

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

In the Matter of Approving the Updated)
Columbia County Coordinated Human)
Services Public Transportation Plan)
(the "Coordinated Plan"))

ORDER NO. 4 - 2013

WHEREAS, the Oregon Department of Transportation – Public Transit Division has adopted the federal requirement, as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users Extension Acts (SAFETEA-LU), that all rural transit agencies who receive funding under 49 U.S.C. 5310 ("Section 5310") complete a Coordinated Human Services Public Transportation Plan ("Coordinated Plan") that identifies gaps and transportation options for the elderly and disabled in rural communities; and

WHEREAS, the Section 5310 program requires that recipients of Section 5310 funding periodically update the Coordinated Plan and submit the updates to the Oregon Department of Transportation - Public Transit Division; and

WHEREAS, the County has been awarded further funding from the Section 5310 program as pass-through funding from the Oregon Department of Transportation - Public Transit Division for the provision of rural transportation services for the elderly and disabled; and

WHEREAS, the County will continue to seek this funding in the future; and

WHEREAS, the Board of Commissioners for Columbia County ("Board") approved the original Coordinated Plan on November 26, 2007; and

WHEREAS, the Coordinated Plan was subsequently updated on May 6, 2009, and October 2010, by the County Transit staff; and

WHEREAS, in accordance with the requirements of Section 5310, Transit staff has proposed amendments to update the 2010 Coordinated Plan; and

WHEREAS, staff presented the proposed amendments to the Board on October 31, 2012; and

WHEREAS, on November 19, 2012, the Columbia County Citizens Transit Advisory Committee ("TAC") reviewed the proposed updates to the Coordinated Plan and provided comments and recommendations on those proposed updates; and

WHEREAS, TAC then voted to recommend the updates to the Coordinated Plan to the Board; and


WHEREAS, at the joint meeting of the TAC and the Board held on January 22, 2013, there were no further comments on the proposed updates;

NOW, THEREFORE, IT IS HEREBY ORDERED that the updated Columbia County Transportation Coordinated Human Services Public Transportation Plan (the "Coordinated Plan"), a copy of which is attached hereto as Exhibit A and by this reference incorporated herein, is hereby approved.

Dated this 30th day of January, 2013, at St. Helens, Oregon.

BOARD OF COUNTY COMMISSIONERS
FOR COLUMBIA COUNTY, OREGON

By: 
Henry Heimuller, Chair

By: 
Anthony Hyde, Commissioner

By: not present
Earl Fisher, Commissioner

Approved as to form

By: 
Office of County Counsel

EXHIBIT A

**Columbia County Transportation
Coordinated Human Services
Public Transportation Plan
“Coordinated Plan”**

**Approved
September 26, 2007
Update Approved: May 6, 2009
Draft Update: October 15, 2010
Draft Update: October 25, 2012**

Columbia County Transportation Updated Coordinated Plan (10-10)
Final Approval 5-6-09
Oregon Department of Transportation- Public Transit Division

Introduction

The aim of this Coordinated Plan is to improve transportation services for individuals with disabilities, individuals who are senior, and individuals with lower incomes by providing strategies to guide the investment of available funds and guide the acquisition of future grants. The Coordinated Plan addresses the needs of select populations, while recognizing that transportation needs cross population groups, and that individuals frequently fall within several population categories. This plan addresses coordination of resources and services so as to minimize duplication of effort enhance services and encourage the most cost-effective transportation feasible. The plan also considers, to the maximum extent feasible, other similar plans in the regional area, resulting in regional opportunities to coordinate services.

This Coordinated Plan summarizes stakeholder research and priorities, based on demographic and survey research and meetings with transportation providers, community agencies and medical services providers. The Plan also includes an evaluation of community resources and assessment of targeted population transportation needs.

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Evaluation of Community Resources

An accurate evaluation of the transportation resources available to the low income, senior and disabled residents in Columbia County requires profiles of both these special needs populations and the transportation resources available to them. The special needs populations in Columbia County represent between 10% and 15% of the total residents.

Profile—Columbia County Low Income, Senior and Disabled Residents **County Income/Low Income**

According to the Bureau of Economic Analysis, Columbia County's per capita personal income was \$27,745 in 2004, 91 percent of the state average of \$30,561, and 84 percent of the national average, \$33,050. Persons below poverty accounted for 9.5% of the county's population, compared to the State's average of 12.9%. (US Census 2004 update) The highest concentrations of low income residents are found in the Scappoose Springlake neighborhood, the greater St Helens area, and the northwest quarter of Columbia County. (See Poverty Census Map)

Basic Family Budget

According to a US Department of Agriculture report, between 2002 and 2004, 11.9 percent of Oregon households struggled to meet their basic need for food. The following chart outlines typical expenses for four family types in Columbia County and the corresponding income those families would need to meet their expenses.

Columbia County's Basic Family Budget

Basic family budget/month	1 adult and 1 child	1 adult and 3 children	2 adults and 1 child	2 adults and 3 children
Housing	\$717	\$1,044	\$717	\$1,044
Food	\$303	\$580	\$479	\$722
Child care	\$481	\$1,077	\$481	\$1,073
Health care	\$239	\$249	\$324	\$360
Other necessities	\$316	\$503	\$371	\$547
Taxes	\$439	\$657	\$449	\$700
Basic family budget needed/month	\$2,832	\$4,447	\$3,294	\$4,923
Basic family budget total/annual	\$33,984	\$53,364	\$39,528	\$59,076
Hourly wage needed for basic family budget	\$16.34	\$25.66	\$19.00	\$28.40
Poverty threshold	\$12,830	\$19,350	\$16,090	\$22,610
% Of basic budget	37.8%	36.3%	40.7%	38.3%

Seniors

Residents over 65 years of age account for 12% of Columbia County's population, slightly less than the State-wide average of 13%. Concentrations of seniors correspond in part with the concentrations of low income: Scappoose has the most residents 65 years of age or older, followed by northwest quarter of the County/Clatskanie and Rainier. New senior housing and a new senior center in Rainier has driving some of the influx of seniors to the area of Columbia County. There has been somewhat of a trend of Scappoose and St Helens retirees moving to Rainier. (See Seniors Census Map) Seniors are projected to grow from 12% of the county's population in 2005 to 21% of the population by 2025. (See Columbia County Community in Focus)

People with Disabilities

Serving disabled Columbia County residents is challenging as the highest concentrations of these special needs populations live in the more rural areas, west of the cities along Highway 30. The Scappoose Springlake neighborhood includes an above average number of residents with disabilities. Approximately 16% of Columbia County's residents are disabled, on par with the State-wide average. (See People with Disabilities Census Map) Seniors needing assistance due to disability are expected to double between now and 2025. (See Columbia County Community in Focus).






Veterans

Veterans are included in this profile of special needs populations because of the travel distance for medical services, typically to the VA in Portland. While not all veterans require public or assisted transportation, segments of this population have special needs. Fourteen percent of Columbia County's residents are civilian veterans, with the highest concentration living in the greater St Helens area. (See Civilian Veterans Census Map)





Percent of Persons Below the Poverty Level in 1999: 2000
Universe: Total population
Census 2000 Summary File 3 (SF 3) – Sample Data
Columbia County, Oregon by Census Tract

Legend

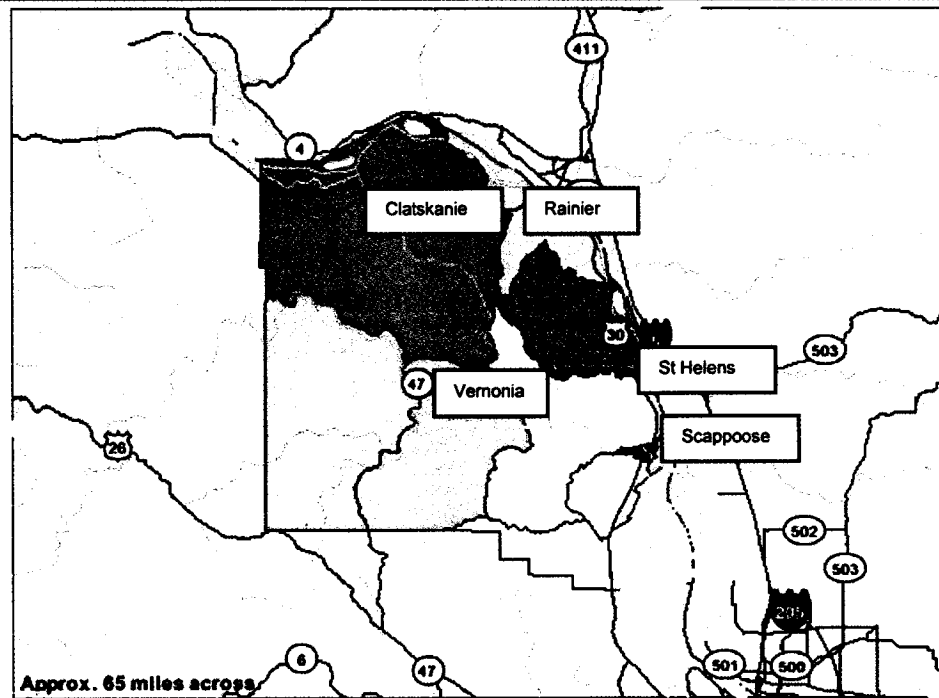
Data Classes

Percent	
	5.4 - 5.8
	7.7 - 8.2
	9.2 - 9.3
	10.1 - 10.2
	15.3 - 15.3

Features

-  Major Road
-  Stream
-  Stream/Waterbody
-  Stream/Waterbody

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are not visible
at this zoom level








Percent of Persons 65 Years and Over: 2000
 Universe: Total population
 Census 2000 Summary File 1 (SF 1) 100-Percent Data
 Columbia County, Oregon by Census Tract





Legend

Rainier

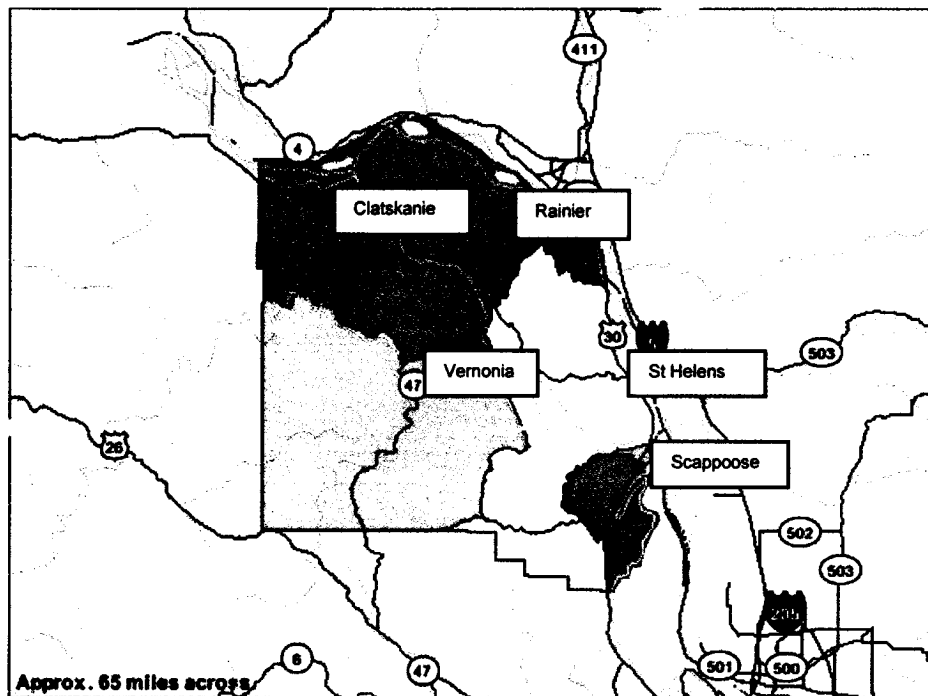
Data Classes

Percent	
	9.2 - 9.6
	9.9 - 10.2
	10.9 - 11.8
	12.6 - 13.5
	14.7 - 14.7

Features

-  Major Road
-  Street
-  Stream/Waterbody
-  Stream/Waterbody






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Percent of Persons 21 to 64 Years With a Disability: 2000
 Universe: **Civilian noninstitutionalized population 21 to 64 years**
Census 2000 Summary File 3 (SF 3) – Sample Data
Columbia County, Oregon by Census Tract

Legend

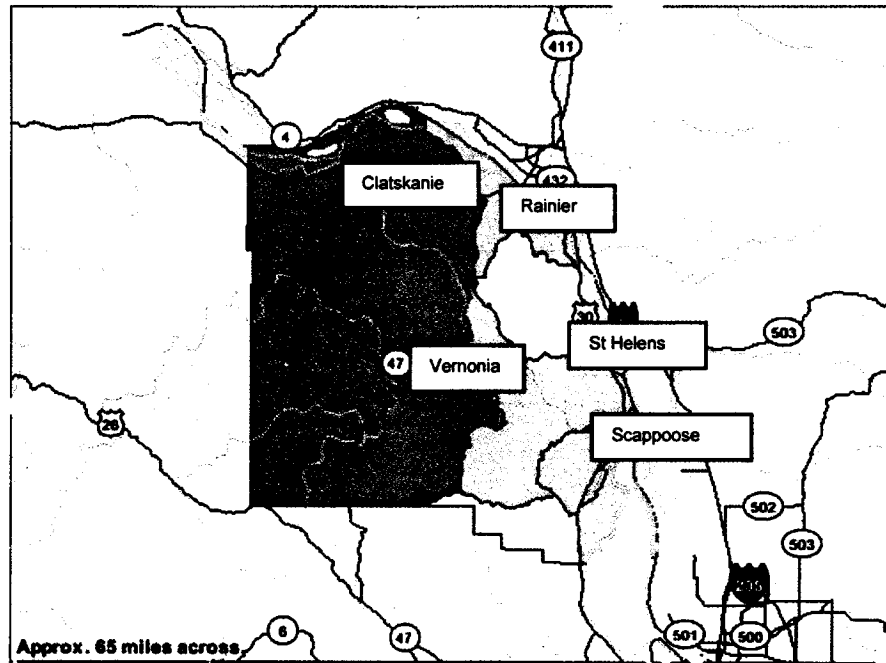
Data Classes

Percent	
	14.1 - 14.1
	16.0 - 16.0
	18.1 - 18.9
	20.3 - 21.2
	22.8 - 22.8

Features

-  Major Road
-  Street
-  Stream/Waterbody
-  Stream/Waterbody






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are not visible
at this zoom level







Percent of Civilian Persons 18 Years and Over Who Are Veterans: 2000
Universe: Civilian population 18 years and over
Census 2000 Summary File 3 (SF 3) – Sample Data
Columbia County, Oregon by Census Tract

Legend

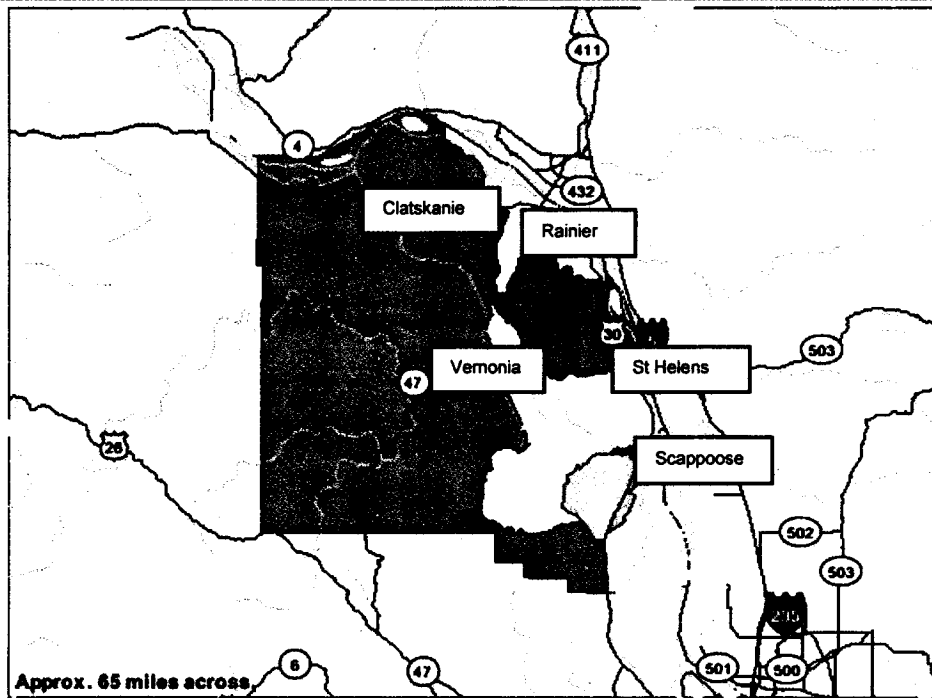
Data Classes

Percent	
	17.4 - 17.4
	18.2 - 18.6
	18.9 - 18.9
	20.0 - 20.4
	20.8 - 21.5

Features

-  Major Road
-  Street
-  Stream/Waterbody
-  Stream/Waterbody

Items in gray text
are not visible
at this zoom level



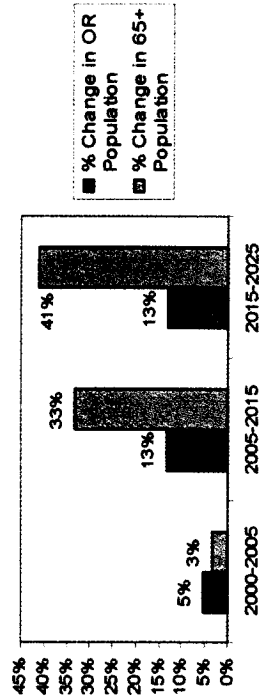
Your Community in Focus COLUMBIA COUNTY



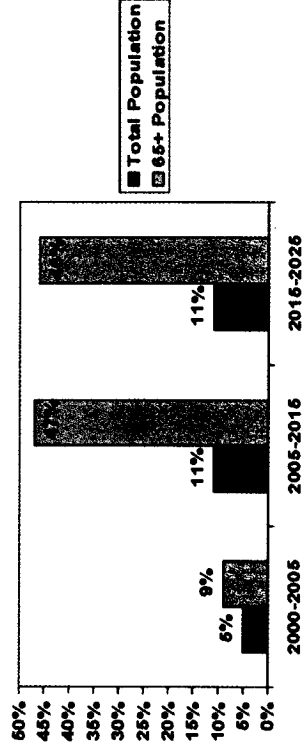
	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
Population in 2000:	3,421,399	43,560	1,573	1,574	94	1,728	4,933	10,134	2,254		
% Population 65+ :	13%	12%	15%	14%	18%	14%	12%	9%	10%		
Mid-Range Income:	\$40,916	\$45,797	\$35,833	\$59,545	\$40,000	\$41,949	\$47,796	\$40,648	\$41,181		
Homeownership Rate:	64%	76%	66%	86%	76%	65%	72%	63%	80%		
% Housing Cost Burden:	58%	46%	44%	58%	17%	55%	47%	45%	58%		
% Severe Housing Cost Burden:	29%	21%	18%	30%	0%	28%	22%	18%	28%		

	2000	2005	2010	2015	2020	2025	2030	2035	2040	2045	2050
Population in 2000:	3,421,399	43,560	1,573	1,574	94	1,728	4,933	10,134	2,254		
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Homeownership Rate:	64%	76%	66%	86%	76%	65%	72%	63%	80%		
% Housing Cost Burden:	58%	46%	44%	58%	17%	55%	47%	45%	58%		
% Severe Housing Cost Burden:	29%	21%	18%	30%	0%	28%	22%	18%	28%		

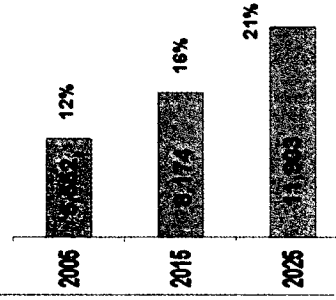
Growth Rate of Oregon's Aging Population



Growth Rate Of Columbia County's Aging Population

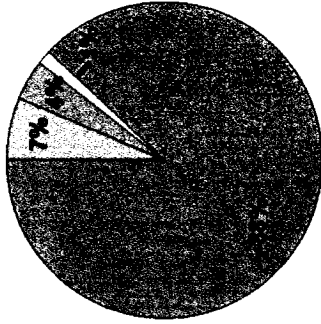


Columbia County Projected 65+ Population and % of general population

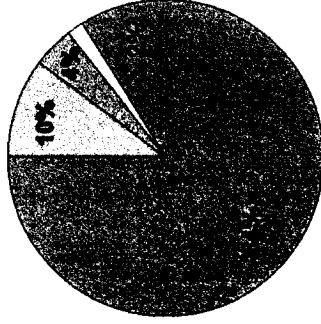


Our population is aging in Columbia County

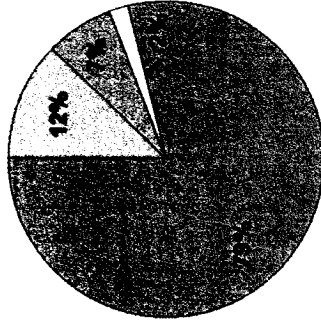
2005 Population



2015 Population



2025 Population



- Under 65
- 65 - 74
- 75 - 84
- 85 +

Under 65	40,426	42,708	44,451
65-74	2,995	5,161	6,951
75-84	1,872	2,137	3,823
85 +	685	875	1,129

Will our facilities meet the needs of Columbia County seniors?

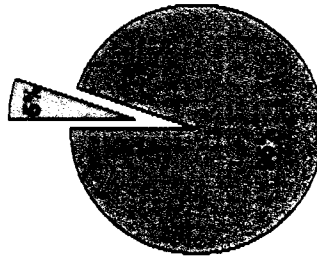
Facility Type	Count	Available	Occupied
Physicians per 1000 (2004 Data)	0.55		
Hospitals	0		
Community Facilities	10	285	280
Nursing Homes	2	102	89

Today: Employee of the Year
Tomorrow: Will he be able to find the help he needs in 2015?

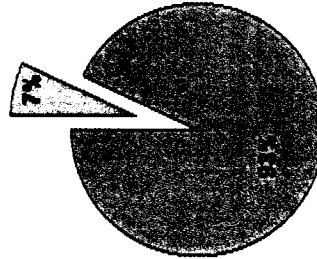
Our Need for Long Term Care is Growing

Columbia County

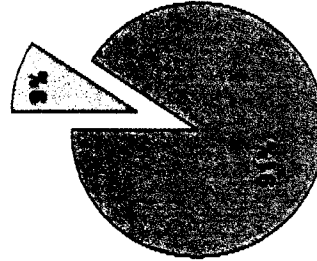
2006



2016



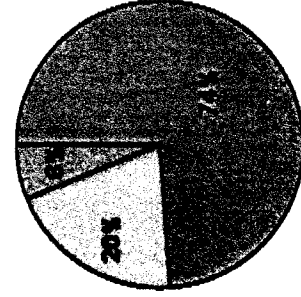
2026



	2006	2016	2026
<input type="checkbox"/> Need Long Term Care	2,435	3,585	5,220
<input checked="" type="checkbox"/> Do not need Long Term Care	43,543	47,297	51,135

Columbia County Projected Medicaid Needs	2015	2016	2026
Seniors requiring Medicaid (including long-term care and pure Medicaid) assistance	115	161	239

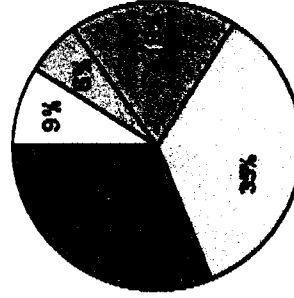
National % of Seniors Needing Assistance Due to Disability



- No Disabilities
- Need assistance with 1-3 activities of daily living
- Need assistance with 3 or more activities of daily living

Sources: Joshua M. Weiner, 2002 National Health and Retirement Study

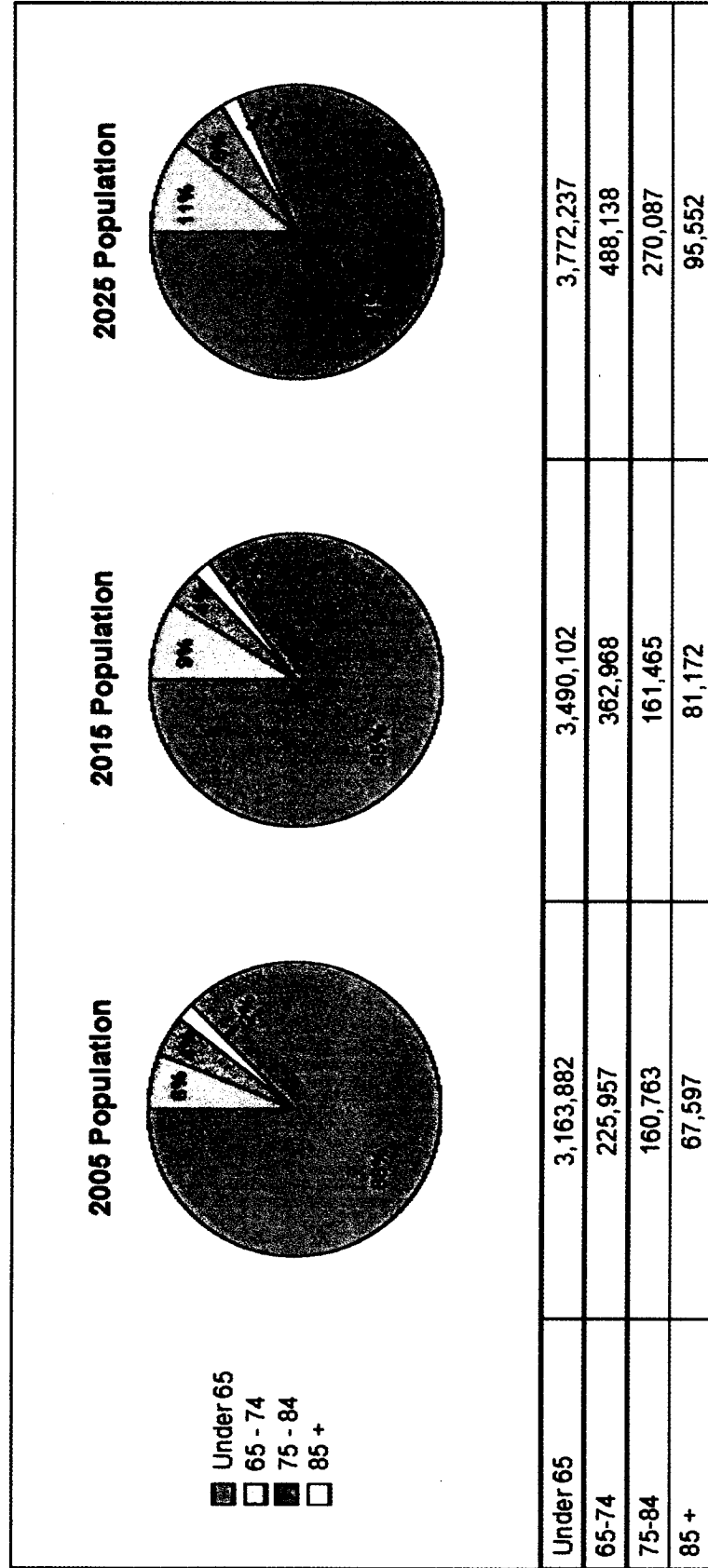
National % of Seniors and Federal Poverty Level (Monthly Income)



- Less than \$798
- \$798 - \$897
- \$898 - \$1588
- \$1589 - \$3192
- Over \$3192

Sources: Joshua M. Weiner, 2002 National Health and Retirement Study

Total Oregon Population Growth



Sources: Data Place of US Census Data (<http://www.dataplace.org>), Office of Economic Analysis (http://www.oregon.gov/DAS/OEA/docs/demographic/pop_by_ageandsex.xls), DHS Seniors/Physical Disabilities Data (http://www.oregon.gov/DHS/pd/data/providers/capacity_0511.pdf), Joshua M. Weiner, 2002 National Health and Retirement Study, OHSU Office of Rural Health Physician Data for Oregon (<http://www.ohsu.edu/oregonruralhealth/resource/ppg.html>)



Prepared on 5/1/2006 by
DHS Seniors and People with Disabilities

Profile—Columbia County Transportation Resources Available to People with Low Incomes, Seniors and People with Disabilities

Columbia County currently operates its own Columbia County Rider public transit system under the County budget, rather than through a public transit district with its own tax base. While growing in fleet size, and number/frequency of transit, the County's need for public transportation is still underserved. The County's transit fleet includes 8 buses, 2 vans and 2 vehicles with an additional bus, 4 vans and 4 vehicles scheduled for purchase in 2007. In addition, the South County Alternative Transportation (SCAT) service discontinued operation in early 2007, and the County is negotiating acquisition of 2 of their buses.

Columbia County contracts with Metro West to provide weekday fixed route and demand responsive services. Fiscal year 2006—07 nearly 40,000 rides were provided. Fixed routes run between St Helens/Scappoose to Portland and to the Portland Community College campus west of Portland. Fall of 2007 service between Clatskanie/Rainier and Longview will be implemented. Vehicles are wheelchair accessible.

Demand responsive, "Curb- to-Curb Service" is available from 7:00 AM to 5:30 PM Monday through Friday in Clatskanie, Prescott, Rainier, Scappoose, St Helens and Vernonia. This service is created for, marketed to and heavily utilized by the Elderly and Disabled, as well as the General Public. Every vehicle features wheelchair and mobility device accessibility. Transit riders requesting this service are picked up in front of their home or in the parking lot of their apartment. Drop off is at the front door or parking lot of their destination. Drivers assist all wheelchair and mobility-device passengers on and off the bus. Escorts to and from a rider's destination are provided at no charge upon request. The Curb-to-Curb service allows rides to be scheduled up to 1 week in advance

Title XIX Non Medical Transportation requests are managed through the Northwest Ride Center, a regional center serving Clatsop, Columbia and Tillamook counties. Columbia County Rider also accepts ride requests from the Oregon Medical Assistance Program. The NW Ride Center no longer uses the local taxi services as approved transit providers.

The RSVP program sponsored by Columbia River Fire and Rescue has over 600 volunteers who provide meals to the elderly and get reimbursed for their mileage. The five senior centers in Columbia County: Clatskanie, Rainier, Scappoose, St Helens and Vernonia have vans. The Community Action Team (CAT) has their own Head Start transportation and a van for their Family Literacy (teen parents) program. Columbia River Fire and Rescue provides some same day, non-emergency transportation for seniors.

Most of the public agencies with special needs clients rely on public transit and do not have any of their own transportation services: Department of Human Services, Veterans Administration, Women's Resource Center, Columbia County Community Health, and Columbia County Mental Health.

Assisted living facilities with transit for their residents include Rose Valley (Scappoose), Spring Meadow, Avamere (St Helens) and Spring Lake (Scappoose).

Veterans in Columbia County generally have their own transportation or rely on family or friends. The Disabled Veterans service out the Portland VA will take veterans into Portland either along Hwy 30 or through Longview and I-5. Volunteers will drive veterans to medical appointments but typically there is no wheelchair lift services. Many of the volunteers are also older veterans who are unable to manage transporting wheelchairs.

PROVIDER MATRIX GUIDE

Provider Category	Type of Service	Days/Hours of Service	Advance Rsvrtns	Eligibility Requirement	Service Area	Service Constraints	Annual Trips	Number of Vehicles	Fare
Public Transit Provider	Fixed Route Demand Service Dial-a-Ride	FR=Weekday 6:30a-6:30p D=Weekday 7:00a-5:30p	Demand=Yes, up to 1 week	None=Fixed route/demand Dial-a-Ride=Medicaid only	Fixed: St Helens/Scappoose-Portland/PCC D=Columbia Co		FR=1,560 D=?	8 buses 2 vans 2 vehicles	Senior/Disabled: \$1.25-- \$6.00
Medical Transportation (non-emergency)	Dial-a-Ride Columbia River Fire & Rescue, Avamere, Rose Valley	Weekdays 7:30a-5:30p	Up to 1 week	DAR = Medicaid Other = Non Medicaid	Columbia County			Columbia Rider bus NW Ride Ctr vehicles 3 vans	
Senior Transportation	Senior Ctrs: Clatskanie Rainier Scappoose St Helens Vernonia	Weekdays			Serve own community			1 per center	
Other Client Transportation	OR Dept of Human Services	Weekdays	Yes	Welfare, self sufficiency, senior/disabled, voc rehab	Columbia County	Setting up a volunteer driver program for medical clients			
Taxi Companies	St Helens Bridgeview (Rainier) Avamere	8 am--2:30 am				Advance reservations required			
Assisted Living Facility	Rose Valley SpringLake Spring Meadow								

Assessment of Transportation Needs for People with Low Incomes, Seniors and People with Disabilities

To assess the transportation needs of people with low incomes, seniors and people with disabilities, outreach was conducted to both the targeted populations and to the agencies/entities that serve these residents.

Summary – Surveys with People with Low Incomes, Seniors and People with Disabilities

During December 2006 and January 2007, 442 telephone surveys were completed with Columbia County residents on their awareness and use of public transit. To ensure a large enough sample of the special needs populations for this Coordinated Transit Plan, additional 84 surveys were conducted at senior centers, Columbia County Mental Health, Department of Human Services, Women's Resource Center, Columbia County Public Health and three assisted living centers. Follow-up with Columbia County Mental Health resulted in an additional 15 surveys from people with disabilities.

Findings

- Seniors and those on low incomes seem to have more transportation options than the disabled. The majority of seniors and low income people responding to the telephone survey either still drive or have access to transportation through family, friends and/or senior/community facility. The disabled are more likely to walk or rely on public transit.
- However, the survey results indicate a need to have increased transportation services available. People on low incomes, seniors and those with disabilities, seem to just have their minimum transportation needs currently being met: medical appointments, grocery shopping and work.
- Recommendations for improved public transportation in Columbia County from these populations include: More routes outside the county, more routes within each city, more routes between cities, additional pick-up times, additional stops and extended hours—evenings and weekends.
- An additional barrier to use of public transit among the special needs population is lack of top of mind awareness of the existing Columbia County Rider system – fixed routes and the ability to call for a ride. However, once provided the information, recollected awareness of Columbia County's public transportation goes up considerably. Riders need to be reminded on an ongoing basis that public transit is available and how to access it.

Summary – Interviews with Agencies/Entities Serving People with Low Incomes, Seniors and People with Disabilities

Personal interviews were conducted with the Department of Human Services, Community Action Team, RSVP, Columbia County Mental Health, Metro West, Avamere Assisted Living, Department of Veterans Affairs, Rainier Senior Center and Riverside Center for the Developmentally Disabled. While the special needs populations tend to make do, agencies serving these populations strongly advocate for increased transportation services for these Columbia County residents.

Findings

- “Sketchy” transportation service is an issue. The limited number of scheduled buses in Columbia County and the limited number of stops makes travel a challenge for those dependent on public transit. “Traveling in their own cars or getting a ride from a friend or relative is really the only thing that works.”
- Working poor are particularly underserved. For those providing work training, public transit, “doesn’t have buses at the hours we need to have clients come in for their classes, eg, an 8:15 am class. Our clients typically need to coordinate transportation to get their kids to day care, get in to see us for training, and then get to their afternoon work experience.” “We deal with a lot of working poor, who have trouble maintaining a vehicle (maintenance, insurance). They need transportation (better routes, more frequent buses) to maintain their typically service sector, minimum wage type jobs, which often do not run from 9:00 am to 5 pm.”
- Local transportation loops where there is a density of population are suggested for improved service. These local loops could then be linked to the key economic hubs: Portland, Longview and western Washington County. Better scheduling of bus connections within the County, bus line to bus line, are needed.
- According to Metro West, fixed route and Dial-a-Ride transit provider for Columbia County Rider, the Dial-a-Ride program is basically full. There appears to be a relatively low awareness among the special transit needs populations of the fixed routes available and even less awareness of the deviated fixed routes. Adding a fixed route loop between St Helens and Scappoose and/or intra-St Helens or intra-Scappoose loops may cut down on the number of requests for Dial-a-Ride.
- Assisted living centers typically rely on Columbia County Rider or Metro West (Dial-a-Ride) for transportation for their residents although some facilities have their own vans. Avamere tries to make residents medical appointments on Monday afternoons to establish a regular schedule and make coordinating transportation easier. Generally public transit works for seniors in assisted living facilities. What works less well is transportation for short-notice type situations and getting seniors to Longview or Portland for medical appointments.
- RSVP, which manages volunteer drivers for Meals-on-Wheels also suggests transit loops within Columbia County cities to bring seniors into the Senior Centers for lunch—a more efficient use of limited transportation resources.

- Without a hospital, Columbia County is also unique in that special needs populations must travel to Portland, Longview or Astoria for medical treatments. North coast residents traveling to Portland also travel through Columbia County on Hwy 30. Improved linkages to public transit outside Columbia County will benefit seniors, low income and people with disabilities who rely on public transportation.
- As the population ages, the demand for ongoing medical testing will also increase. Finding a way for people to get regular check-ups, medication and nutrition reviews, blood pressure checks, etc, done locally, will help with the need for long distance public transportation out of Columbia County. “Expand having clinicians go to senior and communities centers on a regular basis as being done by some senior centers now.”
- Agencies serving these populations look for options to public transportation. Oregon Project Independence provides in-home services for the disabled, so they can stay at home. A cadre of in-home service workers contract with the State to go out to people’s homes using their own private vehicles. DHS is exploring a pilot project to establish a broad-based system of volunteer drivers available to special needs populations. RSVP, with over 600 volunteer drivers 55+ years of age, provides Meals on Wheels to home-bound residents.
- Lack of higher education in Columbia County also presents special transportation service (and corresponding economic development) challenges. Transporting students outside the county is expensive, and the time involved is a barrier for many local high school graduates. Columbia County has a very low college graduation rate compared to State-wide averages, particularly among women with children.
- Increasing awareness of the Columbia River public transit would also help. “People need to feel comfortable using public transportation, and the main way to feel comfortable is to know more about the system. Only then will more of our clients start accessing public transit on a regular basis.”
- Columbia County Rider continues to evolve and grow. “It has gotten through the throes of being a start-up transportation system, marketing is getting the word out and ridership is increasing. The next step is to establish a publicly-funded Transit District.” This will provide the coverage and capacity to serve both the general public and those residents with special transportation needs.
- Veterans would be more likely to access public transportation if information about the Columbia County Rider was more readily available. “Place posters in the Disabled Services office, Employment Department, Post Office, Courthouse and senior centers. Post the availability of the buses, and the times/routes/fares. Place the posters where veterans are going to see them.” Perhaps a program could be started where veterans are provided bus passes through their employers.”

Columbia County Coordinated Transit Plan

Strategies/Activities Addressing the Identified Gaps and Efficiencies in Service Delivery

2008 Progress: Addressing the Identified Gaps and Improved Efficiency in Service Delivery

Columbia County is [redacted] to maximize the limited resources available for public transportation, particularly to the special needs populations:

- NW Ride Center—Columbia, Clatsop and Tillamook counties share a central brokerage staffed in Astoria for Medicaid Demand Response. [redacted] although there doesn't appear to be the same level of [redacted] of the service in Columbia County as in Clatsop and Tillamook counties; [redacted] rather than [redacted] ways to let [redacted] available, and is considering adding [redacted] service.
- Senior Centers/Agency Providers/Medical Services—The Columbia County Rider [redacted] fixed route stops at facilities serving special needs populations such as Columbia Commons, Department of Human Services, St Helens Medical Mall, Columbia County Mental Health, and Safeway (St Helens) and Chinook Plaza (Scappoose).
- Tri Met in Portland—[redacted] are made to the [redacted].
- Metro in Portland—Columbia County is working with the Metro Travel Options Van Pool and the Drive Less Save More Programs to assist workers set up or access existing van pools to Portland area work sites. [redacted] Resident Riders Van Pool Program [redacted] expensive for local riders.
- Rock Creek campus and Willow Creek Transit Center—Funded in part by Portland Community college, [redacted] have increase from [redacted] the cost of providing adequate service.

In 2008, the Columbia County Rider [redacted] most of the strategies identified in the November 8, 2006 Regional Stakeholder Meeting, the November 2006, January, February, April, May, and August 2007 Transit Advisory/Stakeholder Meetings, and surveys with special needs residents and agency service providers include:

- More frequent service, more local transportation loops, more stops—In 2008, Columbia County [redacted] 88% and the number of [redacted] by [redacted] additional trips and [redacted].
- Expanded demand service, eg, additional driver (floater) in Rainier/Clatskanie to St Helens—[redacted]
- Linking Sunset Empire/Columbia County Rider transit service along Hwy 30—Completed. [redacted] and [redacted] to expand days of service and [redacted] to accommodate riders [redacted] continues to grow.
- Added buses for the increasing volume of workers using Columbia County Rider would allow the buses to be used during the middle of the day for senior, low income and people with disabilities demand response—[redacted] larger [redacted] capacity vans



Unmet Needs

[Redacted text block containing several paragraphs of text, including phrases like 'Community Call on', 'applying for transit', 'St. Helens to', 'Willow', 'development and building', and 'park n ride site'.

Relative Priorities of Strategies

The STF Agency periodically assesses local transportation needs of the disabled, elderly and low income, and their transportation providers in order to stay current with present needs, and to identify emerging needs. The STF Agency supports efforts of local providers in meeting the transportation needs of the disabled, elderly and low income. Such support includes technical assistance and identification of resources that enable providers of transportation services for the disabled, elderly and low income to:

- a. Preserve existing transportation capabilities (preventative maintenance, rehabilitation of transportation resources, vehicle replacements, etc)
- b. Meet operational costs of existing transportation services and expanded services as needed. Expand services as resources become available.
- c. Maximize their capability to meet transportation needs of the disabled, elderly and low income through creative and innovative measures; and,
- d. Augment their existing capabilities through the purchase of transportation services from Columbia County (contract services, purchase of tokens, vouchers, etc)

To that end, FY 2009--2011 Grant priorities for the targeted populations focus primarily on preservation of critically needed existing services and a coordinated, planned, incremental expansion of services.



FY 2009--2011 Maintenance of Current Service Level	Impact on Special Needs Populations/Gaps in Service Being Met	Performance Measurement
Mobility Management Position	This position will directly address the issues of transit access being experienced by Columbia County's special needs populations. The position will coordinate with state and local agencies including MTC, Oregon Employment, Department of Human Services, assisted living and nursing home facilities, senior centers, churches and other agencies or services providing support to seniors, those with disabilities and low income.	Implementation of at least two transit access enhancements to the CCR system targeting special needs populations.

Wesport/Clatskanie to Longview Route— Inter City Operations	This will provide transit service to low income workers unable to drive to their employment, and special needs population for medical and other services	Increase ridership by 10%
Portland Fixed Route Service—12 hours/day	Transit service for low income and special needs populations commuting to Portland for work and/or special needs populations for medical and other services	Increase ridership 10%
Purchase Service—Demand Response Service—Clatskanie, Rainier, St Helens/ Columbia City, Scappoose, Vernonia	The primary market for Demand Response Service, special needs populations will be better served.	Increase ridership by 10%
St Helens/Scappoose Flex Route Service	Provide special needs populations with a reliable, fixed route alternative to Demand Response Service for shopping and medical visits.	Increase ridership of special needs populations by 10%
Preventative Maintenance Level	These resources will preserve existing fixed route and on demand services already in place. This funding will preserve the minimum level of service currently provided these populations.	2009—2011 special needs population ridership will be compared using 2007—2009 data as the baseline, with a target of a 5% increase in use.
Voucher Program—New Freedom	Preserves and enhances ability of the CCR to provide transportation tokens to meet the increase in usage of tokens by special needs populations.	2009—2011 special needs population use of tokens will be compared using 2007—2009 data as the baseline with a target of a 5% increase in token use.
FY 2009—2011 Existing Service Expansion	Impact on Special Needs Populations/Gaps in Service Being Met	Performance Measurement
Add 8 hours of service to PDX route in addition to current 12 hours	Transit service for low income and special needs populations commuting to Portland for work and/or special needs populations for medical and other services	Increase ridership 10%
Increase Westport/Clatskanie to Longview service from 3 days/week to 5 days/week. Add an additional 3 days of service and expand the number of hours of service per day.	This will provide transit service to low income workers unable to drive to their employment, and special needs population for medical and other services	Increase ridership by 10%

Expand Flex Route from 9 hours to 12 hours of service	Workers to use this bus locally for work-related use; special needs populations to use during non-peak hours.	Increase ridership by 10%
Add 2-4 hours to PCC route to allow students to attend evening and Saturday classes	Columbia County's high unemployment is resulting in a number of new students into the PCC system, with classes offered on evenings and weekends	Increase ridership by 10%

FY 2009 -- 2011 Service Expansion	Impact on Special Needs Populations/Gaps in Service Being Met	Performance Measurement
Establish Weekend Service (Saturday Service for fixed routes and demand response	CCR is experiencing increasing demand from low income service workers for evening and weekend service, and for unemployed workers going to job training classes.	Increase ridership by 10%
New Service from Rainier to St Helens (Fixed route coordination)	This route serves a significant number of DHS clients and Medicaid currently using Demand Response services, as well as individuals commuting to work	Increase ridership by 10%
Establish fixed route from Vernonia to MAX line in Hillsboro and PCC Rock	Because of the last two year's flooding, there is significant need in Vernonia by unemployed and under-employed workers for PCC job retraining	Increase ridership by 10%
Add additional service from Vernonia to Scappoose for Portland/PCC fixed route connections	Special needs populations are isolated in Vernonia. This would connect these populations with needed medical services and/or job opportunities.	Increase ridership by 10%
Dispatch position	This position will enhance the ability of CCR to serve special needs populations through more timely response, and greater efficiency utilizing transit equipment.	Result in a minimum of two enhancements to special needs transit service through improved dispatching

Accounting position	This position will enhance CCR's ability to track costs of service and identify cost savings measures, making more resources available to serve the general public and special needs populations.	Identify a minimum of two cost savings measures.
Marketing and promotion activities	The primary reason for lack of use of CCR transit by special needs populations is lack of awareness or familiarity with the system.	Increase special needs populations ridership by 10%
Pilot project for flex-route between Vernonia and Mist/Birkenfeld	Low income and special needs populations are extremely isolated in this area of the County.	Through ridership patterns, identify a more permanent transit solution for special needs populations between these two communities.

2009-2011 Capital Investment	[REDACTED]	[REDACTED]
Purchase 5 new vehicles	[REDACTED]	[REDACTED]
Purchase 10 bus shelters	[REDACTED]	[REDACTED]
Purchase/install bus boxes on all buses	[REDACTED]	[REDACTED]
Purchase/install a computerized dispatch system and associated hardware	[REDACTED]	[REDACTED]
Purchase land and construct Transit Administration and Bus Barn facility	[REDACTED]	[REDACTED]

<p>Develop a Park and Ride in Clatskanie and Rainier, Seppouse and other communities along Hwy 30</p>	<p>Link to SRFB in Clatskanie County, and provide transit services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>Purchase/Install computerized ticket purchase program</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 5%</p>

<p>EV 2011-2013 Capital Investment</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>EV 2014-2016 Capital Investment</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>EV 2017-2019 Capital Investment</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>Purchase of property to site Park N Ride in Seppouse Service Area</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>Coordination with River City Bus System - Longview/Kelso</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>
<p>Partner with the RCBS system to increase coordination and linkage with their system to develop smooth transitions for using riders on each system. Create a Mobility Management position to provide Rider info to organizations, groups and businesses in Longview/Kelso area.</p>	<p>Improve system and provide services to need people and improve Clatskanie and Seppouse and Rainier.</p>	<p>Increase ridership by 10%</p>

ADDENDUM

OCTOBER, 2012

FY 2013—2015 Planning and System Development	Impact on Special Needs Populations/Gaps in Service Being Met	Performance Measurement
<p>Apply for STIP and other funding sources identified as eligible and appropriate for planning, purchase and development of transit amenities in accordance with the previously approved Columbia County Community-wide Transit Plan and US 30 Transit Access Plan to include a Scappoose Park N Ride facility, transit facilities in Clatskanie and Rainier, and stop amenities along US Hwy 30.</p>	<p>Determine sites that address gaps, improves transit access, meets ODOT Hwy, City and County standards and serves access needs for riders to public transit facilities.</p>	<p>Complete the planning and phased construction of at least one project (Scappoose Park n Ride Facility). Identify other sites for future public transit improvements, outline steps to provide planning, cost analysis, environmental reviews</p>
<p>Continue to review service schedules and routes and make adjustments to service to increase effectiveness and links to other transit services in the county and region.</p>	<p>Evaluate routes to make sure they are still effective in meeting the community's needs for transit service, link with neighboring systems for better coverage.</p>	<p>Completion of new schedules and route adjustments as necessary to reflect budget reality and service improvements.</p>
<p>Coordinate inter-county service with NWOA partners and Cowlitz County (River City) for support and to strengthen service links and connections and preserve service days and routes. Update website</p>	<p>Increase coordination for seamless transition of transit services between NWOA partners and connect Cowlitz County, Washington services and projects that enhance public transit options for riders. Update and revise website. coordinate and meet with social service agencies, groups, and businesses to inform of transit services available in both systems.</p>	<p>Development of an ongoing service improvement strategy. Ongoing update of website, marketing materials, schedules, etc.</p>
<p>Improve Veterans transportation options in Columbia County.</p>	<p>Work with Veterans Service Officer to identify transportation gaps and provide coordination and assistance for transportation options.</p>	<p>Work with Veterans Officer to address gaps and provide transportation for Veterans.</p>
FY 2013—2015 Capital Investment	Impact on Special Needs Populations/Gaps in Service Being Met	Performance Measurement

<p>Purchase of property to site a Park N Ride in Scappoose Service Area</p>	<p>Increase access to public transit by all users in the Scappoose Service Area</p>	<p>Increase use of the system by 3% due to ease of access.</p>
<p>Purchase and installation of transit stop amenities along US 30 to help riders fully identify where public transit stops and services can be accessed.</p>	<p>Identify gaps for transit stop amenities in accordance with the Columbia County Community-Wide Transit Plan and US 30 Transit Access Plan. Work with county and city planning departments to obtain input for transit amenities.</p>	<p>Increase awareness of both systems. Install CUBS system information on CCR website and visa versa. Meet with groups to provide information and education regarding public transit services available in the Columbia County, Cowlitz County region.</p>

Opportunities for Future Collaboration

Current and future collaboration opportunities allow CCRider to fully engage in the development of connections with other transit systems through the NW Oregon Transit Alliance. NW Oregon (Clatsop, Columbia and Tillamook, Lincoln and Benton counties) is uniquely positioned to coordinate and work cooperatively with Multnomah County, Tri-Met, Metro and (River City) Longview and each other to serve seniors, the disabled and limited income residents. Major highway corridors, such as US 30 and 101 already link (and criss-cross) the the five counties, and all of these agencies have a working relationship with the NW Oregon Area Commission on Transportation, NW Oregon Economic Alliance and Columbia-Pacific Economic Development District. In addition, the NW Ride Center, and state agencies such as the Department of Human Services have regionalized to serve the three-county area through the new Coordinated Care groups.

Tri-Met already goes to Sauvie Island, and currently links with Columbia County Rider in Linnton and NW Portland. As south Columbia County continues to develop, there are many more opportunities for melding and collaborating on public transportation with Tri-Met and Sunset Empire Transit District in Clatsop County and River City Transit in Cowlitz County Washington. Service increases on the Saint Helens to Portland and PCC routes have been added as flag stops to assist riders in making connections to the St. Johns area in Portland, Skyline Blvd in Washington County and to the ferry at Westport for connections to southwest Washington State.

Columbia County is currently serving Sauvie Island on weekends and Westport with fixed route service to Clatskanie, Rainier and Longview, Washington. Demand Response service is also currently being provided in all areas of Columbia County.

Additional opportunities for future partnering and collaboration are being explored:

- Coordinate volunteer programs—Volunteer drivers can be an effective way to increase transportation services to special needs populations. Certain economies and efficiencies are added if the coordination, recruitment, training and administration activities are centralized.
- Coordinate transit planning—One central public transportation planner for the three counties will allow greater coordination of transit routes, schedules, and facilities.
- Increase coordination with Tri-Met
- Increase coordination with Longview Transit River City Bus System (RCBS)
- Increase coordination with Sunset Empire Transportation District through the NW Oregon Transit Alliance project that links transportation service with Clatsop, Tillamook, Lincoln and Benton Counties.
- Encourage increased use of Community Action Team (CAT) Senior Advocates at local senior and community centers
- Coordinate and improve service for veterans including improved coordination with the DAV van from Clatsop County for Columbia County vets
- Encourage follow through on 2007/ 2013-15 biennial Legislative budget note asking that DHS and Public Transit investigate sources of new revenue funding for elderly and disabled transportation services

Another immediate opportunity for enhanced collaboration is to develop a Tri-County and a Bi-State Coordinated Plan for Clatsop, Columbia, Tillamook and Cowlitz, Washington counties.

Stakeholder Involvement

To date, 2 public meetings have been held to update Columbia County's Coordinated Plan:

- December 4, 2008
- January 6, 2009

The 2007 Coordinated Plan public involvement process established a baseline to identify the needs of the target populations, the needs of the community/region, the transportation services available, and the identification of new solutions. Previously public involvement process included:

- Regional Transportation Stakeholder Meeting – November 8, 2006
- STP Advisory Meeting – November 21, 2006
- STP Advisory Meeting – January 9, 2007
- STP Advisory Meeting – January 11, 2007
- County Commission Work Session – January 11, 2007
- STP Advisory Meeting – February 20, 2007
- STP Advisory Meeting – April 24, 2007
- STP Advisory Meeting – May 29, 2007
- STP Advisory Meeting – August 28, 2007
- STP Advisory Meeting – September 25, 2007

The following organizations and individuals were contacted and/or involved in the development of this Coordinated Plan:

Avamere Assisted Living
Community Action Team
Columbia County Health
Columbia County Mental Health
Columbia River Fire and Rescue
Department of Human Services—Seniors and People with Disabilities; Children and Families
Metro West
Riverside Training
Rose Valley Assisted Living
RSVP (Volunteer Drivers program)
Senior Centers: Clatskanie, Rainier, Scappoose, St Helens, Vernonia
Veterans Administration – Columbia Co
Women's Resource Center
Worksource Oregon—Disabled Veterans Outreach Program

