

Jefferson County Coordinated Human Services Transportation Plan

**Approved by the Jefferson County Board of County Commissioners
June 28, 2007**

**Submitted to the Oregon Department of Transportation – Public
Transit Division – June 29, 2007**

**Prepared by the Jefferson County Human Services
Transportation Stakeholder Committee and Steering
Committee**

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Executive Summary

A New Requirement

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.

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).

Plan Purpose

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; providing a strategy to guide the investment of financial resources; and guide the acquisition of future grants.

Plan Process

The Jefferson County Coordinated Planning process began in January, 2007 with the appointment of members of the Jefferson 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, and developed an outreach list to invite community-wide participation through surveys and two "Stakeholder Committee" meetings.

The Resource Analysis and Needs Assessment portions of this plan were prepared by COIC from February through April, 2007, with the guidance of the Steering Committee and input from the Stakeholder Committee.

Plan Priorities

At their May 11 meeting, the Stakeholder Committee developed a list of high-priority strategies. Applications for funding through the STF or the Discretionary Grant processes must demonstrate how the desired projects are consistent with the following strategies:

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

Develop a commuter shuttle from Warm Springs to Madras, as per the Jefferson County Coordination Project.

Develop a subsidized taxi ticket program, as per the model implemented by the Umatilla Tribes.

Identify or develop a local or regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services.

Develop an ongoing Jefferson County Coordination committee or task force to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers

Develop an outreach and engagement campaign targeted at general public, special/vulnerable populations, businesses, and local governments.

The Stakeholder Committee ranked another strategy as very high priority, but decided to list it as a “long-term strategy” rather than include it in the list above. The need for and desirability of implementing this strategy will be reviewed during the course of future planning activities. Therefore, at this time, applications for STF and Discretionary Grant funding do NOT need to be consistent with this strategy:

Develop a fixed route loop service throughout downtown Madras.

Jefferson BOCC Action

At their June 27, 2007 meeting, the Jefferson County Board of County Commissioners unanimously approved this 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.

2.2 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; providing 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.

2.3 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).

2.4 Definitions

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.

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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.

Special Populations: Low income persons and families, seniors, and people with disabilities.

2. Planning Process

2.1 Steering Committee

The Jefferson County Coordinated Planning process began in January, 2007 with the appointment of members of the Jefferson 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, and developed an outreach list to invite community-wide participation through surveys and two “Stakeholder Committee” meetings.

2.2 Jefferson County Transportation System Plan (TSP)

Although it does not contain any specific goals or policies to provide public transportation options, the October 2006 draft of the Jefferson County TSP contains several goals and statements that are relevant to this plan. They are included here for reference.

First, the plan references statewide Planning Goal 12, which requires the county to make the following considerations in developing the TSP (only those relevant to this plan are included here):

- *consider all modes of transportation, including pedestrian, bicycle, highway, rail, mass transit, air, water, and pipeline*
- *consider the differences in social consequences that would result from utilizing differing combinations of transportation modes*
- *minimize adverse social, economic, and environmental impacts and costs and conserve energy*
- *meet the needs of the transportation disadvantaged (page 2).*

Next, the TSP includes the following policies that are relevant to this plan:

Policy 1: *Plan and develop an interconnected system of roads that will link communities and neighborhoods for all users and will address existing and future needs for transportation of people and goods in the region.*

1.3: Promote connectivity and mobility options between communities.

Policy 3: *The County transportation system should continue to protect and provide for alternative means of transportation (pages 8-9).*

Finally, the TSP makes the following specific reference to public transportation systems:

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Jefferson County does not provide public transportation services, but encourages the provision and usage of transit service. Transit service provides mobility to County residents who do not have access to automobiles, and provides an alternative to driving for those who do...

As the population of the County increases, the demand for multimodal facilities within and between cities will become more important. A potential solution is a public dial-a-ride service that will provide the needed transit service to the section of the population that does not have access to a motor vehicle. Such service is likely to be needed and developed within cities before being provided in the unincorporated areas of the County where low density and widely scattered population make transit service impractical (page 47).

2.3 Data Gathering

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. 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. Additionally, COIC combed through the outcomes of the Jefferson County Coordination Project to incorporate needs and strategies identified during this prior process.

Organizations submitting survey responses:

Crooked River Ranch Dial a Ride	Jefferson County Health Department
High Desert Wheelchair Transport	COIC-Madras
High Desert Express	Jefferson County Department of Community Justice
OR Department of Human Services – regional office	Elaine Henderson – citizen
Madras Senior Center/COCOA	Central Oregon Battering and Rape Alliance
OR Vocational Rehabilitation Services	Migrant Head Start
Confederated Tribes of Warm Springs Social Services	Neighbor Impact
Veteran’s Administration	Worksource Central Oregon
OR Department of Human Services – Jefferson County	Oregon Employment Department
HAABLA	Housing Works
Mountain View Hospital (MVH)	BestCare Treatment Services (2 surveys)
Disabled American Veterans	

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 Jefferson County.

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2.4 Stakeholder Committee

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:

Thursday, April 12; 1:30 to 4:30 PM

Friday, May 11; 1:30 to 4:30 PM

Both meetings were held at the Madras Fire Hall, 765 S. Adams Dr., Madras.

Organizations participating in the stakeholder meetings:

COIC	COBRA
Migrant Head Start	Boys and Girls Club
ODOT	Crooked River Ranch Dial-A-Ride
Inn at Cross Keys Station	COCC
DHS – regional	OR Vocational-Rehabilitation Services
Interfaith Volunteer Caregivers	Jefferson County Dept. of Community Justice
Jefferson County Community Dev. Dept.	Confederated Tribes of Warm Springs - Planning
DHS – Jefferson County	Jefferson County Clerk's Office
City of Madras	Children's Learning Center
citizen	High Desert Express
COCOA Dial-A-Ride	Jefferson County Health Department
City of Culver	Mountain View Living Center
Jefferson County Public Works	CTWS Social Services
Crooked River Ranch Chamber	Interstate Tours
The Central Oregon Partnership	Madras Senior Center
Even Start	Opportunity Foundation of Central Oregon
Disabled American Veterans	Jefferson County Commission
Commute Options	

The Stakeholder Committee met to review data, the resource analysis, and to provide 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.

Attendees 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 Jefferson County BOCC

COIC staff met with the Jefferson County Board of County Commissioners (BOCC) on four occasions during the preparation of this plan:

- January 24, 2007: Provided an update on the planning requirement; submitted an interim plan. Requested the appointment of a Board liaison to the planning process (Commissioner Bill Bellamy was appointed).
- April 25, 2007: Presented the draft Resource Analysis and Needs Assessment.
- June 13, 2007: Presented the draft final plan, asked for revisions, refinements.
- June 27, 2007: Final plan approved unanimously.

The purpose of these meetings was to ensure that the Commissioners were comfortable with the plan's basis for analysis (data and other content), stakeholder input efforts, and selected priority projects, well ahead of their final review and adoption in late June.

3. Resource Analysis

3.1 Funding

3.1.1 Secured Cash Resources

The following funding sources are automatically allotted to transportation services in Jefferson County, or are easily available:

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 grant 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. Jefferson County receives \$40,000 under the STF allocation process. The County Board of Commissioners is responsible for the distribution of these formula funds, which are therefore considered to be local. Up to \$2,000 of the county’s allocation can be used for administration.

STF Tribal Funds Beginning in 2005, recognized Indian tribes receive STF formula funds directly instead of having to compete for a share of county allocations. Tribal governments are responsible for allocating funds and administering the program. The Confederated Tribes of Warm Springs receives \$40,000 under the STF allocation process.

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 Jefferson County is provided by a network of certified transportation providers who are reimbursed by the Cascades East Ride Center, a nine-county regional brokerage operated by COIC.

3.1.2 Available Cash Resources

The following funding sources are potentially available to support public public transportation services in Jefferson County, and may or may not have been utilized in the past in the county:

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Federal Funding:

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 grant 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.

Tribal Transit Program (Section 5311) Under the recently adopted SAFETEA-LU federal transit legislation, tribal governments are now eligible to become *direct* recipients of Section 5311 funds. Beginning in FY 2006, tribes can apply for grants to support their public transit program through both the federal as well as state governments. \$10 million has been set-aside for the tribal transit program in FY 2007.

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.

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

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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.

State Funding:

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.

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 transportation programs.

3.2. Transportation Infrastructure

3.2.1 Service and Fleet Information

Identified public transportation services and fleets are presented in Tables 3.A and 3.B

3.2.2 Administrative and Other Resources

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

COCOA Dial A Ride/Madras Senior Center The Madras Senior Center provides ride scheduling/dispatch for the Madras Dial-A-Ride service. COCOA administers this program.

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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.

Crooked River Ranch Seniors Administers the CRR DAR program.

CTWS Social Services CTWS Social Services is currently setting up a small, fixed-route bus/van service within and around the Warm Springs community, with plans to (eventually) expand the system to Madras. Social Services also administers the STF program, staffs the STF Committee, and provides STF reports to the ODOT Public Transit Division.

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

Jefferson County Jefferson County’s STF Coordinator provides fiscal administration for the STF program, staffs the STF Committee, and provides STF reports to the ODOT Public Transit Division.

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Table 3.A Jefferson County Transportation Providers – Service Area and Service Population Information				
Operator	Service Area Geography	Service Frequency	Days and 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>
BestCare	Madras, CRR, Culver, Metolius	varies	M-F in Madras, 1-2 days/week for rest of area	psychiatric patients – take them to sessions
Boys and Girls Club	special field trips from Madras		M-F?	children 6-18, staff
Central Oregon Breeze and Central Oregon Airport Shuttle	BUS 1: Bend, Redmond Airport, Terrebonne, Madras, Warm Springs, Mt. Hood, Gov't Camp, Welches, Sandy, Gresham, Max line, Portland airport, Portland 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, Gov't Camp, Welches, Sandy, Gresham, Max line, Portland airport, Portland 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 – left message with Michelle Montgomery				
Children's Learning Center (Head Start)	Culver, Metolius, Madras to the facility in Madras	4x/day and on-demand	M-Thursday	transport Head Start students from their homes to the facility in Madras; also to appointments
COCOA	5-mile radius of Madras	on-demand	M-F M, T, W, F = 9-3 Th – go to Bend; leave at 9, return at 4:00	priority for people 60+ and disabled; general public if space
COIC	All of Central Oregon, and medical facilities across the state	on-demand	M-F	Medicaid-eligible, for non-emergency medical trips only
DHS Volunteer Services	Jefferson County and Statewide	on demand	7 days/week, all hours	DHS clients
Crooked River Ranch Seniors	Jefferson County, Terrebonne, Redmond, Bend	on demand	M, W, F 8am-4pm	Seniors, disabled, general public
Frontera Del Norte	Central Oregon to Baja	?	?	general public; Hispanic workers
High Desert Express	whole county and beyond	on-demand	variable	general public; has also held contracts with the CTWS; also has a verbal contract with DHS – TANF – to take tribal clients to workforce classes
High Desert Wheelchair Transport	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

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Table 3.A Jefferson County Transportation Providers – Service Area and Service Population Information				
Operator	Service Area Geography	Service Frequency	Days and Hours of Operation	Service Population
Mountain View Living Center	from the Center to Cen. OR locations	1x/week	Mondays	MV Living Center residents
Opportunity Foundation of Central Oregon				disabled persons funded through SPD, FAB, and VRD
Oregon Child Development Coalition - Migrant Head Start	based on client locations – generally madras, culver			children clients, their parents, and Head Start staff
Disabled American Veterans	Bend to Portland shuttle, with stops in Redmond, Terrebonne, Madras (sometimes Culver, Warm Springs)	5x/week	M-F – leaves at 6am every day; leaves Portland at 2:00; returns to Bend	Veterans and their attendants; Utilize volunteer drivers. Anne does the reservations.
School District Fleets				
Culver School District	Culver area, much of CRR; 5 regular routes	5 days/week	M-F	public school students
Redmond School District				
Jefferson Co. School District	all of Jefferson County north of Ford Lane	5 days/week	M-F	school children

The Stakeholder Committee also noted that the Deer Ridge Correctional Facility will be completed in September, 2007, and that it is expected to operate an employee shuttle to and from Madras.

Table 3.B Jefferson 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>
BestCare	van	Chevy	6	2000	fair – 70,000	none
Boys and Girls Club	van	Chevy	14	2005	excellent – 7400 miles	none
Central Oregon Breeze and Central Oregon Airport Shuttle	4 buses	3 champions, International	25	1997, 2003, 2004s	all good	all are wheelchair accessible
Central Oregon Cabulance						
Children's Learning Center	2 vans	Oldsmobile Silhouette	7	2000	good	none
		Ford Aerostar	7	1998	fair	none
COCOA	van	Ford Eldorado National Aerotech 220	12-14	2000	excellent	2 wheelchair stations; wheelchair lift

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Table 3.B Jefferson County Transportation Providers – Fleet Information						
Operator	vehicle type	model	capacity	year	estimated condition	special features
DHS Volunteer Services	varies	varies	varies	varies	varies	27 volunteer drivers/vehicles for all of Central OR
	station wag.	Ford Taurus	4	2001	good	none
Crooked River Ranch Seniors	van	Ford	10	2006	excellent	2 wheel chair spots
Frontera Del Norte	bus	??	??	??	??	??
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
	1 van	1 Dodge Caravan	4			none
Interstate Tours	2 buses	MCI	47	1981 & 1988	both good	
Mountain View Living Center	van	Ford	7	1983	fair	wheelchair lift
Opportunity Foundation of Central Oregon	van	Ford		2003	good	modified lift
Oregon Child Development Coalition - Migrant Head Start	van				good	
	bus				good	
Disabled American Veterans	van	Ford Aerostar	8		poor – in the shop right now	none
School District Fleets						
Culver School District	9 school buses; one activity bus				10 good	
Redmond School District						
Jefferson Co. School District	38 school buses, 2 activity buses				good shape	

*excluding driver

4. Needs Assessment

4.1 Census and Other Data

This section provides highlights of data findings regarding Jefferson County population growth, economic indicators, and transportation data. The full tables are presented in Appendix A.

4.1.1 Population, Population Growth, and Target Groups

- **Rapid Population Growth:** Jefferson County has added approximately 7,700 residents since 1990, a total growth rate of almost 57% over that 16-year period (Table A1).
- **Not at the same rate as the Central Oregon region:** This represents significantly higher population growth than the statewide total of 30%, yet Jefferson County lags behind the regional growth rate of 93% over the same period.
- **Rural Growth is a Significant:** Only 2,627 of the new population in the county occurred within the Madras City Limits, meaning that more than half of this growth has occurred within the smaller cities and unincorporated areas of the county (Table A2). This trend towards growth in small communities and rural areas is likely to hold steady or increase as a result of Measure 37 claims and planned destination resorts.
- **Hispanics Increasing as a Proportion of Total Population:** Not surprisingly, Hispanics are the fastest growing racial/ethnic segment of the population, increasing from 11-18% of the population between 1990 and 2000 (Table A3).
- **Demographic Shift to an Older Population:** The fastest growing age group in the population are person aged 50-64. While also growing in terms of total numbers, persons under 5 and persons 18-29 are decreasing as a percentage of the overall population (Table A4). After 2010, persons 65 and over are expected to increase as a percentage of overall population, although not to the same extent as the rest of the region (Table A7).
- **Steady Future Population Growth Predicted:** While forecasts show heavily declining growth rates over the next 35 years for the region and the state, Jefferson County's growth rates are expected to be higher through at least 2040 (Table A5).
- **Average Population Density Increasing, but still dispersed:** Jefferson County's average population density is slowly inching up, but is still less than 1/3 that of the figure for the state (Table A6).
- **Senior Disability Rate is High:** Nearly 40% of the population 65 and over has some sort of disability (Table A8).
- **Economic Well-being Indicators are Worse than Regional, State, and National Averages:** In terms of Median Household Income (Table A9), Unemployment Rates (Table A10), and Poverty Rates (Table A11), Jefferson County residents are worse off than local, state, and federal averages.

4.1.2 General Transportation Statistics

- **Jefferson County residents commute longer distances than the regional average:** According to the US Census, Jefferson County residents have longer commuting times (Table A12), and are more likely to commute out of county to work (Table A13).
- **Jefferson County businesses appear to be more likely to have out-of-county employees:** According to a Housing Works poll of selected businesses, 32% of Madras-based business employees reside outside the county, mainly in Bend, Redmond, and Prineville (Table A14).
- **High carpool rates:** Jefferson County residents have higher carpool rates than the regional and state averages (Table A15).
- **Large Employers:** Jefferson County is home to 3 of the region's top 25 private employers (4 before Seaswirl left) (Table A16). Figures are currently not available for government employment.
- **Steadily Increasing Fuel Costs:** The data for Oregon average gas price shows a steady and steep increase over the past five years (Table A18); this trend further limits the mobility opportunities for special populations, and increases the demand for public transportation.
- **Residents Have to Travel for Medical Needs:** Like Crook County, the number of physicians per 1,000 residents is much lower in Jefferson County (0.6) than in Deschutes County or the Oregon average (both 2.0) (Table A17). This is evident in the data for Medical Ride Brokerage trips, the vast majority of which are to out-of-county locations (primarily Bend and Redmond) (Table A19).

4.2 Target Population Common Origins and Destinations

COIC staff implemented a brief survey of transportation and human service providers in late April/early May 2007. Transportation providers were asked where they tended to pick up and drop off members of the target populations. Human service providers were asked where their clients tended to live, to what destinations they tended to take public transportation, and what destinations did their clients want to access but were currently unable to access (and were asked to provide a reason).

Not surprisingly, common origins were most likely to be low-income neighborhoods and subsidized housing, nursing homes, and continuing care facilities. The most commonly-cited destinations were medical facilities, grocery stores, social service offices (e.g. DHS office), and employment assistance centers. Numerous locations were identified outside of Jefferson County – of these, the most common was St. Charles in Redmond, St. Charles in Bend (both hospitals), specialists' clinics in Redmond and Bend, the VA hospital in Portland and VA clinic in Bend, COCC campuses in Bend and Redmond, and various shopping

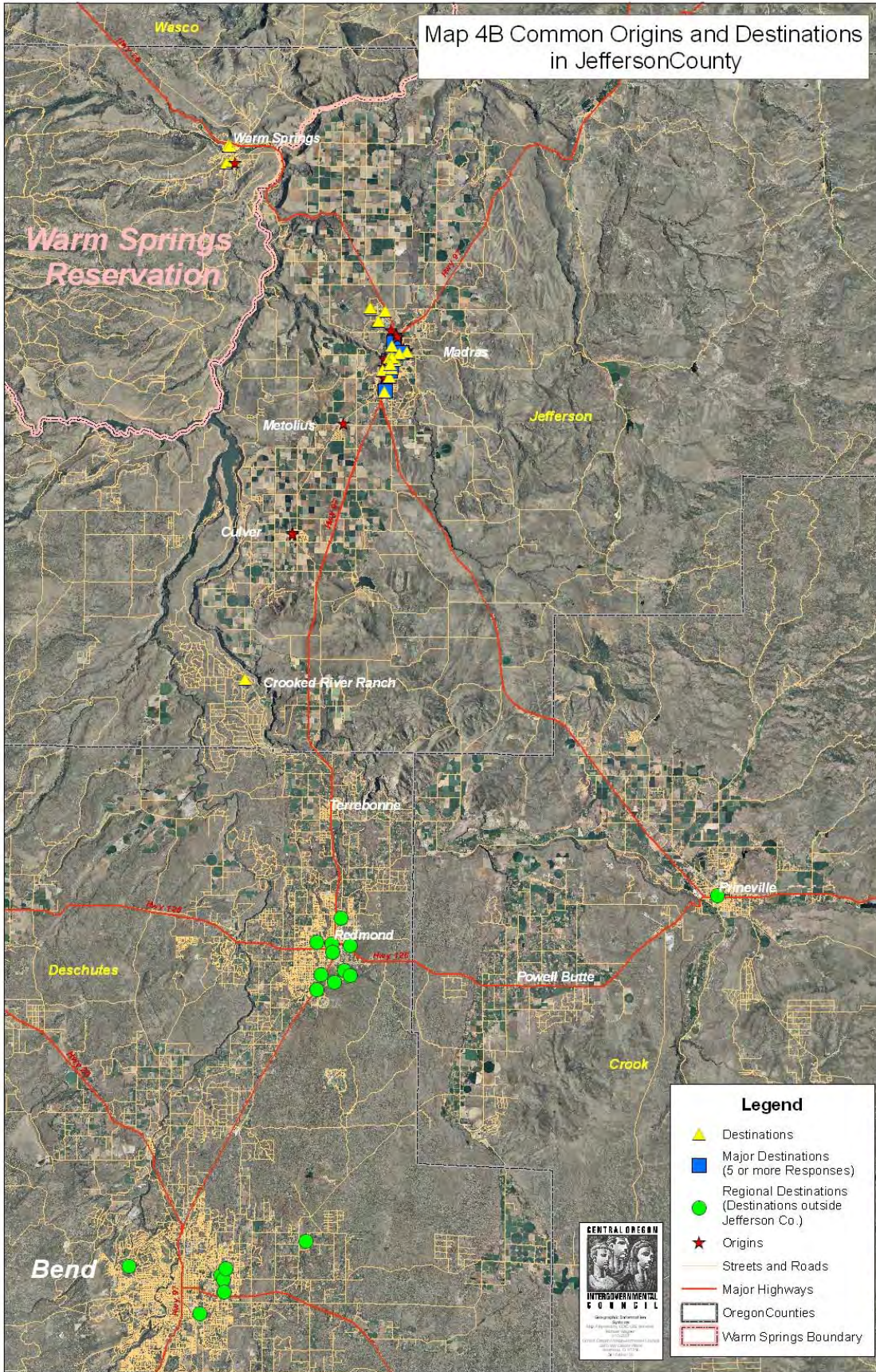
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centers in Redmond and Bend. Respondents noted that large places of employment are also key destinations for special populations, but did not tend to identify individual locations.

Respondents to this survey are listed in Table 4.A. A full list of survey results are provided in Appendix B. The locations are shown in Map 4.A.

Table 4.A Survey Respondents	Populations Served (including target population as appropriate)
Transportation Operators	
Crooked River Ranch Dial a Ride	seniors
High Desert Wheelchair Transport	general public: disabled
High Desert Express	general public
Human Service Providers (may also provide transportation services)	
Jefferson County Health Department	low income, disabled, seniors
COIC-Madras	displaced workers, high school aged youths: low income
Jefferson County Department of Community Justice	recently incarcerated,
Elaine Henderson – citizen	N/A
Central Oregon Battering and Rape Alliance	victims of domestic violence and sexual assault
Migrant Head Start	low income children and their families, particularly Hispanic
OR Department of Human Services – regional office	low income, seniors, disabled
Madras Senior Center/COCOA	seniors
OR Vocational Rehabilitation Services	disabled
Confederated Tribes of Warm Springs Social Services	tribal members: low income-seniors-disabled
Veteran’s Administration	veterans: low income-seniors-disabled
OR Department of Human Services – Jefferson County	low income, seniors, disabled
HAABLA	Hispanic community
Mountain View Hospital (MVH)	general public
BestCare Treatment Services (2 surveys)	mentally ill (disabled)
Disabled American Veterans	disabled veterans
Neighbor Impact	low income
Worksource Central Oregon	job seekers: low income, seniors, disabled
Oregon Employment Department	general public, job seekers: low income, seniors, disabled
Housing Works	low income – housing burdened





4.3 Identified Needs and Strategies

Prior to the May 11 Stakeholder Committee meeting, a list of draft public transportation needs was compiled from the following sources:

1. April 12, 2007 Stakeholder Meeting: Lists of needs and strategies generated in facilitated breakout groups.
2. April-May 2007 Stakeholder Survey: COIC conducted a survey of transportation providers and human services organizations in Jefferson County to determine origins and priority desired destinations for target population clients/customers.
3. Jefferson County Coordination Project Needs Assessment: COIC staff also consulted the outcome of the prior coordination project to ensure that any high-priority needs and strategies from the former project were incorporated into the discussion.

At the May 11 meeting, Stakeholder Committee members revised and refined the draft list of needs and strategies. Table 4.E lists all of the identified needs and the potential strategies to address the needs, as well as the number of priority points each strategy received.

Table 4.B Needs and Strategies Matrix		
Service Gaps and Barriers	Strategies to Address Barriers	Priority Points¹
<i>a. Protect and Strengthen Existing Services</i>		
<ul style="list-style-type: none"> • Increasing demands and limited funding on existing public transportation services • Need for reliable and adequate operations and capital funding for existing transportation providers, to protect existing transportation system 	Strategy #1: Support, maintain and strengthen the existing transportation network; Leverage local public transportation investments to secure state and federal resources.	14
<ul style="list-style-type: none"> • Not enough volunteer drivers 	Strategy #2: Initiate a coordinated volunteer driver campaign.	2
<ul style="list-style-type: none"> • Not enough private transportation provider infrastructure 	Strategy #3: Work to retain local private transportation providers by developing new contracts with them to provide public transportation services (subsidies)	4
<i>b. Hours of Operation for Existing Services</i>		
<ul style="list-style-type: none"> • No public transportation services in early morning, evening, or weekends 	Strategy #4: Expand Dial-a-Ride service hours of operation on weekdays (as per Jefferson County Coordination project)	6
	Strategy #5: Expand Dial-a-Ride	5

¹ Stakeholders at the May 11, 2007 meeting discussed and revised the draft list of needs and strategies. They then went through an individual prioritization process. The strategies were then sorted by total number of points, and all participants had the opportunity to “make the case” for strategies to move up or down the list of priorities. The final outcome of this process (the high priority projects) is presented in the next section.

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Table 4.B Needs and Strategies Matrix		
Service Gaps and Barriers	Strategies to Address Barriers	Priority Points ¹
	service days to include weekends.	
c. Inter-community and Inter-county Trips		
<ul style="list-style-type: none"> No shuttle service to bring Warm Springs workers to Madras 	Strategy #6: Develop commuter shuttle from Warm Springs to Madras 5 days/week, as per Jefferson County Coordination project	10
<ul style="list-style-type: none"> No service to bring Jefferson County workers into Madras places of employment Current Dial-a-Ride service area is too restrictive Lack of services whatsoever to small, isolated rural communities: e.g. Three Rivers, Ashwood, Sidwalter, etc. No service serving Camp Sherman 	Strategy #7: Establish a fixed-schedule shuttle connecting Culver, Metolius, and Madras Strategy #8: Coordinate with Deschutes County and Sisters to provide services to Camp Sherman Residents	5
		1
<ul style="list-style-type: none"> No service to bring Jefferson County workers to Redmond, Bend, Prineville places of employment Insufficient service to bring Jefferson County residents to Redmond and Bend medical centers Insufficient service to bring Jefferson County residents to shopping areas in Redmond and Bend (for critical items) 	Strategy #9: Increase the availability of existing Dial-a-Ride services to Bend and Redmond beyond just Thursdays. Strategy #10 (alternative to 9): Develop fixed-schedule shuttle service to Bend, Redmond, Prineville	4
<ul style="list-style-type: none"> Insufficient capacity to VA hospitals in Bend, Portland, Salem (bus often full) No service to VA hospital in Vancouver, WA. No service to VA nursing home in the Dalles 	Strategy #11: Develop a coordinated medical shuttle service to several key Portland locations (VA/OHSU, VA medical center Vancouver, veteran's outpatient clinic on Sandy NE PDX) serving both veterans and other target populations	6
<ul style="list-style-type: none"> No service to local recreation areas (e.g. Cove Palisades St. Park) 	Strategy #12: Explore the viability of providing occasional services to local outdoor recreation areas.	0
d. Intra-Madras Trips		
<ul style="list-style-type: none"> Lack of simple, affordable public transportation services to connect target group origins to access dozens of desired locations within Madras: e.g. medical centers, daycare centers, banks, dentists, places of employment, post office, grocery stores, pharmacies, etc.) 	Strategy #13: Develop a fixed route loop service throughout downtown Madras.	14
e. Rides for Certain Populations/Rider Groups		
<ul style="list-style-type: none"> Need to bring youth from Culver, Metolius, outlying communities to Boys and Girls club, other youth activities, after school and during summer Youths don't have information or advocates to help them access services 	Strategy #14: Develop services designed to meet the needs of youth riders Strategy #15: Develop a youth transportation mentoring program (e.g. Big Brother/Big Sisters program).	2
		0

Table 4.B Needs and Strategies Matrix		
Service Gaps and Barriers	Strategies to Address Barriers	Priority Points¹
<ul style="list-style-type: none"> • Price of gas continues to increase – this will increase the number of lower income persons requiring public transportation • Lack of gas money or cab fare for low income riders before they receive their first paycheck • Low income persons lack resources to repair their own cars. • Many persons do not have valid ODL's 	Strategy #16: Develop a subsidized taxi program (similar to Umatilla model).	7
<ul style="list-style-type: none"> • Lack of services tailored to the needs of employees/commuters 	Strategy #17: Work with Commute Options and local employers to develop coordinated car/van pool service	4
<ul style="list-style-type: none"> • Seniors, disabled have difficulty getting up the hill to hospital and clinics • Winter/inclement weather makes walking difficult 	<i>none identified</i>	
f. Cost, Information, Ease of Use		
<ul style="list-style-type: none"> • Lack of information on public transportation services in Spanish 	Strategy #18: Produce flyers and other outreach materials in Spanish	0
<ul style="list-style-type: none"> • Lack of a central point of information on public transportation options and services 	Strategy #19: Develop a clearinghouse for transportation information, including transportation provider routes, services, eligibility, and contact information.	4
<ul style="list-style-type: none"> • Lack of centralized regional dispatch center to improve efficiency and ease of use. 	Strategy #20: Expand CERC call-center dispatch to serve Jefferson County's needs	1
<ul style="list-style-type: none"> • Difficulty accessing public transportation options with infants. 	Strategy #21: Research public transportation policies for child car seat usage best practices, secure funding resources as needed	0
g. Planning, Coordination, Leadership		
<ul style="list-style-type: none"> • Lack of a central leadership entity to "make public transportation happen" • Lack of funding and partnerships to develop a quality system 	Strategy #22: Identify or develop a local or regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services.	12
<ul style="list-style-type: none"> • Lack of local leadership stakeholder committee to monitor progress and set new goals 	Strategy #23: Develop an ongoing Jefferson County Coordination committee or task force to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers.	5
<ul style="list-style-type: none"> • Lack of knowledge about all potential resources (e.g. DHS payments, private business contributions) to make public transportation happen • Lack of utilization of existing incentives to develop public transportation system 	Strategy #24: Develop a funding/resource inventory, including potential business contributions.	2

Table 4.B Needs and Strategies Matrix		
Service Gaps and Barriers	Strategies to Address Barriers	Priority Points ¹
<i>h. Administration/Logistics</i>		
<ul style="list-style-type: none"> • Insurance is too costly for transportation providers • New vehicles are too costly to purchase and maintain 	<p>Strategy # 25: Develop a community (free) bike borrowing service for shorter trips (for those who can use them).</p> <p>Strategy #26: Enter into partnerships with fleet organizations; develop pool for affordable access to fuel, maintenance, insurance, vehicles, etc.</p>	0
		8
<i>i. Buy-In and Support</i>		
<ul style="list-style-type: none"> • Lack of demonstrated support by business community • Lack of demonstrated support by local government • lack of education on how public transportation will benefit local businesses • Lack of general public education on public transportation options • Lack of media attention to this issue 	<p>Strategy #27: Develop an outreach and engagement campaign targeted at general public, special/vulnerable populations, businesses, and local governments.</p>	6

5. Prioritized Strategies

At the May 11 Stakeholder Committee meeting, attendees revised the list of draft needs and strategies (see Table 4.E), 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

5.1 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 23: Identify or develop a local or regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services.

Strategy 6: Develop a commuter shuttle from Warm Springs to Madras, as per the Jefferson County Coordination Project.

Strategy 16: Develop a subsidized taxi ticket program, as per the model implemented by the Umatilla Tribes.

Strategy 29: Develop an outreach and engagement campaign targeted at general public, special/vulnerable populations, businesses, and local governments.

Strategy 24: Develop an ongoing Jefferson County Coordination committee or task force to identify and shepherd coordination projects/initiatives, provide information and feedback to transportation providers

5.2 Long-Term Strategy

Another significant strategy was originally ranked with the “highest priority” projects, but was removed from the list due to the fact that it might take more than one to two years to implement.

Strategy 13: Develop a fixed route loop service throughout downtown Madras.

5.3 Regional Context Statement

Many transportation issues that are concerns to Jefferson County residents and stakeholders are also concerns to residents and stakeholders of Crook and Deschutes counties and the Confederated Tribes of Warm Springs (CTWS). After preparing plans for the counties and CTWS, COIC staff identified several broad needs that are common to the whole region. These needs could form the basis of a future, region-wide plan:

- **Connectivity Between Communities:** All of the plans identified the need to expand or enhance the provision of public transportation options between the communities of Central Oregon, and to connect such services to existing intra-community services. This need was most often described for medical trips and commuting to work.
- **Regional Coordination and Leadership:** All of the plans identified the need to identify or develop regional coordinating entity with the authority, expertise, resources and capacity to coordinate transportation services across Central Oregon (see Strategy 23 on the prior page).
- **Ongoing Planning and Coordination:** All of the plans identified the need to continue to convene stakeholders on a regular basis, to keep the plans alive.
- **Client Awareness of Public Transportation Options and Ability to Access Them:** All of the plans identified the need to better market the availability of existing public transportation options and to develop enhanced means for target populations to access them (e.g. produce marketing materials in Spanish).

Appendix A -- Data Tables

Table A1. Population Information	Jefferson County	Region	Oregon
Population			
1990	13,676	102,745	2,842,321
1993	14,900	117,000	3,038,000
1998	17,400	138,950	3,267,550
2000	19,009	153,558	3,421,399
2002	19,850	166,550	3,504,700
2004	20,250	176,350	3,582,600
2005	20,600	186,845	3,631,440
2006	21,410	198,550	3,690,505
Summary			
Total Population Change 1990-2006	7,734	95,805	848,184
16-year growth rate	56.55%	93.25%	29.84%
2005-2006 growth rate	3.93%	6.26%	1.63%

Source: U.S. Census, Portland State University Center for Population Research

Table A2. City Populations	Culver	% change	Madras	% change	Metolius	% change
1990	570	--	3,443	--	450	--
2000	802	40.70%	5,078	47.49%	725	61.11%
2004	850	5.99%	5,430	6.93%	790	8.97%
2005	1,020	20.00%	5,590	2.95%	805	1.90%
2006	1,160	13.73%	6,070	8.59%	830	3.11%

Source: Portland State University Center for Population Research

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Table A3. Race and Ethnicity				
1990	Jefferson County	Region	Oregon	U.S.
Total Population	13,676	102,745	2,842,321	248,709,873
White	10,144	97,124	2,636,787	199,686,070
Black	24	120	46,178	29,986,060
American Indian and Alaska Native	2,674	3,543	38,496	1,959,234
Asian or Pacific Islander	62	553	69,269	7,273,662
Hispanic	1,448	3,362	112,707	22,354,059
Percent of Total Population, 1990				
White	74.2%	94.5%	92.8%	80.3%
Black	0.2%	0.1%	1.6%	12.1%
American Indian and Alaska Native	19.6%	3.4%	1.4%	0.8%
Asian or Pacific Islander	0.5%	0.5%	2.4%	2.9%
Hispanic	10.6%	3.3%	4.0%	9.0%
2000	Jefferson County	Region	Oregon	U.S.
Total Population	19,009	153,558	3,421,399	281,421,906
White	13,113	140,366	2,961,623	211,460,426
Black	50	280	55,662	34,658,190
American Indian and Alaska Native	2,981	4,187	45,211	2,475,956
Asian or Pacific Islander	99	1,121	109,326	10,641,833
Hispanic	3,372	8,758	275,314	35,305,818
Percent of Total Population, 2000				
White	69.0%	91.4%	86.6%	75.1%
Black	0.3%	0.2%	1.6%	12.3%
American Indian and Alaska Native	15.7%	2.7%	1.3%	0.9%
Asian or Pacific Islander	0.5%	0.7%	3.2%	3.8%
Hispanic	17.7%	5.7%	8.0%	12.5%
Change in Proportion (%) of each Race Group 1990-2000				
	Jefferson County	Region	Oregon	U.S.
White	-5.2%	-3.1%	-6.2%	-5.1%
Black	0.1%	0.1%	0.0%	0.3%
American Indian and Alaska Native	-3.9%	-0.7%	0.0%	0.1%
Asian or Pacific Islander	0.1%	0.2%	0.8%	0.9%
Hispanic	7.2%	2.4%	4.1%	3.6%

Source: U.S. Census Bureau

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Table A4. Age Groups by Number and % of Total Population, 1990 to 2000								
Population 1990*	Jefferson County		Region		Oregon		U.S.	
Age	#	%	#	%	#	%	#	%
UNDER 5	1,393	10.2%	7,602	7.4%	201,421	7.1%	18,354,443	7.4%
5 to 17	2,889	21.1%	19,869	19.3%	522,709	18.4%	45,249,989	18.2%
18 to 29	2,268	16.6%	14,764	14.4%	479,509	16.9%	48,050,809	19.3%
30 to 49	3,570	26.1%	31,815	31.0%	881,792	31.0%	73,314,332	29.5%
50 to 64	1,855	13.6%	14,352	14.0%	365,566	12.9%	32,498,383	13.1%
65 and up	1,701	12.4%	14,343	14.0%	391,324	13.8%	31,241,787	12.6%
Total 1990	13,676	100.0%	102,745	100.1%	2,842,321	100.0%	248,709,743	100.0%
Population 2000**	Jefferson County		Region		Oregon		U.S.	
Age	#	%	#	%	#	%	#	%
UNDER 5	1,467	7.7%	9,795	6.4%	223,005	6.5%	19,175,798	6.8%
5 to 17	4,199	22.1%	29,554	19.2%	623,521	18.2%	53,118,014	18.9%
18 to 29	2,636	13.9%	21,307	13.9%	561,734	16.4%	46,524,790	16.5%
30 to 49	5,188	27.3%	45,912	29.9%	1,034,734	30.2%	85,751,319	30.5%
50 to 64	3,156	16.6%	26,720	17.4%	540,228	15.8%	41,860,232	14.9%
65 and up	2,363	12.4%	20,269	13.2%	438,177	12.8%	34,991,753	12.4%
Total 2000	19,009	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								
	Jefferson County		Region		Oregon		U.S.	
Age	#	%	#	%	#	%	#	%
UNDER 5	74	-2.5%	2,193	-1.0%	21,584	-0.6%	821,355	-0.6%
5 to 17	1,310	1.0%	9,685	-0.1%	100,812	-0.2%	7,868,025	0.7%
18 to 29	368	-2.7%	6,543	-0.5%	82,225	-0.5%	(1,526,019)	-2.8%
30 to 49	1,618	1.2%	14,097	-1.1%	152,942	-0.8%	12,436,987	1.0%
50 to 64	1,301	3.0%	12,368	3.4%	174,662	2.9%	9,361,849	1.8%
65 and up	662	0.0%	5,926	-0.8%	46,853	-1.0%	3,749,966	-0.1%
Total	5,333		50,812		579,078		32,712,163	
Growth Rate of Age Groups 1990-2000								
	Jefferson County		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

Table A5. Forecast of Population Change	Jefferson County	5-year growth rate	Region	5-year growth rate	Oregon	5-year growth rate
2010	24,114	-	204,011	-	3,843,900	-
2015	27,469	13.91%	227,746	11.63%	4,095,708	6.55%
2020	31,079	13.14%	250,805	10.12%	4,359,258	6.43%
2025	35,162	13.14%	272,902	8.81%	4,626,015	6.12%
2030	38,404	9.22%	293,560	7.57%	4,891,225	5.73%
2035	41,576	8.26%	313,028	6.63%	5,154,793	5.39%
2040	45,011	8.26%	321,735	2.78%	5,425,408	5.25%

Source for region and state data: Oregon Office of Economic Analysis, Long-Term County Forecast, 2004.

Source for Jefferson County data: "Jefferson County Coordinated Population Forecast," ECONorthwest, April 2006.

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Table A6. Population Density	Jefferson County	Oregon
<i>Land area</i>	1,780 square miles	95,999
1990	7.68 persons/sq. mile	29.61 persons/sq. mile
2000	10.68 persons/sq. mile	37.83 persons/sq. mile
2006	12.03 persons/sq. mile	38.44 persons/sq. mile

Source: U.S. Census, Portland State University Center for Population Research

Table A7. Forecasts of Jefferson County's Senior Population (60+), 2005 to 2040									
Year	Jefferson County			Region			Oregon		
	#	% increase over 2005	% of total pop.	#	% increase over 2005	% of total pop.	#	% increase over 2005	% of total pop.
2005	3,797	-	18.5%	33,955	-	18.7%	623,164	-	17.2%
2010	4,472	17.8%	20.2%	43,163	27.1%	21.2%	730,223	17.2%	19.0%
2020	6,034	58.9%	23.2%	66,606	96.2%	26.6%	1,001,339	60.7%	23.0%
2030	7,961	109.7%	25.8%	86,238	154.0%	29.4%	1,212,234	94.5%	24.8%
2040	9,627	153.5%	26.7%	104,789	208.6%	31.6%	1,395,306	123.9%	25.7%

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

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Table A8. Disability² status of the civilian non-institutional population		#
Population 5 years and over		17,496.00
With a disability		3,496
	<i>Percent with a disability</i>	20%
Population 5 to 15 years		3,643
With a disability		158
	<i>Percent with a disability</i>	4.3%
	Sensory	34
	Physical	30
	Mental	112
	Self-care	10
Population 16 to 64 years		11,530
With a disability		2,430
	<i>Percent with a disability</i>	21.1%
	Sensory	439
	Physical	866
	Mental	395
	Self-care	173
	Going outside the home	557
	Employment disability	1,458
Population 65 years and over		2,323
With a disability		908
	<i>Percent with a disability</i>	39.1%
	Sensory	363
	Physical	626
	Mental	301
	Self-care	181
	Going outside the home	356

Source: U.S. Census
 For information on the Census definition of "disability," please see footnote 1.

Table A9. Median Household Income (Family of 4)	Jefferson County	Oregon
2000	\$35,900	\$46,000
2001	\$36,500	\$47,800
2002	\$36,700	\$48,900
2003	\$43,800	\$56,300
2004	\$45,200	\$58,600
2005	\$46,000	\$58,600

Source: 2005 Central Oregon Area Profile, Economic Development for Central Oregon

² According to the US Census: "The data on disability status were derived from answers to long-form questionnaire Items 16 and 17. Item 16 was a two-part question that asked about the existence of the following long-lasting conditions: (a) blindness, deafness, or a severe vision or hearing impairment (sensory disability) and (b) a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying (physical disability). Item 16 was asked of a sample of the population 5 years old and over."

"Item 17 was a four-part question that asked if the individual had a physical, mental, or emotional condition lasting 6 months or more that made it difficult to perform certain activities. The four activity categories were: (a) learning, remembering, or concentrating (mental disability); (b) dressing, bathing, or getting around inside the home (self-care disability); (c) going outside the home alone to shop or visit a doctor's office (going outside the home disability); and (d) working at a job or business (employment disability). Categories 17a and 17b were asked of a sample of the population 5 years old and over; 17c and 17d were asked of a sample of the population 16 years old and over."

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Table A10. Unemployment Rates	Crook County	Deschute s County	Jefferson County	Oregon	US
1990	6.8	5.4	6.3	5.4	5.6
1995	7.9	6.6	6.1	4.9	5.6
2000	7.2	5.4	5	5.1	4
2001	8.3	6.4	6.8	6.4	4.7
2002	9.2	7.6	6.9	7.6	5.8
2004	8.1	6.6	6.4	7.3	5.5
2005	6.7	5.5	6.1	6.1	5.1
2006	6	4.6	5.7	5.4	
January, 2007	7.6	5.6	7.7	6.0	5.0

Source: Oregon Employment Department

Table A11. Poverty Rates, 1993-2003					
	Crook	Deschutes	Jefferson	Oregon	U.S.
Percent of Population in Poverty					
1993	10.9%	10.6%	17.4%	13.2%	15.1%
1997	12.8%	10.6%	16.6%	11.6%	13.3%
2000	12.0%	9.6%	13.9%	10.6%	11.3%
2002	12.4%	10.0%	14.5%	11.3%	12.1%
2003	11.8%	10.3%	14.4%	12.0%	12.5%
Percent of Children Under 18 in Poverty					
1993	14.0%	14.7%	23.5%	18.3%	22.7%
1997	18.6%	15.9%	23.0%	16.3%	19.9%
2000	17.6%	13.8%	22.3%	15.1%	16.2%
2002	16.0%	13.8%	20.2%	15.1%	16.7%
2003	18.4%	15.2%	22.8%	17.4%	17.6%

Source: US Census Bureau

Table A12. 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

Table A13. 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

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Table A14. Where Employees Live by Community, 2006							
Place of residence	Place of Employment						
	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%
# Businesses Surveyed	44	8	15	27	17	7	1
# Employees Surveyed	2,337	192	1,134	1,291	200	163	4

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

Table A15. Carpool Rates - Workers 16 and Older					
	Crook	Deschutes	Jefferson	Oregon	U.S.
1990	13.55%	12.60%	16.90%	12.76%	13.29%
2000	18.00%	13.10%	19.40%	12.20%	12.20%

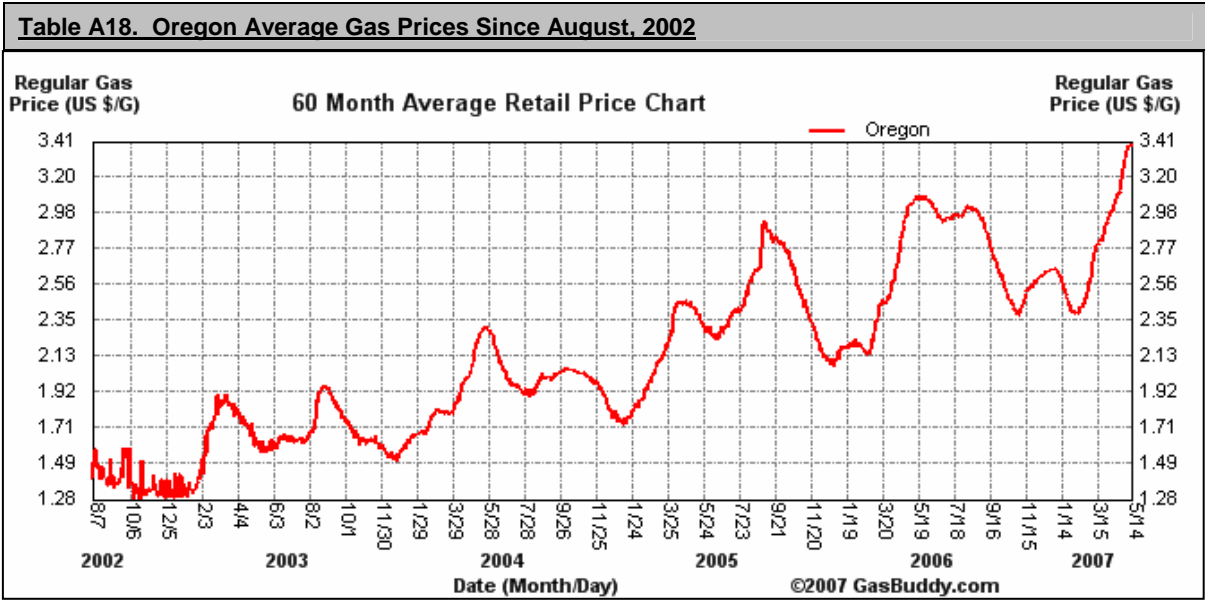
Source: US Census, 2000 and 1990

Table A16. Central Oregon's 25 Largest Private Sector Employers (excluding government)		
Employer	County	# of Employees
St. Charles Medical Center	Deschutes	2,337
Bright Wood Corporation	Desch, Jefferson	1,466
Les Schwab Tire Center	All Counties	1,142
Sunriver Resort	Deschutes	870
Mt. Bachelor, Inc.	Deschutes	750
T-Mobile	Deschutes	674
Beaver Motor Coaches	Deschutes	654
iSKY	Deschutes	625
Clear Pine Mouldings	Crook	597
Jeld-Wen Window and Door	Deschutes	521
Eagle Crest Partners, Ltd.	Deschutes	500
Safeway	All Counties	490
Hap Taylor & Sons	Deschutes	465
Bend Memorial Clinic	Deschutes	460
The Lancair Company	Deschutes	447
Wal Mart	Deschutes	445
Fred Meyer	Deschutes	441
Woodgrain Millwork	Crook	365
Black Butte Ranch	Desch, Jefferson	350
Kah-Nee-Tah	Jefferson	350
Seaswirl Boats	Jefferson	269
Hooker Creek	All Counties	258
Albertson's Supermarket	All Counties	248
The Bulletin	Deschutes	244
Opportunity Foundation of C.O.	All Counties	240

Source: Central Oregon Area Profile 2005, EDCCO

Table A17. # of Physicians per 1,000 in population					
	Crook	Deschutes	Jefferson	Oregon	U.S.
2002	0.3	2.3	0.4	2.2	2.3
2000	0.5	2.1	0.5	2.1	2.2
1998	0.5	2	0.5	2	2.2
1996	0.6	2	0.6	2	2.2

Source: Northwest Area Foundation, American Medical Association



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Table A19. Cascades East Ride Center – Medicaid Trips Origins/Destinations		
May 1, 2006 to April 30, 2007		
Jefferson County Eligible Medicaid Clients:		2,808
Jefferson County CERC riders:		99
Madras Origin Trips	Number of trips	Percent of trips
to Bend	159	38%
to Corvallis	1	<1%
to Madras	124	30%
to Portland	1	<1%
to Prineville	14	3%
to Redmond	118	28%
Total trips	417	100%
CRR Origin Trips	Number of trips	Percent of trips
Madras	11	9%
Redmond	25	20%
Sisters	17	14%
Bend	71	57%
Total trips	124	100%
Warm Springs Origin Trips	Number of Trips	Percent of Trips
Madras	24	7%
to Bend	223	63%
to Portland	2	1%
to Redmond	79	22%
to The Dalles	23	6%
to Warm Springs	4	1%
Total trips	355	100%
Culver Origin Trips	Number of Trips	Percent of Trips
to Madras	28	33%
to Redmond	21	25%
to Bend	35	42%
Total trips	84	100%

Source: Cascades East Ride Center, COIC

Appendix B --Stakeholder Survey Results

Table B1. Survey Responses – Origins		
Origins	# of responses	respondents
East Cascade Assisted Living-- senior citizens	7	HABLAA, citizen, NeighborImpact, Madras Sr. Ctr./COCOA, MVH, BestCare, regional DHS
Madras Estates (Senior & Disabled low income apts.) SW 3RD St., Madras	5	COIC, citizen, BestCare, NeighborImpact, Madras Sr. Ctr./COCOA
Aspen Court, 470 NE Oak Street, Madras	5	citizen, NeighborImpact, Madras Sr. Ctr./COCOA, MVH, regional DHS
Mountain View Living Center-- nursing home	5	HABLAA, citizen, NeighborImpact, BestCare, regional DHS
Golden Age Manor/Canyon Villa Estates at 293 SW C St.	4	COIC, NeighborImpact, Madras Sr. Ctr./COCOA, citizen
Madison Apartments, SW Madison	4	COIC, NeighborImpact, Madras Sr. Ctr./COCOA, Jeff Co. Public Health
Ashley Manor, 572 NE Oak Street, Madras	4	citizen, NeighborImpact, MVH, regional DHS
High Lookee Lodge in Warm Springs	4	citizen, NeighborImpact, CTWS Social Services, regional DHS
Jefferson Court Apartments, SW G. St.	4	COIC, NeighborImpact, Madras Sr. Ctr./COCOA, High Desert Express
Willow Creek Apartments 410 NE Oak St. Madras	3	NeighborImpact, Madras Sr. Ctr./COCOA, COIC
Jefferson/Lee Street area, North of Madras between Hwy 97 and Hwy 26	3	COIC, HABLAA, Jeff Co. Public Health
Willow Creek Transitional House near Madras Elementary	3	COIC, COBRA, Jeff. Co. Dept. of Community Justice
Tops Trailer Park (N. Hwy 26 at top of hill	3	COIC, Jeff Co. Public Health, OCDC
Oak Street near hospital	1	COIC
Green Spot Trailer Park near Tiger Mart on 97	1	COIC
237 Jefferson St., Madras	1	Housing Works
The Pines neighborhood in Madras	1	HABLAA
Golden Age Manor, 293 SW C. Street, Madras	1	citizen
Rimrock Trailer Court	1	Madras Sr. Ctr./COCOA
Culver Mobile Home Park	1	Madras Sr. Ctr./COCOA
Metolius Manor	1	Madras Sr. Ctr./COCOA
Green Spot Trailer Court	1	Jeff Co. Public Health
Hollywood St. in Warm Springs	1	CTWS Social Services
Senior Hill in Warm Springs	1	CTWS Social Services
Amorosa House, 175 NE 16th Bldg A, Madras 97741	1	regional DHS

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Table B1. Survey Responses – Origins		
Origins	# of responses	respondents
Warm Springs Family Resource Center	1	High Desert Express
Madras COIC	1	High Desert Express
Warm Springs West Hills	1	High Desert Express
Madras Best Care	1	High Desert Express
Warm Springs Greeley Heights	1	High Desert Express
Warm Springs Upper Dry Creek	1	High Desert Express
Jefferson County Courthouse	1	High Desert Express
Camp Sherman	*added by Stakeholders at their 5/11/07 meeting	
Ashwood	*added by Stakeholders at their 5/11/07 meeting	
Cove Palisades State Park	*added by Stakeholders at their 5/11/07 meeting	
Three Rivers Subdivision	*added by Stakeholders at their 5/11/07 meeting	
Multiple Location Responses		
All over Culver	4	BestCare, COBRA, Jeff Co. Public Health, OVRS
Subsidized Housing areas around Madras	4	COBRA, BestCare, Worksource OR, Jeff Co. Public Health
The west side of Madras in general; SW Madras	4	HABLAA, citizen, Jeff Co. Public Health, High Desert Express
All over Metolius	4	BestCare, Jeff Co. Public Health, OVRS, High Desert Express
All over Madras	3	MVH, OCDC, OVRS
All over Warm Springs	3	MVH, CTWS Social Services, OVRS
Crooked River Ranch	3	BestCare, OVRS, CRR Seniors
Menta Park, Madras (20 scattered sites throughout city)	2	Housing Works, NeighborImpact
Mariposa Homes, Madras (8 units scattered throughout city)	2	Housing Works, NeighborImpact
Mariposa Homes, Culver (2 units)	2	Housing Works, NeighborImpact
30+ rental assistance program participants throughout county	2	Housing Works, NeighborImpact
Madras motels	2	COBRA, High Desert Express
Lower income neighborhoods in Madras	1	COBRA
Warm Spings neighborhoods	1	COBRA
rural areas of the county	1	Jeff Co. Public Health

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Table B1. Survey Responses – Origins		
Origins	# of responses	respondents
migrant housing provided by growers	1	OCDC
local hotels	1	Jeff. Co. Dept. of Community Justice
Nursing homes and Assisted Living Facilities	1	High Desert Wheelchair Transport

Table B2. Survey Responses – Destinations		
Destinations	# of responses	respondents
Mountain View Hospital/Clinic	12	COIC, Housing Works, HABLAA, citizen, COBRA, BestCare, Madras Sr. Ctr./COCOA, MVH, Jeff Co. Public Health, Jeff. Co. Dept. of Community Justice, OVRs, High Desert Express
Safeway	11	HABLAA, citizen, COBRA, BestCare, NeighborImpact, Madras Sr. Ctr./COCOA, MVH, Jeff Co. Public Health, Jeff. Co. Dept. of Community Justice, regional DHS, High Desert Express
DHS building near Safeway in Madras	9	citizen, COBRA, BestCare, NeighborImpact, COIC, Worksource, Jeff Co. Public Health, regional DHS, OVRs
Bi-Mart	8	COIC, HABLAA, NeighborImpact, Madras Sr. Ctr./COCOA, MVH, BestCare, Jeff Co. Public Health, High Desert Express
Jefferson County Health Department, WIC	6	COIC, Housing Works, HABLAA, COBRA, Jeff Co. Public Health, OVRs
Erickson's in Madras	6	HABLAA, citizen, BestCare, MVH, Jeff Co. Public Health, High Desert Express
St. Charles Medical Center, Bend	6	COIC, HABLAA, citizen, Madras Sr. Ctr./COCOA, regional DHS, High Desert Express
Madras Medical Group, 76 NE 12th Street, Madras	5	COIC, Housing Works, citizen, Madras Sr. Ctr./COCOA, BestCare
Employment Department / COIC / DMV 243 SW 3rd Street	5	COIC, NeighborImpact, Worksource, regional DHS, OVRs
VA Hospital in Portland	4	citizen, MVH, Veteran's Services, Disabled American Veterans
Best Care/Drop In Center , 125 SW C. Street	4	COBRA, BestCare, MVH, High Desert Express
WalMart in Redmond	4	NeighborImpact, Madras Sr. Ctr./COCOA, regional DHS, High Desert Express
Mt. Jefferson Clinic	3	COIC, Housing Works, COBRA
Jefferson County Courthouse	3	COIC, COBRA, Jeff. Co. Dept. of Community Justice
The Children's Learning Center	3	COIC, COBRA, Jeff Co. Public Health
VA clinic in Bend	3	citizen, Veteran's Services, Disabled American Veterans

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Table B2. Survey Responses – Destinations		
Destinations	# of responses	respondents
Social Security Office in Bend	2	Madras Sr. Ctr./COCOA, BestCare
Bend River Mall	2	Madras Sr. Ctr./COCOA
Bend Old Mill District	2	Madras Sr. Ctr./COCOA
Home Town Drug in Madras	2	MVH, BestCare
Opportunity Foundation in Madras	2	Opportunity Foundation, MVH
St. Charles Medical Center, Redmond	2	COIC, regional DHS
Madras Senior Center, 860 SW Madison Street	2	citizen, NeighborImpact
Madras Vision Source, 211 SE 5th Street, Madras	2	citizen, Madras Sr. Ctr./COCOA
Indian Health Center in Warm Springs	2	citizen, CTWS Social Services
Brightwood in Madras	2	HABLAA, High Desert Express
Jefferson County Drug & Alcohol	1	COIC
OCDL	1	Jeff Co. Public Health
Jefferson County Food Bank	1	COIC
Central Oregon Radiology, Redmond	1	COIC
Central Oregon Radiology, Bend	1	COIC
COCC Redmond Campus	1	COIC
COCC Bend Campus	1	COIC
Jefferson County Library	1	HABLAA
Kah-Nee-Tah	1	HABLAA
Bend Memorial Clinic	1	citizen
VA Hospital in Vancouver, WA	1	Veteran's Services
VA Clinic in Salem (PTSD Treatment)	1	Veteran's Services
Madras Medical Group, 76 NE 12th Street, Madras	1	citizen
Warm Springs Health and Wellness Center	1	BestCare
Burger King (work)	1	COBRA
Dairy Queen (work)	1	COBRA
Subway (work)	1	COBRA
DHS in Warm Springs	1	NeighborImpact
NeighborImpact, 645 SW Marshall	1	NeighborImpact
Ross Clinic, 910 SW Hwy Ste 104	1	Madras Sr. Ctr./COCOA

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Table B2. Survey Responses – Destinations		
Destinations	# of responses	respondents
Higbee Dental	1	Madras Sr. Ctr./COCOA
Shultz's Dental	1	Madras Sr. Ctr./COCOA
Thriftway	1	Madras Sr. Ctr./COCOA
Dialysis Center in Bend	1	MVH
DHS in Bend	1	BestCare
CTWS Admin Building in Warm Springs	1	CTWS Social Services
Warm Springs Post Office	1	CTWS Social Services
Warm Springs store	1	CTWS Social Services
Warm Springs senior building	1	CTWS Social Services
Warm Springs Counseling Center	1	CTWS Social Services
Warm Springs Community Center	1	CTWS Social Services
Senior Center in Redmond	1	regional DHS
Jefferson County Sheriff's Office	1	High Desert Express
State Liquor Store, Madras	1	High Desert Express
Madras Airport	1	High Desert Express
Keith's Manufacturing, Madras	1	High Desert Express
Boys and Girls Club, Madras	1	High Desert Express
Redmond Airport	1	High Desert Express
Veteran's Home in the Dalles	*added by Stakeholders at their 5/11/07 meeting	
Multiple Location Responses		
Any medical center, anywhere	6	Housing Works, Worksource, OCDC, Jeff. Co. Dept. of Community Justice, CRR Seniors, High Desert Wheelchair Transport, regional DHS
Any grocery stores/shopping centers	5	COIC, Housing Works, HABLAA, CRR Seniors, OVRS
Specialists' clinics in Bend/Redmond	3	COIC, Housing Works, MVH
Any place of employment (but especially Madras)	3	Worksource, Jeff. Co. Dept. of Community Justice, OVRS
Mountain View Hospital/Clinic	3	<ul style="list-style-type: none"> • no public transportation; • no money for taxi; • no valid ODL • difficulty climbing hill
Warm Springs	2	COIC, MVH, BestCare
		MVH, OVRS

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Table B2. Survey Responses – Destinations		
Destinations	# of responses	respondents
Redmond	2	Jeff Co. Public Health, OVRS
Bend	2	Jeff Co. Public Health, CRR Seniors
The Children’s Learning Center	2	<ul style="list-style-type: none"> • difficulty climbing hill COIC, Jeff Co. Public Health
Churches	1	HABLAA
Beauty shops	1	citizen
Babysitter/daycare locations	1	COBRA
Banks in Madras	1	COBRA
Thrift Stores	1	BestCare
Pharmacies	1	BestCare
Bend Shopping Centers	1	NeighborImpact
Any dentist in Madras	1	MVH
Any optometrist in Madras	1	MVH
Small Mexican markets in Madras	1	Jeff Co. Public Health
All Local Service Agencies	1	OCDC
Banks	1	CRR Seniors
Post Offices	1	CRR Seniors
All motels	1	High Desert Express
Madras Restaurants	1	High Desert Express

Table B3. Survey Responses – Desired Destinations			
Desired Destinations	# of responses	reasons	respondents
St. Charles Medical Center, Bend	5	<ul style="list-style-type: none"> • Senior bus only available to travel to Bend on Thursdays • no other services to Bend • no valid ODL 	COIC, citizen, COBRA, NeighborImpact, BestCare
COCC Redmond Campus	4	<ul style="list-style-type: none"> • no service • no gas money 	COIC, COBRA, NeighborImpact, OVRS
COCC Bend Campus	4	<ul style="list-style-type: none"> • no service • no gas money 	COIC, COBRA, NeighborImpact, OVRS

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Table B3. Survey Responses – Desired Destinations			
Desired Destinations	# of responses	reasons	respondents
Cove St. Park	3	<ul style="list-style-type: none"> • outside service area 	Madras Sr. Ctr./COCOA, BestCare
Safeway	3	<ul style="list-style-type: none"> • no public transportation • no money for taxi • no valid ODL 	COIC, MVH, BestCare
Employment Department / COIC / DMV / Department of Human Services	2		COIC, Worksource
Bi-Mart	2	<ul style="list-style-type: none"> • no valid ODL 	COIC, BestCare
VA Hospital Portland	2	<ul style="list-style-type: none"> • VA bus is often full 	COIC, citizen
COBRA in Bend	2	<ul style="list-style-type: none"> • no service to Bend 	COBRA, NeighborImpact
Madras and Culver High Schools for evening events	2	<ul style="list-style-type: none"> • no evening service 	Madras Sr. Ctr./COCOA
Old Mill – Sunday Free Concert Series	2	<ul style="list-style-type: none"> • no Sunday service 	Madras Sr. Ctr./COCOA
Kah-Nee-Ta	2	<ul style="list-style-type: none"> • no service to WS 	Madras Sr. Ctr./COCOA
Madras Medical Clinic	1	<ul style="list-style-type: none"> • lack of money or vehicle 	COIC
Mt. Jefferson Clinic	1		COIC
Jefferson County Health Department	1		COIC
Jefferson County Drug & Alcohol	1		COIC
Jefferson County Courthouse	1		COIC
OCDC in Madras	1	<ul style="list-style-type: none"> • no public transportation • difficulty climbing hill 	Jeff Co. Public Health
Jefferson County Food Bank	1		COIC
Central Oregon Radiology, Redmond	1		COIC
Central Oregon Radiology, Bend	1		COIC
St. Charles Medical Center, Redmond	1		COIC
Jefferson County Library – Children’s Programs	1	<ul style="list-style-type: none"> • too far to walk and there's no public transportation. • Day care providers would like to come, but do not have enough car seats to transport several children. 	HABLAA
OHSU Hospital – Portland	1	<ul style="list-style-type: none"> • no direct service to it 	citizen
Redmond Community Concerts Series in Redmond on Sundays	1	<ul style="list-style-type: none"> • No senior bus transportation 	citizen

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Table B3. Survey Responses – Desired Destinations			
Desired Destinations	# of responses	reasons	respondents
		available on Sunday	
Social Security Office in Bend	1	<ul style="list-style-type: none"> • no service • no gas money 	NeighborImpact
HousingWorks in Redmond	1	<ul style="list-style-type: none"> • no service • no gas money 	NeighborImpact
NeighborImpact in Redmond	1	<ul style="list-style-type: none"> • no service • no gas money 	NeighborImpact
Erickson's in Madras	1	<ul style="list-style-type: none"> • no public transportation • no money for taxi 	MVH
Opportunity Foundation in Madras	1	<ul style="list-style-type: none"> • no public transportation • no money for taxi 	MVH
BestCare in Madras	1	<ul style="list-style-type: none"> • no public transportation • no money for taxi 	MVH
DHS in Madras	1	<ul style="list-style-type: none"> • 	Worksource
Jefferson County Sheriff's Office 675 NW Cherry Lane	1	<ul style="list-style-type: none"> • no valid ODL 	BestCare
Warm Springs Health and Wellness	1	<ul style="list-style-type: none"> • no valid ODL 	BestCare
Warm Springs Voc Rehab	1	<ul style="list-style-type: none"> • no valid ODL 	BestCare
Multiple Location Responses			
Employers in Bend/Redmond/Prineville/Culver/Madras	7	<ul style="list-style-type: none"> • Lack of gas money to start their new job until their first check • lack of fixed route service • limited DAR hours for many shifts • cost of taxis • no services 	COIC, Housing Works, COBRA, Madras Sr. Ctr./COCOA, Worksource, regional DHS, OVRS
Doctors and specialists in Bend, Redmond	4	<ul style="list-style-type: none"> • lack of fixed route service • limited DAR hours • cost of taxis • no gas money 	Housing Works, NeighborImpact, MVH, OVRS
Churches throughout Madras	2	<ul style="list-style-type: none"> • Senior Dial-A-Ride does not operate on Sundays 	citizen, Madras Sr. Ctr./COCOA

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Table B3. Survey Responses – Desired Destinations			
Desired Destinations	# of responses	reasons	respondents
Various shopping centers in Bend	2	<ul style="list-style-type: none"> • limited service to get there 	citizen, COBRA
Any grocery stores	1	<ul style="list-style-type: none"> • lack of fixed route service • limited DAR hours • cost of taxis 	Housing Works
Regional Outdoor Recreation Areas	1	<ul style="list-style-type: none"> • no services 	BestCare
Movie houses in Bend and Redmond	1	<ul style="list-style-type: none"> • no evening or weekend service 	Madras Sr. Ctr./COCOA
Madras community events (e.g. fireworks, fair, rodeo)	1	<ul style="list-style-type: none"> • limited service hours, days • limited service areas 	Madras Sr. Ctr./COCOA
Pharmacies in Madras	1	<ul style="list-style-type: none"> • no public transportation • no money for taxi 	MVH
Any medical center	1		Worksource
Bend in general	1	<ul style="list-style-type: none"> • distance • lack of public transportation 	Jeff Co. Public Health
Redmond in general	1	<ul style="list-style-type: none"> • distance • lack of public transportation 	Jeff Co. Public Health
Employers in Madras	1	<ul style="list-style-type: none"> • lack of shuttle from WS 	regional DHS