White Salmon City Operations Committee
A G E N D A
September 20, 2022 – 5:30 PM
100 N. Main and Via Zoom Teleconference

Meeting ID: 896 4669 2412 Passcode: 292997

Call in Numbers:

669-900-6833	**929-205-6099**	**301-715-8592**
346-248-7799	**253-215-8782**	**312-626-6799**

The committee will meet both in person and via Zoom Teleconference. The majority of individuals will meet via Zoom. However, if you wish to attend in person that option is being provided at City Hall at 100 N. Main.

Call to Order

Public Comment

Discussion and Action Items
1. Park Plan Updates
2. Review Draft Human Services Transportation Plan

Adjournment

File Attachments for Item:

2. Review Draft Human Services Transportation Plan

2022 Coordinated Public Transit - Human Services Transportation Plan for Clark, Skamania and Klickitat Counties

Draft: August 30, 2022

Southwest Washington
Regional Transportation Council

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Prepared by Southwest Washington Regional Transportation Council in cooperation with the Accessible Transportation Coalition Initiative

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Chapter 1: Introduction

The purpose of the Human Services Transportation Plan is to provide a framework for the coordination of transportation services for aging adults, persons with disabilities, and individuals with economic disadvantages within the region. These provisions ensure that communities coordinate transportation resources provided through multiple funding programs. A coordinated plan for human services transportation enhances transportation access, minimizes duplication of services, and encourages the most cost-effective transportation possible.

This Plan, which updates the 2018 Human Services Transportation Plan, will provide a structure for the development of projects that will address the transportation needs of the targeted populations by improving coordination between the many transportation stakeholders. The Plan is intended to improve the effectiveness and efficiency of transportation services provided in the area by reducing service duplications, identifying and addressing service gaps, extending the range of services available throughout the area, maximizing interagency cooperation, and prioritizing future investment strategies.

The Human Services Transportation Plan brings together service providers, transportation funders, riders, and the community at large to improve special needs transportation throughout the region.

The development of the Human Services Transportation Plan for Southwest Washington Regional Transportation Council (RTC) also fulfills state and federal requirements. These requirements necessitate the development of a locally developed coordinated human service transportation plan in order to obtain certain federal and state funds. The plan must be developed through a public process that includes representatives from transportation and human service providers and participation by the public.

Planning Area

Southwest WA Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland-Vancouver urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for the region consisting of Clark, Skamania, and Klickitat counties. As a bi-state region that borders the state of Oregon, the region has its unique set of transportation issues and challenges.

Figure 1: Planning Area

Regionwide Data

A required element of the Human Service Transportation Plan is to identify the transportation needs of the target population groups: individuals with disabilities, older adults, and persons with low incomes. This is accomplished by making observations of the population groups that are evident from a demographic analysis. This section is intended to provide a quick look at some of the three-county area population groups. More detailed information is provided in the following chapters.

2020 Demographics

Table 1: 2020 Three-County Demographic Data

County	Population	Population 65+	Population w/Disability	Households with No Vehicle	Persons Below Poverty Level
Clark County	503,311	74,453 *15.4%*	57,763 *12.1%*	3,311 *1.5%*	43,190 *9.1%*
Skamania County	12,036	2,450 *20.6%*	1,689 *14.2%*	88 *1.7%*	1,271 *10.8%*
Klickitat County	20,318	5,217 *23.7%*	3,275 *14.9%*	370 *4.5%*	3,397 *15.5%*

Washington Office of Financial Management; American Community Survey, 5-Year (2016-2020)

Of the three counties, Klickitat County has the highest percentage of population 65+ at 23.7 percent of its population, has the highest number with disabilities at 14.9 percent, and highest percentage of persons below the poverty level at 15.5 percent according to the 2020, 5-Year American Community Survey (2016-2020).

2020-2040 Demographics

Figure 2: RTC's 3-County Region: 2020 and 2040 Populations-by-Age Cohort
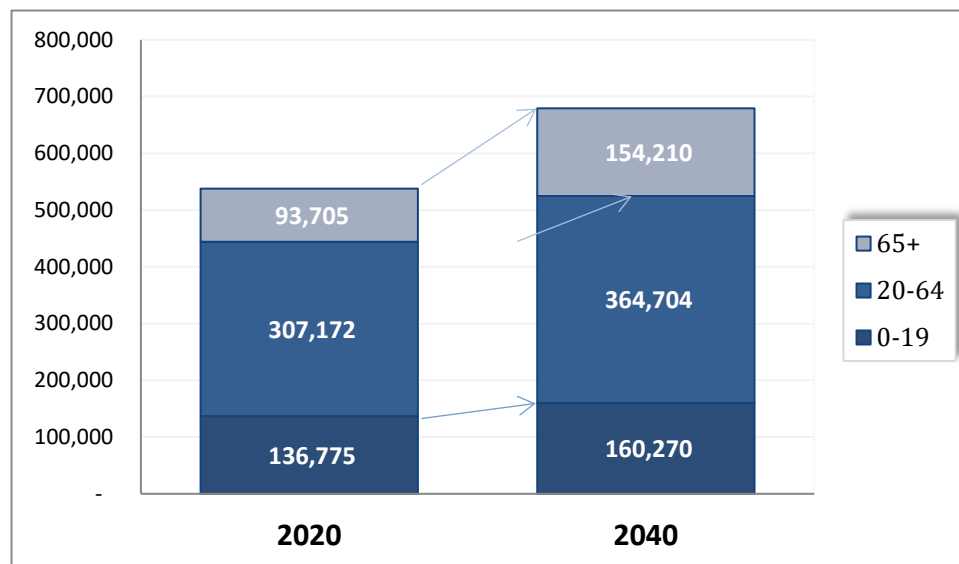
In the three-county region, the 65-and-over age population will increase from almost 94,000 to over 154,000, or from 17 percent of the population to 23 percent, between 2020 and 2040.

Funding Programs

The region must have a Human Services Transportation Plan in place before transportation and nonprofit agencies can apply for funding through Washington State Department of Transportation's (WSDOT) statewide competitive Consolidated Public Transportation Grant program. Applicants for the grant program are required to participate in the Human Services Transportation Plan development process led by the local Regional Transportation Planning Organization. Southwest Washington Regional Transportation Council (RTC) serves as the Regional Transportation Planning Organization for the three-county region of Clark, Skamania, and Klickitat counties. Development of the Human Services Transportation Plan is coordinated through stakeholder groups and public meetings in each county.

From the needs identified in the Human Services Transportation Plan, human service transportation providers work with RTC to develop projects and to rank these projects before submitting applications to WSDOT for funding consideration through the state's consolidated grant program.

The Consolidated Grant program combines applications for both state and federal public transportation grants to support public transportation programs. These grant programs include the following:

Federal Transit Administration Programs:

- FTA Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities

- FTA Section 5311, Formula Grants for Rural Areas

- FTA Section 5339(a), Grants for Buses and Bus Facilities Formula Program

State Transportation Programs:

- State Rural Mobility Grants

- State Paratransit/Special Needs Program Funds

Within the Clark County urban area, C-TRAN is the designated recipient of FTA Section 5310 funds granted to Transportation Management Areas. This funding allocation was a new provision under the 2012 federal transportation act, MAP-21 (Moving Ahead for Progress in the 21st Century). The HSTP update helps to identify and support project applications for this funding allocation. C-TRAN works with transportation agencies and nonprofits to decide on use of the Section 5310 funds.

Regional Projects Evaluation and Ranking

State Requirements

The state's grant process in 2018 required each RTPO region to rank projects as A, B, C, or D priorities. The number of letter grades each region received was determined by WSDOT based on factors such as the population and percentage of population in the following categories: rural population, people with disabilities, youth, elderly, people with low income, and veterans. Based on these populations, the RTC region—which includes Clark, Skamania, and Klickitat counties—was able to submit projects.

For the 2018 process the region was allowed to submit 6 A's, 6 B's, 5 C's, and unlimited D's. The region's ranking counted for one third of the total possible points awarded as part of the state's competitive process. For example, the maximum points awarded to a project by the state was 100 points; and projects ranked by the region in the A, B, C, and D categories will receive additional percentile points as follows:

◆ A = top 5 projects
(50 percentile points)

◆ B = second 5 projects
(25 percentile points)

◆ C = third 4 projects
(12 percentile points)

◆ D = remaining projects
(0 percentile points)

Project Evaluation and Ranking

Local transportation and nonprofit agencies in Clark, Skamania, and Klickitat counties develop Consolidated Grant Program project proposals to meet the transportation needs identified in the Human Services Transportation Plan; and these individual partner agencies submit applications for the statewide WSDOT Consolidated Grants.

Regional partners meet with RTC staff as part of the Accessible Transportation Coalition Initiative's (ATCI) work program to evaluate and rank project proposals. The recommendations of the ATCI are then taken to the Klickitat and Skamania County Transportation Committees, the Regional Transportation Council, and the RTC Bo ard of Directors for endorsement of the ranked projects. The project rankings are then submitted to WSDOT for their review.

Projects are evaluated using criteria that reflect the WSDOT Consolidated Grant Program goals, with the highest priority given to maintaining existing service. The evaluation criteria include:

◆ Establishing, preserving, or improving public transportation services,

◆ Defining specific performance measures the applicant will use to determine the project's success,

◆ Addressing a recognized need within a community and reflecting a community process of coordination and input,

◆ Leveraging funds from other sources and/or documenting local commitment to support and implement the project,

◆ Connecting to other transportation systems and/or modes,

◆ Appearing to be feasible as described,

◆ Complying with state rules (WAC 194-29) regarding alternative fuels (for vehicle purchase projects only),

◆ Contributing to the state's effort to maintain the number of public transportation vehicles within their minimum useful life (for vehicle purchase projects only),

◆ Describing sufficient applicant experience managing transportation projects and grant awards, and

◆ Describing sufficient financial capability and resources by the applicant to implement and carry out the project within either two (July 1, 2023-June 30, 2025) or four (July 1, 2023-June 30, 2027) years.

Outline of HSTP Chapters

◆ **Chapter 1: Introduction**. The HSTP is introduced and the planning area, general demographic data, funding programs, and regional project prioritization process are described.

◆ **Chapter 2: Clark County.** Clark County's outreach effort, regional data, existing services, and needs are discussed. Strategies for addressing the needs of the targeted populations are identified.

◆ **Chapter 3: Skamania and Klickitat Counties.** The outreach effort, regional data, existing services, and needs for Skamania and Klickitat Counties are discussed. Strategies for addressing the needs of the targeted populations are identified.

◆ **Appendices:** The appendices provide supplemental information to support the stakeholder and public outreach efforts, survey data within the region, and comments received on the draft HSTP.

Chapter 2: Clark County

Introduction

Individuals or families with special transportation needs may have difficulty getting around their community. For many people, receiving human services transportation assistance is not a choice but a necessity. Due to their disability, low-income status, or age, individuals may not have access to private automobiles. Without ready access to transportation, simple daily activities become a challenge. Meeting the transportation needs of seniors, those with disabilities, or low-income status will require a variety of strategies including some innovative solutions. Limited funding availability requires that consideration be given to sustaining existing services as well as consideration of new solutions that can maximize the efficiency of, and augment existing resources, where possible. These strategies must take into consideration the special challenges of these targeted groups.

Clark County

Clark County is located in southwest Washington State and is part of the Portland-Vancouver metropolitan region (see Figure 3, showing location map for Clark County). The county is compact, measuring approximately 25 miles across in either direction and has an area of 405,760 acres (656 square miles). Clark County is bordered by Cowlitz County to its north, Skamania County to the east and the Columbia river forms its south and west boundaries. South of the Columbia river is Portland, Oregon. Clark County ranks 5th among Washington State's 39 counties and has seen significant growth in recent years. Between 2000 and 2020 the population of the county increased by 51% from 345,238 to 503,311 and gained an additional 17,589 people between 2020 and 2022. The city of Vancouver is the County's major city with an estimated 2022 population of 197,600. Other cities in Clark County include Camas (2022 population 27,250) and Washougal (2022 population 17,390) in east county and Battle Ground (2022 population 21,780), Ridgefield (2022 population 13,640) and La Center (2022 population 3,835) in north county. These cities have all experienced rapid growth in recent years. In 2022, 46% of Clark County's population lives in unincorporated areas of the County.

Clark County has urban, suburban and rural areas. It has grown as an employment base in recent years, has two major hospitals and two higher education institutions with Clark College located near downtown Vancouver and Washington State University-Vancouver located in the Salmon Creek area. Nevertheless, Clark County residents often have to travel to Portland, Oregon for employment and services. Almost a third of Clark County employed residents travel to work in Oregon each day and County residents often travel to Oregon for medical needs.

Figure 3: Clark County, Washington, location map
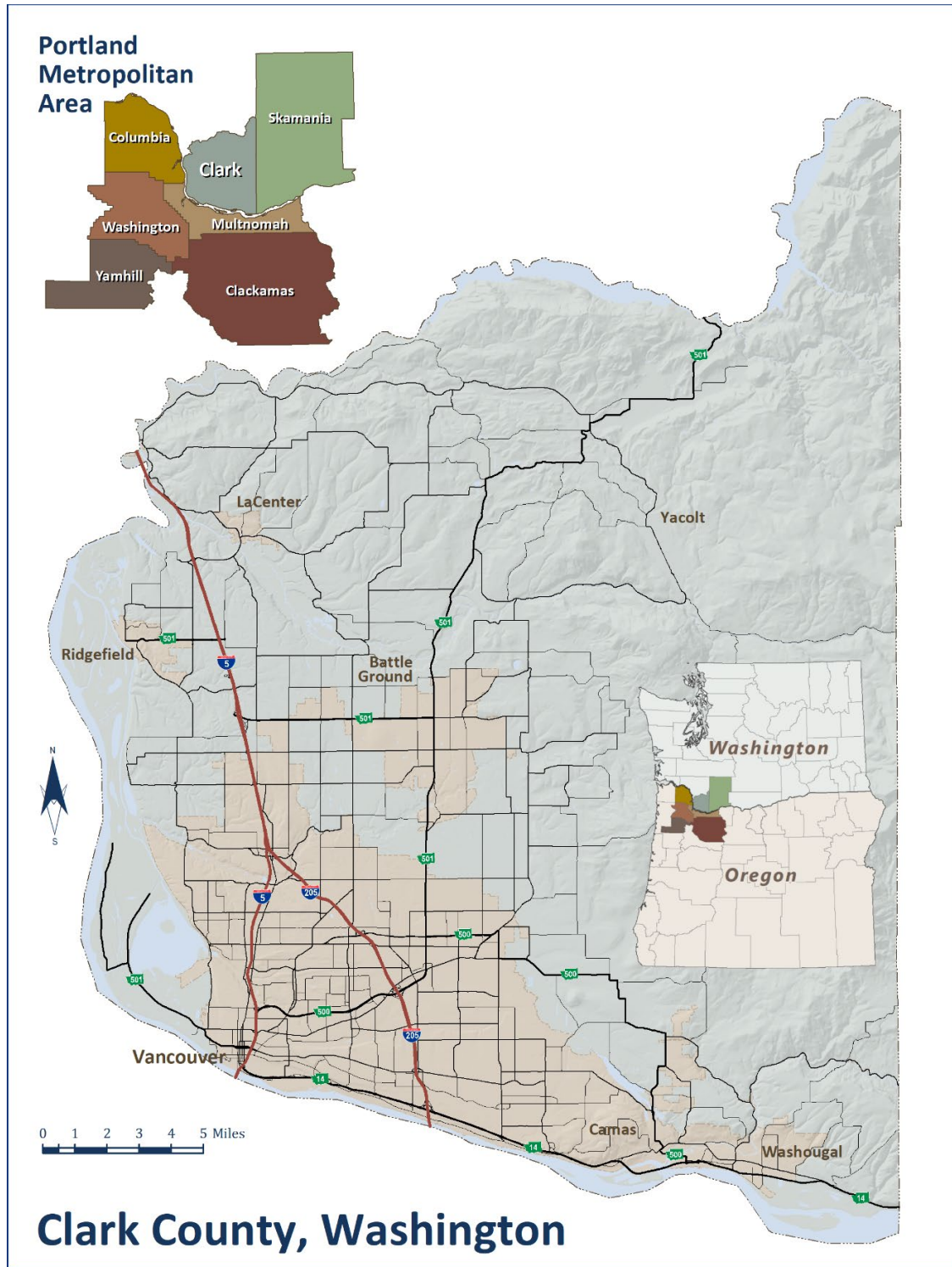
Element 3: Conducting and Documenting Community Outreach

WSDOT places heavy emphasis on reaching out to stakeholder during the Plan development process to determine transportation needs and gaps in service. In Element 3, document the community outreach that has been conducted as part of updating the CPT-HSTP.

Stakeholder and public participation is the key to successful Human Services Transportation Planning. Engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target population, the needs of the community and region, identifying formal and informal transportation services available, and identifying solutions to fill transportation gaps. The Stakeholder and Public Involvement process included the following activities:

◆ Identification of stakeholders

◆ Communication with stakeholders through e-mail and telephone

◆ Co-hosting Accessible Transportation Coalition Initiative (ATCI) stakeholder meetings, working in close collaboration with Community in Motion and C-TRAN to convene these regular meetings

◆ Distribution of question prompts for public and stakeholders to respond to regarding special transportation needs

◆ Make presentations on the Human Services Transportation Plan update at meetings where special needs clients meet such as the Clark County Commission on Aging, and C-TRAN's Citizens Advisory Committee.

◆ Clark County Regional Transportation Advisory Committee meetings

◆ Providing briefings on the Human Services Transportation Plan update to the RTC Board at monthly meetings which are broadcast to a wider audience on cable television and meeting recordings are available online.

◆ Provide information on the HSTP on RTC's updated website at http://www.rtc.wa.gov/programs/hstp/

The HSTP's Appendix A includes supplemental information on stakeholder and public outreach and their comments.

Stakeholder Coordination Checklist

As part of the Human Services Transportation Plan update process, the following agencies and institutions are contacted by e-mail or telephone and invited to provide input on the region's HSTP.

- ACES Action Alliance
- ARC of Southwest Washington
- Area Agency on Aging and Disabilities of Southwest Washington (AADWS)
- American Cancer Society
- Battle Ground Chamber of Commerce
- Battle Ground Public Schools
- Big Brothers Big Sisters
- Brain Injury Alliance
- Camas School District
- Camas-Washougal Chamber of Commerce
- Catholic Community Services – Volunteer Chore Services
- Center for Independence
- City of Battle Ground
- City of Camas
- City of La Center
- City of Vancouver
- City of Washougal
- Clark College
- Clark County Commission on Aging
- Clark County Community Services
- Clark County Community Services, Developmental Disabilities
- Clark County Corrections
- Clark County Council
- Clark County Food Bank
- Clark County Public Health
- Clark County Veterans Assistance Center
- Clark Regional Emergency Services Agency (CRESA)
- Columbia River Economic Development Council
- Columbia River Mental Health Services
- Community Services Northwest
- Council for the Homeless (Clark County)
- Cowlitz Indian Tribe
- C-TRAN
- CVAB: Consumer Voices are Born (mental health recovery)
- C-VAN
- DCS - Division of Child Support DSHS
- Department of Social and Health Services
- Disability Rights Washington
- Educational Service District (ESD) 112 - Child Care Referral
- Educational Service District (ESD) 112 – Specialized Transportation Cooperative
- Employers Overload
- Evergreen Public Schools

- Fort Vancouver Library
- Free Clinic of SW Washington
- Golden Chariot Specialty Transport Service, LLC
- Goodwill Industries Vancouver
- Greater Vancouver Chamber of Commerce
- Hockinson School District
- Community in Motion (CiM)
- Innovative Services NW
- Kaiser Permanente
- La Center School District
- Legacy Salmon Creek
- Loaves and Fishes/Meals on Wheels
- Mercy 1 Transportation Inc
- Metropolitan Family Service
- Mid-Columbia Economic Development District
- Mindful Inc.
- Molina Health Care
- NAMI – National Alliance on Mental Illness
- Northwest Justice Project
- North Clark County Food Bank
- Partners in Careers
- PAVE: Partnerships for Action, Voices for Empowerment
- Peace Health
- Ride Connection
- Ridgefield School District
- Safe Routes to School National Partnership
- Salvation Army
- Sea Mar Community Health
- Share (serving the hungry and homeless)
- Southwest Washington Healthy Living Collaborative
- Support for Early Learning and Families: SELF
- Town of Yacolt
- Trillium Employment Services
- U.S. Department of Veterans Affairs
- Vancouver's Access to Recreation Program
- Vancouver Cab Company
- Vancouver Clinic
- Vancouver Downtown Association
- Vancouver Housing Authority
- Vancouver Public Schools
- Washington Council of the Blind
- Washington State Association of the Deaf

- Washington State Department for Social and Health Services
- Washington State Department of Transportation
- Washington State School for the Blind
- Washington State University-Vancouver
- Washougal School District
- WorkSource Southwest Washington

Stakeholders and Public Forums

Stakeholders were identified and invited to participate at the convening of the Accessible Transportation Coalition Initiative (ATCI) in the region in October 2011. The ATCI continues to meet regularly after its inception. Stakeholders with interests in accessible transportation are identified and contacted to participate. Invitations are extended either by e-mail or by a telephone call from staff of Southwest Washington Regional Transportation Council (RTC), C-TRAN or Community in Motion. As part of the Human Services Transportation Plan development, over 60 agencies and organizations were contacted and invited to participate in the ATCI stakeholder meetings or provide HSTP comments. In addition, stakeholders and citizens are invited to participate in the HSTP update process through local newspapers, The Columbian, Camas Post and Battle Ground Reflector, through CVTV notice and on RTC's website.

The full listing of 2022 HSTP update outreach events and meetings is documented in Appendix A of this document.

Survey of Transportation Needs: Community in Motion

The Human Services Council (now re-named Community in Motion) conducted a transportation needs assessment across counties in Southwest Washington, including Clark County. A 2014 survey provided information on transportation challenges experienced by residents in the region. Both printed and online versions of the survey were made available. Over 260 Clark County residents completed the survey. Survey responses provide insight into transportation needs and helped service providers in determining how to best meet those needs. With the 2022 HSTP update, a list of questions was used to prompt feedback from stakeholders (see Appendix A) on transportation gaps, challenges and their views on transportation needs. .

Accessible Transportation Coalition Initiative

Since the October 2011 Easter Seals initiative, which in turn led to the creation of the Accessible Transportation Coalition Initiative (ATCI) in the Southwest Washington region, regular meeting of ATCI have continued. ATCI meetings convene stakeholders and representatives of those with special transportation needs. In the

past 2 years, ATCI meetings were held on October 2, 2020; January 8, April 2, and October 1, 2021; and on January 7, April 1, and July 8 in 2022; some 2020 meetings were cancelled due to COVID-19 and ATCI subsequently convened holding virtual online meetings. Agenda topics at past ATCI meetings included:

◆ Projects funded with a sub-allocation of C-TRAN's FTA 5310 funds for the Enhanced Mobility of Seniors and Individuals with Disabilities which in the RTC region funds Community in Motion's Mobility Management Program, its Volunteer Driver Projects – Community in Motion's Volunteers in Motion Program and supplements its Reserve-a-Ride Program.

◆ Reports from Community in Motion's Mobility Manager on mobility management activities.

◆ Development and use of the 1-Call/1-Click Trip Resource Center (TRC) in the region.

◆ Health care transportation including service gaps and life-maintaining and sustaining destinations including participation in the Healthcare Transportation Project.

◆ Clark County's Survey of Needs.

◆ Mobility challenges for those who are blind.

◆ Easter Seals' webinar series.

◆ Celebrating the 30th Anniversary of the ADA.

◆ Washington State Parks – development of their Americans with Disabilities Act (ADA) transition plan.

◆ City of Vancouver's Transportation and Mobility Commission.

◆ Battle Ground's Non-Motorized Transportation Action Plan (early 2021).

◆ Community in Motion's North County Shuttle Service.

◆ C-TRAN's new on-demand Current service.

◆ The National Center for Mobility Management's (NCMM's) survey of older adults to gather insights into use and relationship with community transportation services.

◆ The National Aging and Disability Transportation Center's (NADTC's) survey of transportation providers and stakeholders.

◆ NADTC's online course, "Fundamentals of Human Services Transportation".

- Washington's Per mile Road Usage Charge Pilot.

- The US Department of Transportation's <u>Strategic Plan on Accessible Transportation</u>.

- Community Transportation Association Northwest's (CTANW's) survey to help identify and plan future trainings.

- The work of <u>Disability Rights Washington</u> including the <u>Transportation Access for Everyone: Washington State</u> report (August 2021).

- Washington State's Department of Health's Community Recovery-Oriented Needs Assessment (CORONA) survey in an effort to assess the behavioral, economic, social and emotional impacts and the needs of communities as a result of COVID-19.

- Review of ATCI's workings.

- Ranking of project applications for 2-year Statewide Consolidated program funding from the 3-county region in 2020.

- Discussion of the 2022 update to the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP).

- Accessible Transportation Coalition Initiative (ATCI) member transportation needs.

- Outreach events.

- Roundtable discussions.

- WSDOT's Statewide Human Services Transportation Plan 2021 update

Meetings of the ATCI provide an opportunity for public agencies, transit, social services, non-profit organizations, and individuals with transportation challenges to meet and coordinate special transportation service needs and provision within Clark County and the larger Southwest region. The ATCI continues to meet regularly to engage stakeholders and individuals with an interest in ensuring special transportation needs are met in the region. In 2018, the Nonprofit Network of Southwest Washington awarded the ATCI a Nonprofit Excellence Award gaining an Honorable Mention Award for Leadership in Collaboration recognizing the positive impacts in the communities served and increasing accessible transportation for those who need it most.

**ATCI Participants Accept an Award from
the Nonprofit Network of Southwest Washington**

Regional Transportation Advisory Committee

The development of the HSTP was also discussed at meetings of the Regional Transportation Advisory Committee in Clark County. Participants on RTAC include Washington State Department of Transportation, Clark County, the cities of Clark County, Ports, Oregon Department of Transportation, and Metro. As a member of RTAC, the Community in Motion represents those with special transportation needs. The Accessible Transportation Coalition Initiative and the Regional Transportation Advisory Committee will meet to recommend adoption of the 2022 Human Services Transportation Plan update likely at October 2022 meetings, with the RTC Board scheduled to take action to adopt the HSTP update at the November 2022 Board meeting.

Element 4: Regional Context - Maps and Demographics

In Element 4, include maps and demographic data to describe the region.

This section documents the numbers of people in the Clark County region with special transportation needs or with the potential for having special transportation needs. These populations include individuals with disabilities, older adults, young people, persons with low incomes and rural populations. The section includes a series of maps showing the location of populations, as well as common travel origins and destinations. People with special transportation needs are defined in RCW 47.06B as people "including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation."

The sources of the data used in the demographic analysis include the US Census, American Community Survey and Washington Office of Financial Management (OFM). The American Community Survey data can be one year results or five year results with the source cited below each table. Census Bureau, American Community Survey, data provided in this section include total population, population density, population aged 65 years and over and aged 85 and over, forecast growth in the aging population, population aged 19 and younger, disability status for aged 5 and over, numbers living below the poverty level, households with no vehicle and number of veterans. Data is provided for Clark County and, where available, the cities in Clark County.

Population: Density, Incorporated and Unincorporated Populations

Clark County has grown rapidly over the past two decades. In census year 2000, Clark County's population was 345,238. By 2010, Clark County's population had grown to 425,363 and by 2022 has reached an estimated 520,900 with 283,250 living in incorporated Clark County and another 237,650 in the unincorporated areas of the County. Table 2 shows Clark County's area and state ranking in population and Table 3 shows 2010 and 2022 population densities for Clark County and cities within the County and Figure 4 shows the density of population in Clark County in 2020.

Table 2: Clark County: Area and Population; State Ranking

County	Area Size	Area Size WA Rank	Population WA Rank
Clark	1,904 sq mi	35	5

Washington Office of Financial Management

Table 3: Population Density of Clark County and Cities: 2010 and 2022

Location	Population 2010	2010 Pop/Sq. mile	Population 2022	2022 Pop/Sq. mile	2022 WA State Population Rank
Clark County	425,363	676.2	520,900	808.7	5
Vancouver	161,791	3,482.6	197,600	4,033.5	4
Camas	19,355	1,435.0	27,250	1,932.6	42
Battle Ground	17,571	2,454.4	21,780	2,551.0	52
Washougal	14,095	2,600.2	17,390	2,922.8	63
Ridgefield	4,763	672.9	13,640	1,8445.7	71
La Center	2,800	2,205.4	3,835	1,458.0	131
Yacolt	1,566	3,1315	1,670	2,906.5	179

Washington Office of Financial Management

Figure 4: Clark County, Population Density 2020

Figure 4 - Population Density: 2020
Clark County, Washington

Legend
Persons per Square Mile
- 8,000 or more
- 4,000 - 7,999
- 2,500 - 3,999
- 1,500 - 2,499
- 1,000 - 1,499
- 500 - 999
- Under 500
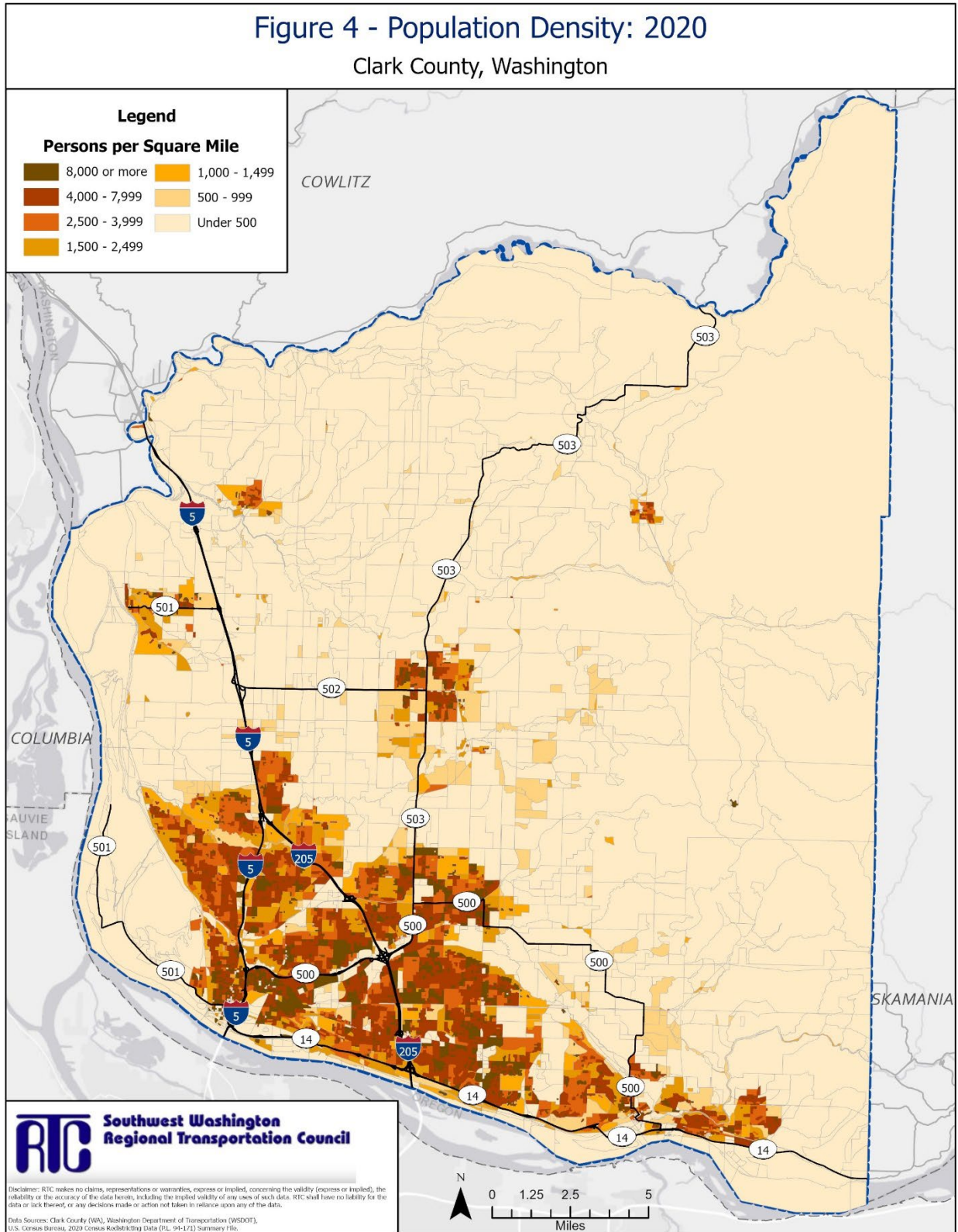
Clark County's Elderly Population

Figure 5 provides data from the Census (5-year data, 2016-2020) for counties and American Community Survey demographic data for cities showing the percentage of population aged 65 and over in Clark County:

Figure 5: Clark County Elderly Population, Aged 65 and Over, Year 2020

Clark County	15.40%
Vancouver	16.20%
Camas	12.30%
Battle Ground	11.30%
Washougal	14.60%
Ridgefield	10.70%
La Center	13.10%
Yacolt	12.30%
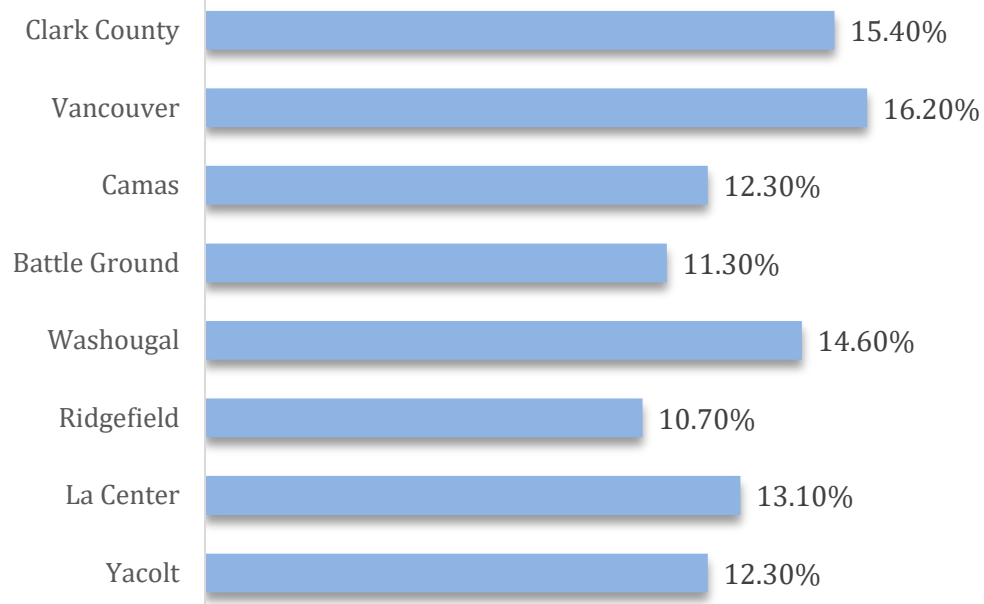
U.S. Census / American Community Survey

Clark County's population continues to grow as does its aging population. Table 4 below provides Washington Office of Financial Management's forecast of Clark County's population and growth in its aged population *(OFM Growth Forecast, 2017)*. While the total population is forecast to grow by 27.9% between 2020 and 2040, the population aged 65 and over is forecast to grow by 67.3%, from 85,251 or 16.9% of the County's population in 2020 to 142,656 or 22.2% of the population by 2040. There is also a growing population aged 85 years. Those aged 85 and over are forecast to grow by 236.2% between 2020 and 2040, from 8,697 to 29,235. Those aged 85 and over are often frail and need help in reaching services they need.

Table 5 shows the 2010 and 2020 populations aged 65 and over for counties and incorporated cities in Clark County and Table 6 shows the 2010 and 2020 populations aged 85 and over. The aged population is distributed throughout the County though concentrated in the City of Vancouver which in 2020 had 16.2% of its population aged 65 years and over and 2.3% of its population aged 85 years and over.

Table 4: Census Data and Forecast Growth in the Aging Population of Clark County, 2010 to 2040

Clark County	U.S. Census Data				Washington State OFM Population Forecast (2017)*			
	2010		2020		2030		2040	
Total Population	425,363	100%	503,311	100%	576,880	100%	643,551	100%
65+ Years	48,710	11.5%	85,251	16.9%	116,677	20.2%	142,656	22.2%
85+ Years	6,408	1.5%	8,697	1.7%	15,321	2.7%	29,235	4.5%

U.S. Census and Washington State Office of Financial Management/2017 Medium Series Forecast
*An updated OFM population forecast is due in December 2022

Table 5: Elderly Population in Clark County and Cities, Aged 65+ in 2010 and 2020

Location	Population 2010	2010 Population Aged 65+	Percentage of 2010 Population	Population 2020 (ACS 2016-20)	2020 (ACS 2016-20) Population Aged 65+	Percentage of 2020 (ACS 2016-20) Population Aged 65+
Clark County	425,363	48,710	11.5%	481,950	74,453	15.4%
Vancouver	161,791	8,453	5.2%	182,792	29,564	16.2%
Camas	19,355	1,693	8.7%	24,043	2,961	12.3%
Battle Ground	17,571	1,388	7.9%	20,931	2,359	11.3%
Washougal	14,095	1,424	10.1%	15,927	2,326	14.6%
Ridgefield	4,763	367	7.7%	8,751	932	10.7%
La Center	2,800	262	9.4%	3,338	436	13.1%
Yacolt	1,566	78	5.0%	1,686	208	12.3%

U.S Census, 2010, American Community Survey 5-year (2012-2016)

Table 6: Elderly Population in Clark County and Cities, Aged 85+

Location	Population 2010	2010 Population Aged 85+	% of 2010 Population	Population 2020 (ACS 2016-20)	2020 (ACS 2016-20) Population Aged 85+	% of 2020 (ACS 2016-20) Population Aged 85+
Clark County	425,363	6,408	1.5%	481,950	8,569	1.8%
Vancouver	161,791	3,092	1.9%	182,792	4,164	2.3%
Camas	19,355	176	0.9%	24,043	203	0.8%
Battle Ground	17,571	192	1.1%	20,931	186	0.9%
Washougal	14,095	179	1.3%	15,927	350	2.2%
Ridgefield	4,763	59	1.2%	8,751	18	0.2%
La Center	2,800	11	0.4%	3,338	37	1.1%
Yacolt	1,566	8	0.5%	1,686	3	0.2%

U.S Census, 2010, American Community Survey 5-year (2016-2020)

Clark County's Young Population

In this report, the number of young is also of interest because the young are not able to drive themselves. Table 7 shows 2020 population numbers aged under 18 for Clark County and its cities. The largest percentage aged under 18 reside in Ridgefield at 31.2% of its population. Among Clark County's cities, the City of Vancouver has the largest number aged under 18 with 40,799 young residents.

Table 7: Youths in Clark County and Cities, Age Under 18, 2020 (ACS 5-year)

Location	Population 2020 (ACS 2016-20)	2020 (ACS 2016-20) Population Age Under 18	Percentage of 2020 (ACS 2016-20) Population Age Under 18
Clark County	481,950	115,360	23.9%
Vancouver	182,792	40,799	22.3%
Camas	24,043	6,575	27.3%
Battle Ground	20,931	5,569	26.6%
Washougal	15,927	3,748	23.5%
Ridgefield	8,751	2,734	31.2%
La Center	3,338	814	24.4%
Yacolt	1,686	492	29.2%

U.S Census, 2010, American Community Survey 5-year (2016-2020)

Population below Poverty

The percentage of population living below the poverty level in Clark County in 2020 (ACS 2016-2020) is approximately 9.1 percent. This compares to 12.8 percent of the U.S. population and 10.2 percent of the Washington state population living below the poverty level. The City of Vancouver has 12.5% of its population living in poverty which is slightly lower than the U.S. percentage but higher than the overall Washington state percentage living below the poverty level.

Table 8 shows the 2010 and 2020 population living below the poverty level for Clark County and its incorporated cities. The data is sourced from the 2010 Census, and the 2016 American Community Survey, 5 year average 2012-2016. For most cities in Clark County, excepting Washougal, La Center and Yacolt, there has been a reduction in the percentage living below the poverty level between 2010 and 2020. In 2010, the USA had just begun recovery from the Great Recession of 2007-2009, whereas between 2016 and 2020 the nation was experiencing a period of economic vitality, though in 2020 began to experience the impacts of the COVID-19 pandemic.

Figure 6 maps the distribution of the region's low-income populations in 2020, and identifies poverty impacted geographic areas and communities within Clark County. Census tracts with poverty rates equal to or higher than the regional threshold – 12.6 percent of persons below the federal poverty level in 2010- are shaded in yellow/pink, whereas census tracts with poverty rates lower than the regional

threshold are shaded in blue/purple. Concentrations of poverty can be seen within Vancouver's urban core, in the Fruit Valley neighborhood, along the Fourth Plain corridor and around the I-5/78th Street interchange area in Hazel Dell.

Table 8: Population Living in Poverty 2020 (ACS 5-year)

Location	Population 2010	Population below Poverty Level 2010	% of Population 2010	Population 2020 (ACS 2016-20)	Population below Poverty Level 2020 (ACS 2016-20)	% of Population 2020 (ACS 2016-20)
Clark County	411,321	44,669	10.9%	477,065	43,190	9.1%
Vancouver	158,294	23,426	14.8%	180,288	22,471	12.5%
Camas	18,320	1,177	6.4%	23,937	846	3.5%
Battle Ground	16,270	1,754	10.8%	20,744	1,465	7.1%
Washougal	13,197	1,789	13.6%	15,862	2,168	13.7%
Ridgefield	4,327	382	8.8%	8,751	326	3.7%
La Center	2,634	121	4.6%	3,295	213	6.5%
Yacolt	1,487	104	7.0%	1,677	175	10.4%

US Census, American Community Survey, 5 Year (2016-2020)

Figure 6: Low-Income Population, 2006-2010

Figure 5 - Low-Income Population: 2016-2020
Clark County, Washington

Legend
Percentage of Census Tract
- 28% or more
- 21% - 27%
- 14% - 20%
- 7% - 13%
- 6% or less
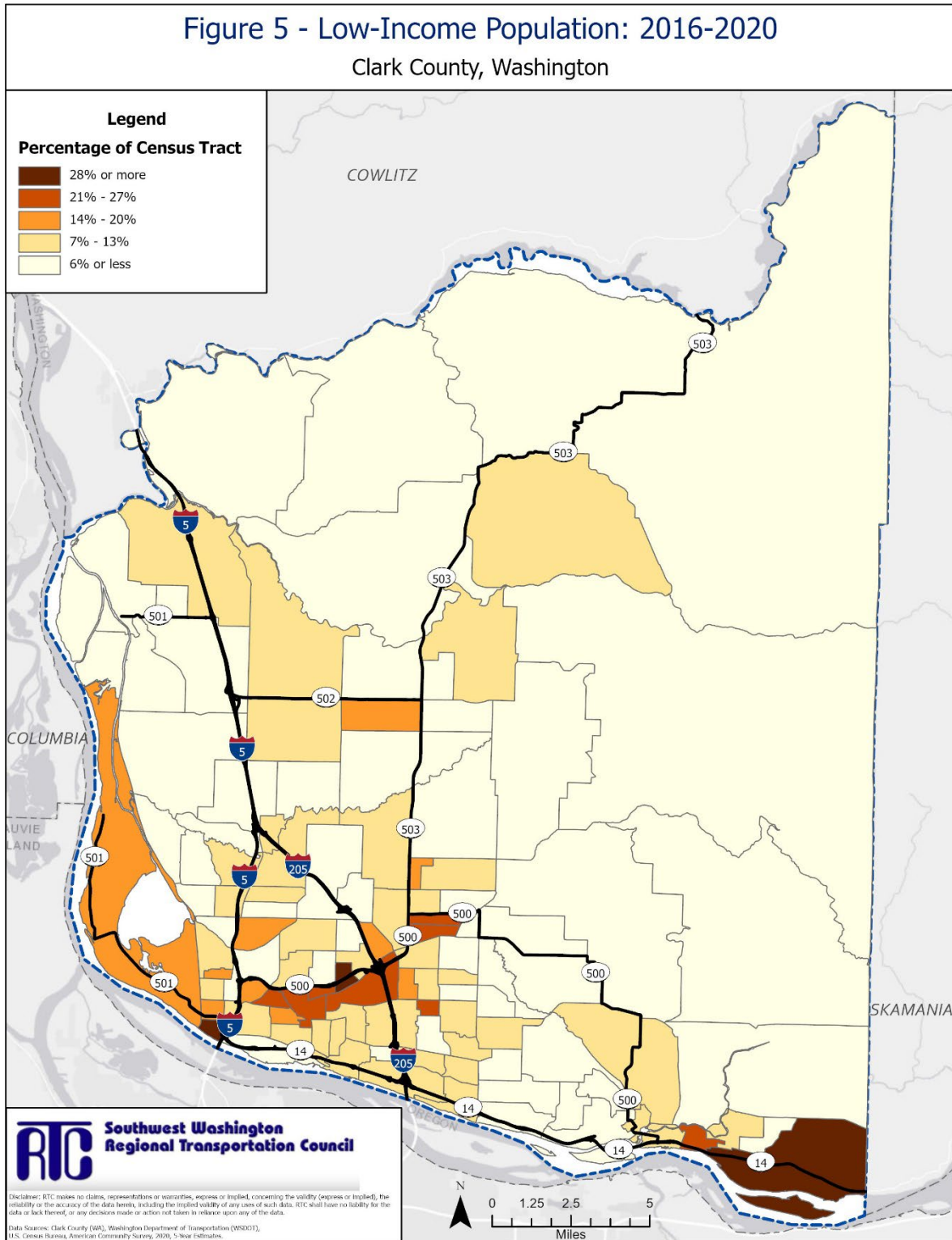
Households with No Vehicle

The proportion of households with no vehicle in Clark County is approximately 1.5 percent. This compares to 4.2 percent of U.S. households and 3.3 percent of Washington State households living with no vehicle. Table 9 shows the number of households with no vehicle for both Clark County and incorporated cities. The data is sourced from the 5-year average American Community Survey data (2016-2020).

Table 9: Households with No Vehicle, 2020 (ACS 5 Year)

Location	Total Households	Households with No Vehicle	% of Total Households Having No Vehicle
Clark County	222,593	3,311	1.5%
Vancouver	86,794	1,719	2.0%
Camas	11,320	145	1.3%
Battle Ground	9,607	135	1.4%
Washougal	7,504	136	1.8%
Ridgefield	3,421	31	0.9%
La Center	1,464	0	0.0%
Yacolt	656	0	0.0%

US Census, American Community Survey, 5 Year (2016-2020)

Persons with Disability

The Human Services Transportation Plan focuses on people with special transportation needs. Table 10 shows the percentage of 2020 (5-year ACS, 2016-2020) population in Clark County living with some type of disability; hearing, vision, cognitive, ambulatory and those unable to care for themselves. The data in Table 10 is provided by age group and it is notable how the percentage of those living with disabilities rises significantly in the 65 year plus age group. For those over 75 years of age, 31.8% of the age group have an ambulatory disability.

Table 10: Percentage of 2020 Population (ACS 5-year) with Disability Characteristics, Clark County

Clark County						
Ages	With any Disability	Hearing	Vision	Cognitive	Ambulatory	Self-Care
5 to 17	4.7%	0.3%	0.5%	4.0%	0.5%	0.9%
18 to 64	4.1%	1.9%	1.5%	4.9%	4.1%	1.8%
65 and Over	20.4%	15.4%	5.2%	9.1%	20.4%	8.0%

US Census, ACS 2012, 5 Year (2016-2020)

Veterans

Veterans in our community may also have special transportation needs to access services. Table 11 shows the estimated number of Veterans living in Clark County and its incorporated cities in 2020. Data is sourced from the American Community Survey, 5-year average data, 2016-2020.

Table 11: Population with Veterans Status, 2020 (ACS 5-year)

Location	Population 2020 18 years and over	Veterans Population 2020	% of Veterans 2020
Clark County	366,118	32,577	8.9%
Vancouver	141,795	11,772	8.3%
Camas	17,433	1,361	7.8%
Battle Ground	15,352	1,198	7.8%
Washougal	12,179	1,573	12.9%
Ridgefield	6,017	626	10.4%
La Center	2,524	264	10.5%
Yacolt	1,194	99	8.3%

American Community Survey, 5 Year, 2016-2020

Race and Ethnicity

The majority of Clark County's population, 75.5%, identifies as white; this is slightly lower than the US percentage at 75.8% but higher than the percentage of Washington State's population who identify as white at 61.6 percent. Clark County has 11.7 percent of its people self-reporting as Hispanic or Latino. Table 12 shows the 2016-2020 race and ethnicity for Clark County compared with the US nation and with Washington State. Table 13 shows Clark County population that identifies as of one race and those that identify as multi-racial.

Table 12: Race and Ethnicity, 2020: Clark County Compared with USA and Washington State

Location	White	Black or African American	American Indian or Alaska Native	Asian	Hispanic or Latino
U.S.	75.8%	13.6%	1.3%	6.1%	18.9%
Washington State	61.6%	12.4%	1.1%	6.0%	18.7%
Clark County	75.5%	2.3%	1.0%	4.8%	11.7%

U.S. Census 2020 / American Community Survey

Table 13: Race and Ethnicity, 2020: Clark County

Clark County, 2020	%
Of One Race:	89.6%
White	75.5%
Black or African American	2.3%
American Indian and Alaska Native	1.0%
Asian	4.8%
Native Hawaiian and Other Pacific Islander	1.1%
Multi-Racial:	10.4%
Hispanic	11.7%

U.S. Census 2020 / American Community Survey

While the previous section focused on the numbers of those who may have special transportation needs, the following section focuses on where people with special transportation needs come from and where they may wish to go to access services and jobs.

Common Trip Origins

Special needs population groups are located throughout the Clark County region, with the highest concentrations occurring within incorporated cities. Trip origins where individuals begin their trip include cities, communities and rural areas.

Major Trip Destinations

Places to which people with special transportation needs may wish to travel in the Clark County region include medical centers, shopping districts, social service providers, recreational opportunities, schools, and childcare facilities. Clark County is part of the bi-state Portland-Vancouver metropolitan area so some common trip destinations are south of the Columbia River in Oregon. Some popular trip destinations are listed below:

Medical and Assistance Centers

◆ PeaceHealth Southwest Medical Center Hospital, at 400 NE Mother Joseph Place, off Mill Plain, Vancouver WA

◆ PeaceHealth Southwest's Memorial Campus Urgent Care, at 3400 Main Street, Vancouver WA

◆ PeaceHealth Medical Group with offices in Battle Ground, Fisher's Landing, Main Street, and 87th Avenue.

◆ Legacy Salmon Creek Hospital, at 2211 NE 139th Street, Vancouver WA

◆ Kaiser Permanente Clinics are located throughout Clark County including in Salmon Creek, Orchards, Mill Plain East and Battle Ground. Clinics and hospitals are also located in Portland OR

◆ The Vancouver Clinic at 87th Av. & Mill Plain and branches throughout Clark County including Salmon Creek, Fishers/Mill Plain, Camas, Ridgefield and Battle Ground

◆ Clark County Center for Community Health, at 1601 E Fourth Plain, Vancouver WA. The Center houses a number of service divisions such as Clark County Public Health, Clark County Department of Community Services, and facilities for mental health and substance abuse.

◆ Clark County Veteran's Assistance Center, at 1305 Columbia Street, Vancouver

◆ Sea Mar Community Health Centers, including a medical center at 7410 E Delaware Lane, Vancouver, a clinic at 6100 NE Fourth Plain Blvd, an East Vancouver medical center at 19005 SE 34th Street, a Salmon Creek Clinic at 14508 NE 20th Avenue, Battle Ground and Washougal clinics. Dental clinics are located at 1412 NE 88th Street and 1511 SW 13th Avenue in Battle Ground, behavioral health clinics at 11801 NE 65th Street, Vancouver and 7410 E Delaware Lane, and center for mental health at 2018 Grand Boulevard in the Rose Village neighborhood.

◆ Free Clinic of Southwest Washington, 4100 Plomondon, Vancouver WA

◆ Dialysis centers are located throughout the region including Fresenius Kidney Care in Salmon Creek, Cascade Park and Battle Ground and DaVita Dialysis Centers in the Vancouver Mall and Battle Ground areas.

◆ New Heights Clinic, 8000 NE 58th Ave, Vancouver WA. A church-based health clinic for the underserved needing medical and dental care.

◆ Cowlitz Tribal Treatment Center, for mental health and drug treatment programs at 7700 NE 26th Avenue, Vancouver just south of NE 78th Street.

◆ Vancouver VA Medical Center at 1601 E Fourth Plain Boulevard, Vancouver, and Veterans Administration (VA) and Oregon Health Sciences University Hospital – on Marquam Hill in Portland, OR

◆ Cancer treatment centers throughout the region

◆ Mental health and drug/alcohol treatment centers in the region

◆ Friends of the Carpenter, 1600 W 20th Street, Vancouver.

Social Services/Housing/Food

◆ Department of Social and Health Services at various locations including 800 NE 136th Ave., Vancouver and 807 W Evergreen Blvd. in downtown Vancouver

◆ Community in Motion, at 312 SE Stonemill Drive, Suite 115, Vancouver WA

◆ Vancouver Housing Authority Administration, at 2500 Main Street, Vancouver WA

◆ Vancouver Housing Authority (VHA) housing – located throughout the region with clusters in downtown Vancouver and its periphery as well as Camas and Battle Ground.

◆ Inter-Faith Treasure House of Camas/Washougal at 91 C St, Washougal

◆ The ARC of Southwest Washington at 6511 NE 18th St, Vancouver, WA

◆ Columbia River Mental Health Services (CRMHS) at 6926 E 4th Plain Blvd, Vancouver

◆ Area Agency on Aging and Disabilities of Southwest Washington (AAADSW) at 201 NE 73rd Street, Vancouver

◆ Share House at 1115 W 13th Street, Vancouver

◆ Share, Fromhold Service Center, helping the hungry and homeless at 2306 NE Andresen Road, Vancouver

◆ Food Banks – located throughout the region including: St Vincent de Paul at 2456 NE Stapleton Road, Vancouver; FISH westside food pantry at 906 Harney Street, Vancouver; One Life at 1801 Daniels Street, Vancouver; Clark County Food Bank at 6502 NE 47th Ave., Vancouver; and FISH of Orchards at 6012 NE 110th Avenue, Vancouver

- Loaves and Fishes/Meals on Wheels located throughout the region including dining centers at the Luepke Center Vancouver; 1681 C Street, Washougal; 912 East Main Street, Battle Ground; 40107 NE 221st Street, Amboy; 210 N Main Street, Ridgefield; and 1000 E 4th Street, La Center

- Churches – Located throughout the region

- Open House Ministries at 900 W 12th St, Vancouver, WA

- Salvation Army Family Services, 7509 NE 47th Avenue, Vancouver WA

Education

- Public Schools – Located throughout the region

- Clark College – Main Campus at 1933 Fort Vancouver Way, Vancouver and CTC Campus at 18700 Mill Plain Blvd, Vancouver, WA

- WSU-Vancouver – at 14204 NE Salmon Creek Avenue, Vancouver WA

- Washington State School for the Blind at 2214 E 13th, Vancouver WA

- Washington State School for the Deaf, at 611 Grand, Vancouver WA

- Cascadia Technical Academy, The Skills Center at 12200 NE 28th Street, Vancouver

Childcare and Children's Facilities

- Educational Opportunities for Children and Families (EOCF) including at 17800 SE Mill Plain Boulevard, Vancouver and 10002 NE 13th Ave in Hazel Dell and located at centers throughout the region

- Childcare facilities located throughout the region with concentrations in dense urban areas

Employment: Job Assistance, Entry Level and Major Employers

- Partners in Careers at 3210 NE 52nd Street, Vancouver WA

- Goodwill Industries located at several locations in Clark County including Central Vancouver off Fourth Plain, Salmon Creek, Hazel Dell, Fisher's Landing, Orchards and Battle Ground.

- Innovative Services, 9414 NE Fourth Plain Rd, Vancouver, WA

- Southwest Washington Workforce at 805 Broadway Street, Vancouver

- Worksource Vancouver at 204 Stone Mill Drive, Vancouver

- Vancouver Mall, at 8700 NE Vancouver Mall Drive, Vancouver

- Manufacturing sites such as Columbia Business Park, Port of Vancouver and west Vancouver industrial areas, Ridgefield Junction

- SEH America located on 112th Ave at 39th Street, Vancouver WA

- Wafer Tech, 5509 W Parker Street, Camas, WA

- Church & Dwight Inc., 10 S 56th Place, Ridgefield WA

- Corwin Beverage, 219 S Timm Road, Ridgefield WA

- Dollar Tree Distribution Center, 8400 S Union Ridge Parkway, Ridgefield WA

- Ilani Casino Resort at 1 Cowlitz Way, Ridgefield

Shopping Districts

- Vancouver Mall, Vancouver WA

- Vancouver Plaza

- Hazel Dell Town Center, Hazel Dell Avenue at 88th Street

- J&M Plaza, west of I-5 at 78th Street, Hazel Dell

- Wal-Mart – 6 locations in Vancouver, 1 in Battle Ground

- Goodwill stores – at various locations throughout Clark County

- Commercial areas along highway corridors such as Mill Plain, Fourth Plain, Highway 99, 164th Avenue, and 192nd Avenue as well as Camas, Washougal, Battle Ground city centers

Recreation

- Firstenburg Center, 700 N.E. 136th Ave., Vancouver WA

- Luepke Center/Marshall Center, 1009 E McLoughlin Blvd., Vancouver WA

- Fitness Centers - located throughout region

- Bowling alleys - located throughout region

- Parsley Center, 2901 Falk Rd., Vancouver WA

◆ Propstra Aquatic Center, 605 North Devine Rd., Vancouver WA

◆ YMCA, 11324 NE 51st Circle, Vancouver WA

◆ YWCA, 3609 Main St., Vancouver WA

◆ Esther Short Park in downtown Vancouver

◆ Athletic clubs - located throughout region with concentrations in urban areas

◆ Libraries - located throughout the region

Element 5: Assessment of Transportation Services

Describe existing transportation services and resources, current mobility projects in the region, emergency management planning, transportation gaps and unmet needs for people with special transportation needs.

Existing Transportation Services

In summary, Clark County's existing transportation services include C TRAN's fixed route service and C VAN paratransit service, connection with TriMet for fixed route transit to Portland, Oregon, connection from Skamania County through services provided by Skamania County Senior Services which is contingent on continued funding, and connection from Cowlitz County with service provided by CAP through the Lower Columbia Community Action Council which is also contingent on continued grant funding. In addition, there are medical transportation, school district transportation, taxi service, and rides provided by a limited pool of volunteers. Community in Motion's Transportation Brokerage arranges rides for seniors, low income individuals and people with medical needs and disabilities through contracts and arrangements with a variety of transportation providers. The Brokerage service is also dependent on continued grant funding.

Description of Providers

C-TRAN Fixed Route Service

Clark County Public Transportation Benefit Authority (C-TRAN) provides public transit service in Clark County but C-TRAN's service area does not include rural areas of Clark County. C-TRAN's service area includes the city of Vancouver and its urban growth boundary, and the city limits only of Battle Ground, Camas, La Center, Ridgefield, Washougal, and the Town of Yacolt. C-TRAN operates a fixed route bus system with urban and suburban routes, express commuter service to destinations in Portland, limited routes that connect with light rail in Portland, and a vanpool program. C-TRAN also provides general purpose dial-a-ride/ deviated fixed route, Connector service, and Americans with Disabilities Act (ADA)-compliant paratransit service. C-TRAN's bus fleet is entirely ADA-compliant and equipped with wheelchair lifts. All fixed route service buses are lift-equipped to make boarding easier for customers.

Figure 7 maps C-TRAN's fixed route bus system with details available on C-TRAN's website. C-TRAN operates local urban buses, express commuter limited stop buses, The Vine Bus Rapid Transit and innovate Connector routes. Service operations on some routes begin as early as 4:25 a.m. and end as late as 1:06 a.m. on weekdays, 6:00 a.m. to 12:51 a.m. on Saturdays, and 6:00 a.m. to 12:51 a.m. on Sundays/holidays.

C TRAN's fixed route service peaked in 2012 when it delivered 6.6 million rides and C VAN paratransit ridership peaked in 2019 when 264,391 rides were carried.

C-TRAN Fares

C-TRAN offers Hop Cards to make fare payment easy. C-TRAN also offers discounted fixed route fares for low income individuals, seniors, and people with disabilities and their attendants. These fares have eligibility guidelines. Following 2022 Washington state legislative action, C-TRAN has adopted a zero-fare-for-youth policy with those 18 and under allowed to board the buses for free. In 2022, C-TRAN has temporarily reduced fares from $1.80 to $1 to ride the fixed-route and C-VAN systems to encourage ridership to return to transit use post-COVID. Adult Express fares temporarily dropped from $3.85 to $2.50 per ride. C-TRAN also offers a number of special passes and programs including a Heroes pass providing free service on all local routes for Veterans and active military personnel. The Education Opportunity Pass is a free transit pass available to currently enrolled Clark College and WSU Vancouver students. Employer and Agency programs are available to employers interested in offering a transit benefit to their employees who commute to work, and to social service agencies who provide transit benefits to their clients. A Refugee Pass is a free, three-month pass available to refugees through Lutheran Community Services Northwest.

C-TRAN Facilities

C-TRAN's system includes three transit centers and six park and ride lots. C-TRAN park and ride facilities provide more than 2,200 parking spaces at the six locations. C-TRAN maintains approximately 961 bus stops, 180 passenger shelters, benches and Simme seats throughout the fixed route system. C-TRAN installed solar-powered shelter flashers at transit stops which provide passenger-activated illumination for safety and to more easily read posted schedule information, at bus stops along key transit corridors. Simme seats provide durable seating at bus stops that do not have enough ridership to merit a shelter. All C-TRAN buses are also equipped with a bicycle rack that holds two bicycles. C-TRAN provides instruction and assistance to bicyclists who plan to use transit for part of their trip. Bike lockers are provided at most of C TRAN's transit centers and park and ride lots.

Figure 7: C-TRAN System Maps
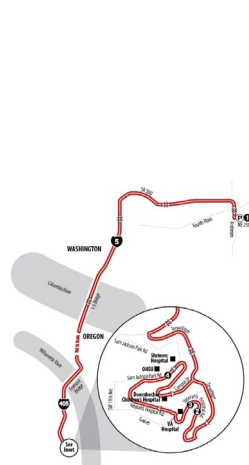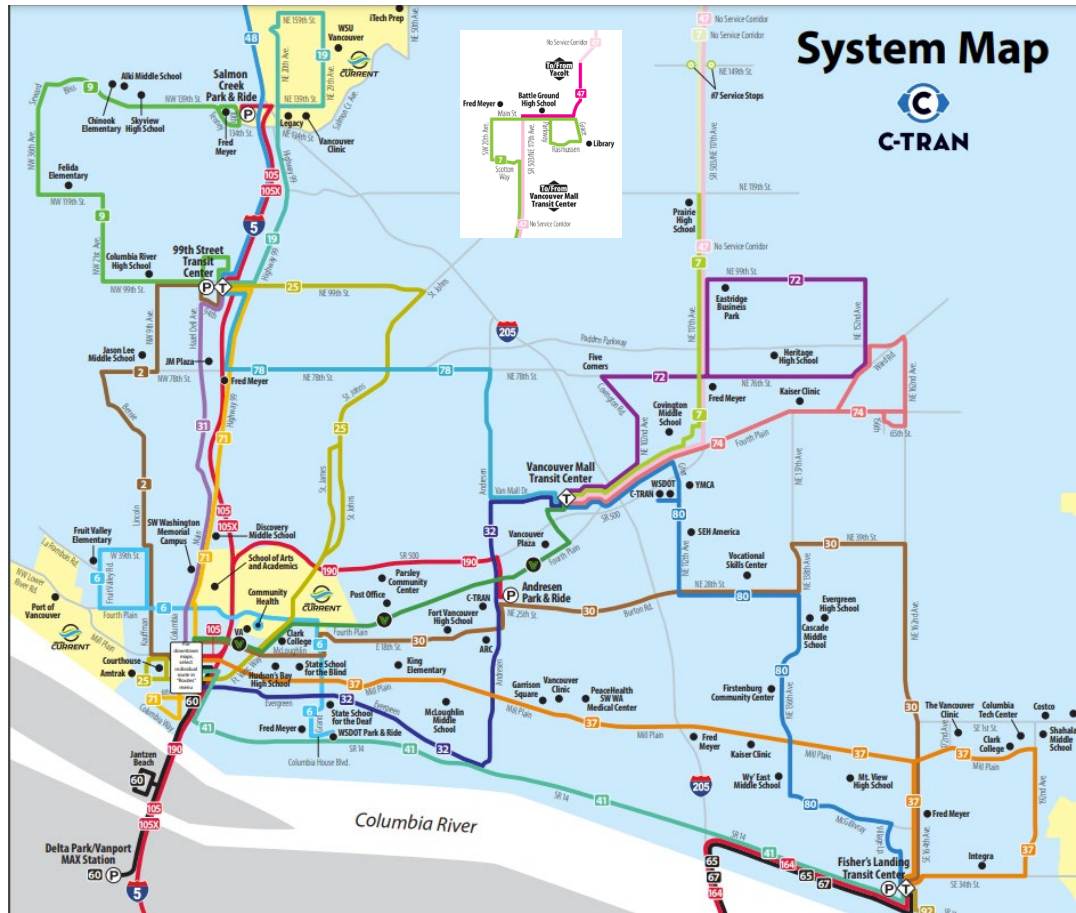
Marquam Hill, Portland
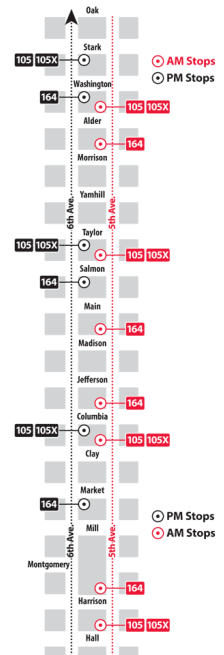
Downtown Portland
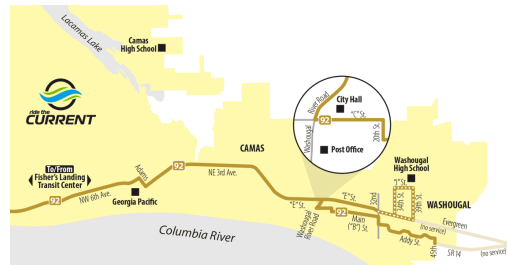
East Clark County

I-205 Corridor, Portland

C-VAN Paratransit Service

C-TRAN also provides an ADA-compliant paratransit service, known as C-VAN. Paratransit service is provided inside the Vancouver urban growth boundary (UGB) and within three-quarters of a mile of all C-TRAN fixed routes operating outside Vancouver's UGB, Figure 8 provides a map of the C-TRAN and C-VAN service area. C-TRAN attained full compliance with the ADA in January 1997. Connections with TriMet's LIFT service, operating in the Portland, Oregon metropolitan region, are made at the Parkrose and Jantzen Beach transit centers. C-TRAN continues to utilize a functional assessment process to determine eligibility for paratransit services

Table 14 provides a summary of C-VAN paratransit service hours and ridership for selected years between 2000 and 2021.

Table 14: C-VAN Service and Hours

| Year	Paratransit Trips	Operating Hours Per Year	In-Service Hours Per Year
2000	162,130	62,275	55,308
2005	196,478	80,487	72,004
2010	218,104	87,973	80,555
2015	248,788	100,791	92,548
2016	249,532	102,960	94,736
2017	245,919	95,126	87,175
2018	257,655	102,181	93,645
2019	264,391	105,790	96,863
2020	112,524	50,388	44,898
2021	124,066	57,936	52,339

C-TRAN Comprehensive Annual Financial Report, C-TRAN TDP

With forecasts of significant growth in needs for paratransit service in the coming years, managing the costs of this service is a challenge for C-TRAN. In 2000, the cost per passenger boarding of C-VAN averaged $22.90 while fixed-route passenger boarding costs averaged $2.80 rising to $49.12 for C-VAN and $6.77 for fixed route by 2017. Post-COVID, per passenger boarding had risen to $12.81 for fixed route and $73.60 for demand response rides. In 2009, C-TRAN convened a group of paratransit community stakeholders to discuss the service and identify a range of strategies to help C-VAN management. The ADA Task Force developed a series of recommendations that were adopted by C-TRAN's Board of Directors for implementation. The ADA Task Force convened in 2013 and worked to update policies and make recommendations for C-VAN. Policies on no -shows, door to door service, service boundaries, conditional eligibility, coordination with fixed route service, the travel training program and coordination with other social service agencies and transportation programs were all reviewed, public open houses held and recommendations submitted to the C-TRAN Board for adoption in January 2014.

Figure 8: C-VAN Service Area
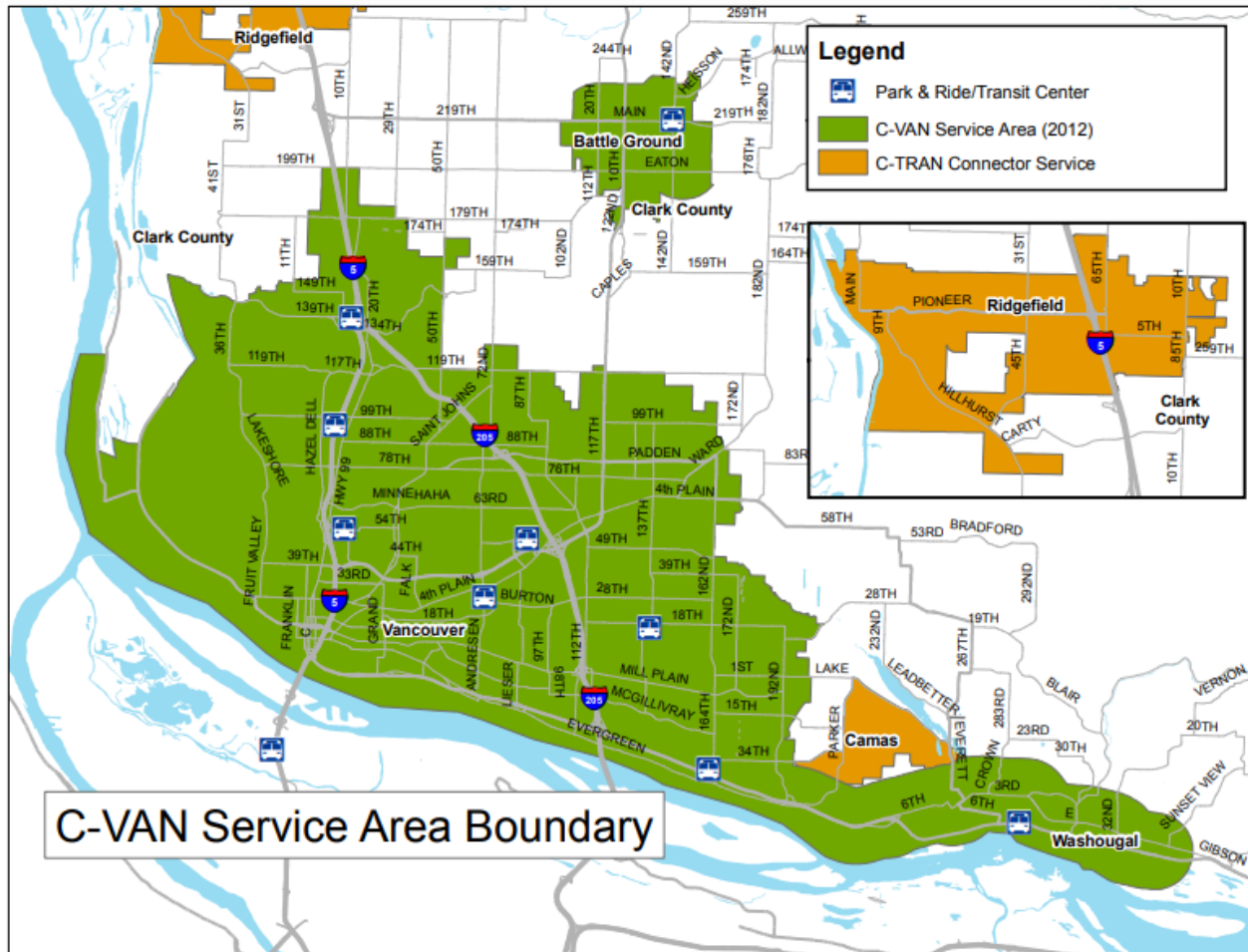
C-TRAN's Travel Training Program

C-TRAN offers a Travel Training program that provides customized training to seniors and individuals with disabilities so they become comfortable riding the bus. Participants learn the skills necessary to plan trips and travel across the C TRAN system. Travel trainers also teach the use of securement straps for individuals using mobility devices who ride fixed route buses. The straps help to ensure mobility devices can be quickly and safely secured. In past years, the Travel Training program has been funded with Federal Transit Administration New Freedom formula funding which was discontinued with the federal transportation act, MAP-21, Moving Ahead for Progress in the 21st Century. Funding is now provided from FTA 5310 funds.

C-TRAN's Travel Ambassador Program

C-TRAN trains volunteers to offer their services as Travel Ambassadors to help others learn how to use fixed route buses. Seniors are being sought to help other seniors learn how to use C-TRAN.

The new Current Service

The Current was developed in 2021 and launched in early 2022, The Current is C-TRAN's new, on-demand rideshare that provides door-to-door service for just the cost of a bus ride. The Current replaces The Connector in Ridgefield/La Center, Rose Village and Camas, plus extends service to the areas of Salmon Creek/WSU-Vancouver, The Port of Vancouver and all of Camas/Washougal.

Rides can be scheduled online, by phone or through the mobile app available in the Apple or Google Play app stores. Once a ride has been scheduled, passengers can track their driver's arrival, just like any other rideshare service. More information is available at https://www.c-tran.com/thecurrent.

C-TRAN Shopping Shuttle

The shopping shuttle was one of the ADA Taskforce's original recommendations. C-TRAN's Shopping Shuttle provides residents of several downtown Vancouver housing facilities direct access to major shopping destinations in Hazel Dell; to Winco, Walmart and Fred Meyer. Service is provided only on certain Tuesdays of each month. C-TRAN's Shopping Shuttle provides residents of Smith Tower, Lewis & Clark, Esther Short Commons, Columbia House, Vista Court and Van Vista direct access to major shopping destinations, twice monthly. C-TRAN provides fliers with details of the service including dates, times, and locations for pick-up and drop-off. C-TRAN and the region's Mobility Manager continue to monitor shopping shuttle service needs.

C-TRAN: Service Innovations

In addition to the newly established Current service, C-TRAN has also implemented additional services since the 2018 HSTP was published. These include Bus on Shoulder in the SR-14, I-5 and I-204 corridors to help buses meet their schedule in times of heavy traffic and direct bus service to Portland Airport which began in 2020. In January 2017, C-TRAN launched The Vine, the region's first bus rapid transit system, along Vancouver's Fourth Plain corridor from Vancouver Mall to downtown Vancouver. C-TRAN's second BRT Corridor on Mill Plain is now under construction and planning for a third corridor, on Highway 99, is underway.

C-TRAN's Vanpool Program

The vanpool program was instituted by C-TRAN and helps commuters share a ride to work locations.

Plans for Future Transportation Services: C-TRAN's 20-Year Transit Development Plan, C-TRAN 2030

C-TRAN adopted a 20-Year Transit Development Plan, C-TRAN 2030, in June 2010. C-TRAN 2030 provides the framework on which to build public transportation to support the future transportation needs of Clark County. It sets in place a plan to preserve existing service levels with improvements that include two new bus routes in east Vancouver, increased frequencies on many existing bus routes, meeting the growing demand for paratransit service for people with disabilities (C-VAN), two new park and rides with increased commuter service to downtown Vancouver and Portland, C-TRAN's first bus rapid transit line with service along Fourth Plain Boulevard, and operations and maintenance costs of light rail in downtown Vancouver as part of the Columbia River Crossing Project. The C-TRAN Plan includes a funding strategy that outlines potential revenues and assumptions to fund the transit system into the future.

C-TRAN adopted a Plan update to the 20-year Transit Development Plan in December 2016. In January 2017, C-TRAN launched The Vine, the region's first bus rapid transit system, along Vancouver's Fourth Plain corridor from Vancouver Mall to downtown Vancouver. C-TRAN is now planning for the next BRT corridor on Mill Plain Boulevard.

Community in Motion: Transportation Brokerage

Community in Motion's Transportation Brokerage arranges rides for elderly, low income and people with medical needs and disabilities through contracts and arrangements with a variety of transportation providers. This service is highly valued in the community by people that have no access to C-TRAN or C-VAN services or for people for whom regular transit service does not work. Continuation of the Brokerage services is dependent on grant funding.

School Student Transportation

Pupil transportations refers to the transportation system used to transport students to and from school and school related activities. Generally each school district has buses and vans used to transport students. Clark County has eight school districts as well as the Educational Service District, ESD 112, which pools resources to ensure equitable educational opportunities for all students.

Inter-City Bus Service

Inter-city bus service to cities throughout the northwest and nation-wide, provided by Greyhound Bus Lines, is no longer available from Vancouver. The Greyhound bus service stop in Vancouver, WA closed on January 1, 2009. Vancouver residents now have to travel to Portland, Oregon to access intercity bus service. The FlixBus service serves the I-5 corridor. Vancouver residents must access this service in downtown Portland, Oregon.

Connection with Skamania County is provided through Skamania Senior Services and connection with Cowlitz County provided by CAP managed by Lower Columbia Community Council. Connections to both Skamania and Cowlitz counties are subject to continued grant funding.

Public/Private Providers

There are also a number of public or private services that provide miscellaneous transportation services in the region. This includes Cowlitz Tribal Transportation service, Veterans Transportation (DAV), private taxi companies, vans operated by private facilities such as retirement living centers, and specialty accessible transportation services such as Golden Chariot, Five Star Special Transport LLC and Mercy 1 Transportation Inc.

Other Transportation Services: Rideshare, Uber, Lyft etc.

In addition to services listed above, there are a number of other transportation services that are available to county residents or employers, such as RideshareOnline, and others. Uber and Lyft operate in the Clark County region and RideGuru provides information and trip booking capabilities. In addition, there are a number of park-and pool facilities located in the region where people can meet to carpool.

Planned Future Transportation Services in the Region

In addition to C-TRAN's future plans for public transportation system development, Southwest Washington Regional Transportation Council (RTC) also plans for a multi-modal transportation future in the Regional Transportation Plan for Clark County (March 2019 with update anticipated in late 2023) Local Comprehensive Growth Management Plans also address future transit needs to support local growth and economic development.

Providing better public transit services can help to support the development goals of the region and add to the region's quality of life. However, increased service requires increased funding. When growth in population and travel demand exceeds supply, innovative and creative transportation options must be considered.

Emergency Management

C-TRAN and Community in Motion currently work with Clark Regional Emergency Services Agency (CRESA) to plan for disaster and emergency preparedness. There are agreements in place between C-TRAN and CRESA as well as the Educational Service District 112 (ESD 112) and CRESA for use of equipment and staff in case of an emergency. However, there is need for constant plan refinement and practice to make sure of adequate preparation for various types of emergencies and evacuations. Local staff have attended FEMA and other trainings on emergency scenarios to consider the needs of the most vulnerable and special needs populations in the event of emergency.

As part of the agreement, C-TRAN bus drivers would be expected to provide evacuation services in C-TRAN, C-VAN and ESD112 vehicles. Discussions have included the needs of these drivers to ensure their families are taken care of while they might be out ensuring the safety and evacuation of those with special needs.

Needs, Gaps and Unmet Needs

This section of the Human Services Transportation Plan examines the unmet needs for transportation services in the Clark County region. The analysis addresses not only the demand for service among the transit disadvantaged population, but also among members of the general public. The identified needs for improved transportation services was based on demographic analyses and input from service providers, stakeholders and the general public. The data and transportation survey analyses as well as consultation with stakeholders at numerous Accessible Transportation Coalition Initiative meetings resulted in the identification of transportation service gaps in the Clark County region.

Existing Service Coverage

The main public transportation service options in Clark County are provided by C-TRAN fixed-route service and C VAN paratransit service. However, transit service is not county wide. Other services include pupil transportation, public/private providers, Amtrak service at the Vancouver station, FlixBus service available at a stop in Portland and brokered special needs transportation trips through Community in Motion. Transportation needs were discussed at regular ATCI stakeholder meetings held in Clark County from 2011 to the present as well as at community meetings and one-on-one phone calls.

Identified Issues

Through stakeholder meetings, survey analyses and public outreach the following issues were identified:

◆ Meeting the growing demand for special transportation services.

◆ Continuing mobility management services to coordinate comprehensive transportation information to the community and facilitating access to the most effective transportation services for those seeking transportation.

◆ There is a continual need to raise awareness of special transportation service options for those that need them. This is one of the functions of the mobility manager. The need for continuation of the developed "1-Call, 1-Click" program was discussed making access to transportation services easier and more efficient for those who need to make trips.

◆ Accommodating a wide range of individuals' transportation needs with the acknowledgement that current services do not meet the diverse range of special service transportation needs; e.g. there are deficiencies in meeting transportation needs of those with developmental disabilities, behavioral health and mental health challenges.

◆ Meeting the special transportation needs for residents of the rural areas where public transportation is not available. The rural areas of Clark County are not part of C-TRAN's service area for fixed route or C-VAN paratransit service.

◆ Meeting the special transportation needs resulting from the limited hours of transit service. We heard from the community that this creates problems for workers getting to and from their jobs and our Special Olympics athletes who may be able to use transit to get to their training but find service finished for the day when they get out of the practice.

◆ Maintaining curb to curb transportation for those not able to use fixed route service.

◆ Continuing travel training and travel ambassadors programs to support special needs clients who would prefer to learn how to use fixed route transit services rather than be dependent on paratransit service.

◆ Ensuring transportation to medical appointments. Life-sustaining medical treatments are a priority but there is growing demand for medical trips of all types including preventative appointments.

◆ Ensuring transportation access and circulation in the vicinity of Clark College, the Vancouver VA Complex and Clark County Public Health services center is important for health care and educational needs.

◆ Expanding Community in Motion's Reserve-a-Ride program to help meet demands for special needs transportation. This program can only meet the most urgent needs for life-sustaining medical appointments. The program has had to be designed to fit the limited funding. This Program is primarily

focused on people who cannot use the fixed route transit or C-VAN system and have no other means for getting to appointments. Many live in the rural areas of the county not served by transit. When requests come in to Community in Motion it takes a lot of creative cooperation between transportation entities to find a workable solution. Ideally, this program needs further funding support.

◆ Investigate and encourage services being taken to the special needs populations instead of them having to travel to services. Examples are health screening and dental services can be provided in mobile units that can travel to the client. The non-profit, Food with Friends, now provides shower trailers taken out to provide showers for the houseless.

◆ Providing transportation services to support our seniors being able to "age in place", to enable them to access vital services such as medical, shopping, and to make recreational trips to avoid social isolation.

◆ Providing transportation of seniors to nutrition programs.

◆ Providing transport to adult day care services. Many clients are in wheelchairs and use C-VAN. However, many reside in rural areas (e.g. Amboy, Hockinson) are not covered by C-VAN. C-VAN will meet clients at the edge of the service area but it is often difficult for the caregiver to get clients to these locations. Many of the adult day care users used to receive transportation funding through the Medicaid program but with shrinking funding this service was cut.

◆ Ensuring the Cowlitz Tribe Transit Service can help to get clients to medical appointments in Clark County and to the Cowlitz Tribal Health facility on NE 78th Street just east of I-5. The Cowlitz Tribe Transit Service is a public transit agency covering rural areas of Lewis and Cowlitz counties. The biggest challenge is getting people into the Portland- Vancouver area to medical appointments not available in Cowlitz and Lewis counties. Current funding allows transportation to connect with other services such as CAP and then C-TRAN service. However, for people who are unwell it is exhausting for them to have to make connecting transfers. C-TRAN's service area reduction impacted the Tribe's transportation. The Cowlitz Tribe would like to have capability of getting people all the way to the door of their medical appointments in Vancouver. Cowlitz Tribe Transit service also faces funding challenges with capping of FTA funding. Despite having opened a new clinic facility in Longview there is still need to get to more specialized medical services in Clark County. With the opening of the Cowlitz Tribe's casino, Ilani, in 2017, there is need for employment transportation to the casino resort.

◆ Providing transportation to employment opportunities. Some employees need expanded transit service hours to accommodate their work schedule. Getting people from the rural area to employment opportunities is challenging. Many people have been able to take advantage of Community in Motion's Employment Transportation program to get to work-related activities including employment, job search and training. It takes time for people with developmental disabilities to develop skills and routines to enable them to use transit to allow them to maintain a job. Community in Motion's Employment Transportation program has to limit eligibility for assistance.

◆ Meeting the challenges of getting children to/from childcare on their parents' way to and from work if parents are dependent on public transportation.

◆ Use of flex vehicle programs, such as Car2Go and ZipCar, can be beneficial to lower income clients unable to afford their own vehicle but these services are struggling to survive and Car2Go ceased operations. Uber and Lyft services are also in use in Clark County and can provide vital links to transit services together with the ancillary GoGoGrandparent.com service for those without smart phones.

◆ Providing transportation for the youth in our community who are unable to drive themselves. There is large demand but little service. Youth need transportation to employment search activities, to jobs and to volunteer activities. Community in Motion would like to be able to provide service to youth, especially from low income households, to address transportation needs for social connectivity, involvement in the community and children with disabilities getting to where they need to go. However, Community in Motion can currently only meet the highest priority transportation needs, i.e. life sustaining medical trips.

◆ Dealing with changing transportation eligibility criteria for those trying to access medical appointments, e.g. travel to and from mental and behavioral health appointments and preventative medical appointments is not covered under Medicaid. There is concern that people who are just above the eligibility level for Medicaid are without transportation and cannot afford transportation.

◆ Coordinating with the Veterans Administration to help our Veterans gain access to transportation, particularly for access to medical appointments. VA staff attend ATCI meetings.

◆ Meeting the special transportation needs of the homeless. There are requirements to get homeless students to a school base to provide a stable

environment for them. This is an unfunded mandate required by the McKinney-Vento Homeless Assistance Act; the primary piece of federal legislation dealing with the education of children and youth experiencing homelessness in U.S. public schools. It was reauthorized as Title X, Part C, of the No Child Left Behind Act in January 2002. ESD 112 and school districts struggle to meet homeless student transportation needs. ESD 112 has a fleet of about 65 buses and serves 23 school districts in the Southwest Washington region. ESD 112 provides the high cost, low incidence transportation needs of the school districts and typically serves about 200 homeless students per year. In any given month, ESD is typically meeting the transportation needs of about 100 homeless students many of them living in shelters. The challenge of providing transportation for the homeless students is that they are highly transitional and often move before a ride is established. There is evidence in our community of students living in cars with their parents who have no gas money to move the car. The families have been evicted, have no place to go and will not leave their car for fear it will be towed away and they will lose everything they have. These students are not making it to school. Homeless clients do not want to take housing out in the rural area because they have no way of getting into the urban areas to access jobs and services in a reasonable amount of time.

◆ Increasing the number of volunteer drivers in the community. There are growing needs for volunteers to help special needs clients get to appointments, grocery shops as well as other essential services. There is also need for drivers who can drive the personal vehicles of those with disabilities unable to drive themselves. Volunteer drivers usually volunteer their time and use their own vehicle and insurance. There may be compensation for gas used. The state has guidelines and a rate of compensation recommended for volunteer drivers. Catholic Community Services currently provides volunteer drives but has identified a number of challenges their clients face: 1) Transportation for Veterans who cannot drive to the Vancouver VA facility to get to appointments or enable them to take the shuttle service to the Portland VA Hospital, 2) transporting people to preventative medical appointments (e.g. colonoscopies) where patients need a driver, 3) the recessionary economy caused transportation impacts with people being hesitant to ask for help from relatives and friends who fear they will lose their jobs if they take time out to help others, 4) some medical transportation is not covered by Medicaid, e.g. mental health appointments; and 5) the struggle to attract and increase the number of volunteer drivers to meet increasing demand. Based on the unmet needs identified in the 2018 CHSTP, the ability to recruit and engage volunteer drivers in traditional and new ways to provide trips for seniors, people with disabilities and other at-risk populations is critical. Additionally, the development of a Community Vanpool continues to be a need that will

support transportation for these populations and groups serving the populations.

◆ Veterans Transportation. Veterans in our community have travel demands; Community in Motion and the VA has worked on several pilot programs to help coordinate transportation delivery.

◆ Establishing a community vanpool to help fill gaps in transportation services.

◆ Working with emergency service providers to ensure planning for emergency management situations such as evacuation of area residents in the event of an earthquake, fire etc. Those with special transportation needs are particularly vulnerable at times of emergency. Although Memoranda of Agreement are in place between CRESA, C-TRAN and ESD-112, there is need for continual coordination to ensure everyone knows the expectations, emergency plan implementation should be reviewed periodically and everyone should know how to respond to implement that Plan. There is need for constant plan refinement and practice to make sure we are adequately prepared.

◆ Using emerging technology to help special needs populations use transportation services. This includes use of technology to dispatch transportation services most efficiently as well as way-finding technology for clients who may have hearing and/or sight disabilities.

◆ Meeting the challenges of funding for special needs transportation and the costs to clients, especially those with low incomes, seniors and those with disabilities. There are shorter-term funding challenges as well as long-term challenges of a growing, aging baby boom generation. In addition, aging often brings with it the challenges of living with disabilities but there are limited revenues available to fulfill needs. Grant requests are often not fully funded. Public transportation in Washington State is largely funded from sales tax revenues which have become more volatile as a result of the Great Recession. In comparison, Oregon funds transit from business and occupation taxes. Washington State may need to address diversifying revenue sources for transit to meet growing service demand.

Element 6: COVID-19

Describe lasting changes due to COVID-19 pandemic anticipated in the region.

COVID-19's Impacts

COVID-19 and its impacts went through evolving phases resulting in transportation service providers needing to pivot to meet people's changing needs due to the pandemic. COVID's impact on the region's people, its transportation services and its possible lasting consequences are described below:

- With COVID-19, the problems of social isolation already experienced by many with special transportation needs, especially among the elderly and those with disabilities, were exacerbated.

- Transportation service providers offered trips to vaccination centers for those who could not drive themselves.

- In-person dining options by Meals on Wheels programs ceased and the service pivoted to meal deliveries only.

- C-TRAN initially reduced bus service to downtown Portland as a result of COVID. In the period of COVID lockdown and its aftermath, less people were riding the bus to work from Clark County to Portland and as work from home became a viable option for some workers.

- Hesitancy in using transit service and shared ride services seems to be persisting with reduced numbers riding transit compared with pre-pandemic years.

- COVID resulted in less drivers making themselves available to offer Uber and Lyft services due to concerns for their health.

- There has been increased difficulties in recruiting volunteer drivers to help meet unmet transportation needs due to the pandemic's lasting effects. Pre-COVID, a number of the volunteer drivers were recently retired people but during COVID the older members of the population felt more vulnerable

- Transit systems are continuing to experience challenges in hiring drivers to provide bus service.

- Food and prescription deliveries to those unable to get to services were features of transportation providers pivoting to address community needs during the COVID surge. There is an ongoing need for these delivery services for those unable to get themselves to the services. While many grocery stores quickly began to offer food delivery options or used delivery services such as Instacart, the most reasonably priced grocers do not

◆ necessarily offer delivery options. There is a cost associated with delivery that those with special transportation needs struggle to afford.

◆ Transit agencies have to employ more staff to ensure meticulous cleaning of buses and other transit vehicles. The pandemic led to transportation providers cleaning vehicles several times a day to try to prevent virus spread.

◆ With the initial COVID surge, transit agencies began fareless trips so drivers did not have to handle any money. In 2022, C-TRAN has lowered its usual transit fares to $1 per trip to attract people back to transit use; these lower fares will continue to the end of 2022.

◆ C-TRAN's costs per passenger boarding increased significantly in 2020, the year in which COVID most impacted people's travel.

◆ For those unable to drive themselves, trips to medical appointments are a challenge to meet. With COVID, clinics began to offer virtual medical appointments to evaluate and treat illnesses and injuries; people benefit from medical appointments from the comfort of home. Medical institutions continue to offer these services which reduces transportation needs. However, there could be problems for those that lack access to the technology needed for these appointments – the elderly and low-income populations are least likely to be able to access this online medical appointment opportunity.

◆ COVID restricted the community outreach opportunities in developing this CPT-HSTP update as in-person events were not held for many months and some still do not meet in person. Planners tried to convene meetings using virtual and hybrid meeting formats and more emphasis was placed on having one-on-one online and telephone conversations to determine transportation needs of those unable to drive themselves. Virtual meeting formats, using tools such as Zoom and Teams, is likely to remain an option for outreach activities in the future.

Element 7: Strategies and Activities Identified to Address Gaps

Describe strategies and/or activities identified through the planning process.

This section identifies a number of strategies focused on helping disabled, low-income, the elderly and young and the rural populations who cannot drive themselves travel to needed services and activities. Based on the strategies

identified in this plan, local agencies cooperatively develop projects to meet identified transportation needs.

How to Help Fulfill Special Transportation Needs in Clark County:

◆ Ensure current transportation services are funded so they can be continued in the future because people become dependent on these services.

◆ Some existing programs, such as the Community in Motion's Reserve-A-Ride program, are over-subscribed and need additional funds to meet the needs. The program almost always has a waiting list for those needing to get to life-sustaining medical appointments, such as dialysis. Despite Community in Motion's attempts to have their clients try to rely on family and friends to help with some of the required trips so as to leverage the limited funds available, waiting lists for service persist.

◆ Continuation of the mobility manager's role to help special needs populations gain access to transit and other transportation opportunities.

◆ Additional education, outreach, and training about public transportation and mobility opportunities.

◆ Additional public transportation services including earlier and later fixed route and door-to-door service, to enable access to educational, employment, medical and other basic services.

◆ Expand transportation service for youth.

◆ Recruit more volunteer drivers to provide services though Clark County's Commission on Aging participants cautioned that there is likely to be lasting difficulties in recruiting more volunteers due to the fear of COVID.

◆ Additional transit facilities such as shelters, benches and lighting to provide a comfortable and safe transit experience.

◆ For those who rely on wheelchairs or mobility devices to get around, a continuous sidewalk system is essential. Indeed, filling gaps in the sidewalk network can also benefit people pushing strollers and those trying to safely access transit services as well as general community benefits related to improved health if people are able to walk daily. A team of Clark County representatives participated in a Walkability/Movability Action Institute (WAI) training in May 2022 and the team will be looking to implement the goals and action strategies identified in the resulting Team Action Plan (TAP). The TAP recognized the need to fully inventory sidewalks, map layers such as location of low-income populations, location of elderly populations, those with disabilities and popular trip origins and

destinations, to implement equity-focused solutions, use Complete Streets and universal design to prioritize where investments should be made in the transportation system.

◆ Collaborate with such organizations as Disability Rights Washington to learn of transportation needs among those with disabilities and special needs.

◆ Additional use of technology with intelligent transportation solutions to enable improved efficiencies in transit service and delivery provisions.

Technology

The application of advanced technologies can assist transit providers by making their operations more efficient, safe, and attractive. Technology can aid in the planning and coordination of transportation services and can enhance the travel experience of users. Intelligent Transportation Systems (ITS) includes a broad group of technology based solutions that can be applied to transportation issues and they include: Automatic Vehicle Location (AVL), Computer Aided Dispatch (CAD), Traveler Information Systems (TIS), and electronic payment and collection systems. C-TRAN uses AVL, CAD and TIS systems. Stakeholders discussed the use of enhanced ride-scheduling software to more efficiently schedule trips and volunteer drivers. However, client confidentiality requirements need to be addressed or may limit the possibilities.

The following ITS solutions have been and should continue to be considered for implementation to improve transportation services:

◆ Computer Aided Dispatch (CAD). Automated or computer-assisted reservations, scheduling, dispatching, and billing systems can streamline the trip reservations process, improve the efficiency of vehicle schedules, enhance the capability of dispatchers, and upgrade the tracking and reporting of customer and trip data. C-VAN uses a sophisticated dispatch system.

◆ Internet-based Scheduling. Internet based scheduling capability where a customer can schedule, confirm, and cancel their own trips without ever talking to the transportation provider.

◆ Automatic Vehicle Location (AVL). AVL technology uses Global Positioning System (GPS) capabilities to identify the location of vehicles in real time.

◆ Mobile Data Terminals (MDT). MDT provides a means for dispatchers and drivers to exchange information about schedules, trips, passengers, or vehicles electronically, which can improve the accuracy of information, as well as reduce the need for voice communications.

◆ Call Center. Established in late 2016, the region-wide, "1-Call, 1-Click" telephone call center enables access to databases that include information about both formal and informal transportation options in the region. A customer can call and receive assistance from a live customer service representative.

◆ Smart Cards. Smart cards can be programmed to collect, store, and provide information about an individual customer. Smart Cards can be used to cover a variety of programs and for payment of transit fares.

◆ Wayfinding. Improvements in technology can help passengers with wayfinding without having to ask for driver assistance.

◆ Use of technology to schedule deliveries and engage in virtual medical appointments.

Coordinated Approach to a Regional Challenge

It will take a coordinated and sustained regional approach among transportation providers, human and social service agencies and the community to address the issues identified in meeting the transportation service demands of those with special needs. The HSTP outlines a range of strategies that can address the public transportation needs of those with disabilities, low-income, and elderly populations.

A coordinated approach offers advantages whereby transit, human, and social service agencies can all benefit from cooperative strategies that assist disabled, low-income, and elderly to pursue activities and services. Stakeholders will benefit from information sharing and shared development of solutions to the transportation needs of the entire population in addition to those with special needs.

Maintain Existing Transportation Services

Maintaining existing transportation services is of paramount importance for the transportation special need populations. Their choices are already limited so maintaining the services they have, including Community in Motion's Employment Transportation Program and Reserve-A-Ride Transportation Program, is so important.

Mobility Management

A mobility manager helps identify community transportation options and work with community partners to coordinate individual transportation solutions for those with disabilities, low-income, and elderly populations as well as increase awareness of transportation services.

Ensure Safety and Security

In the public outreach process, safety and security were prominent themes in comments from stakeholders and the public. People were concerned about their safety as they may wait or use transit systems.

Transportation for those with Developmental Disabilities and for those with Mental Health Challenges

Input from stakeholders identified the need for transportation services to allow those with developmental disabilities to move around the community and the need for transportation to medical appointments for those experiencing behavioral and mental health challenges.

Travel Training and Travel Ambassadors

Clients are delighted to be able to receive travel training to make them comfortable in their knowledge about and understanding of how to use the fixed route transit system. The travel training program should be expanded if use of the program warrants because this is a way to increase fixed route transit system usage and decrease relatively expensive paratransit service. Travel training for groups, e.g. from retirement homes, may be efficient and more enjoyable for participants if individuals feel embarrassed to undergo one-on-one training; everyone is unique in their personality and needs.

Volunteer and Driver Training Program

By developing a comprehensive volunteer and driver training program, some of the unmet transportation needs could be addressed over the coming years. The need for trained drivers to support private, government and non-profit organizations has been identified in our region. Local agencies have indicated a difficulty in recruiting drivers. Recruiting trained and qualified drivers has also been a challenge for most, if not all, of the existing contracted transportation companies providing transport to medical and other basic services. Many trips could be efficiently and cost-effectively served if we were able to recruit and retain more volunteer drivers but the impacts of COVID has made driver recruitment even more challenging. There is a continual need to recruit and train additional drivers to provide needed trips to services which may be served by implementing a comprehensive volunteer and driver training program.

Apply Advanced Technology

The application of advanced technologies can help transit providers by making their operations more efficient, safe, and attractive to riders. Types of systems include

computer aided dispatch, automatic vehicle location, route planning using Geographic Information System capabilities and traveler information systems.

Clark County Public Health/VA Vancouver Campus/Clark College Campus Access and Circulation

Clients have asked that transportation access to these adjacent campuses be improved and circulation between them established.

Replace and Expand Transit Fleet

Replace and expand the transit fleet to maintain existing service and improve service.

Additional Transit Service and Hours

Provide transit expanded service hours to meet the needs of those who are dependent on transit. This would enable better access to services, recreational activities and additional jobs.

Transit Facilities and Amenities

Additional park-and-rides, transit shelters, and other amenities may attract additional riders to the existing system. People using mobility devices need shelter as they wait for fixed-route transit buses.

Expand On-Demand Transportation Services

C-TRAN's implementation of its on-demand Current transit service has proven population and there are additional areas of Clark County where this service could be expanded.

Outreach and Education

Expanded and coordinated outreach and education is needed to inform the public of the mobility options in the region. This may include everything from a program to educate potential transit riders how to use public transit, to improved advertising and Web page. Responders to Community in Motion survey indicate that a significant portion of the population is unaware of the services that are available.

Community Vanpool Program

A community vanpool program provides maximum flexibility in providing transportation to employment, education, and youth recreational opportunities.

Building Codes

Building codes and building designs should be reviewed to make it easier to provide bus service to the door of a facility. Building up to the street line with no setback requirements allows pedestrians to get to the door of a building without having to navigate a sea of parking. Car parking spaces may be provided at the rear of a building.

Element 8 – Regional Priorities for Implementation

Describe the process and criteria to prioritize projects in the region.

In this Clark County section of the HSTP, transportation needs and gaps (beginning page 40) are identified and potential strategies to address these regional needs are discussed (beginning page 47). The identified strategies are used by HSTP partner agencies to develop project applications to compete for statewide WSDOT Consolidated Grant Funding to help meet the region's transportation gaps and needs. Criteria used to evaluate and prioritize projects within RTC's three-county region are addressed in the Chapter 1 introductory section to the HSTP 2022 update. Of highest priority is to ensure the continuation of current transportation services which have proven to be vital to the communities. The project applications from the region are listed in Appendix C of this report (Appendix C will be finalized once partner agencies have completed and submitted project applications).

Element 9 – Ongoing Coordination

Describe ongoing coordination efforts between social service providers and transportation providers for 2022-2026.

In the RTC region, there will be ongoing coordination of Human Services Transportation plans. The primary means of this ongoing coordination will be through the Accessible Transportation Coalition Initiative (ATCI) which meet quarterly to discuss special transportation needs in the region. RTC and Community in Motion staff also conducts outreach activities to solicit input on transportation challenges faced by the special needs communities.

Chapter 3: Skamania and Klickitat Counties

Introduction

Both Skamania and Klickitat Counties are located in the southern portion of the state of Washington along the northern banks of the Columbia River. The back of this chapter includes maps of both Skamania and Klickitat counties.

Skamania County is located east of the Portland/Vancouver metro area, in the beautiful Columbia River Gorge. Almost 90 percent of the county is timberland. Skamania County has approximately 1,683 square miles within its boundaries and is home to Gifford Pinchot National Forest, Mount St. Helens, and the Columbia River Gorge National Scenic Area. Most of the residents live in the southernmost part of the county.

Klickitat County is located in south central Washington, has a geographic area of 1,904 square miles, and ranks 16th in size among Washington's 39 counties. Bordering Klickitat County are Skamania County to the west, Yakima County to the north, Benton County to the east, and the Columbia River to the south. The southernmost portion of the Yakama Indian Reservation extends into northern Klickitat County.

Table 15: Skamania and Klickitat Population Density

County	Area Size	Rank WA County Size	Rank WA County Population
Klickitat	1,904 sq mi	16	29
Skamania	1,683 sq mi	24	34

Washington State Office of Financial Management

Both Skamania County and Klickitat County are rural and often lack the employment, medical, higher education, and other services that residents may need. Finding these services may require significant travel. For those people who cannot or do not drive or have a car, getting where they need or want to go can be a problem. A large portion of both Skamania and Klickitat counties' work forces commutes outside of its county for work. Residents must travel out of the county to attend community college or state universities.

Residents frequently need to travel outside the county for medical services that are not offered within the county. For those with disabilities, low income, or the elderly, many of these essential trips can only be met through public transportation services. For these people, public transit is more than merely a ride; it is a lifeline. Despite the importance of public transit, the region's existing public transportation services cannot meet all of the transportation demands of these targeted groups.

Element 3: Conducting and Documenting Community Outreach

WSDOT places heavy emphasis on reaching out to stakeholder during the Plan development process to determine transportation needs and gaps in service. In Element 3, document the community outreach that has been conducted as part of updating the CPT-HSTP.

Stakeholder and public involvement are the key to successful Human Services Transportation Planning. Engaging the appropriate organizations and individuals in planning efforts is critical to identifying the needs of the target population, the needs of the community and region, the transportation services available, and the identification of new solutions. Appendix A includes supplemental information on stakeholders and public outreach. The stakeholder and public involvement process includes the following steps:

◆ Identification and contact of stakeholders

◆ Holding stakeholder and public open houses

◆ Distribution of transportation needs survey

◆ County Transportation Policy Committee meetings

◆ Providing information on the HSTP on RTC's website

Stakeholders and Public Forums

As part of the Human Services Transportation Plan development, over 80 agencies and organizations were contacted and invited to participate in two open houses. The community was also invited to participate in the open houses and provide comments. The first two open houses provided the opportunity to participate in person or through an online platform.

The open houses were held on June 8, 2022, in Goldendale and on June 14, 2022, in White Salmon to provide an opportunity for participants to discuss current services, additional needs, ideas for improving current services, and impacts of the COVID-19 pandemic on transportation service providers and the community.

Transportation Needs Survey

Along with the open houses, a stakeholder and community survey was developed for participants to share feedback on service needs, improvements that could be made to existing services, and impacts of the COVID-19 pandemic. The survey was available to the community online and in hard copy for distribution. An online version and hard copy version were also translated into Spanish.

Information on the survey was distributed to the project stakeholders at the same time information was shared on the open houses; and a flier that had the survey links, QR codes, and information on how to request hard copies of the survey was made available. Hard copies of the surveys were distributed to Skamania County Senior Services and Mount Adams Transportation and libraries in Goldendale, White Salmon, and Stevenson, Washington.
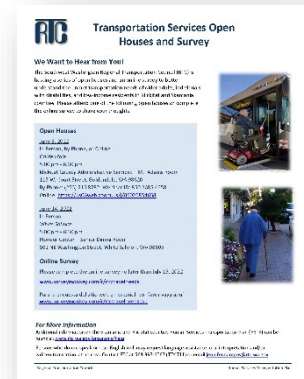
Skamania/Klickitat County Transportation Policy Committees

The development of the HSTP was also discussed at meetings of the Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee. Participants on the transportation policy committees include representatives of WSDOT, counties, cities, and ports. The transportation policy committees will have the opportunity to approve the draft Human Services Transportation Plan at their August 2022 meetings, with the RTC Board of Directors scheduled to adopt the final plan at its November 2022 meeting.

Element 4: Regional Context – Maps and Demographics

In Element 4, include maps and demographic data to describe the region.

A required element of the Human Services Transportation Plan is to identify the transportation needs of the target population groups: individuals with disabilities, older adults, and persons with low incomes. This is accomplished by making observations of the population groups that are evident from a demographic analysis.

A demographic analysis of major factors associated with analysis of mobility needs within Skamania and Klickitat counties is included in this section. The factors include population density, elderly population, youth population, population below poverty, households with no vehicle, persons with disability, and veteran population.

Tables and figures are used to illustrate these factors. Maps illustrating the geography of each county are included at the back of this chapter.

The sources of the data used in the analysis are the Washington State Office of Financial Management (OFM), U.S. Census, and American Community Survey (ACS).

Maps showing data were not used in this chapter. Due to the large Census Tract geography in rural Skamania and Klickitat counties, the mapping of data did not provide additional insight into the target populations.

Population Density

Both Skamania and Klickitat counties are rural counties with population density of approximately 7 and 12 persons per square mile, respectively. This compares to a national and Washington State population density of 13 and 101 persons per square mile, respectively. The highest population densities are located in the cities of Bingen, Goldendale, North Bonneville, Stevenson, White Salmon, and in unincorporated communities within each county. Tables 16 and 17 demonstrate the 2021 population densities for counties and incorporated cities in both Skamania and Klickitat counties.

Table 16: Skamania County Population Density

Location	2021 Population	Pop/Sq. mile
Skamania County	11,690	7
North Bonneville	970	384
Stevenson	1,525	792

Washington State Office of Financial Management

Table 17: Klickitat County Population Density

Location	2021 Population	Pop/Sq. mile
Klickitat County	21,660	12
Bingen	780	1,253
Goldendale	3,475	1,173
White Salmon	2,490	1,619

Washington State Office of Financial Management

Elderly Population

Approximately 20.6 percent of Skamania County population and 23.7 percent of Klickitat County's population are aged 65 and over. This compares to 16.0 percent of the U.S. population and 15.4 percent of the Washington State population that are aged 65 and over. While elderly population is located throughout the region, the highest concentrations of elderly residents are located in the cities of Bingen, Goldendale, North Bonneville, Stevenson, and White Salmon. Of these cities Goldendale has the highest percentage of population aged 65 and over. Figures 9 and

10 demonstrate the 2016-2020 Census for counties or American Community Survey demographic data for cities of populations aged 65 and over.

Figure 9: Skamania County Elderly Population (aged 65 and over)
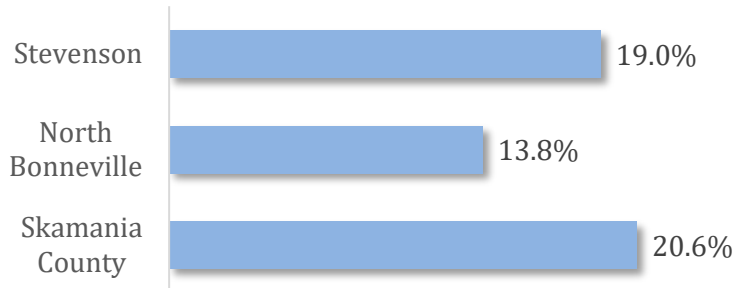
U.S. Census / American Community Survey

Figure 10: Klickitat County Elderly Population (aged 65 and over)

U.S. Census / American Community Survey

Table 18 provides the American Community Survey forecast for Skamania County's population and growth in its aged population. While the total population is forecast to grow b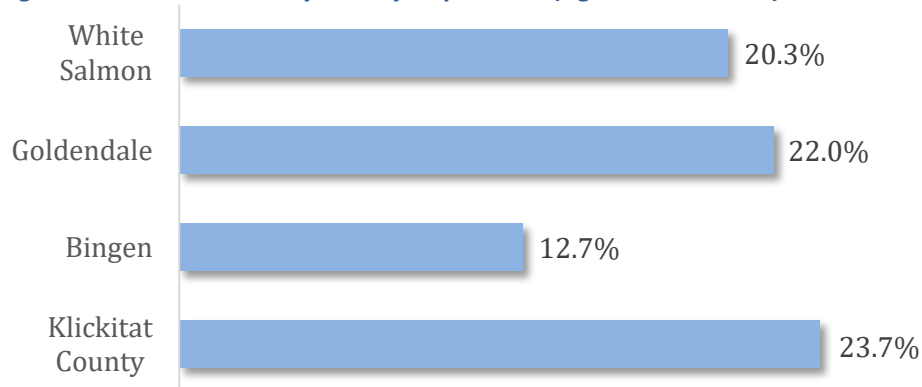y 24 percent between 2020 and 2040, the population aged 65 and over is forecast to grow by 67 percent in that same time period: from 2,450 (20.6 percent of the County's population) in 2020 to 4,103 (30 percent of the population) by 2040. Those aged 85 and over are forecast to grow by 257 percent between 2020 and 2040, from 246 to 878.

Table 18: Forecast Growth in the Aging Population of Skamania County

Skamania County	2020		2040	
Total Population	11,906	100%	13,704	100%
65+ Years	2,450	20.6%	4,103	29.9%
85+ Years	246	2.1%	878	6.4%

U.S. Census / American Community Survey

Table 19 provides the American Community Survey forecast for Klickitat County's population and growth in its aged population. While the total population is forecast

to grow by 8 percent between 2020 and 2040, the population aged 65 and over is forecast to grow by 43 percent in that same time period: from 5,217 (23.7 percent of the County's population) in 2020 to 7,451 (34 percent of the population) by 2040. Those aged 85 and over are forecast to grow by 492 percent between 2020 and 2040, from 321 to 1,900.

Table 19: Forecast Growth in the aging population of Klickitat County

Klickitat County	2020		2040	
Total Population	22,055	100%	21,929	100%
65+ Years	5,217	23.7%	7,451	34.0%
85+ Years	321	1.5%	1,900	8.7%

U.S. Census / American Community Survey

Population below Poverty

The portion of population living below the poverty level in Skamania and Klickitat counties is approximately 10.8 percent and 15.5 percent, respectively. This compares to 12.8 percent of the U.S. population and 10.2 percent of the Washington state population living below the poverty level. Klickitat County has a higher population living below the poverty level than the national or state averages.

Table 20 demonstrates how the population living below the poverty level has changed over the last 20 years. Both Skamania and Klickitat counties continue to have a greater percentage living below the poverty level than the Washington state average. Klickitat County continues to have a greater percentage living below the poverty level than the national average.

Table 20: Population below Poverty

Location	1999	2007-2011	2012-2016	2016-2020
U.S.	9.2%	14.3%	15.1%	12.8%
Washington State	10.6%	12.5%	12.7%	10.2%
Skamania County	13.1%	11.1%	14.3%	10.8%
Klickitat County	17.0%	18.6%	15.7%	15.5%

U.S. Census / American Community Survey

Table 21 demonstrates how the poverty rate has changed for those under 18 years of age. Both Skamania and Klickitat counties have a higher percentage of children living in poverty than the Washington State average.

Table 21: Children Population below Poverty

Location	1999	2007-2011	2012-2016	2016-2020
U.S.	13.6%	20.0%	21.2%	17.5%
Washington State	15.0%	16.5%	16.5%	12.6%
Skamania County	19.0%	10.3%	18.5%	15.9%
Klickitat County	23.1%	32.2%	23.3%	16.7%

U.S. Census / American Community Survey

Youth Population

For the purposes of this planning effort, *youth* is defined as persons under 18 years of age. In 2020, approximately 18.7 percent of the Skamania County population and 19.3 percent of the Klickitat County population was under 18 years of age. This compares to 22.4 percent of the U.S. population and 22.0 percent of the Washington State population that are under 18 years of age. Since the year 2000, the percentage of those under 18 years of age has been slowly declining in both Skamania and Klickitat counties and is projected to continue to decline into the future.

Figure 11 below shows the youth breakdown by count compared to state and national averages.

Figure 11: Youth Population

Klickitat County — 19.3%
Skamania County — 18.7%
Washington State — 22.0%
U.S. — 22.4%
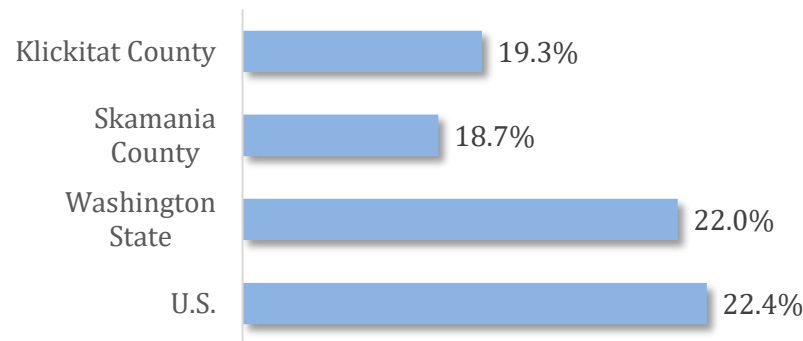
U.S. Census / American Community Survey

Households with No Vehicle

The portion of households with no vehicle in Skamania County and Klickitat County are approximately 1.7 percent and 4.5 percent, respectively. This compares to 4.2 percent of the U.S. population and 3.3 percent of Washington State households with no vehicle. With most essential services located some distance away and with limited transportation options, both Skamania and Klickitat counties are very car-oriented and have few households with no vehicle. According to the 2020 Census, the highest concentrations of households with no vehicle are located in the cities within each county.

Figure 12: Household with No Vehicle

Klickitat County — 4.5%
Skamania County — 1.7%
Washington State — 3.3%
U.S. — 4.2%
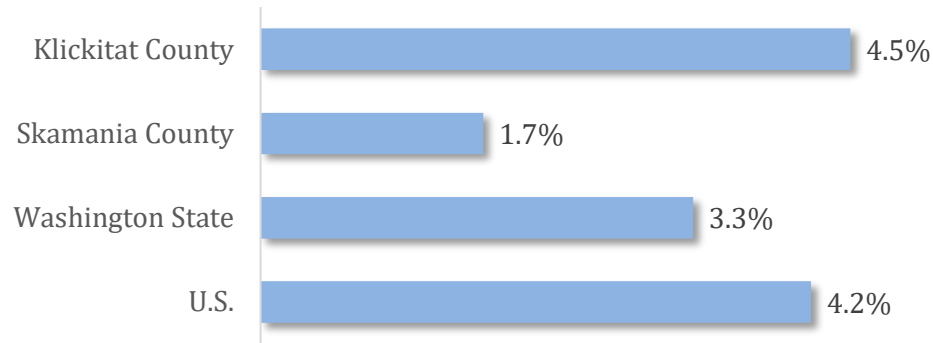
U.S. Census / American Community Survey

Persons with Disability

The portion of population with disabilities in Skamania County and Klickitat County are approximately 14.2 percent and 14.9 percent, respectively. This compares to 12.7 percent of the U.S. population and 12.7 percent of the Washington State population with disabilities. Both Skamania and Klickitat counties have a higher percentage of population with disability compared to the national and state averages. However, approximately one third of those 65 years old and above live with a disability. Figures 13 and 14 demonstrate the population with a disability for both the total population and for those 65 years of age and over.

Figure 13: Persons with Disability

Klickitat County — 14.9%
Skamania County — 14.2%
Washington State — 12.7%
U.S. — 12.7%
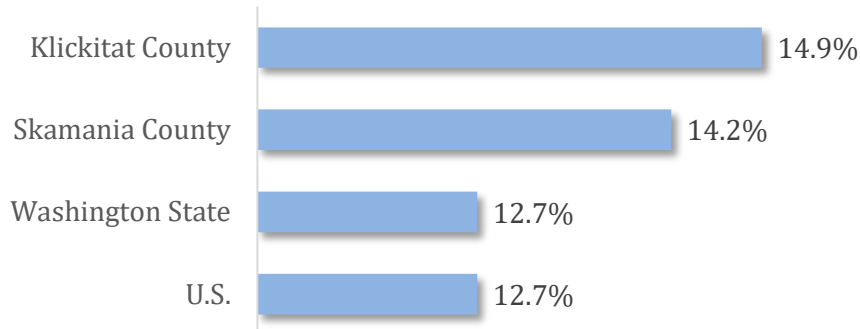
U.S. Census / American Community Survey

Figure 14: Age 65+ Persons with Disability

County	Percentage
Klickitat County	28.5%
Skamania County	32.8%
Washington State	34.5%
U.S.	34.0%

U.S. Census / American Community Survey

Veteran Population

Approximately 1,090 and 2,434 veterans lived in Skamania and Klickitat counties, respectively, during the 2016 to 2020 period. The population of veterans made up 9.4 percent of the region's total population 18 years and over. This percentage of veterans is significantly higher than the Washington State average of 8.9 percent and the national average of 7.1 percent. Figure 15 demonstrates the 2016-2020 veteran population.

Figure 15: Veteran Population

County	Percentage
Klickitat County	13.7%
Skamania County	11.3%
Washington State	8.9%
U.S.	7.1%
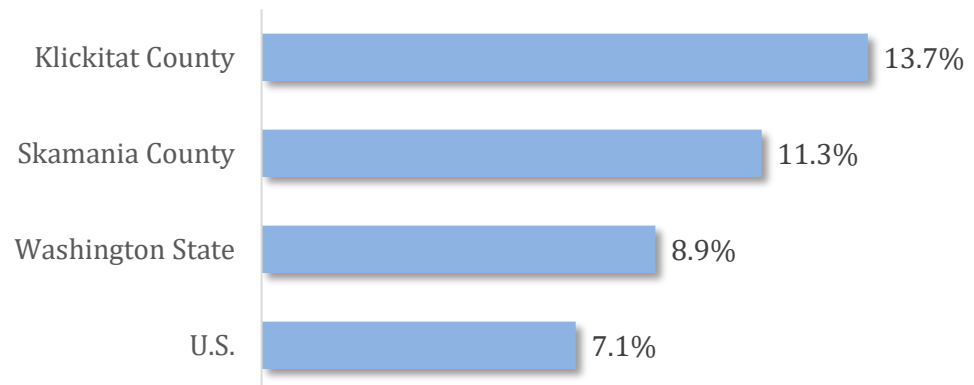
U.S. Census / American Community Survey

Race and Ethnicity

Both Skamania and Klickitat counties have a higher percentage of people identifying as White at 87.2 percent and 82.0 percent, respectively, than the percentage of Washington State at 61.6 percent and the U.S. at 75.8 percent. Klickitat County has a much higher number of people self-reporting as Hispanic or Latino at 12 percent than 6.6 percent in Skamania County. Table 22 demonstrates the 2016-2020 race and ethnicity data for Skamania and Klickitat counties.

Table 22: Race and Ethnicity

Location	White	Black or African American	American Indian or Alaska Native	Asian	Hispanic or Latino
U.S.	75.8%	13.6%	1.3%	6.1%	18.9%
Washington State	61.6%	12.4%	1.1%	6.0%	18.7%
Skamania County	87.2%	0.5%	1.8%	1.3%	6.6%
Klickitat County	82.0%	1.2%	1.7%	0.5%	12.0%

U.S. Census / American Community Survey

Origins and Destinations

Targeted population groups are located throughout the region, with the highest concentration occurring within incorporated cities and unincorporated communities. Origins where individuals begin their trip include cities, communities, and rural areas.

Places to which targeted groups need to travel within the Skamania County and Klickitat County regions include destinations summarized below:

Hospital and Clinics

- Klickitat Valley Hospital and Clinics – Goldendale, WA

- Skyline Hospital and Clinic – White Salmon, WA

- Providence Hospital and Clinics – Hood River, OR

- Mid-Columbia Medical Center and Clinics – The Dalles, OR

- Northshore Medical Group – Stevenson/White Salmon, WA

- One Community Health – Hood River/The Dalles, OR

- Comprehensive Mental Health – White Salmon/Goldendale, WA

- Dialysis – Hood River/The Dalles, OR

- Columbia Pain Management – Hood River, OR

- Casey Eye Institute – Hood River/The Dalles, OR

- Loren R. Kaufman Veterans Administration Clinic – The Dalles, OR

- VA and OHSU – Portland, OR

◆ PeaceHealth – Vancouver, WA

◆ Vancouver Clinic (multiple locations) – Vancouver, WA

Education

◆ Public Schools – located throughout the region

◆ Clark College – Vancouver, WA

◆ Columbia Gorge Community College – The Dalles, OR

◆ WSU Vancouver – Vancouver, WA

Major Employers

◆ Custom Interface – Bingen, WA

◆ High Cascade Forest – Carson, WA

◆ Insitu – Stevenson/Bingen, WA

◆ Klickitat County – Goldendale/White Salmon, WA

◆ SDS Lumber – Bingen, WA

◆ Skamania County – Stevenson, WA

◆ Skamania Lodge – Stevenson, WA

◆ Underwood Fruit/Mt. Adams Fruit – Bingen, WA

◆ Everybody's Brewery – White Salmon, WA

◆ Zepher, Inc. – Bingen, WA

◆ Mercer Ranches – Prosser, WA

◆ Skyline Hospital & Clinic – White Salmon, WA

◆ Klickitat Valley Health Hospital & Clinic – Goldendale, WA

◆ Northshore Medical Clinic – White Salmon, WA

◆ Republic Services—Roosevelt Regional Landfill – Roosevelt, WA

◆ ICE Innovative Composite Engineering – White Salmon, WA

◆ School Districts – located throughout the region

◆ Klickitat County PUD – Goldendale/White Salmon, WA

◆ M & M Excavation – Glenwood, WA

◆ Mountain Logging – Bingen, WA

◆ Columbia Gorge Regional Airport – Dallesport, WA

◆ BNSF – Wishram, WA

Social Services/Housing

◆ Klickitat Public Health – Goldendale/White Salmon, WA

◆ Klickitat County Senior Services – Goldendale/White Salmon, WA

◆ Washington Gorge Action Program – Bingen/Goldendale, WA

◆ Skamania County Community Health – Stevenson, WA

◆ Skamania County Senior Services – Stevenson, WA

◆ DSHS – Goldendale/White Salmon, WA

◆ Simcoe Manor Apartments – Goldendale, WA

◆ Beth-El Shalom Apartments – White Salmon, WA

◆ Simcoe Manor Apartments – Goldendale, WA

◆ Mid-Columbia Housing Authority – located throughout the region

◆ Rock Creek Hegewald Center – Stevenson, WA

◆ Hamilton Park Apartments – North Bonneville, WA

◆ Mid-Columbia Center for Living – Hood River, OR

◆ Rock Cove Assisted Living – Stevenson, WA

◆ Skamania County Shelter – Stevenson, WA

◆ Food Banks – Stevenson/Bingen/Goldendale, WA

◆ Foster Homes – located throughout the region

◆ Churches – located throughout the region

Element 5: Assessment of Transportation Services

Describe existing transportation services and resources, current mobility projects in the region, emergency management planning, transportation gaps and unmet needs for people with special transportation needs.

Since the last Human Services Transportation Plan (2018), there have been changes in the types of transportation services provided in both Skamania and Klickitat counties, with additional fixed route services added within the region. With limited resources, social service providers, transit providers, and other agencies must work closely together to serve the targeted population groups.

This section lists the transportation providers in or near the Skamania County and Klickitat County areas. While there are a few other nonprofit and social service-related transportation services that serve a small segment of the population, there are limited transportation providers in the region. Many of the services – such as Amtrak, Greyhound, C-TRAN, and Gorge TransLink Partners – must often be accessed from a neighboring county but serve a portion of the population within the region. These services provide an important link to the public transportation system network.

Description of Providers

Skamania County Senior Services

Skamania County Transit is operated by Skamania County Senior Services, which is a Skamania County department established to meet a broad range of the needs of older residents in the area. It first began providing weekday dial-a-ride transportation service to Skamania County in 1970. In 1990 weekday dial-a-ride transportation services were extended to Medicaid recipients. The service was then expanded to meet the needs of the general public in 1995.

Currently Skamania County Senior Services provides dial-a-ride services Monday-Friday, 6:00 a.m. to 6:00 p.m. It is a demand response service for transportation to medical and social service appointments, financial, and essential shopping services. The program is available to both seniors and the general public.

In 2004 the County began operation of a weekday deviated fixed route service between Skamania County and Clark County (Skamania County Transit). The weekday transit service was expanded in 2021 to connect to Bingen/White Salmon, WA, and across the bridge into Cascade Locks, OR. Skamania County Senior Services had been providing a seasonal (April to June) shuttle service to Dog Mountain on the weekends, but Columbia Area Transit (CAT) took over the operations in 2022.

In 2021 Skamania County provided a total of 17,256 trips (14,224 trips on dial-a-ride), which included grocery and prescription home deliveries; 2,011 trips on the Skamania County Transit; and 1,021 trips on the Dog Mountain Shuttle weekend transit service. There was a significant decline in trips for the Skamania County Transit due to the impacts of the COVID-19 pandemic, which provided 4,523 trips in 2017.

Mount Adams Transportation Service (MATS)

Mount Adams Transportation Service (MATS) is operated by Klickitat County Senior Services, a county department. Klickitat County Senior Services first began providing weekday dial-a-ride transportation service to its clients in 1978. In 1988 the weekday dial-a-ride transportation services were extended to Medicaid recipients. The service was then expanded to meet the needs of the general public in 1995 and became known as Mount Adams Transportation Service.

Mount Adams Transportation provides weekday service to all areas of Klickitat County and in September 2018 began a regular fixed route weekday service to The Dalles, OR, and Hood River, OR. In 2019 MATS provided a total of 21,294 trips. The number of trips decreased substantially in 2020 due to the COVID-19 pandemic, but trip demand has been gradually increasing.

Community in Motion

Since 1957 Community in Motion (previously Human Services Council) has been providing programs that support low-income individuals, seniors, people with disabilities, youth, and other at-risk populations in Wahkiakum, Cowlitz, Clark, Skamania, and Klickitat counties. It is a nonprofit corporation that implements and coordinates transportation programs to support employment, nonmedical, and medical-related trips. In 2019 Community in Motion served 13,361 clients and helped to provide 468,263 rides.

Columbia Area Transit (CAT)

Hood River County Transportation District provides public transportation in Hood River County under the name of Columbia Area Transit (CAT). CAT is a transportation district organized under Oregon Revised Statutes (ORS) 267. Major sources of funding include grants from the Federal Transit Administration, several different sources from the State of Oregon, local property tax, and user fees. The district was formed by a vote of Hood River County residents in 1992 and took effect July 1, 1993. Prior to 2017 CAT mostly provided Dial-A-Ride services. After the 2017 Transit Master Plan the district expanded services to include deviated fixed-route services in the Upper Valley and fixed-route services in the City of Hood River, between Hood River and Mt. Hood Meadows, and along the I-84 corridor between The Dalles, Hood River, Cascade Locks, Multnomah Falls, Troutdale and Portland.

Gorge TransLink Providers

Skamania and Klickitat counties participate in Gorge TransLink, a group of transportation agencies in the Mid-Columbia River Gorge, whose purpose is to coordinate service and plan for linkage between the Columbia Gorge communities in Skamania, Klickitat, Hood River, Wasco, and Sherman counties. It includes the following service providers: Columbia Area Transit, Skamania County Transit, Mount Adams Transportation Services, The Link, and Sherman County Transit.

In addition to local providers, the Oregon Department of Transportation funds the Columbia Gorge Express, which provides daily bus transit service along I-84 in Oregon, with stops in The Dalles, Mosier, Hood River, Cascade Locks, Multnomah Falls, and Gateway Transit Center in Portland.

Public/Private Providers

There are also a number of small public and private providers that provide limited transportation services in the region, which include agencies such as veterans transportation, Martin's Gorge Tours, private taxi companies, Blue Star Transportation, private facility vans. Ride-hailing services such as Uber and Lyft provide almost no service within Skamania and Klickitat counties.

National Transportation Providers

There are a number of national transportation providers that serve a segment of the region, such as bus (Greyhound), train (Amtrak), and airplane (PDX - many carriers). Skamania County and Klickitat County patrons generally must travel out of the county to access these services. Greyhound travels along I-84 in Oregon and can be accessed in The Dalles, Hood River, or Portland. Amtrak travels along the Washington side of the Columbia River and can be accessed in Wishram, Bingen, or Vancouver. For air travel the Portland International Airport is the nearest national airport.

Pupil Transportation

Pupil transportation refers to the transportation system that is utilized to transport students to and from school and school-related activities. Generally, each school district has buses and vans used to transport students.

Other Transportation Services

In addition to those services listed above, there are a number of other transportation services that are available to county residents or employers, such as Vanpool and GetThereSWWashington. There are also a number of park-n-ride facilities located in the region, where people can meet to carpool.

Accomplishments

Since the completion of the last Human Services Transportation Plan in 2018, many accomplishments have been made to improve access and transportation services in Klickitat and Skamania counties. There are many examples of ongoing coordination of transportation services and activities within the region. One of the most significant accomplishments over the last four years is improved coordination between Washington and Oregon service providers. The following describes many of these accomplishments.

Sustained Fixed Route Service

Ongoing, consistent funding for service providers continues to be a challenge, particularly for established services and programs. Over the last four years, service providers were able to continue their already established levels of service, even with the ongoing impacts of the COVID-19 pandemic.

Bi-State Skamania County Fixed Route Service

In 2021 Skamania County Transit began a service expansion that connects Skamania County to Klickitat County and crosses to Cascade Locks, OR. These two new connections allow complete connectivity through most of the Gorge region by providing transfers to other transit providers, such as Mount Adams Transportation Service (MATS) and Columbia Area Transit (CAT).

Bingen Park and Ride

In 2021, Skamania County Transit extended their Vancouver-Stevenson-Carson route east into Klickitat County to connect with Mt. Adams Transportation Services at the White Salmon Park and Ride just west of the Hood River bridge. In addition, the service route into Hood River County (OR) at Cascade Locks, OR, provides access to the Columbia Gorge Express, which provides transit service into Portland, OR.

General Transit Feed Specification

In 2021 WSDOT contracted with Trillium Transit to provide General Transit Feed Specifications (GTFS) data management for transportation providers in the state. The data allow map platforms like Google maps to show the available fixed route transit services for both Skamania and Klickitat counties and for these routes to appear on trip planners.

Gorge Regional Transit Strategy

In 2019 the Mid-Columbia Economic Development District (MCEDD) received a grant from Oregon Department of Transportation's Statewide Transportation

Improvement Fund Intercommunity program to lead work to establish a regional transit vision and strategy for the Mid-Columbia River Gorge region. The purpose of the Gorge Regional Transit Strategy (Phase I) was to combine the goals, policies, and prioritizations of local transportation planning efforts in the Columbia Gorge in order to establish a foundation for a regional strategy and a collective vision for public transportation.

Phase II of the Gorge Regional Transit Strategy started in July of 2021. The second phase focuses on a more comprehensive implementation strategy—including further data analysis, funding and financial planning, assessment of potential regional governance structures, and operational and policy strategies—and will ultimately make clear recommendations for development of a successful regional transit system.

Go Vets Oregon

Go Vets Oregon aims to help fill transportation access gaps within communities and between intercity destinations, through carpooling. Veterans can find rides to destinations offered by other Veterans and allies of Veteran through a dedicated online rideboard in Oregon and Southwest Washington.

COVID-19 Pandemic Support

The COVID-19 pandemic revealed how quickly service providers have the ability to adapt and change in order to continue supporting residents during unprecedented circumstances. Service providers started partnering with local grocery stores to offer grocery delivery for residents. They began prescription and Food Bank box deliveries, assisted with Meals on Wheels deliveries, and provided rides for residents to get COVID testing and vaccinations.

Gorge Pass Universal Fare System

The GOrge Pass is an annual, low-cost, fixed route service pass that is accepted by the four transportation providers of the Gorge TransLink Alliance who offer fixed route services. The GOrge Pass Equity Fund uses a percentage of the proceeds from individual fare purchases and a "Buy-one, Give-one" employee pass program to provide free GOrge Passes to residents with low incomes in the bistate region.

The GOrge Pass Marketing Project

Funded by the Oregon Department of Transportation (ODOT) grant, the GOrge Pass Marketing Project is managed by Mid-Columbia Economic Development District (MCEDD) and promotes the GOrge Pass locally and to the Portland-Vancouver Metropolitan area. This project develops and implements a two-year campaign sales

strategy, including outreach, branding, messaging via social media/newspaper/radio, printed collateral, an Equity Fund, the website GOrgepass.com, travel training videos, and tabling/presentations at community events.

Gorge TransLink.com Website

This website provides a central place for schedule and general information for the five Gorge TransLink providers. Features include a Trip Planning tool and maps and schedules produced using General Transit Feed Specifications (GTFS) data. A recently installed feature is the SMS Alert System, which allows riders to sign up to receive texts for service alerts.

Fleet Management

Mount Adams Transportation Service is testing Samsara software that provides detailed vehicle information for fleet management. It is able to track the location of fixed route shuttles so passengers can track the location and determine if the bus is running behind schedule for their particular stops.

Electric Carshare

Both Bingen, WA, and White Salmon, WA, received Zero-Emissions Access Program (ZAP) grants for electric carshare vehicles and charging stations. It will create a shared-use electric vehicle program targeted at low-to-moderate income residents.

Improved Dispatching

In 2019 Skamania County Transit implemented a Non-Emergency Medical Transportation (NEMT) dispatching program for their dial-a-ride program. Limited reception and incorrect mapping have been some of the issues accompanied with using this type of technology.

Access to Pharmacies

The establishment of two new pharmacies in Goldendale, WA, provided local access to much-needed services. Previously residents had to travel out of the area to obtain much-needed prescriptions as there were no pharmacies in Klickitat County that accepted Medicare. The pharmacies have created a reduction in

demand for those specific trip needs, which allows service providers to address other needs in the area.

Trip Resource Center

A one call, one click resource for Southwest Washington residents and the organizations that serve them. It consolidates information from over 45 different transportation service providers and the funding or transportation resources that indivduals might be eligible for.

SMS Text Alert System

A new text alert system was added in 2022 that allows users to receive notifications when any of the Gorge Transit services are interrupted due to weather or other unpredictable events. All of the Gorge's transportation providers are covered by this new system, including:

- Mount Adams Transportation Service
- Skamania County Transit
- The Link
- Columbia Area Transit (CAT)

Expanded Volunteer Opportunities

In 2019 Community in Motion initiated a new program, Volunteers in Motion, to provide a streamlined approach for volunteers to provide rides throughout the region. Volunteer drivers can use their vehicles and be reimbursed for miles or utilize one of the Community in Motion vans.

Planned Future Transportation Services in the Region

The long-range transportation goals for the region depend on providing more and better public transit services. Moving toward the vision of having a region where numerous travel options are available and attractive will take a dramatic shift in how we invest in public transportation. Numerous service changes and facility improvements are envisioned in the long-range plan to provide better local service and to support future connections to neighboring counties.

The 2022 Regional Transportation Plan describes the regional transportation service and provides strategies for future public transit improvements. These regional strategies include:

- maintaining and preserving the existing transportation system,

◆   supporting transit system improvements, and

◆   supporting transportation demand management (TDM) and
      transportation system management (TSM) strategies to maximize the
      efficiency of the existing transportation system.

Emergency Management

Public transportation plays a key role in disaster preparedness, response, and
recovery. In response, Skamania and Klickitat counties have each adopted a County
Emergency Management Plan. As part of these plans, Skamania County Senior
Services and Mount Adams Transportation are responsible for providing personnel
and equipment in support of disaster mitigation, preparedness, response, and
recovery upon the request of their County Department of Emergency Management.

Needs, Gaps and Unmet Needs

This section of the Human Services Transportation Plan examines the unmet needs
for transportation services in Skamania and Klickitat counties. The analysis
addresses the demand for service not only among the transit disadvantaged
population but also among members of the general public.

Analysis of the need for public transportation services was based on both input from
service providers and the public and an examination of the demographics and
existing service. This resulted in the identification of service gaps and needs.

Identified Issues

Through the stakeholder and public outreach process, the following issues were
identified:

◆   More options for people trying to access employment

◆   People who could be using fixed route service continue to use dial-a-ride
      service

◆   Volunteers are aging, and there are not enough people to replace them

◆   No transit service connection between Bingen, WA, and Dallesport, WA

◆   Lack of insurance options for those interested in providing trips

◆   High need for more service in Goldendale, WA

◆   No shoulders or pull-out areas along SR 14 for buses

◆   Lack of cell service/wireless service in certain areas

◆ Long wait times for scheduling Medicaid trips through transportation coordinators

◆ Limited facilities for people walking or biking to connect to transportation services

The major unmet needs are:

◆ More consistent and ongoing funds for services

◆ More volunteer drivers to meet the demand for services

◆ Replacement and expansion of transit and dial-a-ride vehicles

◆ Services for the weekend and after hours

◆ Flexible transportation options for employees, such as on-demand car rental or vanpools

◆ Service for people being discharged from the hospital at night and on weekends

◆ Shelters at major permanent stops like hospitals

◆ Increased fixed routes transit frequency for Goldendale, WA

◆ Additional education, outreach, and training about public transportation and mobility opportunities

◆ Improved walking and biking facilities to access transportation services

◆ More flexible and accessible insurance options for volunteers and potential providers

◆ Platforms or tools that residents can use to make informal ride connections

◆ Improved access and resources to support carsharing opportunities, particularly for electric vehicles

Element 6: COVID-19

Describe lasting changes due to the COVID-19 pandemic anticipated in the region.

The COVID-19 pandemic created significant impacts to community and service providers. One of the biggest impacts was the decline in much-needed volunteers who provided rides to residents through different programs. A number of volunteers

were seniors, who were in the high-risk category for COVID and needed to minimize exposure opportunities. Along with the loss of volunteers, many of the friends, family, and neighbors that people relied on for support were also unable to provide assistance.

The increase in houselessness, crime, and drug abuse as a result of the pandemic has created challenges for service providers, especially the drivers. Some drivers on fixed route service have reported more incidents with passengers and feel more threatened or insecure due to these continued impacts from the pandemic. While these types of issues have impacted bus driver recruitment and retention in larger transit systems, providers like Mount Adams Transit have not been impacted, most likely because a Commercial Driver License is not required for driving small buses.

Even with these challenges, service providers were able to quickly pivot and continue to provide much-needed support to residents. Grocery shopping and delivery, as well as rides for COVID testing and vaccinations, were just a few ways service providers supported the community throughout the global pandemic.

Element 7: Strategies and Activities Identified to Address Gaps

*Describe strategies and/or activities identified through the planning process.*

This section identifies a number of strategies that address the areawide needs focused on helping disabled, low-income, and elderly travel to needed services and activities. Based on the strategies identified in this plan, local agencies will cooperatively develop projects to meet identified transportation needs.

Maintain Existing Transit Service

Maintaining both existing dial-a-ride and fixed route services for the general public and disadvantaged populations is the region's top priority. This service is essential to the transit dependent and identified population groups.

Additional Service Providers

There is enough demand but not enough resources for current transit providers. In addition, there is a prominent need for another service provider, particularly one that can provide trips for people in wheelchairs or stretchers.
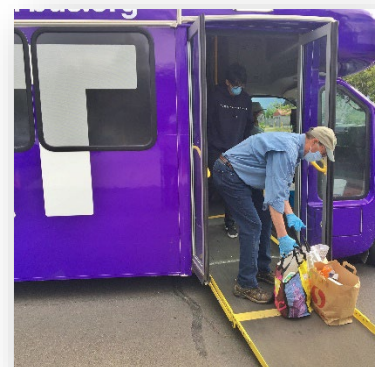
After-Hours and Weekend Dial-a-Ride Service

There is a high demand for transportation services in the evenings, throughout the night, and on weekends when dial-a-ride and fixed route services are not available. Volunteers provide some support during these time windows, but it is not enough to meet the needs of the community.

Increased Vancouver-Stevenson-Cascade Locks Route Frequency

Increased route frequency is needed for Skamania County Transit's Vancouver-Stevenson-Carson-Bingen-Cascade Locks route. Changing the current route to create two loops every hour would help to meet the needs of residents and make the system simpler to use.

Gorge TransLink

Gorge TransLink continues to work with other Mid-Columbia transit providers to improve efficiencies and link systems. This will require the continuation of a Gorge TransLink Mobility Manager to lead the Gorge TransLink effort.

Volunteer Drivers

Given the dispersed population, many trips could be more efficiently and cost-effectively served by volunteer drivers. There is a continual need to recruit and train additional drivers to support local and inter-county transportation services.

Bingen, Lyle to Dallesport Service

A fixed route service connecting the cities of Bingen, Lyle, and Dallesport, Washington, would provide significant mobility to disabled, elderly, low-income, and general populations. The route would fill a gap in service between the cities of Bingen and Dallesport, further connecting to existing service into Hood River and The Dalles, OR.

Expand Fixed Route Transit Service

To give the elderly and disabled more mobility to meet needs, additional fixed route service is needed. This could include increased frequency on existing routes, extension of existing routes, and weekend service. There is also demand for expanded service between Washington and Oregon.

Outreach and Education

Expanded outreach and education is needed to inform the public of the mobility options that are provided in the region. This could include a program to support potential transit riders through the use of travel trainers, improved advertising about service options, and web page improvements.

### Improved Facilities for People Walking and Biking

Access to transportation service provider pick-up and drop-off locations for people walking and biking could be improved by adding facilities like sidewalks, shared use paths, wide shoulders, bicycle lanes, and street crossings. Improved walking and biking facilities could also potentially help to reduce the demand for vehicle-based service provider trips.

Ridematching Tools

Some residents within the community are already using informal groups on social media platforms to organize rides. As technology continues to change, more formal approaches to connecting people in the community with informal ride options could help to fill service gaps.

Technology

The application of advanced technologies can assist transit providers by making their operations more efficient, safer, and more attractive. The barriers to implementing Intelligent Transportation Systems (ITS), micromobility, and electric vehicles in rural areas are cost, reception, and staff availability to implement solutions. Even with these challenges, the use of advanced technologies among the transit providers in the Skamania and Klickitat counties region continues to grow.
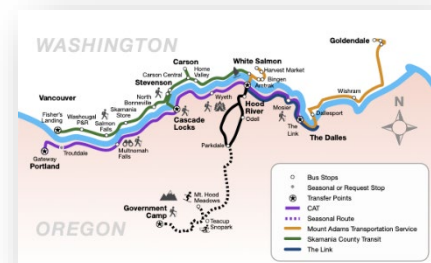
Coordinated Approach to a Regional Challenge

The Human Services Transportation Plan for Skamania and Klickitat Counties outlines strategies that address the public transportation needs of those with disabilities, low-income individuals, and elderly populations. Strategies were structured to implement the goals of the Human Services Transportation Plan but will depend on a significant amount of coordination between transportation providers, human and social services, and community agencies.

The coordinated approach offers a key advantage over single-agency approaches in that transit, human, and social service agencies will all benefit from cooperative strategies that assist disabled, low-income, and elderly populations to pursue activities and services. All stakeholders will benefit from more information sharing, including development of solutions to the transportation needs of the entire area, as well as the needs of target populations. In addition, the program is more likely to succeed through multiple agencies working towards a common goal.

Element 8: Regional Priorities for Implementation

Describe the process and criteria to prioritize projects in the region.

A series of strategies to address the regional needs of Skamania and Klickitat counites were identified (beginning page 75) based on the transportation needs and gaps analysis that was completed (beginning page 73) as part of this plan updated. These strategies will then be used by partner agencies to develop project applications for the statewide WSDOT Consolidated Grant Funding program. Criteria used to evaluate and prioritize projects for RTC's three-county region are based on the WSDOT Consolidated Grant Program goals which are outlined in Chapter 1 of the HSTP 2022 update. The project applications from the region are listed in Appendix C of this report (Appendix C will be finalized once partner agencies have completed and submitted project applications).
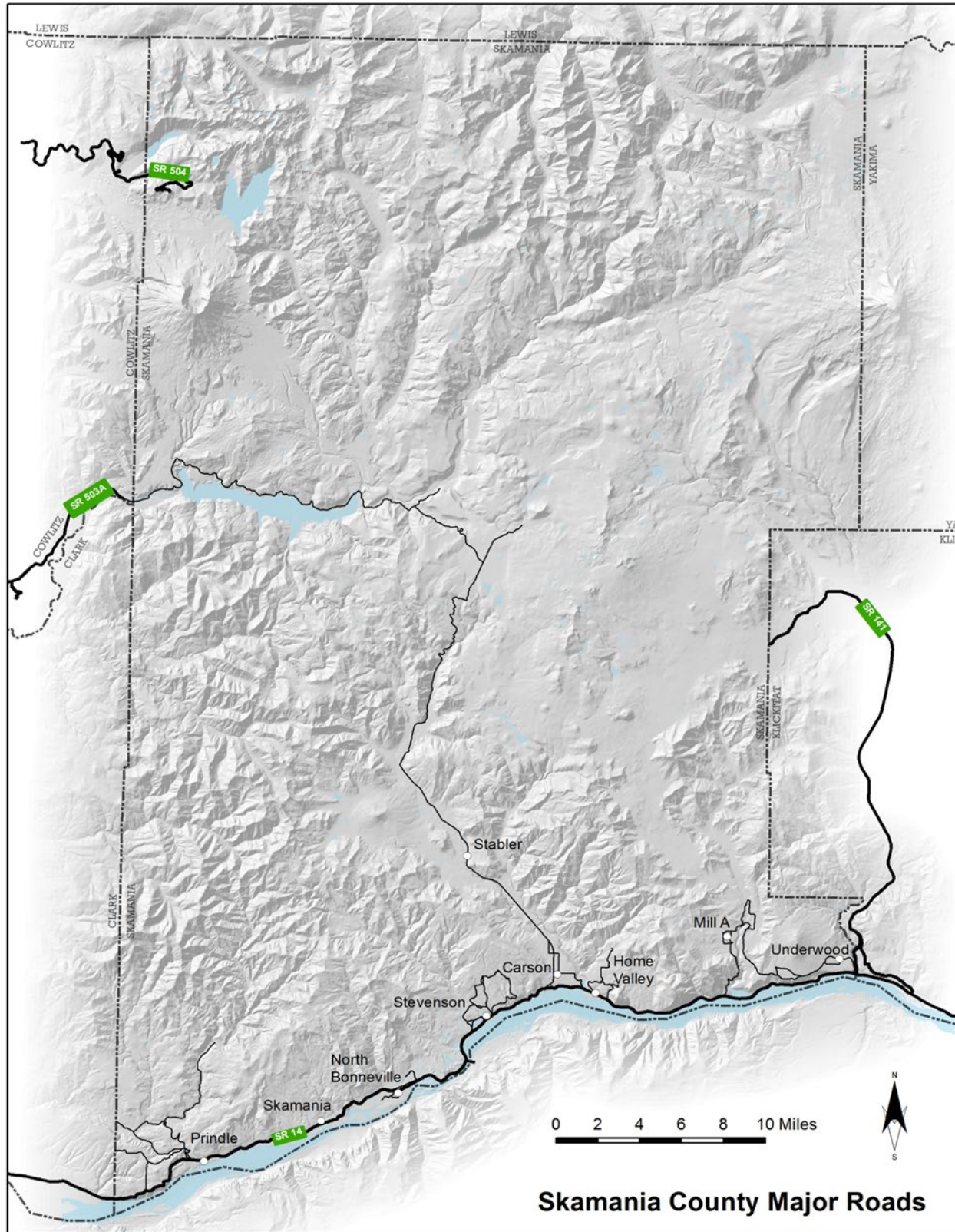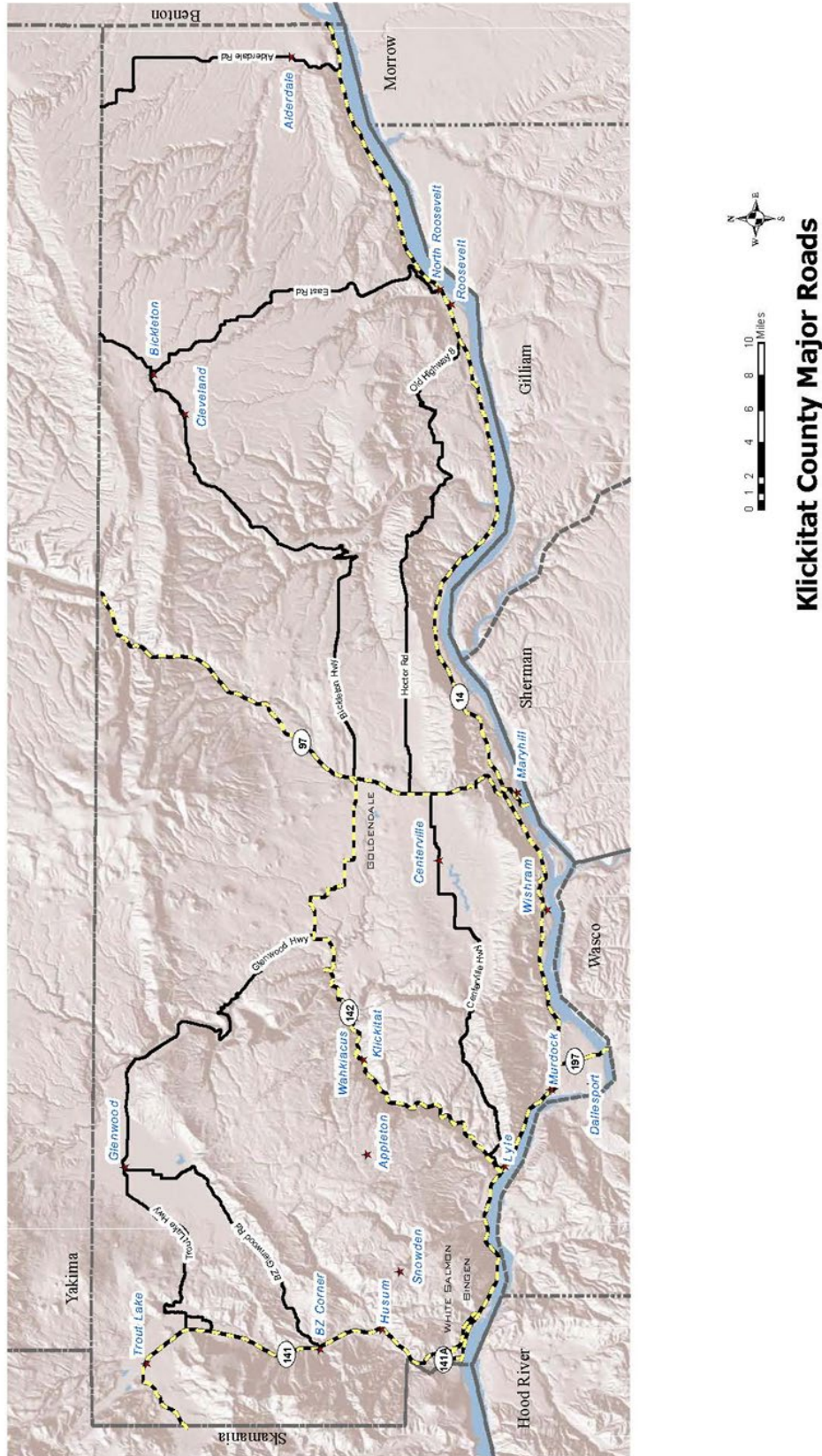
Skamania County Major Roads

Figure 17: Klickitat County Map

Appendices

Appendix A
Stakeholder and Public Outreach

Stakeholder Outreach

At the outset of the Human Services Transportation Plan development, RTC reached out to stakeholders by e-mail or telephone to invite participation in the development process for the Coordinated Public Transit - Human Services Transportation Plan update. The list of stakeholders contacted is provided below:

- ACES Action Alliance
- Aging in the Gorge Alliance
- American Cancer Society
- ARC of Southwest Washington
- Area Agency on Aging & Disabilities of SW Washington
- Area Agency on Aging and Disabilities of Southwest Washington (AADWS)
- Battle Ground Chamber of Commerce
- Battle Ground Public Schools
- Beacon Health
- Beth-El Shalom Apartments
- Bickleton School District
- Big Brothers Big Sisters
- Brain Injury Alliance
- Camas School District
- Camas-Washougal Chamber of Commerce
- Catholic Community Services – Volunteer Chore Services
- Center for Independence
- City of Battle Ground
- City of Bingen
- City of Camas
- City of Goldendale
- City of La Center
- City of North Bonneville
- City of Stevenson
- City of Vancouver
- City of Washougal
- City of White Salmon
- Clark College

- Clark County Commission on Aging
- Clark County Community Services
- Clark County Community Services, Developmental Disabilities
- Clark County Corrections
- Clark County Council
- Clark County Food Bank
- Clark County Public Health
- Clark County Veterans Assistance Center
- Clark Regional Emergency Services Agency (CRESA)
- Columbia Area Transit
- Columbia Cascade Housing Corporation
- Columbia Gorge Community College
- Columbia Gorge News
- Columbia Gorge Tourism Alliance
- Columbia River Economic Development Council
- Columbia River Inter-Tribal Fish Commission
- Columbia River Inter-Tribal Police
- Columbia River Mental Health Services
- Community Enrichment for Klickitat County
- Community in Motion
- Community in Motion (CiM)
- Community Services Northwest
- Comprehensive Health
- Comunidades
- Consolidated Veterans Services
- Council for the Homeless (Clark County)
- Cowlitz Indian Tribe
- C-TRAN
- Culture Seed
- CVAB: Consumer Voices are Born (mental health recovery)
- C-VAN
- Dallesport-Murdock Community Council
- DCS - Division of Child Support DSHS
- Department of Corrections
- Department of Social and Health Services
- Department of Social and Health Services
- Disability Rights Washington
- Educational Service District (ESD) 112 - Child Care Referral
- Educational Service District (ESD) 112 – Specialized Transportation Cooperative
- Employers Overload
- Evergreen Public Schools

- Fort Vancouver Library
- Free Clinic of SW Washington
- Glenwood School District
- Golden Chariot Specialty Transport Service, LLC
- Goldendale Chamber of Commerce
- Goldendale Library
- Goldendale Police
- Goldendale School District
- Goldendale Sentinel Newspaper
- Goodwill Industries Vancouver
- Gorge Native American Collaborative
- Greater Vancouver Chamber of Commerce
- Guided Path Shelter
- Hockinson School District
- Innovative Services NW
- Insitu
- Kaiser Permanente
- KLCK AM 1400
- Klickitat County Commissioners
- Klickitat County Department of Corrections
- Klickitat County District Court Probation Services
- Klickitat County East District Court
- Klickitat County Emergency Management
- Klickitat County Parks and Recreation
- Klickitat County Public Economic Development Authority
- Klickitat County Public Health Department
- Klickitat County Public Utility District
- Klickitat County Senior Services
- Klickitat County Sheriff
- Klickitat County Superior Court
- Klickitat County West District Court
- Klickitat School District
- Klickitat Valley Health Family Practice Center
- Klickitat Valley Hospital
- Klickitat/Skamania Community Health Network
- K-LINK
- KRSX FM 95.9
- KYYT FM 102.3
- La Center School District
- Legacy Salmon Creek
- Loaves and Fishes/Meals on Wheels

- Lyle School District
- Maryhill Museum
- Mercy 1 Transportation Inc
- Metropolitan Family Service
- Mid-Columbia Center for Living
- Mid-Columbia Economic Development District
- Mid-Columbia Economic Development District
- Mid-Columbia Housing Authority
- Mid-Columbia Housing Corporation
- Mindful Inc.
- Molina
- Molina Health Care
- Mount Adams Chamber of Commerce
- Mount Adams Transportation Service
- Mt. Adams Fruit Company
- NAMI – National Alliance on Mental Illness
- National Parks Service
- Nch'l Wana Housing
- North Clark County Food Bank
- Northshore Medical Group
- Northwest Justice Project
- One Community Health
- Our Klickitat Prevention Coalition
- Partners in Careers
- PAVE: Partnerships for Action, Voices for Empowerment
- Peace Health
- People for People
- Port of Cascade Locks
- Port of Hood River
- Port of Klickitat
- Ride Connection
- Ridgefield School District
- Safe Routes to School National Partnership
- Salvation Army
- Sea Mar Community Health
- Share (serving the hungry and homeless)
- Simcoe Manor Apartments
- Skamania County Chamber
- Skamania County Commissioners
- Skamania County Economic Development Council
- Skamania County Health Department

- Skamania County Senior Services
- Skamania Klickitat Community Network
- Skamania Pioneer
- Skamania School District #2
- Skyline Hospital
- Skyline Medical Clinic
- Southwest Washington Accountable Community of Health
- Southwest Washington Healthy Living Collaborative
- Support for Early Learning and Families: SELF
- The Next Door, Inc.
- Town of Yacolt
- Trillium Employment Services
- Trout Lake School District
- U.S. Department of Veterans Affairs
- University of Oregon
- Vancouver Cab Company
- Vancouver Clinic
- Vancouver Downtown Association
- Vancouver Housing Authority
- Vancouver Public Schools
- Vancouver's Access to Recreation Program
- Veterans Service Center, Klickitat County
- Washington Council of the Blind
- Washington Gorge Action Program
- Washington State Association of the Deaf
- Washington State Department for Social and Health Services
- Washington State Department of Transportation
- Washington State Department of Transportation
- Washington State School for the Blind
- Washington State University-Vancouver
- Washougal School District
- White Salmon Valley School District
- Wishram School District
- Worksource Columbia Gorge
- WorkSource Southwest Washington
- Yakima Nation Area Agency on Aging

Meeting Summaries

RTC Board of Directors

The RTC Board of Directors meets every month with citizen comment time opportunity provided at each meeting.

April 2022

Attendance: 12- 20

- ◆ Included updates on the development of the Human Services Transportation Plan to the Board members, which includes 14 RTC Directors and 15 State Legislators

September 2022

Attendance: 12- 20

- ◆ Included review of the draft CPT-HSTP 2022 update document at the outset of the public comment period.

Regional Transportation Advisory Committee (Clark County)

March 2022

Attendance: 20 - 25

- ◆ Included updates on the development of the Human Services Transportation Plan with Clark County partner agencies (WSDOT, C-TRAN, Clark County, cities of Clark County, Community in Motion, Port districts, Metro, and Oregon Department of Transportation).

August 2022

Attendance: 20 - 25

- ◆ Included review of the Clark County section of the draft CPT-HSTP update document.

Skamania County Transportation Policy Committee

April 2022, June 2022, August 2022

Attendance: 6-10

- ◆ Included updates on the development of the Human Services Transportation Plan with Skamania County Partners (WSDOT, Skamania

County, City of Stevenson, Port of Skamania County, and City of North
Bonneville).

Klickitat County Transportation Policy Committee

April 2022, June 2022, August 2022

Attendance: 6-10

◆ Included update on the development of the Human Services Transportation
Plan with Klickitat County Partners (WSDOT, Klickitat County, Port of
Klickitat, Port of Hood River, City of White Salmon, City of Bingen, Mid–
Columbia Economic Development District).

Accessible Transportation Coalition Initiative (ATCI)

Since its inception with an Easter Seals initiative in October 2011, the ATCI meets on
a quarterly basis. Attendance: averages about 14 from a diverse range of
stakeholders from the region covered by the Community in Motion including Clark,
Skamania, Klickitat, Cowlitz and Wahkiakum counties. In 2022, the CPT-HSTP
update was addressed at ATCI meetings held in January, April, July and October and
later in the year a special ATCI meeting will be convened, likely in early December, to
discuss WSDOT Consolidated Grant Program project application rankings from the
RTC RTPO region.

Clark County Commission on Aging

July 20,2022

Attendance: 6-10

Included update on the development of the Human Services Transportation Plan.

Major Issues Identified:

◆ How to provide transportation services for a growing number of elderly
people with growing numbers of those unable to drive themselves.

◆ Concerns about safety of those using transit services. Recent media
coverage of the beating of two elderly people while waiting for a bus in
downtown Portland, and subsequent death of one of the victims, weighed
heavy on the Committee members' minds.

◆ Recognition that in previous HSTP documents, volunteer drivers were seen
as vital to meeting transportation gaps and provide trips for those unable to

drive themselves. The Commission on Aging commented that volunteers will be more difficult to recruit in the aftermath of the COVID-19 pandemic and fear for virus spread.

C-TRAN Citizens' Advisory Committee

Scheduled meeting on September 29, 2022 at C-TRAN HQ when a presentation on the CPT-HSTP update is on the agenda.

Attendance: <u>CAC Members</u> and C-TRAN staff, publicized on C-TRAN's website.

Vancouver Neighborhood Traffic Safety Alliance

April 19, 2022

Attendance: 16

Major Issues Identified:

- Concern about the growing number of aged population and how will the region be able to accommodate transportation needs

- Recognition that neighbors need to help each other

- Safety concerns

Open Houses

Goldendale Open House

June 8, 2022

Major Issues/Needs Identified in Skamania County:

- Sustain existing transit service

- Sustain existing dial-a-ride service

- Provide connection to Bingen

- After-hours and weekend hospital discharge options

- More service; later and at weekends

- Shelters at some of the permanent bus stops

◆ Increased frequency for existing fixed route service

◆ Education about fixed route service availability and use

◆ Insurance challenges for vanpools and other potential ride sources

White Salmon Open House

June 14, 2022

Major Issues/Needs Identified in Klickitat County:

◆ Bingen/White Salmon to Goldendale transit service

◆ Sustain existing transit service

◆ Sustain existing dial-a-ride service

◆ After-hours and weekend hospital discharge options

◆ More service; later and at weekends

◆ More service providers who can support wheelchairs and stretchers

◆ Need a Medicaid provider

◆ Options for employees working out of the area

◆ Pull-out areas on SR 14 for non-set stops

Newspaper Ads

June 1, 2022 Columbia Gorge News
Transportation Services Open Houses and Survey

The Southwest Washington Regional Transportation Council is hosting a series of open houses and online survey to better understand the unmet transportation needs of older adults, individuals with disabilities, and low-income residents. Please attend one of the following open houses or go to www.surveymonkey.com/r/rtctravelneeds to share your thoughts.

Goldendale
In Person, by Phone, or Online:
June 8, 2022
5:00 pm - 6:30 pm
Klickitat County Administrative Services Building – Mt. Adams Room

115 W. Court Street, Goldendale, WA 98620
By Phone: (253) 215 8782, Webinar ID: 850 2685 4658
Online: https://us06web.zoom.us/j/85026854658

White Salmon
In Person:
June 14, 2022
5:00 pm - 6:30 pm
Pioneer Center – Senior Dining Room
501 NE Washington Street, White Salmon, WA 98605

Additional information on the Clark/Skamania/Klickitat Counties Human Services
Transportation Plan (HSTP) can be found www.rtc.wa.gov/programs/hstp.

Para la encuesta del sitio web en español, por favor vaya aquí
www.surveymonkey.com/r/rtctravelneedsesp

June 1, 2022 Goldendale Sentinel
Transportation Services Survey

The Southwest Washington Regional Transportation Council is looking for residents
to complete an online survey to better understand the unmet transportation needs of
older adults, individuals with disabilities, and low-income residents in Klickitat and
Skamania counties.

Please go to www.surveymonkey.com/r/rtctravelneeds to share your thoughts

Para la encuesta del sitio web en español, por favor vaya aquí
www.surveymonkey.com/r/rtctravelneedsesp

Additional information on the Clark/Skamania/Klickitat Counties Human Services
Transportation Plan (HSTP) can be found at www.rtc.wa.gov/programs/hstp

RTC Website

RTC's Human Services Transportation Plan Web Page

RTC provided project back ground and information on the Human Services
Transportation Plan development through RTC's web site at
http://www.rtc.wa.gov/programs/hstp/.

Press Releases

Press Release, September 1, 2022

RTC Seeking Public Comments on Draft Coordinated Public Transit-Human Services Transportation Plan for Clark, Skamania, and Klickitat Counties

Vancouver, Washington - Southwest Washington Regional Transportation Council (RTC) is seeking public comment on its draft Coordinated Public Transit-Human Services Transportation Plan. The intent of the state and federally-required Plan is to identify the special transportation needs of people with disabilities, low income, the young and elderly and those in rural locations who cannot provide transportation for themselves.

The formal public comment and review period will run from September 1, 2022, through October 31, 2022. Written comments received by October 24th will be included in the packet for the November meeting of the RTC Board of Directors. Comments can also be made in person at the 4:00 p.m. November 1, 2022, RTC Board meeting at 1300 Franklin Street, 6th Floor Training Room, Vancouver, Washington.

The draft Human Services Transportation Plan is available for review online at http://www.rtc.wa.gov/programs/hstp/. Review copies are also available at RTC's office, 1300 Franklin St, 1st Floor, Vancouver, Washington.

How to make a comment:

- Use our online feedback form
- U.S. Mail to the address below
- Phone 564-397-6067
- In person at upcoming RTC Board meetings

Title VI Notice: RTC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

<div align="center">###</div>

For more information:

info@rtc.wa.gov
Regional Transportation Council
P.O. Box 1366
Vancouver, Washington 98666-1366
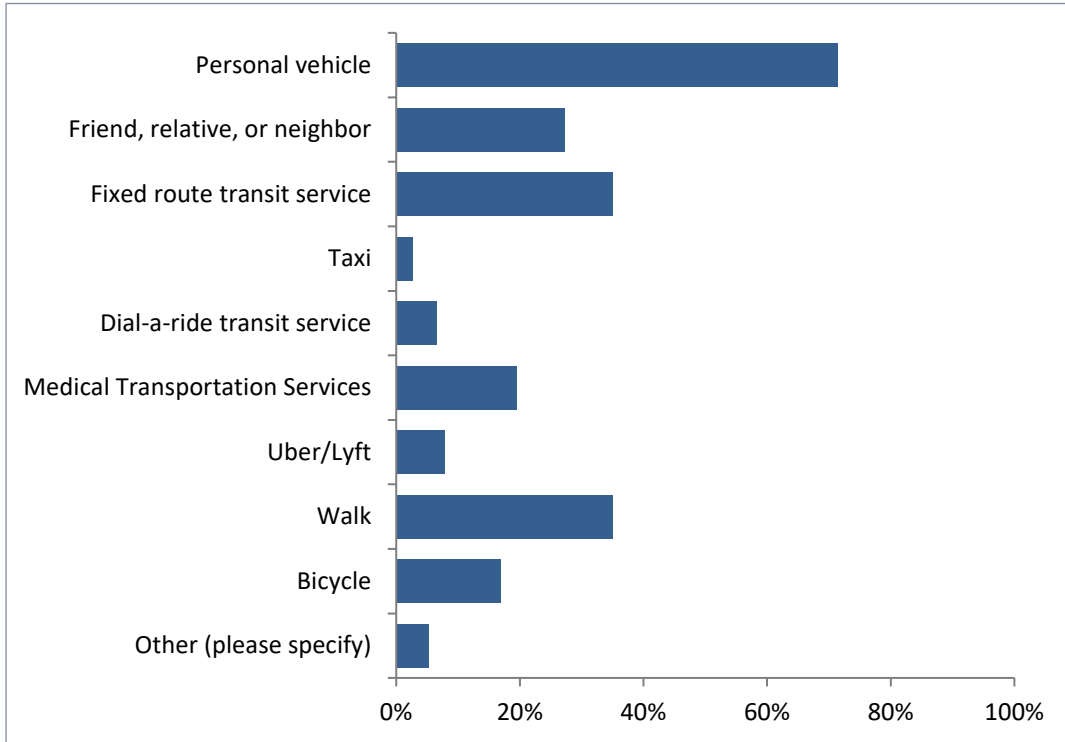
RTC Website

RTC's Human Service Transportation Plan Web Page

RTC provided project back ground and information on the Human Service Transportation Plan development through RTC's web site at http://www.rtc.wa.gov/programs/hstp/.

Appendix B
Survey Results

Q1: Which of the following transportation options do you use? (Check all that apply)

Answered: 77   Skipped: 1

ANSWER CHOICES	RESPONSES	
Personal vehicle	71.43%	55
Friend, relative, or neighbor	27.27%	21
Fixed route transit service	35.06%	27
Taxi	2.60%	2
Dial-a-ride transit service	6.49%	5
Medical Transportation Services	19.48%	15
Uber/Lyft	7.79%	6
Walk	35.06%	27
Bicycle	16.88%	13
Other (please specify)	5.19%	4
TOTAL		175

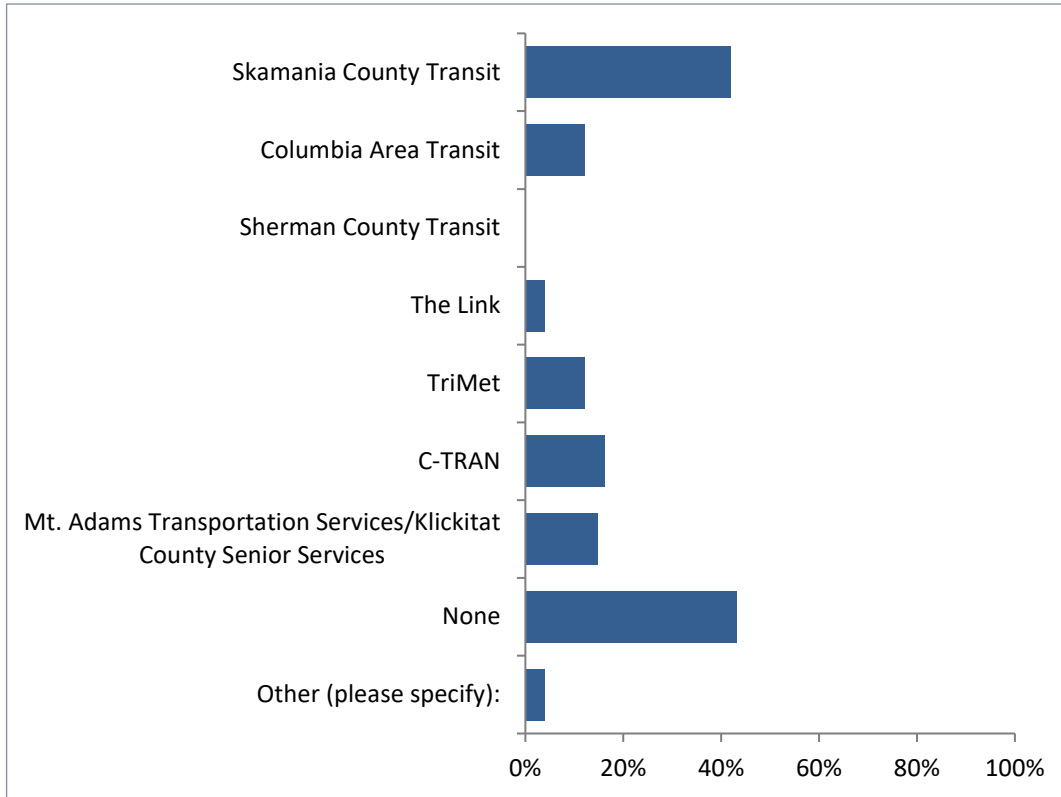| RESPONSES TO "OTHER" |
|---|
| Senior Van |
| Skateboard |
| carpool |
| Local transportation options in the community |

Q2: Please select which transportation service providers you use: (Check all that apply)

Answered: 74   Skipped: 4

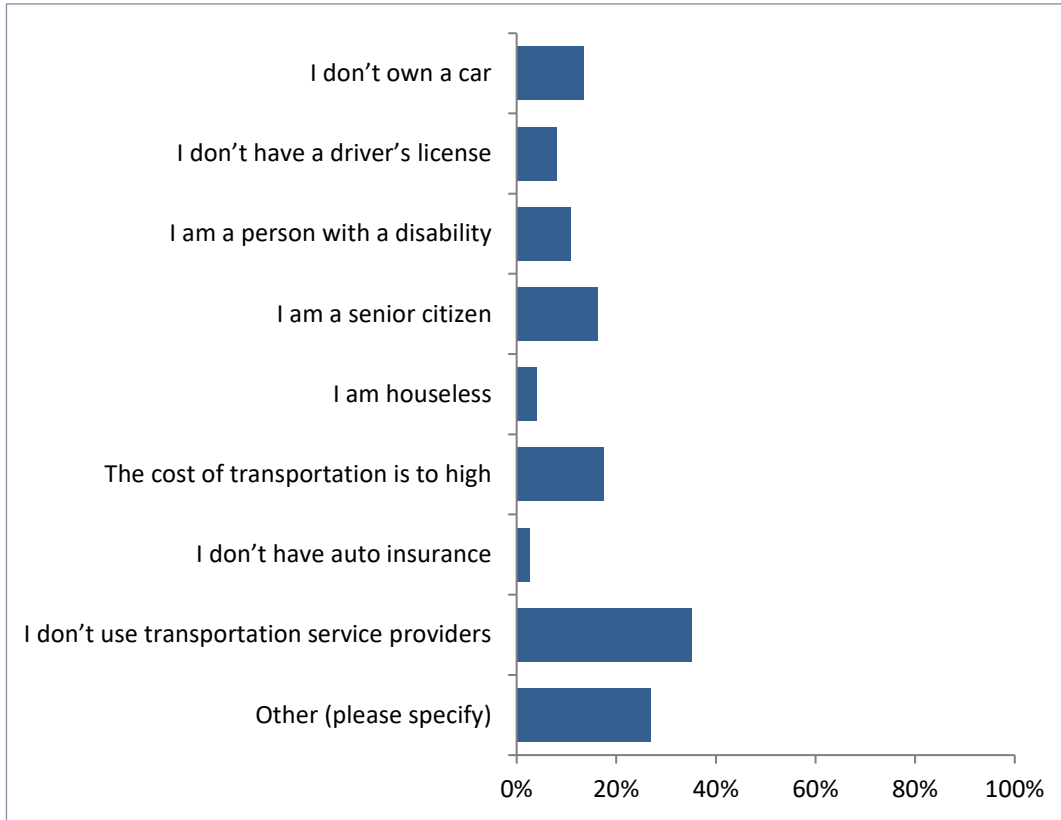| ANSWER CHOICES	RESPONSES	
Skamania County Transit	41.89%	31
Columbia Area Transit	12.16%	9
Sherman County Transit	0%	0
The Link	4.05%	3
TriMet	12.16%	9
C-TRAN	16.22%	12
Mt. Adams Transportation Services/Klickitat County Senior Services	14.86%	11
None	43.24%	32
Other (please specify):	4.05%	3
TOTAL		110

RESPONSES TO "OTHER"

Daughter takes me

Romania County Union Church

Local transportation options in the community

Q3: What is your primary reason for using transportation service providers?

Answered: 74   Skipped: 4

ANSWER CHOICES	RESPONSES	
I don't own a car	13.51%	10
I don't have a driver's license	8.11%	6
I am a person with a disability	10.81%	8
I am a senior citizen	16.22%	12
I am houseless	4.05%	3
The cost of transportation is to high	17.57%	13
I don't have auto insurance	2.70%	2
I don't use transportation service providers	35.14%	26
Other (please specify)	27.03%	20
TOTAL		100

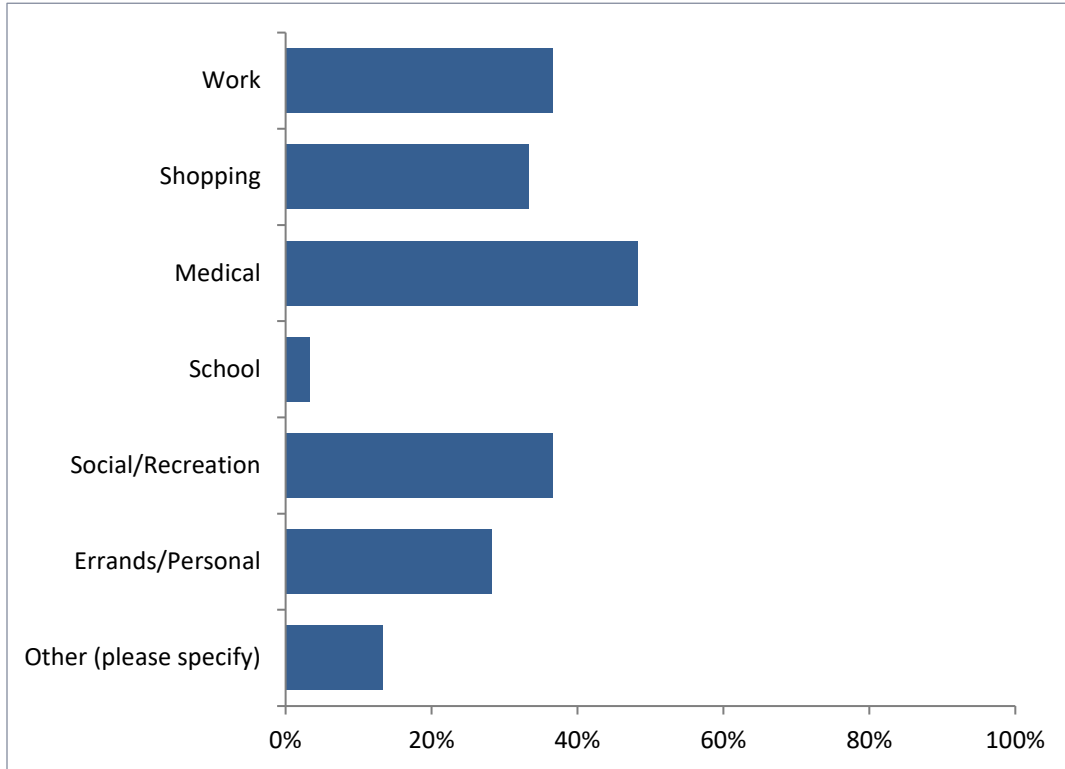| RESPONSES TO "OTHER" |
|---|
| Don't drive |
| School |
| gas prices |
| don't drive in the city any more. only local. |
| don't like to drive |
| More relaxing to not drive. Enjoy being outside and mingling with my community. Better for the environment. |
| Medical transport |
| Care coordinator for Skyline Health |
| Convenience |
| At times I cannot drive myself |
| I am a care coordinator for Skyline Medical Clinic so I arrange transportation for our patients for both Klickitat and Skamania Counties. |
| It is more environmentally friendly than individual vehicles, and I believe in supporting mass transit. |
| I would be interested in using a transportation service provider, however I do find using it a bit prohibitive (e.g. which provider do I go through to get from Point A to Point B) |
| Don't use |
| i have my own vehicle |
| transportation in the area doesn't seem that good |
| Car doesn't work sometimes; also to save gas |
| I refer transportation services to our clients |
| i own my own car. |
| It's easier than driving to and from work |

Q4: When you use transportation service providers, what is the purpose of your trip? (Check all that apply)

Answered: 60   Skipped: 18

ANSWER CHOICES	RESPONSES	
Work	36.67%	22
Shopping	33.33%	20
Medical	48.33%	29
School	3.33%	2
Social/Recreation	36.67%	22
Errands/Personal	28.33%	17
Other (please specify)	13.33%	8
TOTAL		120

RESPONSES TO "OTHER"
Lunches
n/a
Don't use
NA, don't use
Refer to clients
none
Don't use services
N/A

Q5: If you do not use the public bus service, why not? (Check all that apply)

Answered: 56   Skipped: 22
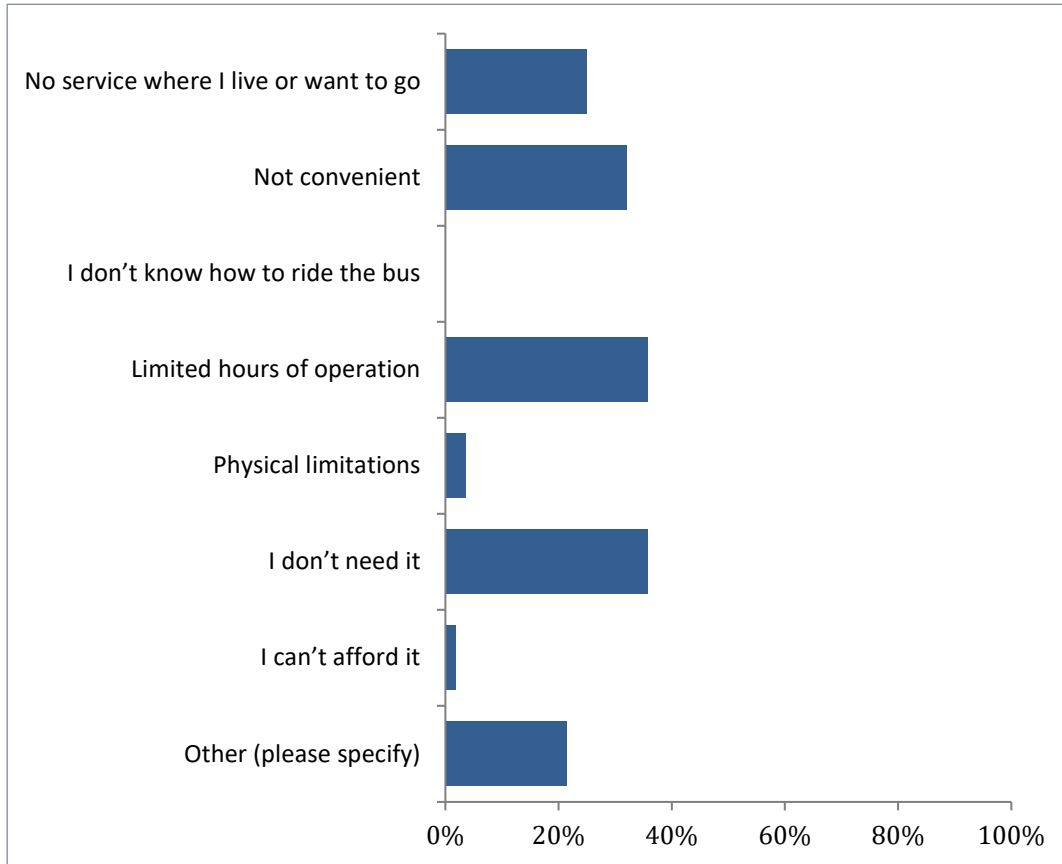
ANSWER CHOICES	RESPONSES	
No service where I live or want to go	25.00%	14
Not convenient	32.14%	18
I don't know how to ride the bus	0%	0
Limited hours of operation	35.71%	20
Physical limitations	3.57%	2
I don't need it	35.71%	20
I can't afford it	1.79%	1
Other (please specify)	21.43%	12
TOTAL		87

| RESPONSES TO "OTHER" |
| --- |
| I support public transportation |
| NB to Stevenson and back |
| I do |
| To far to get to bus stop. Use our car. |
| connecting with another bus |
| Own car |
| I use the service weekly |
| Service does not run enough to get me to my job when I need to be there or does not run at all to my job location. No weekend service when I would use for shopping or recreation. |
| I'm not sure what lines exist between The Dalles and White Salmon (home and work) |
| a lot of my errands/appointments are in Oregon and while I know there are transit options, I'm not confident in the timing. |
| n/a |
| I have to have my car for work |

Q6: What changes could be made to improve transportation services? (Check all that apply)

Answered: 67   Skipped: 11
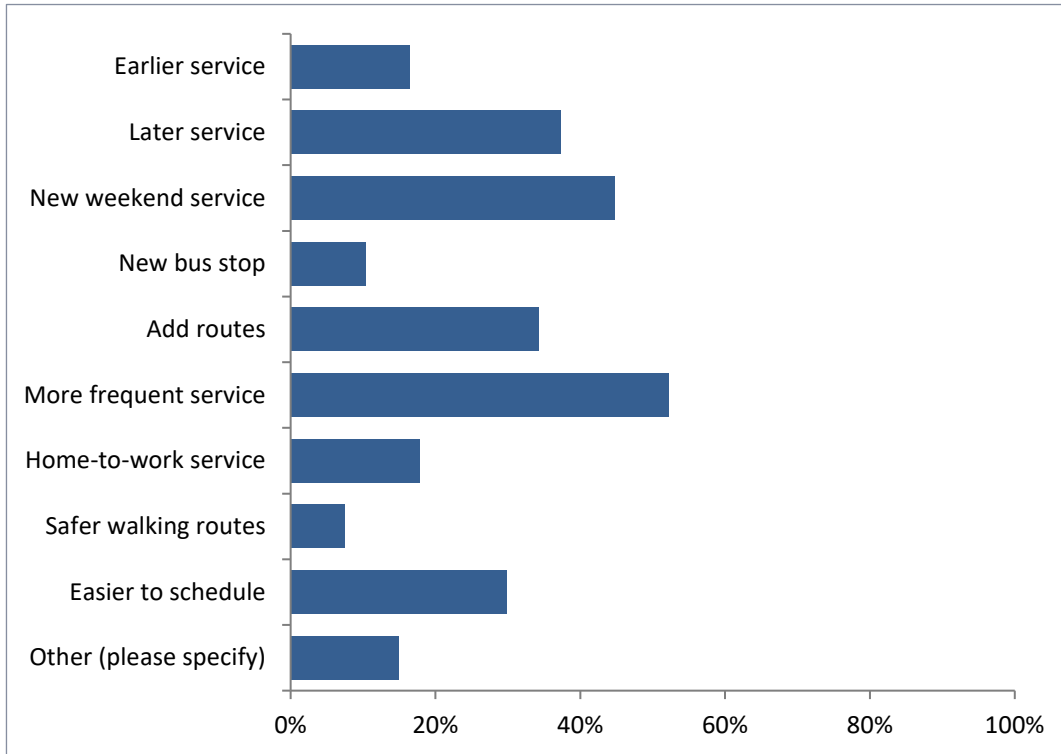
ANSWER CHOICES	RESPONSES	
Earlier service	16.42%	11
Later service	37.31%	25
New weekend service	44.78%	30
New bus stop	10.45%	7
Add routes	34.33%	23
More frequent service	52.24%	35
Home-to-work service	17.91%	12
Safer walking routes	7.46%	5
Easier to schedule	29.85%	20
Other (please specify)	14.93%	10
TOTAL		178

| RESPONSES TO "OTHER" |
| --- |
| When needed? |
| mid day Carson |
| connecting to another bus |
| None |
| Shorter wait times to arrange with WA medicaid brokerage service! |
| ? |
| Probably wouldn't ever use |
| Better options so it does not take hours to get to Hood river for example. |
| None |
| At this time I do not use the service but I am glad it is available |

Q7: Are you aware that all public bus service is for everyone to use?

Answered: 74   Skipped: 4
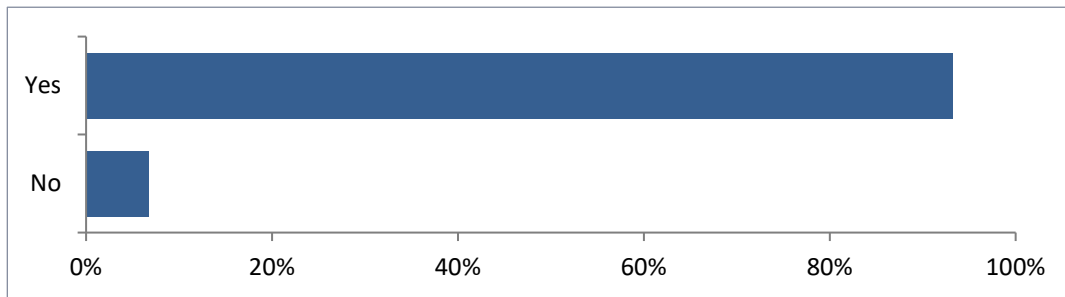
ANSWER CHOICES	RESPONSES	
Yes	93.24%	69
No	6.76%	5
TOTAL		74

Q8: If you currently use or would like to use public bus service, what two communities would you most often travel to?

Answered: 74   Skipped: 4
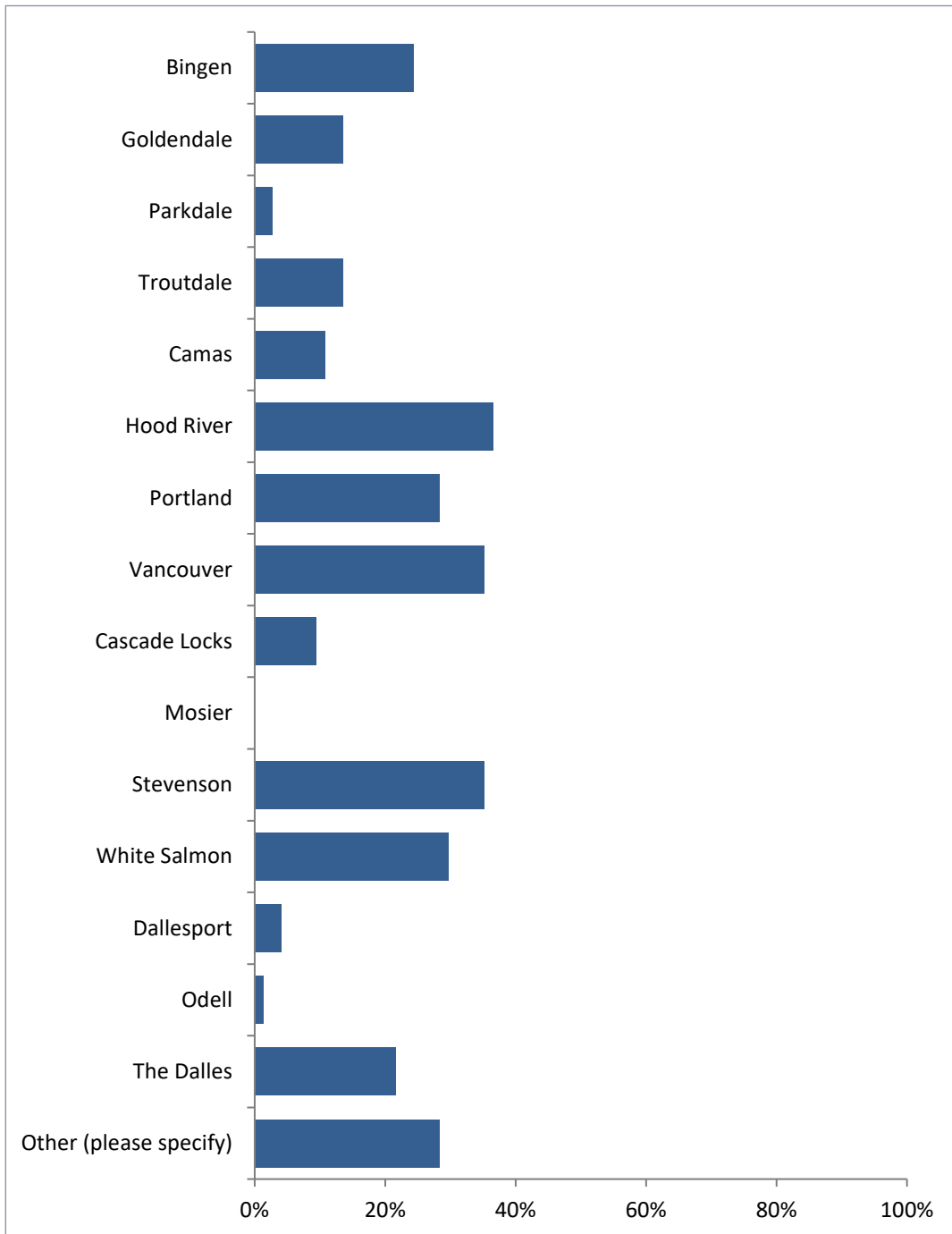
ANSWER CHOICES	RESPONSES	
Bingen	24.32%	18
Goldendale	13.51%	10
Parkdale	2.70%	2
Troutdale	13.51%	10
Camas	10.81%	8
Hood River	36.49%	27
Portland	28.38%	21
Vancouver	35.14%	26
Cascade Locks	9.46%	7
Mosier	0%	0
Stevenson	35.14%	26
White Salmon	29.73%	22
Dallesport	4.05%	3
Odell	1.35%	1
The Dalles	21.62%	16
Other (please specify)	28.38%	21
TOTAL		218

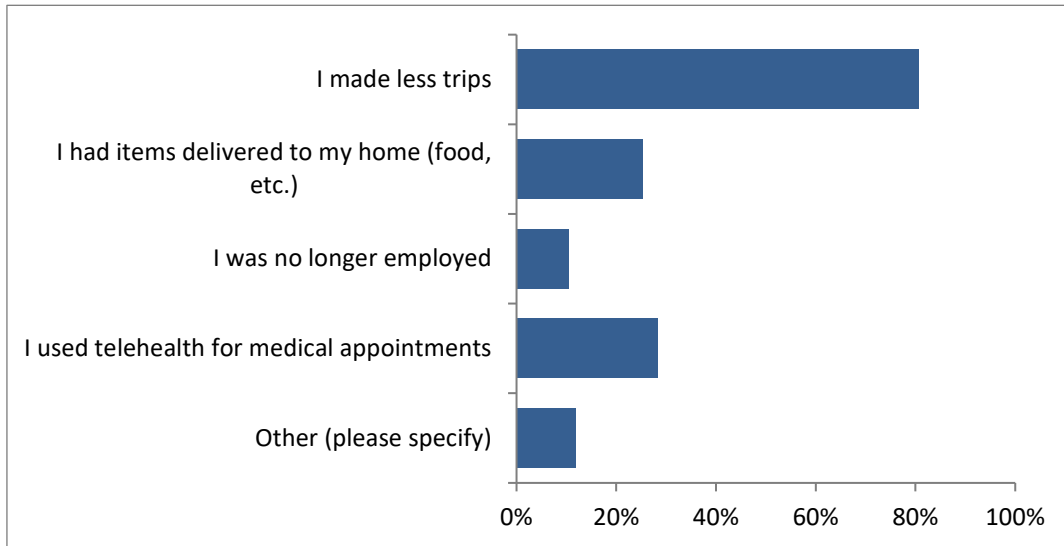| RESPONSES TO "OTHER" |
| --- |
| Carson |
| Carson |
| Carson |
| Skamania |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Carson |
| Amtrak in Wishram |
| Underwood, WA |
| None-most businesses are not close to bus stops |
| Washougal |
| Biggs |
| Washougal |
| Don't live in Gorge |

Q9: How did the COVID-19 pandemic impact your travel choices?

Answered: 67   Skipped: 11

ANSWER CHOICES	RESPONSES	
I made less trips	80.60%	54
I had items delivered to my home (food, etc.)	25.37%	17
I was no longer employed	10.45%	7
I used telehealth for medical appointments	28.36%	19
Other (please specify)	11.94%	8
TOTAL		105

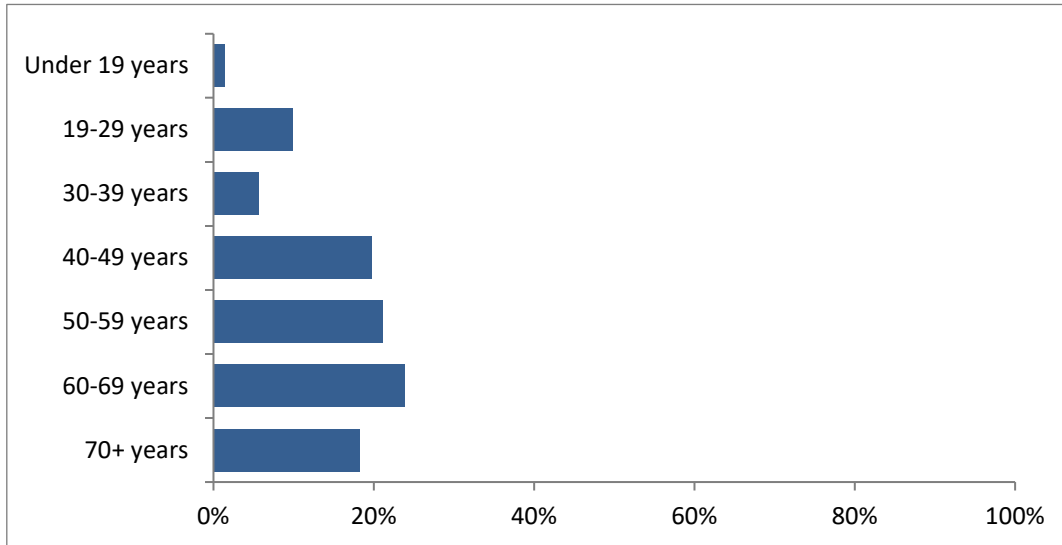| RESPONSES TO "OTHER" |
|---|
| Stayed home rx medical |
| telephone appointments |
| Didn't |
| I Didn't |
| Didn't |
| not at all |
| All patient experiences |
| No impact for me. |

Q10: What is your age?

Answered: 71   Skipped: 7

ANSWER CHOICES	RESPONSES	
Under 19 years	1.41%	1
19-29 years	9.86%	7
30-39 years	5.63%	4
40-49 years	19.72%	14
50-59 years	21.13%	15
60-69 years	23.94%	17
70+ years	18.31%	13
TOTAL		71

Q11: How would you classify yourself?

Answered: 70   Skipped: 8
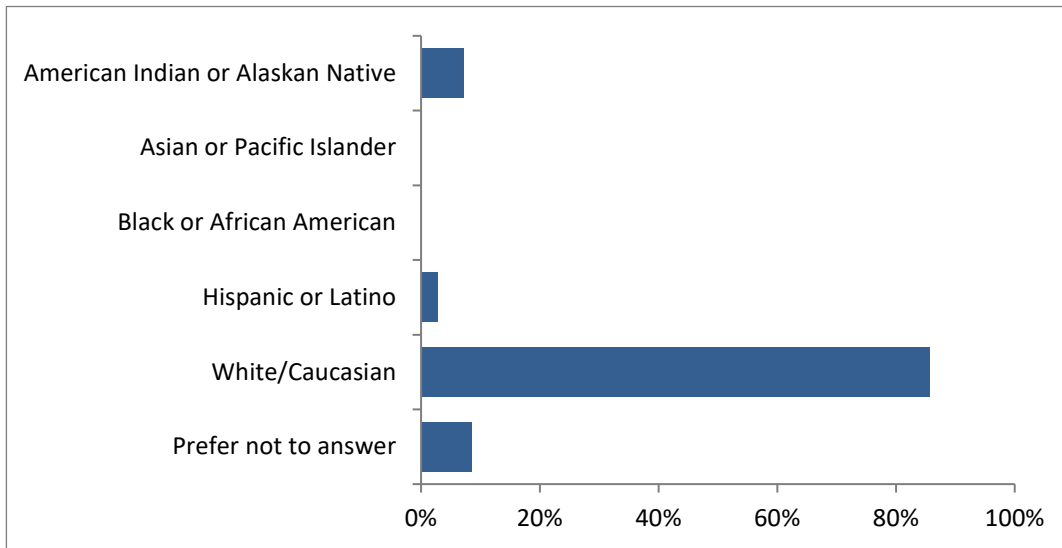
ANSWER CHOICES	RESPONSES	
American Indian or Alaskan Native	7.14%	5
Asian or Pacific Islander	0%	0
Black or African American	0%	0
Hispanic or Latino	2.86%	2
White/Caucasian	85.71%	60
Prefer not to answer	8.57%	6
TOTAL		73

Q12: What is the zip code of your primary residence?

Answered: 68   Skipped: 10
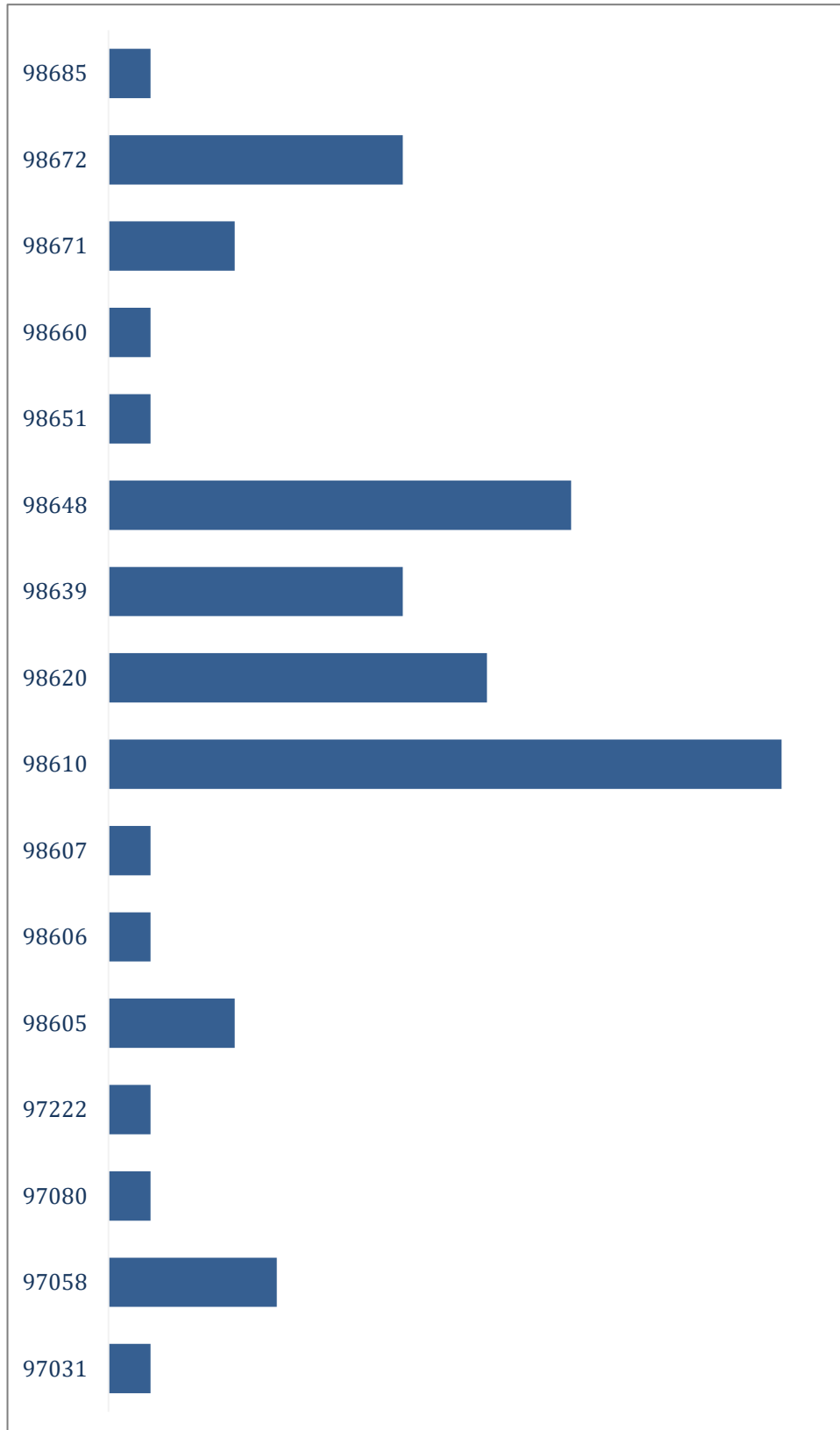
ANSWER CHOICES	RESPONSES	
97031	1%	1
97058	6%	4
97080	1%	1
97222	1%	1
98605	4%	3
98606	1%	1
98607	1%	1
98610	24%	16
98620	13%	9
98639	10%	7
98648	16%	11
98651	1%	1
98660	1%	1
98671	4%	3
98672	10%	7
98685	1%	1
TOTAL		68

Q12: Please let us know if there is any other information you would like to share

Answered: 22   Skipped: 56

ANSWERS
weekend bus service would be amazing!
Kyle and Timmy are my fav. Bus riders
Tim and Kyle are amazing drivers and good friends to me.
Skamania County buses seem to drive to fast for curvy, bumpy SR-14. Also, buses creak and moan, feeling like coming apart at bumps.
Making connections to other buses if 2 or more are required. More buses running.
Need more drivers and vehicles to allow for quick responses to needs. Add shopping trips and activities that put seniors together in groups to socialize. Continuation of deliveries like groceries and pharmacy are very important. Please include haircuts, banks, hardware, and clothing stores.
It would be nice to have bi-state coordination with OR so that people can do a big loop in the Gorge for work, recreation, shopping, etc.
Mt. Adams is doing a great job serving the community as much as they can. Barriers include not being able to travel across the river. Wait times for medical transport brokerage.
I am in charge of transportation at the local hospital and we often have issues with not being able to get patients to their appointments.
the stops in town are not easily identifiable. permanent bus shelters or signs would help reinforce that there is established publish transportation available.
On average I am having to spend 30 mins- 1 hour on the phone on hold with medicaid transportation brokerage to arrange transportation for 1 patient. When I try to submit the fax request form I hardly ever receive a timely response and have to call anyways.
Investigate rail service, too. Nice to see a rail line through the Gorge with connecting bus routes in the community they serve.
Thank you for doing this.
I'm a public official and am looking at this from the communities needs for a more robust, convenient, and reliable community transportation system.
thank you for doing a survey
LOVE Skamania County transit and its bus drivers :)
You should partner with businesses in Biggs to assist with employees getting to work

this survey would be great for clients, not workers. The clients are the ones who need to take this survey and it should be made available to them.

None

More rural ride services like uber would be very helpful.

Great service and glad it is available

Thanks

Clark County Survey (conducted by Human Services Council – predecessor agency to Community in Motion)

Clark County All Data
- Number of Respondents in Clark County- 333 Responses
- Male/Female Split-
  - Female- 162 (49%)
  - Male- 150 (45%)
- Average Age Group or Percentage by Age Groups

13-17: 17 Responses (5%)	43-52: 21 Responses (6%)
18-22: 76 Responses (23%)	53-64: 43 Responses (13%)
23-30: 45 Responses (14%)	65+: 62 Responses (19%)
31-42: 47 Responses (14%)	

- Mobility Status
  - Ambulatory- 267 (80%)
  - Ambulatory w/ Assistance- 25 (8%)
  - Non Ambulatory- 10 (3%)
- Geographic Response
  - North County (Ridgefield, La Center)- 14 Responses
  - Vancouver & Vicinity (Orchards, Salmon Creek, Hazel Dell)- 267 Responses
  - Southeast County (Camas, Washougal)- 10 Responses
  - East County (Amboy, Yacolt, Battle Ground, Brush Prairie)- 21 Responses
- Transportation Services Used:
  - Personal Vehicle- 193 Responses (58%)
  - C-Tran- 153 Responses (46%)
  - Carpooling/Vanpooling- 104 Responses (31%)
  - TriMet- 48 Responses (14%)
  - C-Van- 29 Responses (9%)
  - Amtrak- 16 Responses (5%)
  - Community Resources- 13 Responses (4%)
  - Greyhound- 6 Responses (2%)
- Major Trip Purposes (shopping, work, medical, etc.)
  - Shopping-
  - Medical-
  - Special Events-
  - Work-
  - Banking-
  - Social/Entertainment-
- Top Challenges

- o Service Schedule is Inconvenient- 82 Responses (25%)
  - o Cost of Public Transportation is Too High- 60 Responses (18%)
  - o Do Not Feel Comfortable on Transit- 60 Responses (18%)
  - o Do Not Know Available Options- 48 Responses (14%)
  - o No Transportation in Area- 39 Responses (12%)
  - o Blanks- 27 Responses (8%)
  - o No Problems- 22 Responses (7%)
  - o Cannot Travel to Bus Stop- 13 Responses (4%)
- Percentage That Have Missed an Appointment Because of Lack of Transportation
  - o Yes- 102 (31%)
  - o No- 215 (65%)

Clark County Snapshot Age 53+
- Number of Senior Respondents (53+) in Clark County- 41
- Male/Female Split-
  - o Male- 26 (63%)
    - 23 Males in 53-64
    - 3 Males in 65+
  - o Female- 15 (37%)
    - 13 Females in 53-64
    - 2 Females in 65+
- Mobility Status Breakdown
  - o Ambulatory- 32 Respondents (78%)
  - o Ambulatory with Assistance- 4 Respondents (10%)
- Geographic Response
  - o Vancouver-27 Respondents (65%)
  - o Hazel Dell- 4 Respondents (10%)
  - o Orchards- 3 Respondents (7%)
  - o Battle Ground- 2 Respondents
  - o Camas- 1 Respondent
  - o La Center- 1 Respondent
  - o Ridgefield- 1 Respondent
  - o Salmon Creek- 1 Respondent
- Types of Transportation:
  - o C-TRAN- 23 Respondents (56%)
  - o Personal Vehicle- 23 Respondents (56%)
  - o TriMet- 8 Respondents (20%)
  - o Carpooling/Ridesharing- 8 Respondents (20%)
  - o C-Van- 3 (7%)
- Major Trip Purposes (shopping, work, medical, etc.)
  - o Medical- 44 Responses (Vancouver, Salmon Creek)
  - o Shopping- 41 Responses (Vancouver)
  - o Work- 39 Responses (Vancouver)

- o   Special Events- 20 Responses
  - o   Social/Entertainment- 30 Responses (Vancouver, Salmon Creek)
  - o   Banking- 9 Responses
- Top Locations Traveled
  - o   Vancouver- 74 Responses
  - o   Salmon Creek- 40 Responses
  - o   Portland- 38 Responses
  - o   Hazel Dell- 28 Responses
  - o   Battle Ground- 15 Responses
  - o   Woodland- 9 Responses
- Top Challenges
  - o   Service Schedule is Not Convenient- 16 Respondents (39%)
  - o   Cost of Transit Too High- 12 (29%)
  - o   I Don't Know the Available Transportation Options- 9 Respondents (22%)
  - o   Do Not Feel Comfortable- 8 Respondents (20%)
  - o   No Problems- 5 Respondents (12%)
  - o   No Transportation Service in Area- 4 Respondents (10%)
- Percentage That Have Missed a Trip Because of Lack of Transportation
  - o   Yes- 14 Respondents (34%)
  - o   No- 27 Respondents (66%)

The following set of questions were used to prompt discussion and to elicit feedback in meetings or in telephone conversations when the CPT-HSTP was discussed:

At each of the outreach meetings, questions were posed to help solicit comments and gather feedback for the 2018 HSTP update: The questions are:

1. How does transportation or lack of transportation affect you or stakeholders you represent?

2. What transportation services are needed in the region? (Clark, Klickitat and Skamania counties)

    o   Is there a lack of accessible transportation in the region? If yes, be specific/examples

    o   Are there gaps in transportation?

3. Where are the places you or the stakeholders you represent generally need to get to?

    o   Services (medical, shopping, etc.)

    o   Geographical areas (neighborhoods)

    o   Recreation

4. What transportation currently works for you or the stakeholders you represent?

Appendix C
Applications for WSDOT Statewide Consolidated Grant Funding: 2022

This section will be finalized once project applications for WSDOT Consolidated Transportation Program are complete. Applications are anticipated to ensure existing transportation services can be maintained and continued and that potential new services can be established. Project applications may include:

Reserve-A-Ride Program (Community in Motion)

Sustain operating assistance for HSC's Reserve-A-Ride Transportation program that provides transportation for seniors, people with disabilities, veterans and military families, and people with special transportation needs to access medical care and other basic services.

Employment Transportation Program (Community in Motion)

Sustain the existing Employment Transportation & Bike to Work program for low-income, special needs populations and people with disabilities to gain access to employment, job searches, job interviews, childcare, job related training, and other activities related to employment with the goal of self-sufficiency.

North County Shuttle (Community in Motion)

Sustain the existing North Clark County Shuttle service which transports people to Battle Ground to access services.

Klickitat County Existing Dial-A-Ride Service (Mt. Adams Transportation Services)

Provide operating assistance to sustain the existing Dial-a-Ride services Monday through Friday between 6am and 6pm throughout Klickitat County, with weekend services provided for critical essential medical needs such as kidney dialysis.

Express Fixed Route Shuttle Service (Mt. Adams Transportation Services)

Sustain two transportation shuttles providing fixed route transit service; Goldendale to The Dalles and White Salmon/Bingen to Hood River. Each shuttle connects with another area transit center so passengers can connect to additional destinations.

Skamania County Dial a Ride Service (Skamania County Senior Services)

Provide operating funding assistance to sustain dial a ride services for the elderly, special needs population and general public in Skamania County.

Skamania County Route Deviated Transit Service (Skamania Co. Senior Services)

Preserve the route deviated transit service between Skamania County and C-TRAN in Vancouver, WA.

Skamania County Mid-Day Transit (Skamania County Senior Services)

Add mid-day service to already existing route-deviated transit service, between Skamania County and Vancouver, Washington. The mid-day run was discontinued in February of 2012 due to County wide budget cuts. The mid-day service would be reintroduced five days a week.

Gorge TransLink Alliance Mobility Management (Mid-Columbia Economic Development District)

Provide funding assistance to sustain the Gorge TransLink Mobility Management project in Skamania and Klickitat counties in Washington and Hood River, Wasco and Sherman counties in Oregon to enhance transportation opportunities for the elderly, persons with disabilities and other special needs populations. Additionally, MCEDD submits an ODOT grant request to support this overall project.

Purchase and Replacement of Vehicles to Support Transportation Services (Mt. Adams Transportation Services and Skamania County Senior Services)

Purchase new vehicles or purchase replacement vehicles to ensure continuation and provision of transportation services.