Benton County: At Your Service Every Day

BENTON COUNTY
SPECIAL TRANSPORTATION ADVISORY COMMITTEE

AGENDA

Tuesday, May 23, 2017, 1:30 pm – 3:00 pm

Sunset Meeting Room - Benton County Sunset Building, 4077 SW Research Way, Corvallis

1. Call Meeting to Order / Introductions (Mary)
2. Approve April 28, 2017 Meeting Minutes (2 Minutes)
3. Old Business:
   a) Coordinated Plan status update (Lee) (3 Minutes)
   b) Volkswagon Settlement – Diesel Buses (Lee) (3 Minutes)
4. New Business:
   a) Introduce Special Guests (Lee)
   b) **Jennifer Moore, OCWCOG Community Service Program Manager** (5 Minutes)
   c) **Veteran's Pilot Report to Benton County BOC** (30 Minutes) (Phil Warnock)
   d) **Benton County Veteran's Program Overview** (15 Minutes) (Mary Newman)
5. Roundtable (5 Minutes)

Conclusion

NEXT MEETING: Tuesday, June 27, 2017, 1:00 – 3:00 pm

Benton County STAC Committee Members:

Mary Marsh-King, Chair (Vol. Driver)
Axel Deininger – Member (Disabled Rep.)
Tom Wogaman – Member (Schools ret.)
Lee K. Lazaro – STAC Staff
Tera Stegner – Member (Grace Center)
Drew Foster – Member (City of AV)
Steve Harder – Member (Dial-a-Bus)
Dave Zaback - Member (HomeLife)
Tim Bates – Vice-Chair (CTS)
Steven Black – Member (Vol. Driver)

Benton County
Special Transportation Advisory Committee (STAC)
Meeting Schedule
For January to December 2017

Tuesday, January 3, 2017 (Special Budget Meeting)
1:30 – 3:00 pm

Tuesday, January 24, 2017 (Regular Meeting – Special Budget)
1:30 – 3:00 pm

Tuesday, February 28, 2017 (Cancelled)

Tuesday, March 28, 2017 (Coordinated Plan Workshop)
1:30 – 3:30 pm

Tuesday, April 25, 2017 (Coordinated Plan Community Open House)
12:30 –2:30 pm

Tuesday, May 23, 2017
1:30 – 3:00 pm

Tuesday, June 27, 2017
1:30 – 3:00 pm

Tuesday, July 25, 2017
1:30 – 3:00 pm

August 22, 2017 Meeting (Cancelled)

Tuesday, September 26, 2017
1:30 – 3:00 pm

Tuesday, October 24, 2017
1:30 – 3:00 pm

Tuesday, November 28, 2017
1:30 – 3:00 pm

December 26, 2017 (Cancelled)

MEETINGS ARE OPEN TO THE PUBLIC

Meeting facility: Sunset Building, 4077 SW Research Way, Corvallis, OR 97333
In the Sunset Room on the first floor.
The Sunset Building is accessible to the public.

This Agenda and the accompanying Minutes are available in alternate format upon request.
For an alternate format, or if you have any questions, please contact Cathy Williams, STF Assistant, at
mailto:cathy.williams@corvallisoregon.gov 541-766-6729 ext. 5012

BENTON COUNTY
SPECIAL TRANSPORTATION ADVISORY COMMITTEE
MEETING MINUTES
Special Coordinated Plan Meeting April 25, 2017

Present
Tim Bates, Vice Chair
Steve Harder
Tera Stegner
Dave Zaback
Steven Black
Axel Deininger (remote)

Absent
Tom Wogaman
Drew Foster
Mary Marsh-King
Lisa Scherf (City of Corvallis)

STF and City/County Staff
Lee Lazaro, STF Coordinator
Cathy Williams, STF Assistant (Recorder)
Debie Wyne, Benton County Public Works

Visitors/Presenters
Jim Owens, Cogan Owens Greene
Jean Palmateer, ODOT Rail & Public Transit
Ann Hanus, Oregon Assoc. of Counties
Ali Bonakdar, CAMPO
Phil Warnock, OCWCOG
Suzanne Lazaro, SSAC - COG
Sally Harburg, Volunteer Caregivers
Sandra Potter, Volunteer Caregivers
Betty Hooper
Jasper Smith, Benton County DD
Lisa Bennett, SSAC/DSAC - COG
Clarice Freitas, LBHEA
David Rabinowitz, Corv. Sust. Coalition

1. Introductions

Vice Chair Tim Bates called the meeting to order at 12:37 PM. Committee members present introduced themselves. Mr. Bates also acknowledged that there were several staff, guests, and other attendees, and asked them to introduce themselves.

2. Review and approval of meeting minutes

The Committee reviewed the March 28th, 2017 minutes. Steven Black moved to accept the minutes and Steve Harder seconded the motion. The minutes were approved unanimously as submitted.

3. Coordinated Plan Program – Presented by Jim Owens & Jean Palmateer

Lee Lazaro introduced the Open House and thanked everyone for attending. He informed the group that this day is the culmination of an approximately 2-year effort that we have been working with ODOT and the Oregon Association with counties on this Coordinated Plan. There have been several open houses; current assessments; identification of issues and challenges; interviewing 50-60 stakeholders in Linn/Benton/Lincoln areas; and determining strategies/priorities throughout that time. Mr. Lazaro had copies of the agenda packet and draft Coordinated Plans available for those interested.

a) Presentation – Coordinated Plan Overview

Jean Palmateer began the presentation by informing the attendees that the Coordinated Plan is required by the Federal Government – US Department of Transportation, Federal Transit Administration. It is part of a program called "5310" which is intended to support the travel needs of older adults, people with disabilities, and veterans. The goal is that through coordination of agencies with common interests, we find a better way to serve older adults, people with disabilities, and people with lower incomes. This has been a requirement by the Feds for almost 15 years and Oregon is now in the 3rd wave of planning efforts.

Ms. Palmateer stated that each time the State goes through this Coordinated Plan process, we improve upon it. One thing noticed in the last round is how much in common neighboring jurisdictions have with each other. She said that this particular plan is a "pilot" which includes Benton, Linn, and Lincoln Counties along with the Siletz Tribe. Each entity has their own unique Plan for their area, then the process is completed by having one plan for the larger "travel shed". These regional issues we have in common are mutual goals between the entities, and will be included in a common Chapter (not yet completed). Ms. Palmateer stated that today the focus is on the Benton County Plan. If you look at the policies and ideas for implementation, you would see things that would remind you of transportation issues that would be common in any area.

Jim Owens presented a 25-minute slideshow summarizing the draft Coordinated Plan. He noted that there are several transportation plans going on in the Mid-Valley, but this one is unique in that it is focused on coordination, specifically between providers of public transportation and the Human and Health Services communities. The Plan looks at how to match our public transportation services to best meet the needs of those who need to use those services. We are also trying to have the Human and Health Services communities understand the transportation services that are available, and share that information with their clients. We look at how to use public transportation best to access medical services, employment, appointments, and other special services that clients need specific to transit.

Mr. Owens restated that the Coordinated Plan is a requirement of both the Federal and State governments. The requirement is that projects for which agencies seek funding must be captured in the Plan, with the purpose to improve services. In the slideshow, Mr. Owens reviewed contents of the Plan and explained the steps of the planning process, along with details of how funds have been used since the last update in 2009. He also noted the section of how the STAC will prioritize funding if there are shortfalls in the future. Mr. Owens stated that the heart of the plan is the identification of needs, and what strategies/actions are going to be taken to meet those needs.

b) General Audience Questions & Comments

There were a considerable number of follow-up questions and general input from attendees on Mr. Owen's presentation, which were noted by him for future reference and possible research and/or follow-up.

c) Public Input Opportunity/Workstations

Mr. Owens had the group of attendees circulate to four workstations, which each had specific questions that provided participants the opportunity to give input and ideas. Their input was recorded for the draft plan.

d) Coordinated Plan Questionnaire

Attendees were asked to complete and return a questionnaire for feedback purposes. Questionnaires were collected as participants left the meeting.

4. **Conclusion:** The meeting adjourned at 2:15 PM.

NEXT MEETING: Tuesday, May 23rd, 2017, from 1:30 PM to 3:00 PM.

Veterans' Transportation Report

To: Benton County Board of Commissioners

From: Phil Warnock, CED Director - OCWCOG

Subject: Veterans' Transportation Services Pilot Project – Final Report

Background:

ODOT, consistent with the recommendations of the 2008 Task Force on Veterans' Services commissioned by Governor Kulongoski and the 2009 Veterans' Transportation Task Force created by the Legislative Assembly, established a pilot program to help deliver coordinated rides to veterans.

In early 2013 ODOT asked Oregon Cascades West Council of Governments, through its non-emergent medical transportation brokerage RideLine, to serve as one of three pilot providers. The project, serving veterans in Benton County and Linn County, was intended to broaden the availability of transportation resources and coordination for veterans to access medical care. ODOT initially allocated $33,333 to each of the three pilot projects around the state with the project ending in June 2014.

The pilot project description indicated the project would:

- "Investigate and develop replicable transportation projects designed to transport veterans who do not have personal or other transportation options…"; and

- "Define the magnitude of the need and the future cost for an ongoing program."

ODOT specifically indicated the pilot project was not intended to supplant any currently available transportation options for veterans. Given the relatively small amount of funding, the primary focus was to provide individuals with counseling on resources and assistance to veterans to identify existing transportation options they may have access to. Where appropriate, the funds could be used to transport a veteran to a medical appointment or to transport a veteran to connect to another service such as the DAV van or an intercity bus.

ODOT subsequently allocated an additional $33,333 for a total of $66,666 to each of the three pilots to extend the project and evaluation period, through ODOT amendments, to June 2016.

Since the state Special Transportation Fund (STF program) is the funding source the money must be directed to the local STF agency. In this case, funds were allocated to Linn County through an ODOT Intergovernmental Agreement. Then, in a similar manner

to other STF-funded programs, Linn County forwarded the funds for the pilot transportation project to OCWCOG through an Intergovernmental Agreement.

Current Item:

The attached final report was prepared by OCWCOG in August and reviewed by several people including the Veterans Services Officers (VSO) for Benton County and Linn County, ODOT and the County STF Coordinators.

A brief summary:

- The transportation needs of veterans turned out to be different (and generally less) than what many people expected. That is, indeed, an important finding from a pilot project.
- It is estimated that about 20% of the 5,700 veterans in Benton County access medical services at a Veterans Administration facility and about 27% of the 11,800 veterans in Linn County access medical services at a VA facility.
- 157 individual veterans, out of a total veteran population of 17,500 in Benton County and Linn County, received rides. Rides for 65 veterans were funded through this grant and rides for 92 veterans were funded through the RideLine medical brokerage program.
- 641 total rides were funded through this grant during the 30 month period; with an additional 3,741 rides funded through RideLine.
- Initially it was assumed that most of the rides would be provided to veterans that were wheelchair bound and unable to utilize the DAV shuttle service. However, only four veterans requested wheelchair transport (a total of 8 trips). Additional wheelchair trips were provided through the RideLine brokerage program. (IHN-CCO and Oregon Health Plan Medicaid).
- The report indicates "many of the difficulties the veterans were having in securing transportation for their appointments seemed to stem from a lack of overall communication and knowledge of available resources...The counseling and referral aspect of the pilot was a key to impacting so many veterans with a relatively modest number (65) having rides paid for by the pilot project funds".
- As it stands, there are no set transportation options for veterans that reside in rural areas of Oregon.
- Overall, RideLine and other brokerages are very effective at coordinating rides but to serve veterans effectively requires further coordination on the insurance and medical provider side.