

Crook County Coordinated Transportation Plan

**Approved by the Crook County Court
June 6, 2007**

Prepared by the Central Oregon Intergovernmental Council

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Executive Summary

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

The Crook County Coordinated Transportation Plan planning process was led by the Crook County STF Committee, which served as the project steering committee. The Central Oregon Intergovernmental Council (COIC) served as plan facilitator, ensuring that all of the statutory requirements for the plan were met. COIC also facilitated stakeholder and public participation, which was the basis for identifying and prioritizing the plan strategies. Both the stakeholder committee and the STF Committee have approved the plan priorities.

The result of the planning process was twofold:

1. The identification of critical public transportation system gaps and barriers, along with proposed strategies to address those barriers; and
2. The development of seven "High Priority" strategies for addressing the gaps and barriers:

Support, maintain and strengthen the existing transportation network; Leverage local public transportation investments to secure state and federal resources

Expand public transportation service hours of operation, weekends and weekday evenings

Expand Dial-A-Ride service boundaries beyond current 8-mile radius from downtown Prineville

Increase the availability of inter-community services to Bend, Redmond, Madras

Develop a clearinghouse for transportation information, including transportation provider routes, services, eligibility, and contact information.

Develop a regional ride scheduling, dispatch and travel information center to facilitate improved coordination

Expand the scope of the Crook County STF Committee to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers

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

The Crook County Court reviewed and approved this plan on June 6, 2007, to serve as the County's Coordinated Human Services Public Transportation Plan.

1. Introduction

1.1. Federal and State Requirements

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

1.2. Plan Purpose and Intent

The purpose of the coordinated plan is to improve transportation services for people with disabilities, seniors, and individuals with lower incomes by identifying opportunities to coordinate existing resources; provide a strategy to guide the investment of financial resources; and guide the acquisition of future grants. The coordinated plan may include elements that address the unique needs of one population, but it also will recognize that transportation needs cross population groups, and that individuals frequently fall within several population categories. The plan should address coordination of resources and services, including general public services available in the area, so as to minimize the duplication of effort, enhance services and encourage the most cost-effective transportation feasible. The plan should consider, to the maximum extent feasible, other similar plans in the regional area, resulting in regional opportunities to coordinate services.

1.3. Funding Sources Affected

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

1.4. Definitions

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

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

2. Planning Process

2.1. Steering Committee

The Crook County Coordinated Planning process began in January, 2007 with the appointment of the Crook County Special Transportation Fund (STF) committee to serve as the project steering committee, and the designation of the Central Oregon Intergovernmental Council as the planning entity. The Steering Committee developed a project work plan to ensure all components of the coordinated plan were completed by June 30, 2007. The Steering Committee also developed an outreach list to invite community-wide participation through surveys and two "Stakeholder Committee" meetings.

2.2. Crook County Transportation System Plan

To begin the planning process, the Crook County Transportation System Plan (TSP) was reviewed. The purpose of the review was to develop an understanding of how Crook County was managing and planning for the public transportation system. The County TSP Goal 6 – Alternative Modes of Transportation states that it is the goal of Crook County to:

Increase the use of alternative modes (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service. Increasing the use of alternative modes includes maximizing the level of access to all social, work, and welfare resources for the transportation disadvantaged. Crook County seeks for its transportation disadvantaged citizens the creation of a customer –oriented regionally coordinated public transit system that is efficient, effective, and founded on present and future needs.

TSP policies related to public transportation include:

- 6.2 Promote alternative modes and rideshare/carpool programs through community awareness and education;**
- 6.3 Coordinate with regional transit service efforts;**
- 6.5 Seek improvements of mass transit services to Crook County;**
- 6.6 Transportation Disadvantaged**
 - a. Continue to support programs for the transportation disadvantaged where such programs are needed and economically feasible**
 - b. Increase all citizens' transportation choices**
 - c. Identify and retain community identity and autonomy**
 - d. Create customer-oriented focus in the provision of transportation services**
 - e. Hold any regional system accountable for levels and quality of service**
 - f. Enhance public transportation and sustainability**
 - g. Promote regional planning of transportation services**
 - h. Use innovative technology to maximize efficiency of operation, planning, and administration of public transportation**
 - i. Promote both inter-community and intra-community transportation services for the transportation disadvantaged**

2.3. Surveys, Data Collection and Resource Analysis

COIC staff reviewed demographic, income and employment, and transportation data from the U.S. Census and other sources to determine the community composition and trends related to special populations. A resource analysis was conducted to determine levels of existing public transportation service, secured and available state and federal funding resources, and administrative capacity within

the county. Additionally, COIC surveyed human service providers to identify common transportation origins and destinations, and to identify where special populations need to travel but are unable to due to cost, lack of service, or other reason.

Organizations submitting survey responses:

Crook County Veterans Service Office
Crook County Health Department
Oregon Department of Human Services
Oregon Vocational Rehabilitation Services
Disabled American Veterans

Central Oregon Intergovernmental Council
Neighbor Impact
Oregon Employment Department
WorkSource Central Oregon – Disability Navigator
Housing Works

The data, analysis and survey responses were reviewed by the Stakeholder Committee, and provided the foundation for the identification and prioritization of public transportation strategies for Crook County.

2.4. Stakeholder Consultation and Feedback

The Stakeholder Committee invitees included representatives from social service providers, representatives of the elderly, organizations serving low income populations, organizations serving people with disabilities, veteran organizations, educational institutions, government agencies, employers and business representatives and community service organizations. Interested citizens were encouraged to participate as well.

The Stakeholder Committee met on the following dates:

Wednesday, April 11; 2:00 to 4:00 PM

Wednesday, May 9; 1:30 to 4:30 PM

Both meetings were held at the Crook County Library, Claudia Broughton Room, 175 NW Meadow Lakes Dr., Prineville.

Organizations participating in the stakeholder meetings:

Cascades East Ride Center
Central OR Community College-Even Start Prog.
Central Oregon Council of Aging
COIC - Employment and Training
Central Oregon Partnership
Commute Options for Central Oregon
Crook County Christian School
Crook County Court
Crook County Dial-a-Ride
Crook County Fire
Crook County Planning
Crook County Public Works

Crook County School District
Economic Development for Central Oregon
Housing Works
Interfaith Volunteer Caregivers
Opportunity Foundation of Central Oregon
Oregon DHS – Seniors and People w/Disabilities
Oregon DHS – Volunteer Services
ODOT Region 4
Oregon Employment Department
Oregon Vocational Rehabilitation Services
Pioneer Memorial Hospital
Sroptimists Senior Center

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

2.5. Define Gaps and Barriers, Priorities for System

The Stakeholder Committee met to review data, resource analysis, and stakeholder feedback and input. The committee identified service gaps and barriers, and strategies to address barriers. At the second meeting, the strategies were reviewed, refined, and prioritized.

3. Transportation Resource Analysis

3.1. Funding Sources for Rural Communities

Public and specialized transportation in Oregon is supported by a variety of state, federal and local funding sources. Federal grants make up about half of the transit funding sources identified in the table below. Most federal funds are passed through state agencies, which are then available to the county either on a competitive basis or distributed under a formula allocation system. In Oregon, the key state agencies responsible for transportation funding are the Public Transit Division of the Oregon Department of Transportation (ODOT) and the Oregon Medical Assistance Program (OMAP), an agency within the Department of Human Services (DHS).

Federal

Elderly & Disabled Transportation Assistance (Sec. 5310) - This is a federally-funded, state-administered grant program for the purpose of meeting the special mobility needs of seniors and people with disabilities. Funds may be used to pay for up to 80% of the costs of vehicles and other capital equipment or purchase-of-service agreements. ODOT consolidates this and other funding sources through a competitive grant program known as the discretionary application process. Grant recipients must provide a 20% in local or state match for these federal funds. Traditionally, program funds have been available to nonprofit agencies. Both state and federal governments now require the development of a coordinated human services transportation plan before Sec. 5310 funds will be released.

Rural Transit Assistance Grants (Sec. 5311) - This federally-funded, state-administered grant program is the primary source of federal funding for the operation of public transit programs in rural communities (areas with populations fewer than 50,000). ODOT allocates the funds to eligible rural counties on a formula based half on population and half on transit ridership. Funds may be used to cover administrative, capital or operating costs of providing transportation to the general public. Funds can also be used to provide intercity service between rural communities or between small towns and urban areas. Grantees must provide a 50% local match to receive these federal funds. Recipients can be public bodies, nonprofit organizations or tribal agencies.

Rural Transportation Assistance Project (RTAP) Section 5311(b) - The Rural Transportation Assistance Program (RTAP) provides training and technical assistance to rural counties and to meet the needs of smaller transit agencies. ODOT's Public Transit Division may be able to pay for training at the Oregon Transportation Conference and other events, conference or training events.

Job Access and Reverse Commute Grants (Sec. 5316) - Federal JARC grants are intended to assist communities reduce transportation barriers to employment and training opportunities. The funds are distributed by formula to states based on their relative share of low income persons. Twenty percent of the \$138 million allocated this year for JARC projects must go to rural areas. ODOT will distribute these funds on a competitive basis through the discretionary funding process. (No JARC funds have ever been applied for in Lake County.)

New Freedom Program (Sec. 5317) - This is a new federal formula grant program to states for the purpose of enhancing transportation service and facility improvements that address the special mobility needs of people with disabilities. Twenty percent of the \$78 million allocated this year for New Freedom projects must go to rural areas. ODOT will distribute these funds on a competitive

basis through the discretionary funding process. In order to receive New Freedom funding, a coordinated transportation plan must be in place.

Medicaid Non-Emergency Transportation (Title XIX) - Under Medicaid, states are required to assure that recipients can get to and from covered medical services. In Oregon, Medicaid funds are managed by the Office of Medical Assistance Programs (OMAP). Medicaid transportation for Medicaid recipients in Crook County is provided by Central Oregon Intergovernmental Council through the Cascades East Rides Center (CERC), a medical ride brokerage. The CERC has a call center staff of four who schedule medical rides and perform dispatch services for the Crook County Dial-a-Ride.

Medicaid Non-Medical Transportation (Title XIX) - Under Medicaid's Home & Community-Based Services (HCBS) programs, certain non-medical services can be provided to Medicaid recipients who might be institutionalized without transportation and other support services. Currently, a significant part of the employment and other non-medical transportation services provided to elderly and disabled Medicaid recipients is supported through the HCBS or long term care waiver program.

State and Local

Special Transportation Fund (STF) - The STF for Elderly and Disabled was established by the legislature in 1985, and is administered by the Public Transit Division of the Oregon Department of Transportation. Revenues come from two sources – a tax on cigarettes and the General Fund budget. Three quarters of the STF (75%) is distributed by formula to each county. The remaining 25% of STF funds are administered by ODOT through a competitive statewide grant program known as the discretionary application process. Funds can be used for the purchase or replacement of vehicles and other capital equipment, operations, planning and development. The amount of formula funds allocated to each county is based on population. The minimum any county receives is \$40,000 under the STF allocation process. The County Board of Commissioners is responsible for the distribution of these formula funds. Up to \$2,000 of the county's allocation can be used for administration.

Crook County STF Recipients for FY2006-07:

- Crook County Dial-a-Ride
- Opportunity Foundation of Central Oregon
- Oregon Department of Human Services Volunteer Services

DD 53 Transportation Funds - Under Oregon's HCBS waiver for aging and disabled populations, federal Medicaid funding is available to cover up to half of the costs of providing non-medical transportation to persons with developmental disabilities and other covered individuals. These so-called DD 53 funds are used to cover a portion of the costs of the employment transportation for individuals with developmental disabilities. ODOT discretionary grant funds are used to provide the non-federal match for this Medicaid waiver program.

Business Energy Tax Credit (BETC) - Under ORS 330, public and nonprofit agencies in Oregon can receive payments for eligible energy conservation projects. Project sponsors must partner with businesses or other entities that have state tax liabilities. Transportation projects eligible to receive tax credits included the purchase of alternative fueled vehicles, car sharing schemes and public transit programs.

3.2. Transportation Infrastructure

A. Crook County Transportation Providers		
Operator	Class	Type of Service
American Smile Transport	private	cab company
Boys and Girls Club	non-profit	client transport
Central Oregon Breeze and Central Oregon Airport Shuttle	private	bus company
Central Oregon Cabulance	private	cab company
COIC/Crook County	public	Dial-A-Ride
COIC	public	medical ride brokerage (administrative)
Columbia Aircraft Employee Shuttle	private	employee shuttle
Commute Options for Central Oregon	non-profit	vanpools, RideShare
Country Cab	private	cab company
Crook County Christian School	private	school buses
Crook County School District	public	school buses
Crook County Veteran Services	public	client transport
DHS Volunteer Services	public	client transport
Grant County Transportation District – People Mover	public	general public
High Desert Express	private	cab company
High Desert Wheelchair Transport	private	cab company
Interstate Tours	private	charter bus company
Opportunity Foundation of Central Oregon	non-profit	client transport
Neighbor Impact Head Start	non-profit	client transport

B. Crook County Transportation Providers – Fleet Information						
Operator	vehicle type	model	capacity	year	estimated condition	special features
	<i>sedan, van, bus?</i>	<i>make, model</i>	<i># people *</i>		<i>excellent, good, fair, or poor?</i>	<i>related to target populations - e.g. wheelchair lift, etc.</i>
American Smile Transport	5 vans		6			Non-accessible
Boys and Girls Club						
Central Oregon Breeze and Central Oregon Airport Shuttle	4 buses	3 champions, International	25	1997, 2003, 2 2004s	all good	all are wheelchair accessible
COIC/Crook County Dial a Ride	2 vans	2 Ford Starcraft vans	16 and 12	2001	Good	Wheelchair accessible, with lifts
Central Oregon Cabulance						
Columbia Aircraft Employee Shuttle	1 van		15			
Country Cab						
Crook County Veteran Services	1 minivan	Ford	6			
DHS Volunteer Services	Volunteer Vehicles used	Varies	Varies	Varies		
Grant County Transit People Mover	vans		15			Wheelchair accessible
High Desert Express	sedan	Mitsubishi Galante	4	1992	poor	note: needs a motor
	van	Ford Windstar	7	2001	excellent	
High Desert Wheelchair Transport	5 vans	4 Dodge Grand Caravans; 1 Dodge Sprinter	1 wheelchair passenger each	2000, 2001, 3 2003s and a 2006	all excellent	wheelchair lifts
Interstate Tours	2 buses	MCI	47	1981 & 1988	both good	
Neighbor Impact Head Start	buses					
Opportunity Foundation of Central Oregon	22 vans		12			Wheelchair accessible with lifts
School District Fleet						
Crook County School District						
Crook County Christian School						

*excluding driver

C. Crook County Transportation Providers – Service Area and Service Population Information				
Operator	Service Area Geography	Service Frequency	Hours of Operation	Service Population
	<i>e.g. community, radius, ?</i>	<i>e.g. hourly, daily, weekly, on-demand?</i>	<i>days and hours</i>	<i>e.g. general public, elderly, clients?</i>
American Smile Transport	Bend, Redmond, Sisters, Prineville	on-demand	7 days/week, 4 am to 12 am	Medical patients, clients
Boys and Girls Club	Prineville area		M-F?	children 6-18, staff
Central Oregon Breeze and Central Oregon Airport Shuttle	BUS 1: Bend, Redmond Airport, Terrebonne, Madras, Warm Springs, Sandy, Gresham, Max line, PDX airport, PDX downtown (does Prineville loop on return)	1x/day	Departs Bend 7 am; Arrives Portland 11 am. Departs Portland 1:30 pm; Arrives Bend 6:10 pm. 7 days/week	general public
	BUS 2: Bend, Redmond Airport, Prineville, Madras, Warm Springs, Mt. Hood, Sandy, Gresham, Max line, PDX airport, PDX downtown (not Prineville on return)	1x/day	Departs Bend 11:30 am; Arrives Portland 4pm. Departs Portland 6pm; Arrives Bend 10:30 PM 7days/week	general public
Central Oregon Cabulance				
COIC/Crook County Dial a Ride	8 mile radius from downtown Prineville; Trips to Redmond/Bend on Thursdays	Demand response	M-F 9:00 to 4:00	Elderly and disabled, open to general public
Columbia Aircraft Employee Shuttle	Prineville, Redmond, Bend	1/day	M-F 6:30 am to 2:30 pm	Employees of Columbia Air (Bend employer)
Country Cab	Prineville – Central Oregon	on-demand		
Crook County Veteran Services	Prineville (excluding Juniper Canyon) to the Bend VA clinic, or to Redmond meet the Disabled Veterans of America van to Portland. Infrequently to Portland to VA Hosp.	On demand	M-F	Veterans
DHS Volunteer Services	Central Oregon wide	Demand response		DHS clients, served through volunteer drivers
Grant County Transit – People Movers	Travels through Prineville on the way to Redmond (airport) and Bend (Lava Lanes). Rides to medical appointments if requested.	Wednesday and Friday	Arrives in Prineville at 9:00 to 9:45; returns 4:55 to 5:25	General public
High Desert Express	whole county and beyond	on-demand	variable	general public
High Desert Wheelchair Transp.	Warm Springs, Deschutes, Jefferson, Crook Counties – will take people out of the region as well	on-demand	M-F 5am-6pm Saturday 5am-2pm	specialized transport for wheelchair clients of OMAP as well as private
Interstate Tours	Pacific Northwest	on-demand	any time	private charter clients

Opportunity Foundation of Central Oregon	Prineville	Fixed and on-demand	Fixed – M-F Demand – 24/7	OFCO clients
Neighbor Impact Head Start	generally Prineville			Head Start students (children)
School District Fleet				
Crook County School District			M-F	public school students
Crook County Christian School				public school students

3.3. Administrative Capacity

The following are existing administrative and other resources within or serving Crook County:

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

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

Commute Options for Central Oregon: Commute Options administers and helps start up several vanpool and carpool match services within Central Oregon. Assists providers with access to Business Energy Tax Credit program.

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

4. Data Analysis and Needs Assessment

Overview

Total population: 24,525 (source: Portland State University, 2006 estimate)

Square miles: 2,991 (source: Crook County)

Persons per square mile: 8.20

Population centers:

Prineville: 9,990 (Portland State University, 2006 estimate)

Unincorporated: 14,535 (Portland State University, 2006 estimate)

Juniper Canyon

Post

Paulina

Powell Butte

4.1. Demographics and Population

Noteworthy trends and statistics:

- Crook County was the fastest growing county in Oregon during 2006 – experiencing a 7.7% growth rate for the year. See Appendix Table A1
- Prineville's population is also increasing rapidly, with an estimated population of nearly 10,000. See Appendix Table A2.
- Crook County's Hispanic population was the county's fastest growing ethnic group from 1990 to 2000, though growth rates in the Hispanic population were lower than state and US averages. See Appendix Table A3.
- The fastest growing age group from 1990 to 2000 was the 50-64 age group. This group increased at a higher rate than the region as a whole, Oregon, and the US. The slowest growing age group is the Under 5 age group. See Appendix Table A4.
- Crook County's senior population will increase as a percent of the county's total population – from 20.3% in 2000 to a projected high of 23.3% in 2020. Additionally, the numbers of 85+ residents will grow steadily. See Appendix Table A5.
- Crook County's population is projected to continue growing at higher rates than state average over the next 30 years. See Appendix Table A6.
- Crook County's population with disabilities exceeds state averages. See Appendix Table A7.
- Proposed destination resorts in Crook County will impact population and transportation patterns According to the Bend Bulletin, these destination resorts could add a combined 4,550 new homes, plus at least another 1,000 over-night units to the county:

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

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

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

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

4.2. Income and Employment

Noteworthy trends and statistics:

- Crook County's average wage, per capita income and median household income are lower than Oregon and US averages. See Appendix Table A8.
- Crook County's unemployment rate is higher than state and US averages, and increased sharply between December and February. See Appendix Table A9.
- A total of 2,486 Crook County residents lived below poverty levels in 2003, including 919 children. Crook County is on line with state averages on persons in poverty, but has a higher percentage of children living in poverty. See Appendix Table A11.

4.3. Transportation Data

Noteworthy trends and statistics:

- Crook County worker mean travel time to work is lower than state and federal averages. See Appendix Table A14.
- An increasing percentage of Crook County workers commute out of county for employment. See Appendix Table A15.
- Anecdotally, most of Crook County's commuters travel to Bend and Redmond for employment. See Appendix Table A16
- Fuel costs are rising rapidly in Oregon, as well as nationally. See Appendix Table A19, A20.

5. Barriers and Gap Analysis

COIC conducted outreach interviews with stakeholder organizations in Crook County during the time period of June through September, 2006. The purpose of the outreach interviews was to discuss the County Dial-a-Ride system with representatives of special populations, and to inquire about unmet transportation needs and barriers. COIC also conducted a survey of transportation providers and human services organizations that serve special populations in Crook County to determine destinations for which clients/customers are unable to travel to. Additionally, the Crook County Transportation Stakeholder Committee identified barriers and service gaps within a facilitated session on April 11, and refined the list on May 9.

Service Gaps and Barriers	Strategies to Address Barriers
<i>a. Protect and Strengthen Existing Services</i>	
<ul style="list-style-type: none"> • Increasing demand for transportation services, limited financial resources to support transportation services • Need for reliable and adequate operations and capital funding for existing transportation providers, to protect existing transportation system 	<p>Strategy #1: Support, maintain and strengthen the existing transportation network; Leverage local public transportation investments to secure state and federal resources</p>
<i>b. Hours of operation for Dial-a-Ride services</i>	
<ul style="list-style-type: none"> • Availability of Dial-a-Ride transportation services before 9:00 am, after 4:00 pm, and on weekends, for medical rides, education rides (evening classes) 	<p>Strategy #2: Expand Dial-a-Ride service hours of operation, weekends and weekday evenings</p>
<i>c. Service area</i>	
<ul style="list-style-type: none"> • Larger service area for Dial-a-Ride services, specifically Juniper Canyon 	<p>Strategy #3: Expand Dial-A-Ride service boundaries beyond current 8-mile radius from downtown Prineville</p>
<i>d. Trips outside of Crook County (inter-city)</i>	
<ul style="list-style-type: none"> • Non-Medicaid transport to specialists in Bend and Redmond, M-F 8 to 5 • Affordable transportation to Bend for social services • Affordable access to employment centers in Deschutes County for job seekers • Affordable access to COCC locations in Bend and Redmond • Social and shopping in Bend and Redmond, including Redmond pool • Commuting options between communities, for workforce to 	<p>Strategy #4: Increase the availability of inter-community services to Bend, Redmond</p>

other counties, destination resorts, access to education ctrs	
<ul style="list-style-type: none"> Wheelchair accessible access to services in Bend for veteran population (veteran outpatient counseling center in Bend) 	Strategy #5: Market availability, expand capacity of Crook County Veterans Services van
e. Rides for certain populations/rider groups	
<ul style="list-style-type: none"> Rides for youth to mental health services, other youth activities and services 	Strategy #6: Develop services designed to meet the needs of youth riders for improved access to activities and services
<ul style="list-style-type: none"> Availability of locally-based stretcher transport; rides to VA Hospital for non-mobile veterans 	Strategy #7: Develop a locally-based stretcher transport provider
<ul style="list-style-type: none"> Fire & Rescue Dept. transport used in non-emergency situations 	<p>Strategy #8: Develop a voucher system for non-emergency medical rides to decrease reliance on emergency service transport.</p> <p>Strategy #9: Develop a system for providing information/education to incoming hospital patients on ride options and existing services</p>
<ul style="list-style-type: none"> Cost of hospital staff to accompany on some discharge rides 	Strategy #10: Dial-a-Ride drivers trained to serve as attendants for hospital discharge
<ul style="list-style-type: none"> Transportation providers qualified/trained to deal with post traumatic stress disorder 	Strategy #11: Develop a shared training program for transportation providers
<ul style="list-style-type: none"> Number of Crook County Medicare/Medicaid clients that must travel to Bend for medical services due to lack of local provider slots 	Strategy #12: Increase the number of medical care providers who accept Medicaid/Medicare patients (increase slots) to decrease the need for inter-community medical transportation
<ul style="list-style-type: none"> Need for work force transportation 	Strategy #27: Employers develop a shared commuting vanpool for intra-county trips into Prineville
f. Accessibility	
<ul style="list-style-type: none"> Monthly pass or ticketing system for Dial a Ride 	Strategy #13: Develop monthly pass for Dial-A-Ride
<ul style="list-style-type: none"> Expanded bag limit for Dial-a-Ride (current limit is two bags per rider) 	Strategy #14: Expand bag limit on Dial-A-Ride
<ul style="list-style-type: none"> Cost of Dial a Ride fares - \$2 too high for low income riders 	Strategy #15: Develop alternate Dial-A-Ride fare structure to lower the cost for low income riders
<ul style="list-style-type: none"> Cost of Dial-A-Ride fares for seniors - \$1 per trip too high for some low income seniors 	Strategy #16: Develop an alternate Dial-A-Ride fare structure to lower costs for low-income senior riders

<ul style="list-style-type: none"> • 24-hour notice for scheduling Dial-a-Ride trips – difficulty in accommodating unplanned trips 	<p>Strategy #17: Review Dial-A-Ride scheduling policies, identify areas of flexibility for critical ride scheduling</p>
<ul style="list-style-type: none"> • The availability of Dial a Ride/transportation service brochures in Spanish 	<p>Strategy #18: Produce flyers and other outreach materials in Spanish</p>
<ul style="list-style-type: none"> • Access to information on rides/transportation options, so that riders can identify what their options are quickly and easily 	<p>Strategy #19: Develop a clearinghouse for transportation information, including transportation provider routes, services, eligibility, and contact information.</p>
<ul style="list-style-type: none"> • Regional one-stop call-in center for ride information and dispatch 	<p>Strategy #20: Develop a regional ride scheduling, dispatch and travel information center to facilitate improved coordination</p>
<ul style="list-style-type: none"> • Availability of child car seats on Dial-a-Ride buses 	<p>Strategy #21: Research public transportation policies for child car seat usage best practices, secure funding resources to train drivers and obtain car seats and equipment</p>
<ul style="list-style-type: none"> • Some special population riders need support and advocacy to access appropriate services 	<p>Strategy #22: Develop Facilitators, navigators or case workers to help match client to services, advocate for clients</p>
<p><i>g. Planning and Coordination</i></p>	
<ul style="list-style-type: none"> • Public transportation needs transcend Crook County; regional-level needs 	<p>Strategy #23: Support regional-level coordinated transportation planning, with the goal of developing a regional system for public transportation services</p>
<ul style="list-style-type: none"> • Logistics-based coordination of transportation services not feasible due to lack of regional coordinating entity 	<p>Strategy #24: Identify or develop a regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services</p> <p>Strategy #25: Coordinate transportation services to the greatest degree possible to ensure efficient utilization of limited resources; Gain efficiencies through coordinated provider administrative services: develop of a model agreement to coordinate transportation services; develop a coordinated approach to insurance, training, dispatch and other central support services</p> <p>Strategy #26: Develop an ongoing Crook County Coordination committee or task force to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers</p>

6. Prioritized Strategies

At the May 9 Stakeholder Committee meeting, attendees revised the list of draft needs and strategies (see Section 5 table), and then individually scored them based on the following criteria:

- the strategy addresses an identified need
- the strategy impacts target populations significantly
- funding sources are identifiable, including local match
- an identifiable lead partner would be likely to take it on
- the strategy can be implemented within the next year or two
- the strategy builds on and/or better coordinates existing resources

6.1 Highest Priority Strategies

After the scoring was complete, the resulting scores were shown to the participants who were led through a facilitated discussion of the results. During this discussion, a few of the higher-priority strategies were removed from the list, and others were elevated for various reasons. At the end of the meeting, the following list of strategies/projects were listed as “highest priority” (all weighted equally):

Strategy #1: Support, maintain and strengthen the existing transportation network;
Leverage local public transportation investments to secure state and federal resources

Strategy #2: Expand public transportation service hours of operation, weekends and weekday evenings

Strategy #3: Expand Dial-A-Ride service boundaries beyond current 8-mile radius from downtown Prineville

Strategy #4: Increase the availability of inter-community services to Bend, Redmond, Madras

Strategy #19: Develop a clearinghouse for transportation information, including transportation provider routes, services, eligibility, and contact information.

Strategy #20: Develop a regional ride scheduling, dispatch and travel information center to facilitate improved coordination

Strategy #26: Expand the scope of the Crook County STF Committee to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers

Appendix A – Data Tables

A1. Population Information	Crook County	C.O. Region	Oregon
Population			
1990	14,111	102,745	2,842,321
1993	15,300	117,000	3,038,000
1998	16,650	138,950	3,267,550
2000	19,182	153,558	3,421,399
2002	20,200	166,550	3,504,700
2004	20,650	176,350	3,582,600
2005	22,755	186,845	3,631,440
2006	24,525	198,550	3,690,505
Source: Portland State University Center for Population Research			
Annual Population Growth Rate			
Population Change 1990-2000	5,071	50,813	579,078
Annual Growth Rate 1990-2000	3.6%	4.9%	2.0%
Population Change 2000-2005	3,573	33,287	210,041
Annual Growth Rate 2000-2005	3.7%	4.3%	1.2%
Growth Rate 2005-2006	7.7%	6.2%	1.6%
Source: U.S. Census, Portland State University Center for Population Research			

A2. City Population	Prineville
1990	5,355
2000	7,358
2004	8,640
2005	9,080
2006	9,990
Source: Portland State University Center for Population Research	

A3. Race and Ethnicity								
1990	Crook County		Region		Oregon		U.S.	
Total Population	14,111		102,745		2,842,321		248,709,873	
White	13,637		97,124		2,636,787		199,686,070	
Black	11		120		46,178		29,986,060	
American Indian and Alaska Native	221		3,543		38,496		1,959,234	
Asian or Pacific Islander	47		553		69,269		7,273,662	
Hispanic	388		3,362		112,707		22,354,059	
Percent of Total Population, 1990								
White	96.6%		94.5%		92.8%		80.3%	
Black	0.1%		0.1%		1.6%		12.1%	
American Indian and Alaska Native	1.6%		3.4%		1.4%		0.8%	
Asian or Pacific Islander	0.3%		0.5%		2.4%		2.9%	
Hispanic	2.7%		3.3%		4.0%		9.0%	
2000	Crook County		Region		Oregon		U.S.	
Total Population	19,182		153,558		3,421,399		281,421,906	
White	17,830		140,366		2,961,623		211,460,426	
Black	8		280		55,662		34,658,190	
American Indian and Alaska Native	250		4,187		45,211		2,475,956	
Asian or Pacific Islander	88		1,121		109,326		10,641,833	
Hispanic	1,082		8,758		275,314		35,305,818	
Percent of Total Population, 2000								
White	93.0%		91.4%		86.6%		75.1%	
Black	0.0%		0.2%		1.6%		12.3%	
American Indian and Alaska Native	1.3%		2.7%		1.3%		0.9%	
Asian or Pacific Islander	0.5%		0.7%		3.2%		3.8%	
Hispanic	5.6%		5.7%		8.0%		12.5%	
Change in Proportion (%) of each Race Group 1990-2000								
	Crook County		Region		Oregon		U.S.	
White	-3.7%		-3.1%		-6.2%		-5.1%	
Black	0.0%		0.1%		0.0%		0.3%	
American Indian and Alaska Native	-0.3%		-0.7%		0.0%		0.1%	
Asian or Pacific Islander	0.1%		0.2%		0.8%		0.9%	
Hispanic	2.9%		2.4%		4.1%		3.6%	

Source: U.S. Census Bureau

A4. Age Groups by Number and % of Total Population, 1990 to 2000								
Population 1990*	Crook County		Region		Oregon		U.S.	
Age	#	%	#	%	#	%	#	%
UNDER 5	1,024	7.3%	7,602	7.4%	201,421	7.1%	18,354,443	7.4%
5 to 17	2,840	20.1%	19,869	19.3%	522,709	18.4%	45,249,989	18.2%
18 to 29	1,979	14.0%	14,764	14.4%	479,509	16.9%	48,050,809	19.3%
30 to 49	3,950	28.0%	31,815	31.0%	881,792	31.0%	73,314,332	29.5%
50 to 64	2,074	14.7%	14,352	14.0%	365,566	12.9%	32,498,383	13.1%
65 and up	2,244	15.9%	14,343	14.0%	391,324	13.8%	31,241,787	12.6%

	Total 1990	14,111	100.0%	102,745	100.1%	2,842,321	100.0%	248,709,743	100.0%
Population 2000**	Crook County		Region		Oregon		U.S.		
Age	#	%	#	%	#	%	#	%	
UNDER 5	1,254	6.5%	9,795	6.4%	223,005	6.5%	19,175,798	6.8%	
5 to 17	3,846	20.1%	29,554	19.2%	623,521	18.2%	53,118,014	18.9%	
18 to 29	2,518	13.1%	21,307	13.9%	561,734	16.4%	46,524,790	16.5%	
30 to 49	5,196	27.1%	45,912	29.9%	1,034,734	30.2%	85,751,319	30.5%	
50 to 64	3,550	18.5%	26,720	17.4%	540,228	15.8%	41,860,232	14.9%	
65 and up	2,817	14.7%	20,269	13.2%	438,177	12.8%	34,991,753	12.4%	
Total 2000	19,181	100.0%	153,557	100.0%	3,421,399	100.0%	281,421,906	100.0%	
Change in Age Group 1990-2000; Total # Increase/Decrease and Change in Proportion(%) of each Age Group									
	Crook County		Region		Oregon		U.S.		
Age	#	%	#	%	#	%	#	%	
UNDER 5	230	-0.7%	2,193	-1.0%	21,584	-0.6%	821,355	-0.6%	
5 to 17	1,006	-0.1%	9,685	-0.1%	100,812	-0.2%	7,868,025	0.7%	
18 to 29	539	-0.9%	6,543	-0.5%	82,225	-0.5%	(1,526,019)	-2.8%	
30 to 49	1,246	-0.9%	14,097	-1.1%	152,942	-0.8%	12,436,987	1.0%	
50 to 64	1,476	3.8%	12,368	3.4%	174,662	2.9%	9,361,849	1.8%	
65 and up	573	-1.2%	5,926	-0.8%	46,853	-1.0%	3,749,966	-0.1%	
Total	5,070		50,812		579,078		32,712,163		
Growth Rate of Age Groups 1990-2000									
	Crook Co.		Region		State of Oregon		United States		
Age	#	%	#	%	#	%	#	%	
UNDER 5	230	22.5%	2,193	28.8%	21,584	10.7%	821,355	4.5%	
5 to 17	1,006	35.4%	9,685	48.7%	100,812	19.3%	7,868,025	17.4%	
18 to 29	539	27.2%	6,543	44.3%	82,225	17.1%	(1,526,019)	-3.2%	
30 to 49	1,246	31.5%	14,097	44.3%	152,942	17.3%	12,436,987	17.0%	
50 to 64	1,476	71.2%	12,368	86.2%	174,662	47.8%	9,361,849	28.8%	
65 and up	573	25.5%	5,926	41.3%	46,853	12.0%	3,749,966	12.0%	
Total Pop. Increase	5,071	26.4%	50,812	33.1%	579,078	16.9%	32,712,033	11.6%	

* Source: ESRI Data and Maps Copyright 1996,1998 CD 1

**ESRI Data and Maps Copyright 2001-2005 DVD

A5. Forecasts of Central Oregon's Senior Population, 2005 - 2040										
Year 2000	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>	Total	% increase since 2005	% of Total
Oregon Total	3,618,200	168,846	124,832	101,126	88,999	71,763	67,597	623,164		17.2%
Crook County	21,035	1,149	958	764	627	406	362	4,264		20.3%
Region	181,520							TRI-COUNTY TOTAL 33,955		18.7%
Year 2010	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>			
Oregon Total	3,843,900	228,279	159,820	112,772	85,347	67,733	76,272	730,223	17.2%	19.0%
Crook County	23,051	1,516	1,072	890	637	470	396	4,983	16.8%	21.6%
Region	204,012							TRI-COUNTY TOTAL 43,163	27.1%	21.2%
Year 2015	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>			
Oregon Total	4,095,708	262,471	217,832	145,136	95,840	65,626	81,172	868,076	39.3%	21.2%
Crook County	25,249	1,566	1,423	1,000	745	482	458	5,673	33.0%	22.5%
Region	227,746							TRI-COUNTY TOTAL 49,274	45.1%	21.6%
Year 2020	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>			
Oregon Total	4,359,258	267,583	251,301	198,776	124,275	74,495	84,909	#####	60.7%	23.0%
Crook County	27,590	1,722	1,470	1,329	842	567	509	6,439	51.0%	23.3%
Region	250,805							TRI-COUNTY TOTAL 66,606	96.2%	26.6%
Year 2030	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>			
Oregon Total	4,891,225	261,311	253,683	237,821	201,648	137,799	119,971	#####	94.5%	24.8%
Crook County	32,796	1,624	1,526	1,552	1,208	912	770	7,591	78.0%	23.1%
Region	293,560							TRI-COUNTY TOTAL 86,238	154.0%	29.4%
Year 2040	<u>Total Population</u>	<u>60-64</u>	<u>65-69</u>	<u>70-74</u>	<u>75-79</u>	<u>80-84</u>	<u>85+</u>			
Oregon Total	5,425,408	297,787	268,516	235,769	208,589	171,551	213,094	#####	89.7%	21.8%
Crook County	38,553	2,091	1,751	1,495	1,291	1,113	1,282	7,742	81.5%	20.1%
Region	331,734							TRI-COUNTY TOTAL 104,789	208.6%	31.6%

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

A6. Forecast of Population Change (OEA)	Crook County	Dechutes County	Jefferson County	Region	Oregon
(Based on 2003 population estimates)					
2010	23,051	158,792	22,168	204,011	3,843,900
2015	25,249	178,418	24,079	227,746	4,095,708
2020	27,590	197,150	26,065	250,805	4,359,258
2025	30,125	214,479	28,298	272,902	4,626,015
2030	32,796	229,933	30,831	293,560	4,891,225
2035	35,569	244,069	33,390	313,028	5,154,793
2040	38,553	247,088	36,094	321,735	5,425,408
Projected Annual Growth Rate					
2005-2010	1.83%	2.52%	1.57%		1.21%
2010-2015	1.82%	2.33%	1.65%		1.27%

2015-2020	1.77%	2.00%	1.59%	1.25%
2020-2025	1.76%	1.68%	1.64%	1.19%
2025-2030	1.70%	1.39%	1.71%	1.11%
2030-2035	1.62%	1.19%	1.59%	1.05%
2035-2040	1.61%	1.04%	1.56%	1.02%

Source: Oregon Office of Economic Analysis, Long-Term County Forecast, 2004

A7 Disabilities (2000)	Crook County	Oregon
Population 5 to 20 years	8.3%	8.0%
Population 21 to 64 years	21.7%	18.0%
Population 65 years and older	51.6%	41.5%
Total population 5 years and older	23.0%	18.8%

Source: US Census, 2000

A8. Income and Workforce	Crook County	Oregon
Average Annual Nonfarm Employment		
2001	6,120	1,593,600
2002	5,980	1,572,300
2003	5,907	1,563,650
2004	6,310	1,595,683
2005	6,685	1,652,859
Source: Oregon Employment Department		
Average Wage per Job		
1993	\$22,111	\$23,654
1995	\$22,538	\$25,399
1997	\$23,989	\$27,968
1999	\$25,811	\$30,340
2001	\$26,880	\$32,655
2003	\$29,354	\$34,446
2004	\$30,779	\$35,621
2005	\$31,664	\$36,591
Source: Oregon Employment Department		
Per Capita Personal Income		
1999	\$20,261	\$26,481
2001	\$21,193	\$28,507
2003	\$21,842	\$29,161
2004	\$22,719	\$30,561
Source: US Bureau of Economic Analysis, REIS		
Median Household Income (Family of 4)		
2000	\$34,400	\$46,000
2001	\$34,700	\$47,800
2002	\$35,300	\$48,900
2003	\$45,100	\$56,300
2004	\$47,900	\$58,600
2005	\$48,050	\$58,600
2006	\$49,400	\$58,900
Source: 2005 Central Oregon Area Profile, Economic Development for Central Oregon		

A9. Unemployment Rates	Crook County	Oregon	US
1990	6.8	5.4	5.6
1995	7.9	4.9	5.6
2000	7.2	5.1	4
2001	8.3	6.4	4.7
2002	9.2	7.6	5.8
2004	8.1	7.3	5.5
2005	6.7	6.1	5.1
April, 2006	6.1	5.6	4.5
August, 2006	5.5	5.2	4.6
December, 2006	5.7	5.2	4.3
February, 2007	8.2	5.3	4.5

Source: Oregon Employment Department

A10. Covered Employment and Payroll per Industry				
Crook County	2004 Employment	% of Employment	Total Payroll	Average Pay
Natural Resources & Mining	255	4.04%	\$7,831,219	\$30,710
Construction	306	4.85%	\$8,863,232	\$28,964
Manufacturing	1,209	19.18%	\$36,386,029	\$30,095
Trade, Transportation. & Utilities	1,658	26.30%	\$60,420,921	\$36,442
Information	26	0.41%	\$788,953	\$30,344
Financial Activities	135	2.14%	\$3,627,214	\$26,868
Professional & Business Services	302	4.79%	\$10,636,654	\$35,220
Education & Health Services	586	9.29%	\$15,500,908	\$26,452
Leisure & Hospitality	456	7.23%	\$5,029,852	\$11,030
Other Services	196	3.11%	\$2,857,311	\$14,578
Total All Government	1,176	18.65%	\$42,169,802	\$35,858
Total	6,305	100.00%	\$194,112,095	\$30,787

Source: Oregon Employment Department

A11. Poverty Rates, 1993-2003			
	Crook	Oregon	U.S.
Total Persons in Poverty			
1993	1,759	406,722	39,264,811
1997	2,226	379,506	35,573,858
2000	2,357	361,280	31,581,086
2002	2,532	396,157	34,569,951
2003	2,496	423,918	35,861,170
Percent of Population in Poverty			
1993	10.9%	13.2%	15.1%
1997	12.8%	11.6%	13.3%
2000	12.0%	10.6%	11.3%
2002	12.4%	11.3%	12.1%
2003	11.8%	12.0%	12.5%
Children Under 18 in Poverty			
1993	614	146,719	15,727,492
1997	854	134,932	14,113,067
2000	876	127,544	11,587,118
2002	791	127,481	12,132,645
2003	919	147,433	12,865,806

Percent of Children Under 18 in Poverty			
1993	14.0%	18.3%	22.7%
1997	18.6%	16.3%	19.9%
2000	17.6%	15.1%	16.2%
2002	16.0%	15.1%	16.7%
2003	18.4%	17.4%	17.6%

Poverty Statistics Source: US Census Bureau

A12. Number of Physicians per 1,000 in population				
	Crook	Deschutes	Oregon	U.S.
2002	0.3	2.3	2.2	2.3
2000	0.5	2.1	2.1	2.2
1998	0.5	2	2	2.2
1996	0.6	2	2	2.2

Source: Northwest Area Foundation, American Medical Association

A13. Central Oregon's Largest Employers		
Employer	County	# of Employees
Cascade Healthcare Community	Deschutes	2,381
Bend La Pine School District	Deschutes	1,600
Bright Wood Corporation	Desch, Jefferson	1,500
Les Schwab Tire Center	All Counties	1,192
Deschutes County	Deschutes	950
State of Oregon	All Counties	908
Warm Springs Confederated Tribes	Jefferson	895
Sunriver Resort	Deschutes	850
Mt. Bachelor, Inc.	Deschutes	850
Columbia Air	Deschutes	750
T-Mobile	Deschutes	707
Redmond School District	Deschutes	705
Clear Pine Mouldings	Crook	600
Bend Memorial Clinic	Deschutes	593
Safeway	All Counties	582
Eagle Crest Partners, Ltd.	Deschutes	550
Jeld-Wen Window and Door	Deschutes	540
iSKY	Deschutes	500
Deschutes National Forest	Deschutes	495
City of Bend	Deschutes	495
Wal Mart	Deschutes	490
Jefferson County School District	Jefferson	479
Central Oregon Community College	Deschutes	455
Fred Meyer	Deschutes	448
Hap Taylor & Sons	Deschutes	420
Crook County School District	Crook	400

Source: Cascade Business News, Central Oregon Book of Lists 2007

A14. Mean Travel Time to Work by County - Measured in Minutes					
	Crook	Deschutes	Jefferson	Oregon	U.S.
2000	18.7	18.7	20.9	22.2	25.5

Source: US Census, 2000

A15. Commuting to Another County, 1990-2000			
Share of Residents Commuting to Another County for Work - 1990 and 2000			
	Crook	Deschutes	Jefferson
1990	14.00%	5.90%	15.70%
2000	19.60%	5.80%	24.40%
Share of County's Jobs Held by its Residents - 1990 and 2000			
1990	84.90%	94.20%	87.10%
2000	84.50%	93.20%	85.50%

Source: Oregon Employment Department/US Census

A16. Where Employees Live by Community, 2006							
Place of residence:	Place of Work:						
	Bend	Sisters	Redmond	Prineville	Madras	Culver	Metolius
Bend	76.7%	19.3%	19.2%	3.5%	14.5%	0.3%	0.0%
Sisters	3.8%	63.0%	0.7%	0.1%	1.0%	0.0%	0.0%
Redmond	10.0%	15.3%	52.9%	9.2%	7.3%	22.6%	0.0%
Prineville	2.5%	0.6%	11.9%	84.4%	8.0%	3.0%	0.0%
Madras	0.9%	1.3%	3.2%	1.8%	55.2%	17.0%	0.0%
Culver	0.4%	0.0%	0.4%	0.4%	7.5%	53.7%	0.0%
Metolius	0.1%	0.0%	0.9%	0.4%	1.1%	3.4%	75.0%
La Pine	4.2%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%
Warm Springs	0.3%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%
Other	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	25.0%
# of Businesses Surveyed	44	8	15	27	17	7	1
# of Employees Surveyed	2,337	192	1,134	1,291	200	163	4

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

A17. Carpool Rates - Workers 16 and Older			
	Crook	Oregon	U.S.
1990	13.55%	12.76%	13.29%
2000	18.00%	12.20%	12.20%

Source: US Census, 2000 and 1990

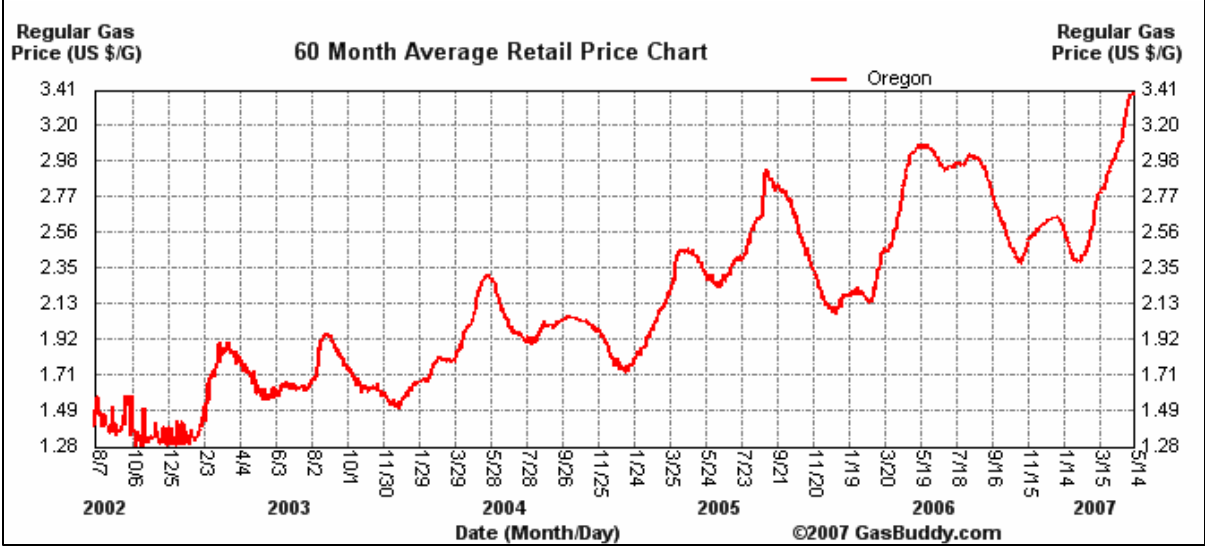
A18. Cascades East Ride Center – Medicaid Trips Origins/Destinations		
May 1, 2006 to April 30, 2007		
Trip	Number of trips	Percent of trips
Prineville to Prineville	358	48%
Prineville to Bend	228	31%
Prineville to Redmond	139	19%
Other	18	2%
Total trips	743	100%

Source: Cascades East Ride Center, COIC

A19. Gasoline Price Trending - Oregon				
	Regular	Mid	Premium	Diesel
Oregon Unleaded Avg., 5/8/07	\$3.38	\$3.56	\$3.61	\$2.96
Month Ago	\$2.98	\$3.15	\$3.19	\$2.88
Year Ago	\$3.04	\$3.21	\$3.25	\$3.18

Source: AAA

Table A20. Oregon Average Gas Prices Since August, 2002



Appendix B – Stakeholder Survey Results

B1. Crook County Human Services Providers – Common Special Population Transportation Origins/Destinations

Organization	Clients Served	Common Origins	Common Destinations
Crook County Veterans Service Office	Veterans	All over Prineville, Crook County	Bend V.A. Clinic
			Safeway in Redmond to connect to DAV Shuttle to PDX
Central Oregon Intergovernmental Council – Prineville Employment and Training Office	Low Income, Disabled, Seniors, Job Seekers	Ochoco Care Center	Bi Mart
		Ashley Manor	Ochoco Plaza
		Carriage House	Pioneer Health Care, clinic pharmacy, etc.
		Green Acres Trailer Park	Prineville Senior Center
		Trailer Park on Madras Hwy	Bend Memorial Clinic
		Grasshopper Village	WorkSource Prineville, DHS
		Apartments - Fairmont and 10th	Ochoco Community Clinic
		Rio Vista Apartments	Wal Mart Redmond
		Prairie House	COCC Bend and Redmond
		Ridgeview Court	Doctors in Redmond
		St. Charles Court	VA Clinic in Bend (2)
			VA Clinic in PDX (2)
			Grocery Stores, pharmacies
Crook County Health Department	Low Income, Disabled, Seniors	Ridgeview Apartments	Central Oregon Pediatrics
		Deer Ridge Subdivision	Pioneer Health Care Clinic (2)
		North Ridge Subdivision	High Desert Health Care
		Grasshopper Village (2)	Crook County Health Dept.
		Desert Queen Trailer Park	Ochoco Community Clinic (2)
		Combs Flat Rd Trailer Park	St. Charles Medical Center Bend
		Cascade Loop Trailer Park	DHS office (2)
		McDougal Court	Bend Memorial Clinic (2)
		Prineville Mobile Home Park	Wal Mart Redmond (2)
		NE 3 rd St. Trailer Park	Child Developmental and Rehabilitation Center in Portland
		St. Charles Court Apts. (2)	Child Developmental and Rehabilitation Center in Eugene
			Family Resource Center
			OHSU Portland
			Grocery Stores, pharmacies, dept. stores, banking (2)
Neighbor Impact	Low Income, Disabled	Ridgeview Commons	Ochoco Plaza (2)
		Desert Gardens	Wal Mart Redmond (3)
		Ochoco Manor	DHS office (3)
		Grasshopper Village (3)	Bi Mart (2)
		Riverside Apartments	Erickson Grocery, Banks (3)

		9 th Street Apartments Fairmont	Prineville Senior Center (2)
		St. Charles Apartments (3)	Family Resource Center (2)
		Carriage House (2)	Crook County Library
		Ochoco Care Center(2)	St. Vincent DePaul
		Rio Vista Apartments (2)	Post Office
		First Wind	COCC Bend and Redmond (2)
		Willowdale Mobile Park	Bend Memorial Clinic (2)
		Juniper RV Park, Juniper Canyon Area in general	
		Ashley Manor (2)	
		Prineville Senior Center	
Oregon Department of Human Services, Seniors & People with Disabilities	Low Income, Disabled, Seniors	Golden Years	Pioneer Memorial Hospital
		Boobear's AFH	DHS Prineville Office (4)
		Desert Oasis	COIC Prineville
		Mountain View Care Home	DMV
		Carriage House (3)	Employment Department
		Ochoco Village	Grocery Stores (4)
		Ochoco Care Center (3)	Prineville Senior Center (3)
		Ashley Manor (3)	
Oregon Employment Department	Low Income, Disabled, Seniors, Job Seekers	Grasshopper Village (4)	Bend, Madras, Redmond for employment
		Trailer Park out McKay Rd.	Wal Mart, other stores in Redmond (4)
		Queens Garden Trailer Park (2)	Medical Clinics in Bend (3)
		Green Acres Trailer Park (2)	Grocery Stores (5)
		Trees Trailer Park	Doctor Offices in Prineville
		Pauls Trailer Park	DHS Prineville (5)
		Combs Flat Trailer Park (2)	Baldwin Industrial Park – employment
		Tranquility Trailer Park	WorkSource Prineville (2)
		Carriage House (3)	COCC Bend and Redmond (3)
		Ashley Manor (4)	OSU Bend Campus
		Ochoco Village Assisted Living (2)	Social Security Office Bend
		Main Street Apartments	Portland VA Hospital (2)
		Ridgeview Apartments (2)	Pharmacies
		Deer Street Apartments	
Oregon Vocational Rehabilitation Services	Disabled, Low Income	Throughout Prineville	DHS Prineville (6)
		Rural Crook County	COIC Prineville – Worksource Prineville (3)
			Grocery Stores (6)
			Medical Clinics (2)
			Pioneer Memorial Hospital (2)
			Prineville employers
			Turning Point Clubhouse
			Crook County Mental Health
Disabled American Veterans	Veterans	Throughout Crook County	Bend V.A. Clinic (2)

			Portland V.A. Hospital (3)
Housing Works	Low Income, Disabled, Seniors	Prairie House (2)	Social Service agencies
		Private residences	Services – shopping
			Places of employment
Opportunity Foundation of Central Oregon	Disabled, Low Income	Private Residences	OFCO Thrift Shop – Redmond
			OFCO central office – Redmond
			Services – shopping

Appendix C - Maps

C.1 Areas Exceeding State Average – Senior Population

C.2 Areas Exceeding State Average – Low Income

C.3 Areas Exceeding State Average – Disabled

C.4 Crook County Dial-A-Ride Service Area

C.5 Common Origins and Destinations