

<b>Lane Coordinated Public Transit-Human Services Transportation Plan</b>	
<b>Primary Focus Area</b>	Public Transportation for Older Adults, People with Disabilities and People of Low Income
<b>Secondary Focus Area(s)</b>	Human Services
<b>Type of plan (Functional, general, etc.)</b>	General
<b>Motivation/Purpose for the Plan</b>	The purpose of the plan is to broaden the dialogue and support coordination between public transportation and human services transportation focused on target populations; older adults, people with disabilities and persons of low income. The Federal Transit Administration (FTA) and the Oregon Department of Transportation have expectations and requirements for a coordinated planning process. The 2009 update satisfied guidance by the FTA on required elements. A 2013 update highlights current conditions, new initiatives, results of recent surveys and local planning.
<b>Author/Organization</b>	Lane Transit District
<b>Plan Developer(s)</b>	LTD Accessible and Customer Services Manager Accessible Transportation Committee is a consumer-based advisory group to LTD; required by Oregon Special Transportation Fund (STF) legislation to review use and distribution of STF dollars allocated for services within Lane County.
<b>Date Created</b>	2006
<b>Date Approved</b>	January 2007 and June 2008 (update)
<b>Date Updated (or scheduled to be updated)</b>	January 2013
<b>Geographic Scope</b>	Central Lane MPO, LTD service area, and Lane County for rural, volunteer and Medicaid supported transportation services
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• The plan reviews existing public and human services transportation and the coordination of resources and services</li> <li>• Provides context to continue and expand coordination</li> <li>• Provides a platform to enhance access for older adults, people with disabilities, and low-income individuals</li> <li>• Identifies service gaps and is used to align service needs with available funding</li> </ul>
<b>Location/URL</b>	<a href="http://www.ltd.org/pdf/FINAL%20-%202009%20Update%20-%20Coordinated%20Plan.pdf">http://www.ltd.org/pdf/FINAL%20-%202009%20Update%20-%20Coordinated%20Plan.pdf</a>
<b>Inputs</b>	
<b>What Inputs</b>	<input checked="" type="checkbox"/> Qualitative: # of rides, consumer survey results <input checked="" type="checkbox"/> Quantitative: Population and economic data; per ride results (by cost and efficiency factors) <input type="checkbox"/> Other: local needs assessments (United Way, S&DS)
<b>Input Analysis</b>	

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<b>Source</b>	<ul style="list-style-type: none"> <li>• US Census Bureau</li> <li>• Oregon Office of Economic Analysis</li> <li>• Eugene Area Chamber of Commerce</li> <li>• Bureau of Labor Statistics</li> <li>• Program outcomes</li> </ul>
<b>Address TBL?</b>	<input type="checkbox"/> Yes, Explicitly <input type="checkbox"/> Yes, Implicitly
<b>Are any of the following impacts addressed?</b>	<input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Quality of life <input checked="" type="checkbox"/> Social <input checked="" type="checkbox"/> Equity
<b>Input presentation</b>	Inputs are not stated in a way to support desired outcomes.
<b>Input leads to policies</b>	<input type="checkbox"/> Policies in plan derive from plan inputs Comments: The inputs are provided for context, but do not provide a basis for the policies.
<b>Policies/ Actions without supporting inputs</b>	The strategies are not directly related to the inputs, as the following information has been overlooked: information regarding the location of services and transit access, mobility statistics, and transportation spending as a share of incomes.
<b>Inputs and Goals</b>	<input type="checkbox"/> Goals are supported by inputs. Comments: Primary goal of the Plan is to confirm that a coordinated network of services focused on human service needs is both available and supported within the community using a variety of providers and methods that serve targeted users
<b>Input Scope</b>	X <input type="checkbox"/> Narrow <input type="checkbox"/> Broad Comments: Plan specifically addresses public transportation and human services relationships and connections within the community; focuses on coordination as an overriding strategy
<b>Public Involvement and Consultation</b>	<input type="checkbox"/> Public engagement <input checked="" type="checkbox"/> Input from Boards and Commissions <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Within topic area (Accessible Transportation Committee)</li> <li><input type="checkbox"/> Outside topic area</li> </ul> The plan was developed based on input of transportation and human services staff, stakeholder interviews, focus groups, meetings with human service case managers, and input from the Accessible Transportation Committee (advisory group to LTD).

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<b>Goals</b>	
<b>Key Goals/ Recommendations</b>	<ul style="list-style-type: none"> <li>• Meet FTA and ODOT Public Transit coordination requirements</li> <li>• Maintain existing services for people who depend on public transportation at levels that have been shown to be effective</li> <li>• Respond to growth within existing services</li> <li>• Respond to emerging community needs</li> <li>• Offer a network of transportation services that help meet human service needs of target populations</li> </ul> <p>Goals within the Plan are broad.</p>
<b>Desired Outcomes</b>	Increased support for collaboration of public and human services transportation; cost and resource sharing.
<b>Crossover Goals</b>	To provide access to social services and public health services.
<b>Strategies</b>	
<b>Strategies and Action Items</b>	<ul style="list-style-type: none"> <li>• Create a centralized RideSource Call Center</li> <li>• Support both rural and metro services</li> <li>• Provide transit service where it is needed</li> <li>• Provide transit service when it is needed</li> <li>• Make transit vehicles more accessible to vulnerable populations</li> <li>• Make transit more affordable for vulnerable populations</li> <li>• Educate human service agencies about transportation options</li> <li>• Offer a network of transportation services that strive to meet different transportation needs</li> <li>• Manage resources to maintain or reduce per ride costs</li> </ul>
<b>Strategies for Implementation</b>	N/A
	<input type="checkbox"/> Strategies for Implementation accomplished regularly
<b>Policies and Capital or Program Investments</b>	
<b>Direction of policies and use of resources</b>	Recipients of federal funds (designated in the metro area to be LTD and ODOT) are required to certify that projects are “derived from” the plan. Local projects funded by grants from ODOT are reviewed and ranked by LTD. Priorities are as follows: maintain existing services, grow where there is demand, and respond to community needs.
<b>CIP Connections</b>	No
<b>Investment Links</b>	

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<b>Plan Performance and Maintenance</b>	
<b>Strategies for Maintenance</b>	N/A
	<input type="checkbox"/> Strategies for Maintenance accomplished regularly
<b>Plan Performance</b>	
<b>Linkages and Connections with Other Plans and Agencies</b>	
<b>Connections to other plans</b>	Central Lane MPO Unified Planning Work Program, 2008 Commuter Solutions 2005-2010 Strategic Plan Lane Transit District's 2006 Strategic Plan
<b>Connections to other agencies</b>	Lane Council of Governments Oregon Department of Transportation

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### Timeline:

