

Central Oregon Human Services Transportation Coordination
Kickoff Meeting Notes
May 10, 2016

Attending: List attendees

Staff: Scott Aycock and Judy Watts, COIC

1. Introductions and Agenda Review

Participants introduced themselves and their interest in the Coordination Plan process. Scott Aycock reviewed the goals of the meeting and summarized the agenda. The primary purposes of the meeting were to: 1) Form the regional steering committee and confirm committee roles; 2) review the purpose of the Coordination Plan process; 3) discuss the connections between the Coordination Plan process and the Regional Solutions Coordination Pilot that is under way; 4) to review the outcomes/priorities of the previous Coordination Plan processes; 5) discusses demographic and other changes since the prior process and forecast future changes that would impact the Plan; and 6) review the Plan next steps.

2. Regional Steering Committee Role

Scott Aycock discussed the role of the Regional Steering Committee, which is essentially to provide high-level guidance and feedback on the process and to help develop the final regional priorities. This process will be different than past processes due to the fact that we are moving from separate County and tribal plans to one regional Central Oregon Plan. There will still be local outreach and County and Tribal chapters, but the ultimate intent is to establish a set of region-wide priorities. The Regional Steering Committee is comprised primarily of persons that work at the regional scale providing transportation, health, and/or human services, as well as local Special Transportation Fund (STF) coordinators. They are expected to meet approximately four times over the 8-12 month planning period.

3. Outcomes to Date of Coordination Pilot

Attachment A

Joni Bramlett, ODOT, spoke to the goals and outcomes to date of the Regional Solutions Team Coordination Pilot, as summarized in Attachment A. This process has some similar goals to the Coordination Plan, but is a separate, statewide effort to establish ongoing coordination among transportation, health, and human service providers. Central Oregon is one of several pilots across the state. To date, the outcome of the Pilot in Central Oregon are a) Program of Regular Convening – Central Oregon stakeholders want a means to continue and strengthen peer-to-peer information sharing and problem-solving; b) Use pilot funding to support either planning and development for CET system expansions and/or transit outreach. Attachment A provides additional information. Note: the day of the meeting the Association of Oregon Counties distributed a call for proposals for this funding.

4. Purpose of Coordination Plans

Attachment B

Scott Aycock briefly reviewed the purpose of the Coordination Plan, which is discussed in detail in Attachment B. Essentially, the Plan will direct regional Special Transportation Fund (STF – administered

by the counties and the Tribe) and 5310 funding (administered by ODOT in coordination with the STF committees) to help fill the transportation gaps and barriers for seniors, persons with disabilities, and low-income households to access health and human services. Outside of these funding sources, the Plan can also be useful in identifying shared needs and opportunities, and ways for regional partners to align programs and objectives to better meet needs. In other words, it is a collaborative plan that, at its highest potential, will help regional partners work better together and get more accomplished.

An excellent example is the creation of Cascades East Transit itself, which was in part an outcome of the first round of Coordination Plans in the region. Through the needs assessment process, stakeholders realized that the development of a regional general public transit system, by pooling existing local resources to leverage additional state and federal funding, would result in a significant increase in service for all parties. The Central Oregon Council on Aging, DHS, ODOT, and other local partners played significant roles in this effort.

5. Prior Coordination Plan Priorities

Attachment C

Scott reviewed Attachment C, which provides a summary of the priorities and strategies of the Crook, Deschutes, and Jefferson County, and Confederated Tribes of Warm Springs Coordination Plans. There was significant overlap between the County Plans, specifically: 1) maintaining current infrastructure (in order to ensure that ongoing operations and bus replacements could be funded); 2) improving marketing and outreach for the transit system; 3) providing a data clearinghouse for all transportation options; and 4) enhance regional transportation planning and coordinated regional funding for the transit system. The attachment also provided an overview of the status of each priority. The counties and CTWS also had individual priorities that were not shared.

The group engaged in some discussion on some of the priorities:

Develop a wheelchair-accessible shuttle to the VA hospital in Portland (Crook County Plan):

- Space is very limited
- No assistance to help maneuver equipment and ambulate through their day
- Volunteer pilot (to connect veterans to the shuttle) ends in June 2016

Create a regional system “hub” (e.g. transit center), along with transit centers/shelters in outlying communities (Deschutes County Plan):

- Provide intercity connections
- No immediate connections to airport, but potential for future

Maintain the Jefferson County Coordination Committee (Jefferson County Plan):

- Jefferson County group formerly known as Chip meets every other month, can talk about transportation

Regional Coordination and Funding For Transit (all Plans):

- CET still depends on pooling/coordinating local funds

6. Discussion

Scott asked the group to respond to two questions: 1) What has happened since the Plans were last updated in 2009, that are relevant to the Plan purpose; 2) What is coming in the future that is relevant to the Plan purpose?

What changes have occurred since 2009?

- Population growth
- Senior population in-migration and natural growth
- Development of OSU-CC
- Housing prices and low vacancy rates
- Adult Intellectual and Development Disabilities (IDD)
 - As a result of new laws Opportunity Knocks are required to distribute IDD clients across different job sites
 - Not allowed to provide same level of care, integrated more into community
 - Clients, families, assistants need to learn how to ride fixed route to maintain independence
- Affordable Care Act provides more people with health care and need access to health services
- Different ways to approach dedicated funding for transit
 - COIC's regional funding committee drafted a strategy including the funding type, governance model , and increased outreach/marketing
 - Context:
 - Previous ballot measures failed in the 2000's
 - Last ballot measure was in Bend in 2008/2009
 - Current COIC Legislative Concept – maintain system at COIC to ensure it stays regional and to maintain community input in service. Model also allows Central Oregon communities to opt in to enhanced funding/service when they are ready.
- Follow up medical visits – new CCO model creates emphasis on follow up on medical appointments and wellness.
- Is there a concentration and centralization of medical centers? Yes and No:
 - Trend is care closer to home, decentralization
 - However, specialty services will remain in Bend/Redmond
 - Population growth allows more specialized services in outlying communities
 - Technology-tele services
- Preference to stay with same providers leads to transportation need
- Mobile clinics vs patient preference

Where are we going? (What future factors should shape the plan?):

- Federal Transportation Act and state legislation
 - Governor's transportation vision panel outcomes

- Funding package expected in 2017 – Oregon Transportation Forum and others are working to craft the proposal.
- Growing understanding of, and attention to, the social determinants of health
 - “Health is determined outside of doc’s office”= interconnections with other factors, i.e. transportation, education, housing etc.
- The Coordination Plan covers 5 years, but steering committee is encouraged to dream big and think broadly
- Access to the variety of transportation options
 - Especially rural areas
- Need to think more about access between Central Oregon and Portland
- Coordination Plans should be more focused on needs and addressing barriers – too general now
- Lower income families are pushed out farther from higher-cost housing areas and have more transportation needs
- Geography of Coordination Plans includes Deschutes, Crook, Jefferson Counties, and Warm Springs. South Deschutes County transportation needs and/or future strategies could overlap with North Klamath County. (See Kittleson for details on Coordination Plans in Klamath)
- Awareness of transit
 - Focus on youth – it’s easier to have them grow up with transit rather than changing adult’s behavior
 - Strategies to educate youth
- Lack of transit supported development for pedestrians
 - Built environment nexus
- Will there be an inventory of transportation vehicles? Yes
- Integrate cab service/Uber to coordination plan
- Sell the idea of transit

7. Overview of Process

Judy Watts provided an overview of the process for developing the Coordination Plan, which is outlined in Attachment D. Generally the process includes data gathering in the summer of 2016, development of draft strategies and actions in fall 2016, outreach and STF committee engagement in winter 2016-17, and Plan adoption in March 2017.

8. Review/Feedback

Judy led a discussion of the next steps, and reminded attendees to please take the online survey and to distribute it to their networks.

Judy asked if anyone else should be included on the steering committee, and suggested that COIC send out the full roster and solicit feedback on the group on potential additions.

The next meeting of the steering committee will be some time in August.

Action Items:

- COIC will send out the CET Funding Strategy, the Coordination Plan roster, and a link to the 2012 Central Oregon Health Impact Assessment
- COIC will send out the meeting agenda, materials, and notes to the full group.