are seniors, 30% are persons with disabilities and 28% are people under the age of 60 with no disabilities.

The majority of rides are related to medical appointments, social service agencies, grocery stores, the elderly nutrition site meal program at the Sweet Home Senior Center and other services related to seniors and person with disabilities.

Appointments for rides generally must be made 24 hours in advance, although same day rides can sometimes be provided on a space available basis.

The Sweet Home Dial-A-Bus, Linn Shuttle and Benton County Dial-A-Bus have recently teamed up to provide transportation between Linn County and Benton County for seniors and persons with disabilities. This cooperative effort will provide much-needed transportation to Corvallis for persons living in Sweet Home and for persons living in Corvallis an opportunity to go to Sweet Home. This partnership provides four round trips a day on Tuesdays and Thursdays from East Linn County to Corvallis.

Transportation service and budget

Currently, service is available Monday through Friday between 7:00am and 4:30pm. Earlier service is provided, by appointment, for people who need to link up with the 7:00am Linn Shuttle service.

The fare has recently been lowered to \$1.00 per ride.

The Sweet Home Dial-A-Bus program will provide an estimated 5,100 rides in 2006-2007, with about 1,300 rides for seniors, 1,150 given to persons with disabilities, and

1,650 rides provided for the general public. The number of rides given to seniors and persons with disabilities is similar to 2005-2006, but the estimated rides given to the general public has increased by approximately 75 percent. In 2007-2008 it is estimated that all ridership will increase by approximately 5 percent, but the new fare may increase interest in the Dial-A-Bus program and the increase could exceed 5 percent. Although specific data is not available, it is thought that the majority of the general public riders are people with low incomes. The Dial-A-Bus vans will travel about 20,000 miles in 2006-2007.

The Sweet Home Dial-A-Bus vehicle fleet is interchanged with the Linn Shuttle vehicles. Currently the fleet has six vehicles:

2001 Ford 20 passenger 179,000 miles
2001 Ford 20 passenger 192,000 miles
1997 Ford 18 passenger 224,000 miles
1997 Ford 14 passenger 135,000 miles
2006 Chevy 32 passenger 13,000 miles (2005-2007 ODOT discretionary grant)
2006 Ford 20 passenger 28,000 miles (2005-2007 ODOT discretionary grant)

The budget for 2007-2008 is estimated at \$124,000 (not including potential BETC revenues). Revenues include \$84,000 from Federal Section 5311, \$10,000 from the City of Sweet Home, \$8,730 allocated from Linn County STF funds and about \$5,400 from rider fares.

Linkages and partnerships

The Sweet Home Dial-A-Bus closely coordinates service with the Linn Shuttle. As indicated above, an important linkage with the Benton County Dial-A-Bus program has recently be established in order to facilitate rides between East Linn County and Corvallis for seniors and persons with disabilities.

There is an opportunity to increase the partnership with non-profits such as the Senior Companion program.

Transportation needs and challenges

With an aging population and a large increase in fuel and insurance costs of private automobiles, it is anticipated that demand response ridership will increase. BETC program revenue has been very helpful, but (until recent OAR revisions) the future of the program and the challenge of finding a pass through partner have limited the predictable use of BETC funds; and some limitations have been placed on the reimbursement of expenses.

The Sweet Home program will review the opportunity to obtain ODOT discretionary grant funds for the local match of federal Title 19 funds for seniors.

Although Federal Section 5311 funds have substantially increased, other revenues have remained stable (with a small decrease in STF revenue). With increased operational costs (particularly fuel costs), additional sources of revenue are needed to maintain service; let alone meet any increase in the demand by local residents.

By reviewing ridership times and destinations, the Dial-A-Bus program could potentially evolve into a deviated fixed route system for at least portions of the day.

ODOT funding for vehicle replacement over the years has been a very important element of the fiscal program; and it is hard to imagine how the Linn Shuttle program could have operated without state and federal funds for vehicle replacement.

Two vehicles currently the useful life standards and both 1997 Ford vans need to be replaced in order to maintain current transportation service needs. A request for ODOT discretionary funds will be submitted. A request for an ODOT grant for vehicle preventative maintenance funds will also be submitted.

In the coming years vehicles will continue to need to be replaced using the ODOT/federal useful life standards and it is critical that state and federal funds continue to be made available for vehicle replacement. To help maintain the safe and useful life of vehicles, a preventive maintenance program is very important and it is important to access ODOT discretionary funds for preventive maintenance.

It should be noted that most Dial-A-Bus programs are operated by transit districts/ systems (as a part of their Americans with Disabilities Act requirement) or by the senior citizen programs of cities and counties. In a few cases, a not-for-profit contractor provides transportation service under contract with a transit district (Oregon Housing and Associated Services/Wheels Transportation operates the CARTS program for Salem Transit) or a city/county (Benton County Dial-A-Bus provides demand response service for the Corvallis Transit System and the Benton County Special Transportation program). But the ownership (including policy decisions) of a Dial-A-Bus program by a not-for-profit organization is an exception to the general practice.

Although the Sweet Home Dial-A-Bus program has faced some management challenges in the past decade, it is currently operating at a level acceptable to the residents of Sweet Home and agencies that provide funds (the City of Sweet Home, Linn County and ODOT).

In the event that management challenges reoccur in the future, or if the Sweet Home Senior Center Board of Directors decides not to continue to operate a transportation program, an alternative program would need to be developed. Using the model of most communities, the City of Sweet Home would be a logical agency to pursue Dial-A-Bus service. The City Council would determine policy and the transportation service could be provided either by city staff, by a contractor (public, not-for-profit or private) or by volunteers.

United Way of Linn County

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Program Description

United Way of Linn County is a non-profit agency that provides financial and administrative support of twenty-five local non-profit agencies in Linn County. The services provided by the agencies involve: emergency and crisis care, intervention health and wellness, improvements to senior's lives, improvements to children's lives and the enrichment of the lives of the disabled.

United Way of Linn County (1) assists in the delivery of human services through collaborative efforts with providers and other funders of such services; (2) expands fund-raising capabilities to develop as fully as possible the financial base of support to fulfill the human care needs of Linn County; (3) allocates available resources to programs and services which best address the county's human care needs and reinforce the current and potential capabilities of member agencies; and (4) communicates with all segments of the county, increasing their awareness of human needs.

Transportation service

United Way of Linn County provides financial assistance to twenty-five non-profit organizations in Linn County. Although it does not provide direct transportation services or provide assistance to transportation providers, through its assistance to organizations United Way helps fund: short term emergency assistance including transportation provided through the Salvation Army; volunteer services to elderly and disabled including transportation services provided through Interfaith Volunteer Caregivers; emergency services including transportation provided through Sharing Hands; short-term emergency assistance including transportation provided through Ministries (SHEM); and short term emergency assistance including transportation provided through Fish of Albany. United Way also provides assistance to the Retired & Senior Volunteer Program, and some of the members of the RSVP program serve as volunteers for programs which provide transportation services including Interfaith Volunteer Caregivers, the Senior Companion Program and the Albany Call-A-Ride program.

Linkages and partnerships

As indicated above, United Way assists twenty-five non-profit organizations in Linn County deliver a wide variety of important services to seniors, persons with disabilities and residents with low incomes. With additional information provided by transportation

providers, United Way could increase the linkages between residents with transportation needs, non-profit agencies that provide comprehensive human services and the providers of transportation services.

Transportation needs and challenges

In the Fall of 2005, United Way of Linn County conducted a survey of more than seventy-five health and human service providers in Linn County. Health care and transportation were found to be the primary issues facing seniors and persons with disabilities.

In an open ended question “regarding seniors and people with disabilities, what are the most pressing health and human service needs in Linn County?”, transportation was listed as the second highest need of seniors (19% of respondents), second only to health care (28%). Transportation was listed as the highest need for persons with disabilities (21% of respondents), with health care second (19%).

In an open ended question “regarding self-sufficiency, what are the most pressing health and human service needs in Linn County?”, transportation was listed as the second highest need (14%), with employment listed first (15%) and affordable housing listed third (12%).

Chapter 4

- Findings, issues and transportation needs and potential opportunities for addressing the needs

Findings, Issues and Transportation Needs and Potential Opportunities for Addressing the Needs

Linn County is a large geographic county with a population living in diverse communities: the City of Albany with a population approaching 50,000; small cities of Lebanon and Sweet Home; very small cities including Halsey, Brownsville, Harrisburg, Tangent, Scio and Millersburg; and 25,000 residents living in unincorporated communities and rural areas.

In the past, most residents were able to address their transportation needs with automobiles; driving to work, school, business appointments, shopping, medical appointments, social engagements and a wide variety of other activities. Although this is still largely true, conditions are changing for some residents.

The population is aging and 78 million baby boomers will soon join the existing senior population, with the first baby boomers turning 65 years old in 2011. In Oregon one person in ten is currently over the age of 60, but by 2030 one person in five will be over 60. Many seniors are no longer able to drive their own cars (or are approaching that circumstance). Seniors are finding, for example, that what used to be a quick car trip from Lebanon to a medical appointment in Albany is much more of a challenge if they are no longer able to drive a car. Transportation services are a very important part of daily life for most seniors and the availability of reasonable transportation options is a critical element of keeping seniors in their own homes as long as possible. These services are not inexpensive, but they are much less expensive than moving seniors from their own homes into other living arrangements.

As seniors age, they become increasingly dependent on family and friends to drive them. There is an increasing need for public transit/Dial-A-Bus programs or non-profit programs using volunteer drivers to transport seniors. About 60% of the Linn County population lives in areas currently served by paratransit programs. Some seniors who have used fixed route public transportation in the past are now in need of Dial-A-Bus transportation. Some elderly residents who previously used Dial-A-Bus programs are now in need of more personal assistance. Rather than curb-to-curb service, they need door-to-door service, the type provided by some non-profit programs using volunteer drivers.

As the population ages, the demand for paratransit service will grow rapidly. People who currently drive a car or use public transit will need curb to curb paratransit service. This service is far more expensive than regular bus service and transit systems and other transportation providers are already struggling to meet this demand. Cost-effective solutions are needed to effectively respond to the transportation challenges of the aging population. Partnerships will be needed that include non-profit groups, volunteers, transit agencies, social services agencies and providers of care for seniors and people with disabilities. Baby boomers will hopefully serve as an important volunteer pool.

The population that is mobility-challenged is growing, including the population defined as “persons with disabilities”. For example, Albany Call-A-Ride notes the large increase of Medicaid-provided wheelchairs that has substantially increased the requests by residents for paratransit-provided wheelchair rides. The number of developmental disabled residents continues to slowly grow, with the need to provide additional transportation service between group homes, vocational facilities, and work sites.

Transportation services are an essential part of daily life for people with developmental disabilities. In order to address the important needs (including the funding needs) of DD residents, it is important for all partners (including the Oregon Department of Human Services) to pursue a broad and comprehensive public policy discussion about DD transportation needs, challenges and opportunities.

In a similar manner, the Linn County Rural Family Economic Success (RuFES) program believes it is important for a broad and comprehensive review of transportation needs, challenges and opportunities related to residents with low income.

The increased cost of driving a car continues to impact Linn County residents, particularly people with fixed incomes and persons with low income. The AAA estimates an average ownership and operating cost of 65 cents per mile (average of all sized sedans at 10,000 miles a year, based on fuel cost of \$3.00 a gallon). This cost particularly impacts the ability of low income residents to own and operate a car. Social service agencies note that low income residents often have challenges related to drivers licenses and insurance that also impact their ability to drive a car. These residents often must rely on others for a ride in a car, or on public transportation. With limited public transportation options, for some people transportation challenges impact their ability to obtain and maintain employment.

Generally, providing transportation service to most low income residents of Linn County is more challenging than providing service to seniors and persons with disabilities. Most seniors and persons with disabilities (with public transportation needs) take fewer trips per week and many of the trips are taken between 8am and 5pm on weekdays to a relatively few medical facilities, local businesses/offices, and senior centers. Also, some seniors and persons with disabilities have existing transportation options including Dial-A-Bus programs in many communities. Most Linn County residents with developmental disabilities have relatively few (and repeating) destinations: home to vocational facility or home/vocational facility to work. Most of these residents have existing transportation service provided by their residential program, vocational program or by the Linn Shuttle. Although reasonable transportation services for most people with developmental disabilities are currently available, the significant challenge of funding the transportation programs is certainly noted.

Low income residents who rely on public transportation face greater challenges. The number of weekly trips is generally higher than for seniors/persons with disabilities. For example, a person who needs public transportation to get to work requires 10 or more trips per week in addition to non-work related trips. The destinations, both for

employment and for other needs are more geographically dispersed than for most seniors/persons with disabilities; with more trips likely to be needed outside of 8am to 5pm on weekdays. It is, therefore, more difficult to find transportation options that cover both their place of residence and their place of employment, as well as the hours/days of transportation service. With the exception of Albany, local public transportation rides for these residents are not available. Intercity transportation options are limited to the four weekday Linn Shuttle runs between Sweet Home and Albany and the Linn-Benton Loop service between Albany and Corvallis. It is important to increase the connectivity of communities by better coordinating existing services and by leveraging funds with state and federal money to strategically increase service. For example, the creation of a Linn Benton-Loop route between Lebanon-Albany-Corvallis would link the Linn Shuttle, Albany transit, Corvallis Transit, Lebanon Dial-A-Bus, Albany Call-A-Ride, Benton County Dial-A-Bus and the existing Linn-Benton Loop service. It would serve students, persons with low income, seniors, persons with disabilities and the general public.

It is important to understand the cost of transit and paratransit programs and the need for non-transportation agencies and organizations to take more of an ownership role in addressing transportation challenges. Simply looking to others to solve transportation needs is not realistic or acceptable. Asking small transit programs, for example, to significantly increase days and hours of service, add several routes and decrease headways is not a realistic solution to transportation challenges in Linn County.

In reference to funding, for example, it is important to understand that although the fare for Albany Transit is 75 cents (50 cents for seniors), the actual cost of the service is approximately \$5.00 a ride. The fare for the Linn-Benton Loop service is \$1.25 (\$1.00 for seniors), with an actual cost of approximately \$3.75 a ride. The Linn Shuttle fare is \$1.00, with an actual cost of about \$7.00 a ride. Paratransit service is substantially more expensive than fixed route service. Local Dial-A-Bus systems charge between \$1.00 and \$1.50 a ride, with actual total costs ranging from \$11.00 to \$20.00. Agencies and organizations representing residents with particular transportation challenges must share in the responsibility to pursue and help fund transportation options. It is important to pursue options to leverage local funds with state and federal money. Equally important, transportation programs using volunteers should be encouraged and supported. Seniors should be encouraged, where possible, to use available public transit (with an actual cost of \$3.75 to \$7.00 per ride) rather than Dial-A-Bus service (with an actual cost of \$11.00 to \$20.00 per ride). Improved public information programs and travel training may be a part of this effort.

Although the Special Transportation Fund (STF) program is just one part of the transportation financial package, the importance of this money is certainly acknowledged. STF money is very flexible and most agencies use the funds to leverage additional state and federal funds. In 2007-2008 11 Linn County agencies will receive approximately \$183,000 from the STF program, helping provide more than 129,000 rides. The STF program is funded by a tobacco tax of 2 cents per pack of cigarettes (approximately 46% of STF revenues); off road fuel tax, often called "the lawn mower tax" (34%) and a portion of the revenue from the issuance of DMV identification cards (20%). It is

important to note that the STF program has been relatively flat funded during the past several years, while transportation costs have far exceeded the Consumer Price Index (with fuel, for example, as a major element for transportation providers increasing from about \$2.00 a gallon to more than \$3.00 a gallon). Some state STF revenues, however, have declined in the past few years. Generally, cigarette tax revenue has declined, with an offset in prior years by an increase in DMV identification cards. The revenue from DMV identification cards, however, has recently decreased. The total 2007-2008 STF funding for Linn County residents is \$182,000, approximately 10% less than the 2006-2007 allocation.

The preservation of existing transportation services, with sustainable funding and the pursuit of greater efficiency and coordination, is the highest public transportation priority. In the following pages, the need to review additional routes, days, hours and types of transportation services is also noted. **It is very important, however, to exercise caution in pursuing potential opportunities and solutions. Public transportation services (including services provided by non-profit agencies) are expensive and funding options are limited. The exploration of additional transportation services needs to include a careful review of realistic and sustainable funding options.**

It is also important to recognize the important role of volunteers and non-profit programs in providing transportation services in Linn County. Volunteers are a core part of current programs including Interfaith Volunteer Caregivers, the Senior Companion Program and Albany Call-A-Ride. Many other volunteers in Linn County provide important transportation services and human services, including Meals on Wheels. Volunteers need to be recruited, trained and retained; and their efforts need to be supported and better coordinated.

It is important to clarify the role of Linn County regarding public and special transportation. By Oregon Administrative Rule (732-005-0027), Linn County serves as the local Special Transportation Fund agency. The Board of Commissioners, upon recommendations of the Linn County Transportation Advisory Committee, is responsible for the annually allocation of STF funds, administration of quarterly STF payments, the review of discretionary fund applications, the development of a state and federally required coordinated plan and the completion of other requirements outlined in state law and rules. Linn County, however, is not a transit agency and does not provide any direct transportation services and there are no state or federal laws or regulations that require the county to provide transportation services. In Linn County, transit service, paratransit service and other transportation services to seniors, persons with disabilities, low income residents and the general public are provided by cities, intergovernmental partnerships (Linn-Benton Loop), non-profit agencies and others.

Through the planning process, the county can play an important role in partnership with transportation providers and stakeholders. As the lead agency in the development of the coordinated plan, the county is in a particular position to help coordinate and integrate the broad variety of transportation services offered within the county, as well as assist in regional coordination efforts. The Linn County Transportation Advisory Committee and

the STF Coordinator will take the lead role for these efforts, including the coordination with Benton County and Lincoln County. The Transportation Advisory Committee and the STF Coordinator will also be responsible for future revisions and updates to the coordinated plan. These efforts will assist transportation providers in delivering services with greater efficiency, coordination and cost effectiveness.

The planning effort and the pursuit of opportunities is certainly a partnership. In the following pages, potential opportunities are outlined to “explore”, “pursue”, “review” and “develop” transportation services. In a few areas, such as Medicaid Title XIX funding related to the County Health Department and residents with developmental disabilities, the county may take the lead role. In most areas, however, transportation providers and others will be expected to take the lead role in the partnership.

The special transportation advisory committees and STF Coordinators for Linn, Lincoln and Benton Counties have renewed their partnership in the past year. This partnership has successfully pursued better coordination and integration of existing services, improved transportation information to residents of the three counties and developed proposals (with specific funding outlined) to address inter-county transportation needs. The three counties need to continue and to improve the coordination of their efforts.

The potential opportunities, identified in this chapter, for addressing needs are not meant to be a complete list of items. It is anticipated that, with on-going public, stakeholder and transportation agency involvement, additional items will be added to the list of potential opportunities to help address the transportation needs.

Highest Priorities

- **Findings, issues and transportation needs**

A. ***Sustain current service.*** The foundation of public and special transportation in Linn County is the need to sustain the current level of service and provide a realistic and sustainable funding base. Most transportation programs in Linn County are funded using a variety of sources, including fare box, Special Transportation Fund (STF), general funds, federal Section 5311, Business Energy Tax Credit and ODOT discretionary grants (for vehicles, vehicle preventive maintenance and some transportation operations). It is difficult to address some current level of service items, as well as plan for future needs, without a clear picture of reasonable and sustainable funding levels and options.

- **Potential opportunities for addressing the needs**

A. The maintenance of current service is critical and it is therefore important to review options to secure a realistic and more sustainable funding base. In particular, the ability to better leverage existing funds and to better coordinate transportation services with human service providers. The stakeholder chapter of this plan identifies several needs that could be funded with the assistance of ODOT discretionary grants, including vehicle replacement, vehicle preventive maintenance, operations and local match for federal Medicaid Title 19 funds. It is suggested that discretionary grant funding for operations be based on the analysis of current needs and an assessment of performance, rather than a high priority based on previous funding.

Public agencies and transportation stakeholders should advocate for state and federal transportation funding policies and programs that are clearly defined, effective, sufficient and equitable.

The Linn County Transportation Advisory Committee notes the importance of a coordinated staff effort in helping secure realistic and sustainable funding.

- **Findings, issues and transportation needs**

B. ***Importance of volunteers.*** As the population ages and as mobility challenges impact a larger number of residents, the need to provide individualized transportation service increases. This is particularly important as seniors relinquish their driver licenses and become dependent on others to provide transportation. Volunteers often provide door-to-door service (rather than curbside service), sometimes including non-transportation assistance (for example, assistance with medical office reception/appointment items). Volunteer transportation programs are a very important option for some seniors and persons with disabilities. Programs such as Interfaith Volunteer Caregivers and the Senior Companion Program provide some transportation services not provided by other agencies; particularly trips to medical facilities beyond the boundaries of Dial-A-Bus service. There is a need to better utilize volunteer programs

and link them with other programs, but the programs are limited by the number of available volunteers and financial resources.

- **Potential opportunities for addressing the needs**

B. It is important for transportation providers, non-profits and volunteer groups to recruit, train and retain volunteers to drive for paratransit programs and for programs such as the Senior Companion Program and Interfaith Volunteer Caregivers. The recruitment of volunteers can be improved through better coordination, such as a combined recruitment effort with publications including *Generations* and *Northwest Senior and Boomer News*.

Review and support opportunities to better coordinate volunteers; specifically including the opportunities and services offered through the Linn-Benton Retired and Senior Volunteer Program (RSVP) under the sponsorship of the Community Services Consortium.

Identify and share best practices on the training and retention of volunteers. For example, ODOT provides defensive driver training without cost for transportation providers. Linn County recently hosted an ODOT training course for drivers from public and volunteer programs. Courses for local drivers should be scheduled on a routine basis.

Reasonable reimbursement for mileage expense should continue to be pursued, as well as options to address insurance liability issues.

- **Findings, issues and transportation needs**

C. ***Replacement and maintenance of vehicles.*** In the coming years vehicles will continue to need to be replaced, using the ODOT/federal useful life standards. To help maintain the safe and useful life of vehicles, an effective preventive maintenance program is very important.

- **Potential opportunities for addressing the needs**

C. It is critical that state and federal funds continue to be made available for vehicle replacement, as well as for vehicle preventive maintenance. All eligible agencies should apply for state and federal funds for vehicles and for preventive maintenance.

To the extent possible, vehicles should be shared. This effort could include coordination between public agencies, non-profits, churches, schools, vocational facilities, group homes for developmental disabled residents and senior care facilities.

Non-profit agencies that receive ODOT/federal funds for vehicles will need to work with public transportation agencies to develop a plan to share their publicly funded vehicles, in compliance with state and federal requirements.. As transportation planning and

coordination efforts proceed, uniform strategies to overcome barriers (including insurance, driver screening/training and cost reimbursement) to sharing vehicles need to be explored.

- **Findings, issues and transportation needs**

D. ***Coordination and technical assistance.*** Transportation services in Linn County are provided by several relatively small programs. In particular, demand response service is provided by several small programs rather than a single provider system utilized in some counties. Without a unified transportation agency to address more complex transportation service needs within and between communities, it is important to cobble together these small programs to provide reasonable, efficient and cost-effective transportation options for Linn County residents. For example, linking the Linn Shuttle with Lebanon Dial-A-Bus or the Albany Transit System with the Linn-Benton Loop. There is a particular need to better coordinate these efforts, with a “cobbler” to better link together programs. Additionally, staff resources for the small transportation providers are very limited, making it difficult at times to monitor changing regulations/requirements, pursue grants and additional resources, coordinate efforts with other programs and human services agencies and pursue planning and implementation efforts. Some centralized technical assistance is needed for the small programs.

- **Potential opportunities for addressing the needs**

D. Linn County is the most logical provider of staff coordination and technical assistance. A reasonable, realistic and sustainable level of resources should be provided in order to assist small programs deliver transportation services in the most effective and efficient manner; and to help coordinate and link the efforts of individual programs in delivering service between communities and between Linn County and other counties.

The Linn County Transportation Advisory Committee and the STF Coordinator should take the lead role in coordination efforts, including regional efforts with Benton County and Lincoln County. To help focus and prioritize efforts, an annual work plan for the Transportation Advisory Committee should be developed; with periodic reports to the Board of Commissioners.

The Linn County Transportation Advisory Committee notes the importance of the STF Coordinator in coordinating the efforts of several small transportation providers in Linn County, providing technical assistance and helping secure realistic and sustainable funding for local programs.

- **Findings, issues and transportation needs**

E. ***Equitable and sustainable funding for service to people with developmental disabilities.*** Transportation services are an essential part of daily life for people with developmental disabilities. Currently, transportation options for people with

developmental disabilities are limited and transportation services are under-funded by the state and federal governments. Most vocational clients currently receive about \$35 a month for transportation services, while the actual cost is \$150 to \$250 a month for most people. Most persons with developmental disabilities living in a group home are not provided a specific allocation for transportation, although transportation is needed for medical appointments, professional appointments, training programs, community integration programs, family visits, leisure opportunities and other activities. The transportation needs must be addressed with realistic, equitable and sustainable funding; with the majority of resources coming from state and federal agencies.

- **Potential opportunities for addressing the needs**

E. In order to address and fund the transportation needs of people with developmental disabilities, a broad and comprehensive public policy discussion needs to be held between transportation providers the Oregon Department of Human Services, ODOT, vocational facilities, residential facilities, other service providers, persons with developmental disabilities and their families and other stakeholders. A comprehensive review of the transportation needs and opportunities of persons with developmental disabilities (in the context of the broader, complete and integrated needs of persons with developmental disabilities and in the context of integrated public transit services) needs to be completed; with a comprehensive review of options including funding elements. This suggestion was incorporated in HB 2851, a 2007 bill creating a statewide task force.

Develop agreements with the Department of Human Services to obtain additional federal Medicaid funding for transportation by increasing the available local 40% match, using existing STF funds.

Pursue ODOT funding that provides the 40% local match required to obtain full Medicaid funding for transportation services. Applications for 2007-2009 discretionary grant funds have been submitted for the 25,000 annual rides provided by the Linn Shuttle and the Lebanon Dial-A-Bus to persons with developmental disabilities.

- **Findings, issues and transportation needs**

F. ***Increase coordination of service.*** It is important to increase coordination between people who need transportation, transportation providers and agencies that provide a wide variety of services, especially to seniors and persons with disabilities. For example, transportation is a very important element of keeping seniors in their own homes for a longer period of time. It is usually far less expensive for seniors and taxpayers than other housing/care options; and having reasonable access to transportation options is a very important and cost effective part of this effort. It is important to recognize the important role of volunteers and non-profit programs in providing these transportation services in Linn County. Volunteers are a core part of current transportation and human services programs. Their efforts, and the efforts of all service and transportation providers, need to be supported and better coordinated.

Cascades West RideLine, as an example, has worked closely during the past eighteen months with medical facilities to better coordinate medical appointments. This coordination has resulted in a larger number of shared rides and, thereby, decreased the cost of transportation service. This coordination is a significant benefit to clients, medical facilities, transportation providers and taxpayers.

- **Potential opportunities for addressing the needs**

F. Improve coordination between volunteer and non-profit programs with transportation programs, social service agencies, health care providers and other programs to improve the delivery of timely, safe and cost-effective transportation services.

The Cascades West RideLine effort can serve as a model for fixed route, demand response systems and volunteer transportation programs in Linn County to increase coordination with service providers. For example, Interfaith Volunteer Caregivers notes that approximately 75% of its rides are between the Albany area and Corvallis for medical-related needs. If medical appointments are better coordinated, rides could perhaps be shared (or more easily provided by other transit programs), thereby potentially freeing up some Interfaith Volunteer Caregiver volunteers to provide rides (such as to Salem and Portland) that are not offered by other programs.

With its infrastructure in place, the Cascades West RideLine provides the potential for a broad variety of services. RideLine has already expanded beyond Medicaid clients to provide brokered service for breast cancer treatment in Corvallis (funded by the Komen Foundation) and has partnered with Lincoln County health districts to offer non-emergency transportation to the county's Qualified Medicare Beneficiaries population. In addition to providing brokered service, RideLine could for example serve as a single point telephone number to provide basic information on all transportation services in the region.

The Linn County Transportation Advisory Committee can play an important role in this coordination. Working with transportation providers, the committee can help link the resources of the providers with the needs outlined by groups including the Senior Services Advisory Council and the Disability Services Advisory Committee.

- **Findings, issues and transportation needs**

G. ***Lack of public information about options.*** There is a general lack of awareness by residents, volunteer programs and some public agencies of transportation programs and options. For some people, this results in limitations on access to medical care, business appointments, employment, school, shopping and other items. In some cases, the lack of information about options results in people using a more expensive form of transportation.

- **Potential opportunities for addressing the needs**

G. Update the Linn-Benton-Lincoln (Tri-County) transportation provider directory and develop a tri-county transportation brochure. Share the information with transportation providers, social agencies, senior groups, volunteer groups and others.

Review options to increase public information and coordinate efforts with other transportation programs, senior citizen groups, churches, social service agencies and others to provide seniors, disabled and low income residents with information about transportation options. Consider the development of a regional website and, perhaps, a 1-800 telephone program to provide a single point of transportation information.

Continue to improve regional coordination and partnerships, particularly between the STF coordinators and advisory committees from Linn, Lincoln and Benton Counties.

High Priorities

- **Findings, issues and transportation needs**

H. *Limited curb-to-curb service between communities.* Curb-to-curb service between communities, particularly for the medical needs of the most fragile seniors, is a particular challenge for Linn County residents. There is an increasing need for travel between counties, particularly Linn County seniors who must travel to Corvallis for specialized medical treatment. This need will increase in the coming years with an increasing number of seniors relinquishing their driver licenses. The existing limited intercity public transit opportunities are not a reasonable option for these seniors and current Dial-A-Bus programs operate within their own city/school district boundaries. Interfaith Volunteer Caregivers provides intercity service for residents of the Greater Albany School District boundary. The Senior Companion Program provides this service for its assigned clients. The Benton County Dial-A-Bus program offers service between Albany and Corvallis twice a week. Most Linn County residents living outside of the Albany area do not have realistic access to this important service.

- **Potential opportunities for addressing the needs**

H. Explore opportunities including the potential expansion of volunteer programs such as Interfaith Volunteer Caregivers (for example, a possible expansion of Interfaith Volunteer Caregivers service to the Lebanon area). Explore options for expanding, through the use of volunteers and perhaps using ODOT funded vehicles, existing Dial-A-Bus service to areas currently not served (for example, a possible expansion of Albany Call-A-Ride service to adjacent communities). Explore options to transport seniors to

medical trips outside the community. As with all reviews, these explorations need to include a study of realistic and sustainable funding options.

Work with medical facilities and others to increase coordination by service providers (for example, to better coordinate appointments) to increase transportation service options and decrease per ride costs.

The special transportation advisory committees and STF Coordinators for Linn, Lincoln and Benton Counties have renewed their partnership in the past year. This partnership has successfully pursued better coordination and integration of existing services, improved transportation information to residents of the three counties and developed proposals (with specific funding outlined) to address inter-county transportation needs. The three counties need to continue and to improve the coordination of their efforts, particularly in reference to curb-to-curb service related to medical needs of the most fragile seniors.

- **Findings, issues and transportation needs**

I. ***Limited communities served by Dial-A-Bus programs.*** About 60% of the population of Linn County lives in communities served by paratransit programs (Albany, Lebanon and Sweet Home area). Seniors residing in smaller cities and unincorporated communities lack paratransit options to meet medical, social services, shopping, social and other transportation needs.

- **Potential opportunities for addressing the needs**

I. Explore the potential options to expand paratransit options to smaller cities and some unincorporated areas including Lacombe and Crabtree. Expanding the boundaries of existing paratransit programs, using local volunteers, is a particular opportunity to explore. In addition to public paratransit service, it is important to review the potential opportunity and capability of non-profits, such as Interfaith Volunteer Caregivers, to provide transportation services to seniors and persons with disabilities in some areas of the county. The potential opportunity and capability to expand service hours and/or days should also be explored. As with all reviews, this exploration needs to include a study of realistic and sustainable funding options.

Encourage seniors, where possible, to use public transit (with an actual cost of \$3.75 to \$7.00 per ride) rather than Dial-A-Bus service (with an actual cost of \$11.00 to \$20.00 per ride). Improved public information programs and travel training may be a part of this effort.

- **Findings, issues and transportation needs**

J. ***Limited areas served by fixed route system.*** Many areas of Linn County are not served by fixed route public transportation. With the exception of Albany, no local

intracity public transit options exist except the very limited service provided to the general public by the Dial-A-Bus programs in Lebanon and Sweet Home. The Linn Shuttle and the Linn-Benton Loop provide limited intercity transportation options. This creates challenges for seniors and persons with disabilities trying to access important items including employment/training, medical services, business/agency appointments and social services. The lack of service is a particular challenge for low income residents without a car trying to seek and maintain employment (particularly employment opportunities with higher pay that are outside of their own community).

- **Potential opportunities for addressing the needs**

J. Explore the potential extension of Linn-Benton Loop service between Lebanon, LBCC and Corvallis; with an emphasis on coordinating connections with the Linn Shuttle, Lebanon Dial-A-Bus, Albany Transit, Albany Call-A-Ride, Corvallis Transit and the existing Linn-Benton Loop service. This extension would serve seniors, persons with disabilities, persons with low income and the general public. An application was submitted to ODOT for 2007-2009 discretionary grant funds to help fund a vehicle and operational cost for this service. The Rural Family Economic Success (RuFES) program strongly supports this potential service.

Review options for providing better service between Sweet Home and Lebanon. As a “commuter service” under federal standards, a stop or two between Sweet Home and Lebanon to better serve the residents of Waterloo and Sodaville could be added without requiring complementary Dial-A-Bus service.

Explore ways to better use Dial-A-Bus systems in Lebanon and Sweet Home to serve, on a limited basis, employment-related transportation needs of low income residents. The use of vouchers, issued by case workers, is a program to consider. The Lebanon Dial-A-Bus program is interested in a pilot project, partnering with employment-related agencies, to provide (on a limited basis, managed through case workers) employment-related transportation for low income residents. An application for a 2007-2009 ODOT discretionary grant was submitted to help fund this program.

Review transportation patterns in Sweet Home and Lebanon and explore options to develop, using the existing Dial-A-Bus programs, a limited deviated fixed route program for a portion of the day. A deviated fixed route system or a limited loop system could, perhaps, serve a larger number of residents at the same cost of the existing demand response system.

Review routes and schedules to help determine potential future routes and schedules, with a particular emphasis on feeder routes and the connectivity with other systems. As with all reviews, this needs to include a study of realistic and sustainable funding options. It is important to remember that the maintenance of existing levels of transportation service is the highest priority item and a challenge by itself.

As indicated in potential opportunity “H”, Linn, Lincoln and Benton Counties have renewed their partnership in the past year. The coordinated review of potential routes and schedules is another task for the tri-county partnership.

- **Findings, issues and transportation needs**

K. *Limited days/hours/routes of existing fixed route systems.* Even in areas served by intracity transit (Albany Transit System) and intercity transit (Linn Shuttle and the Linn-Benton Loop), the limited number of routes and days/hours of service make it difficult to use the system for many needs including employment. As noted above, this creates challenges for seniors and persons with disabilities, low income residents and the general public. The Linn Shuttle (with four round trips on weekdays between Sweet Home-Lebanon-Albany) and the Linn-Benton Loop (11 routes a day between Albany and Corvallis) provide limited intercity transportation options.

- **Potential opportunities for addressing the needs**

K. Explore the potential expansion of additional hours and/or days of service for public transit/paratransit programs. As with all reviews, this exploration needs to include a study of realistic and sustainable funding options.

Improve the integration and the coordination of connections between systems. For example, recently the Lebanon Dial-A-Bus added a few hours of service in order to better link up with the Linn Shuttle service. Last spring, the Linn Shuttle, the Sweet Home Dial-A-Bus and the Benton County Dial-A-Bus linked existing services to provide much-needed transportation between Sweet Home and Corvallis.

Following the completion of the Albany transit planning study, a review by Albany Transit System of options for increasing routes, with a particular emphasis on adding feeder routes. A complete review of current routes and schedules, by a transit planning consultant, is needed. An application to fund the route review study was submitted for an ODOT 2007-2009 discretionary grant.

The stakeholders’ chapter of this plan includes specific suggestions on service delivery options for programs, particularly the Linn Shuttle and the Sweet Home Dial-A-Bus.

Priorities

- **Findings, issues and transportation needs**

L. *Limited capacity to serve people with developmental disabilities.* Transportation services are an essential part of daily life for Linn County residents with developmental disabilities. Additional clients are entering the system, with limited transportation options. The Linn Shuttle routes serving people with developmental disabilities have

reached their capacity and operational funding is insufficient to add additional capacity. Vocational programs and residential programs do not have the financial ability to increase capacity. It is important for all partners to pursue a broad and comprehensive public policy discussion (including fiscal needs and resources) about the transportation needs, challenges and opportunities of residents with developmental disabilities.

- **Potential opportunities for addressing the needs**

L. The development of the coordinated plan has provided the opportunity to start this public policy discussion. But the policy discussion involves significant state (and federal) issues and needs to be held with statewide participants who have the authority to make changes in policy. Some of the opportunities listed under part of "E", would assist in expanding capacity.

Recently the Lebanon Dial-A-Bus started providing rides for developmentally disabled Lebanon residents who are clients of the Willamette Valley Rehabilitation Center in Lebanon. An estimated 4,000 rides for residents with developmental disabilities will be provided by the Lebanon program in 2006-2007. If funding can be sustained, this is a very important step in addressing the capacity challenge. It does not, however, completely solve the countywide capacity challenge and continued exploration of realistic and sustainable options is needed.

- **Findings, issues and transportation needs**

M. *Service to perimeter areas of the county.* It is important to provide service to areas on the perimeter of the county. For example, service to residents of the North Santiam Canyon and the western edge of Linn County adjacent to the City of Corvallis. Similarly, other counties need to provide service to their residents who live in perimeter areas.

- **Potential opportunities for addressing the needs**

M. Through regional coordination and partnerships, determine the most logical providers of service. For example, Salem Transit (CARTS) currently provides service to North Santiam Canyon; Albany Call-A-Ride provides service to Benton County residents in North Albany; and Benton County Dial-A-Bus provides service along Highway 34 on the western edge of Linn County. Funding should be provided in a reasonable and equitable manner.

- **Findings, issues and transportation needs**

N. *Carpool and vanpool options as alternative to fixed route.* Generally, providing transportation service to most low income residents of Linn County without a car is more challenging than providing transportation to seniors and persons with disabilities. The

number of weekly trips is generally higher, the destinations are more geographically dispersed and many trips are likely to be needed outside of 8am to 5pm on weekdays. With the exception of Albany, local public transportation rides for these residents are not available. The Linn Shuttle and the Linn-Benton Loop offer limited options between communities. Extending fixed route service to most areas of the county and/or extend hours of service would be very expensive. Carpool matching and vanpools may provide some low income residents with realistic options related to employment. Since carpools and vanpools are personal arrangements between individuals, the local public cost is limited to the carpool match effort and the vanpool development effort.

- **Potential opportunities for addressing the needs**

N. Pursue carpool and vanpool options. Cascades West Carpool provides a free carpool match program but has very limited funding to share information about the program with low income residents. The Valley VanPool Program (Cascades West Council of Governments is a partner) provides options for privately owned vanpools for commute purposes. An ODOT grant and Federal Transit Administration funds have recently lowered the price of vanpools by 15% to 50% (depending on the length of the trip).

Develop transit training programs. RuFES members note the importance of providing training, particularly to low income residents, including instruction about how to read a bus schedule, board a bus, make payment and transfers between buses, enroll in a carpool/vanpool match program and participate in a carpool program.

- **Findings, issues and transportation needs**

O. ***Driver training, particularly for the transport of people with developmental disabilities.*** The training of public transportation drivers is very important. ODOT has increased its capacity to provide defensive driving courses in local communities. Recent local courses have been very well attended by Linn County public transportation drivers. Drivers who provide transportation for persons with developmental disabilities need to be trained to address their unique needs. This training is in addition to the defensive driving course offered by ODOT (and its contractors).

- **Potential opportunities for addressing the needs**

O. Continue to locally host ODOT driver training courses (courses funded by ODOT, with no cost to local agencies or drivers). Coordinate the course offerings with Benton County and Lincoln County so that drivers have as many available local offerings as possible (for example, providing the opportunity for a Linn County driver to attend a course in Benton County or a Lincoln County driver the opportunity to attend a course offered in Linn County).

Working with transportation programs, vocational programs, residential programs serving persons with developmental disabilities, medical agencies, ODOT and others, develop a training program that includes, but is not limited to, basic information about developmental disabilities, associated disabilities and complications, first aid/CPR, recognizing and reporting abuse, understanding the purpose and potential side effects of prescribed medication, procedures for administration of medication when necessary during working hours, methods of communication, understanding methods of diffusing problematic behaviors and understanding and following the safety plan and protocols designed for each individual.

Chapter 5

- Regional Chapter (to be completed later)

Appendix

- Transportation Advisory Committee membership
- RuFES membership
- Senior housing facilities in Linn County
- Facilities serving residents with developmental disabilities
- Private medical transport firms
- Linn County 2007-2008 STF allocations
- List of vehicles in Linn County funded by ODOT
- ODOT vehicle useful life standards

Linn County Transportation Advisory Committee Members

POSITION	NAME	ADDRESS	REPRESENTING
1	Marsha Blankenship	1400 Queen Ave SE, Ste D Albany OR 97322 Phone: 812-6001 (w)	Disabled
2	Ted Fraizer	489 Water Ave NW Albany OR 97321 Phone: 917-7760	Provider
3	Cristyn Kostol	Linn-Benton ESD 905 4 th Ave SE Albany OR 97321 Phone: 812-2783	Elderly/Disabled
4	Edna Campau	P O Box 490 Albany OR 97321 Phone: 917-7606(w)	Provider
5	Wade Doerfler	P O Box 94 Halsey OR 97348 Phone: (541) 369-2440	Elderly/Disabled
6	VACANT		
7	Peggy Preston	3175 SE 13 TH Ave Albany OR 97322 Phone: 926-2697 (h)	Elderly/Disabled
8	John Schantz	2749 Fox Glove Loop Albany OR 97321 Phone:	Elderly/Disabled
9	Ralph Reid	1085 SE 22 nd Ave Albany OR 97322 Phone: 928-7382	Elderly/Disabled
10	Sandra Wess	Center Enterprises, Inc. 832 Elm St SW Albany OR 97321 Phone: 928-2178 x303	NON-VOTING

Rural Family Economic Success (RuFES) Work Group Members

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Mark Volmert, 924-8430, Oregon Cascades West Council of Governments
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Senior Housing Facilities in Linn County

Albany

Alterra Villas at Courtyard (Independent Living)
1929 Grand Prairie Road, SE

Alterra Villas of Albany (Independent Living)
1560 Davidson Street

Alterra Villas Wynwood (Assisted Living)
2445 Geary

Cambridge Terrace (Assisted Living)
2800 SE 14th

Mennonite Village Ashwood Court Apartments (Independent Living)
5353 Columbus Street SE

Mennonite Village Quail Run (Assisted Living)
5353 Columbus Street SE

Millwood Manor Apartments (Independent Living)
2550 14th

Quail Run (Assisted Living)
2525 SE 47th

Regency of Albany (Nursing Home)
805 SE 19th

Timberview Care Center (Nursing Home)
1026 6th Avenue

Lebanon

Anderlick Manor (Independent Living)
780 W. Grant Street

Bridgecreek (Assisted Living)
1401 12th Street

Century Fields (Independent and Assisted Living)
181 South 5th Street

Senior Housing Facilities in Linn County (continued)

Lebanon

Lebanon Rehabilitation (Nursing Home)
350 South 8th

The Oaks at Lebanon (Independent and Assisted Living)
621 West Oak

Victory Garden Care Center (Assisted Living)
1714 Franklin

Village Manor (Independent Living)
2411 South 2nd

Willamette Manor (Assisted Living)
176 West C Street

Sweet Home

Samaritan Wiley Creek Community (Assisted Living)
5050 Mountain Fir Street

Twin Oaks (Nursing)
950 Nandina Street

Note: This is not a complete list of all facilities. There are other housing facilities, apartment complexes, mobile home parks and other facilities that serve seniors.

Lebanon Rehabilitation (Nursing Home)
350 South 8th

The Oaks at Lebanon (Independent and Assisted Living)
621 West Oak

Victory Garden Care Center (Assisted Living)
1714 Franklin

Village Manor (Independent Living)
2411 South 2nd

Willamette Manor (Assisted Living)
176 West C Street

Sweet Home

Samaritan Wiley Creek Community (Assisted Living)
5050 Mountain Fir Street

Twin Oaks (Nursing)
950 Nandina Street

Note: This is not a complete list of all facilities. There are other housing facilities, apartment complexes, mobile home parks and other facilities that serve seniors.

Facilities Serving Residents with Developmental Disabilities in Linn County

Albany

Center Enterprises (Employment, training and other services)
832 Elm Street SW

Chamberlin House Inc. (Residential)
808 Elm Street SW
1921 Waverly Avenue SE
1925 Waverly Avenue SE

Oregon Mennonite Residential Services (Residential)
5353 Columbus SE

Lebanon

Willamette Valley Rehabilitation Center (Employment, training and other services)
1853 W. Airway Road

Sweet Home

Oregon Mennonite Residential Services (Residential)
3004 Harding Street

SunShine Industries Inc (Employment, training and other services)
3714 E. Long Street

Private Medical Transport Firms

	Company	Phone	Primary Service Area	Ambulatory	Wheelchair	Stretcher	Secured
1	American Pride	(541) 990-5603	Linn	X			
2	B&R Medical	(541) 497-6009	Linn, Benton	X	X	X	
3	Cascade Medical Trans.	(541) 936-2934	Linn, Benton	X			X
4	Coastal Transport	(503) 391-6230	Linn, Benton	X	X	X	X
5	Comfort Care	(541) 223-2435	Linn, Benton	X	X		
6	Dial-A-Bus	(541) 752-2615	Benton	X	X		
7	Easy Ride	(541) 265-8740	Lincoln	X			
8	Express and Pacific Med.	(541) 924-9400	Linn, Benton	X	X	X	
9	Friendly Ride	(541) 992-4754	Lincoln	X			
10	Gary's Medical Transport	(541) 974-7410	Linn, Benton	X			
11	Greenlight Medical	(541) 401-0207	Linn	X			
12	Handi-Cabs	(541) 342-3003	Linn, Benton	X	X	X	
13	Metro West Ambulance	(541) 642-3003	Linn, Benton		X	X	
14	Mid-Valley Medical Trans	(541) 280-6496	Linn, Benton	X			
15	Pacific West Ambulance	(541) 265-3175	Lincoln	X	X	X	
16	Paul's Transportation	(503) 990-5722	Linn, Benton	X	X		
17	Quality Medical	(541) 791-1872	Linn, Benton	X	X		
18	Reliable Transportation	(541) 367-3004	Linn, Benton	X			
19	Secured Trans of Oregon	(541) 736-8762	Limited				X
20	Tammie's Helping Hands	(503) 233-1331	Linn, Benton	X	X		

Cascades West Ride Line

Provider List as of 6/1/07

**In 2007-2008 the following agencies and programs will receive support from the
Linn County Special Transportation Fund (STF) Program:**

Senior Companion Program **\$6,500**

To reimburse mileage for senior companion volunteers who provide services to frail elderly and younger persons with disabilities

Albany Transit System **\$4,500**

To supplement operational expenses of the fixed route system associated with passengers who are seniors and people with disabilities

Linn-Benton Loop **\$7,200**

To supplement operational expenses of the fixed route system associated with passengers who are seniors and people with disabilities

Lebanon Dial-A-Bus **\$16,200**

To supplement operational expenses of the Lebanon Dial-A-Bus program associated with passengers who are seniors and people with disabilities, including 5,000 rides for persons with developmental disabilities

Albany Call-A-Ride **\$22,140**

To fund transportation services for nutrition meal site and door-to-door rides for seniors and people with disabilities

Sweet Home Dial-A-Bus **\$8,730**

To help operate the Sweet Home Senior Center Dial-A-Bus transportation program for seniors and people with disabilities

Linn Shuttle **\$89,100**

To fund the Linn Shuttle service, providing transportation between Sweet Home, Lebanon and Albany for seniors and people with disabilities, including 20,000 rides for persons with developmental disabilities

Center Enterprises **\$9,600**

To support transportation services for people with severe developmental and concomitant physical disabilities residing in Albany and those who need to go to work sites in Lebanon

Mennonite Residential Services **\$5,600**

To supplement the transportation costs associated with adult residents of the two group homes in Linn County for the developmentally disabled

COG Senior and Disability Services **\$7,000**

To provide rides (bus passes, reimbursement and gas vouchers) for eligible disability services and senior services clients in Linn County

Interfaith Volunteer Caregivers **\$6,250**

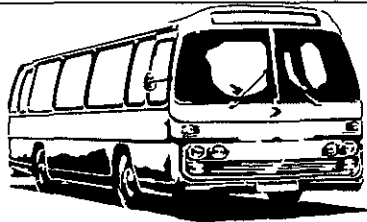

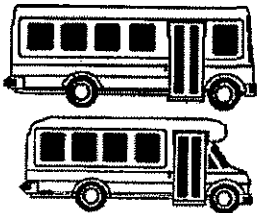

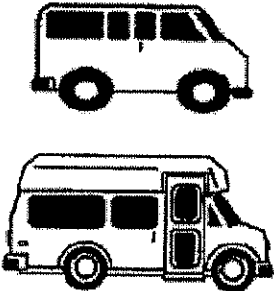
To provide gasoline for senior companion volunteers who provide services to frail elderly and younger persons with disabilities

Program	Sub-Grant No.	Sub-Grant No.	GRANTEE - ID DIFFERENT	OWNER/LESSEE ON TITLE	PLATE NO.	WIN #	Year	Make	Size Cat	Seats	ADA Sta	MILEAGE	STATUS	TITLE
CURRENT TITLES:														
5311				Albany, City of	E229025	2G1WF52E249423794	2004	CHEVY	sedan	5	0	35,687	12/15/2006	Yes
5311				Albany, City of	E229030	2G1WF52E749443717	2004	CHEVY	sedan	5	0	40,565	12/15/2006	Yes
				Albany, City of	E230967	15GGD291451073313	2005	Gillig	Bus	34	2	66,902	12/15/2006	Yes
	OR160031	21470		Center Enterprises Inc	115CNW	1GBDV13L16D190220	2006	Chev	Van Mod	7	2	576	11/1/2006	Yes
	OR160031	21470		Center Enterprises Inc	097CNW	1D8GP24E36B731127	2006	Dodge	Van	7	0	1,099	11/1/2006	Yes
	OR160030	21572		CHAMBERLIN HOUSE, INC.	564BLH	1FMRE11L34HB37458	2004	Ford	Van	8	0	11,744	12/2006?	
	OR160030	21572		CHAMBERLIN HOUSE, INC.	565BLH	1FMRE11L34HB48279	2004	Ford	Van	8	0	12,680	12/2006?	Yes
	OR180018			Lebanon, City of	E223658	1FDXE45S22HA76580	2002	Ford	Small Bus	12	2	40,234	12/31/2006	Yes
	OR160028		Linn County	Linn County General Services	E223191	1FBNE31L93HA19724	2003	Ford	Van			45		Yes
5310			Linn County	Linn County General Services	E229040	1FBNE31L65HA05900	2005	FORD	VAN			40		Yes
5310			Linn County	Linn County General Services	E229041	1FBNE31L35HA05899	2005	FORD	VAN			44		Yes
5310	OR160032	22672		Sweet Home Senior Citizens Inc.	E233773	1FDXE45P16DA31915	2006	Champion	Bus	20	2	0	3/1/2007	Yes
5310	OR160032	22672		Sweet Home Senior Citizens Inc.	E029760	1GBG5V1297F404410	2007	Champion	Bus	32	2	0	3/1/2007	Yes

GRANTEE	OWNER/LESSEE ON TITLE	PLATE NO.	WIN #	YEAR/MAKE	No. Seats / ADA Stations	MILEAGE	DATE TITLE RELEASE	COMMENTS
TRANSFERRED TITLES:								
Albany, City of	Albany, City of	E194971	15GCD2111S1085715	1995 Gillig Bus	50/2	495,735	6/19/2006	Rural fixed rt/commuter svc.
Albany Call-a-Ride / Paratransit	ALBANY, CITY OF	E220384	1GNDX03E21D280154	2001 Chev/Activan	4/2	107,001	6/19/2006	
	CENTER ENTERPRISES	CN01836	1FDXE45S3YHB99152	2000 Ford Small Bus	15/2	25,306	6/19/2006	
	CENTER ENTERPRISES	YEF712	2B5WB35Z01K555262	2001 Dodge Van	15/0	49,464	6/19/2006	
	CENTER ENTERPRISES	YEF710	2B5WB35Z71K555260	2001 Dodge Van	15/0	21,414	6/19/2006	
	CENTER ENTERPRISES	YEF711	2B5WB35Z91K555261	2001 Dodge Van	15/0	10,024	6/19/2006	
	SENIOR CITIZENS OF SWEET HOME	CN01850	1FDXE45FX1HB10878	2001 Ford Small Bus		212,329	5/25/2006	sold?
	SENIOR CITIZENS OF SWEET HOME	CN01851	4UZAABBW21CH92045	2001 Ford Small Bus		256,885	5/25/2006	sold?
Same	SENIOR CITIZENS OF SWEET HOME	CN01410	1FDLE40F3VHB13990	1997 Ford Small Bus	18/1	222,887	2/17/2005	
Same	Sweet Home Senior Center	E202622	1FDLE40S4VHB81549	1997 Ford Small Bus		31,122	2/17/2005	
Albany Call-a-Ride / Paratransit	ALBANY, CITY OF	E190356	1P4GH44R0RX214834	1994 Plymouth Van		111,160	11/3/2004	5/1 passenger
Albany Call-a-Ride / Paratransit	ALBANY, CITY OF	E203200	1FDLE40S0VHB88093	1997 Ford Van		74,000	X	Purchased with Section 5309 ... titled held by the City. 15/2 passenger.
Albany Call-a-Ride / Paratransit	ALBANY, CITY OF	E213534	1G4HP54K4Y4189243	2000 Buick Le Sabre		100,200	11/3/2004	
Albany Call-a-Ride / Paratransit	ALBANY, CITY OF	E225311	15GCD271531111985	2003 Gillig Bus		262,186	X	PTD not on title as SH 5/27/03. Rural fixed rt/commuter svc.
Same	CENTER ENTERPRISES	SDV573	2B5WB35Z9NK105924	1992 Dodge Van		37,128	No title here	
Same	CENTER ENTERPRISES	CN01377	1FDLE40S4VHB81597	1997 Ford Small Bus		51,862	11/16/2004	15/2

ODOT funded vehicles in Linn County. Please note that ODOT is currently updating this list in preparation for a move to a new computer system. When the updated list is available, it will be inserted in the coordinated plan's appendix.

Vehicle Description and Useful Life Standards

	<p>CATEGORY A: Large, Heavy-Duty Transit Bus</p> <p>Built on heavy duty chassis, lift equipped. This category includes articulated buses.</p> <p>Length: 35' to 40'</p> <p>Passengers: 35 - 40+</p> <p>Useful Life: 12 Years or 500,000 miles</p> <p>Price Range: \$200,000 - \$300,000+</p>
	<p>CATEGORY B: Medium-Size, Heavy-Duty Transit Bus</p> <p>Built on heavy-duty chassis, lift-equipped.</p> <p>Length: ~ 30' - 35'</p> <p>Passengers: 25 - 35</p> <p>Useful Life: 10 Years or 350,000 miles</p> <p>Price Range: \$150,000 - \$280,000 (~ \$10,000 more for diesel)</p>
	<p>CATEGORY C: Medium-Size Medium-Duty Transit Bus</p> <p>Built on medium duty chassis, lift equipped.</p> <p>Length: ~ 25-30'</p> <p>Passengers: 16 - 30</p> <p>Useful Life: 7 Years or 200,000 miles</p> <p>Price Range: \$70,000 - \$175,000 (~ \$7,000 to \$10,000 more for diesel)</p>
	<p>CATEGORY D: Medium-Size, Light-Duty Cut-Away Bus (aka Body-on-Chassis)</p> <p>Built on a medium-duty chassis, lift equipped.</p> <p>Length: 20' to 25'</p> <p>Passengers: 12 - 16</p> <p>Useful Life: 5 Years or 150,000 miles</p> <p>Price Range: \$42,000 - \$65,000 (\$5,000 to \$10,000 more for diesel)</p>
	<p>CATEGORY E: Small, Light-duty Bus, Van, Mini-Van, Station Wagon, and Sedan</p> <ol style="list-style-type: none"> 1. Small, light-duty bus (9-12 passenger with 1-2 wheelchair stations) 2. Lift- or ramp-equipped, lowered floor/raised roof, ADA accessible vans 3. Modified minivan 4. Standard van 5. Standard minivan 6. Standard station wagon 7. Standard sedan <p>Passengers: 3 - 14</p> <p>Useful Life: 4 Years or 100,000 miles</p> <p>Price Range: \$18,000 - \$55,000</p>