2018 Human Services Transportation Plan
for Clark, Skamania and Klickitat Counties

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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 Human Services Transportation Plan for Southwest Washington Regional Transportation Council has been developed in response to federal and state 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.

The purpose of the required 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 2014 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.

Planning Area

Southwest Washington 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 County, Skamania County, and Klickitat County. As a bi-state region that borders the state of Oregon, the region has its own set of transportation issues and challenges.

Figure 1: Planning Area

Region Wide 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 individual chapters.

2016 Demographics

Table 1: 2016 Three-County Demographic Data

County	2016 Population	2016 Population 65+	2016 Population w/Disability	2016 Households with no Vehicle	2016 Persons below Poverty Level
Clark County	450,893	61,772 *13.7%*	56,355 *12.6%*	7,568 *4.6%*	45,773 *10.2%*
Skamania County	11,316	2,431 *20.1%*	1,668 *14.8%*	271 *5.9%*	1,597 *14.3%*
Klickitat County	20,930	5,375 *24.8%*	3,974 *19.0%*	294 *3.6%*	3,261 *15.7%*

Washington Office of Financial Management; American Community Survey, 5 Year (2012-2016)

Of the 3 counties, Klickitat County has the highest percentage of population 65+ at 24.8% of its population, has the highest number with disabilities at 19.0%, and highest percentage of persons below the poverty level at 15.7% according to the 2016, 5-Year American Community Survey (2012-2016).

2015-2040 Demographics

Figure 2: RTC's 3-County Region: 2015 and 2040 Populations by Age Cohort
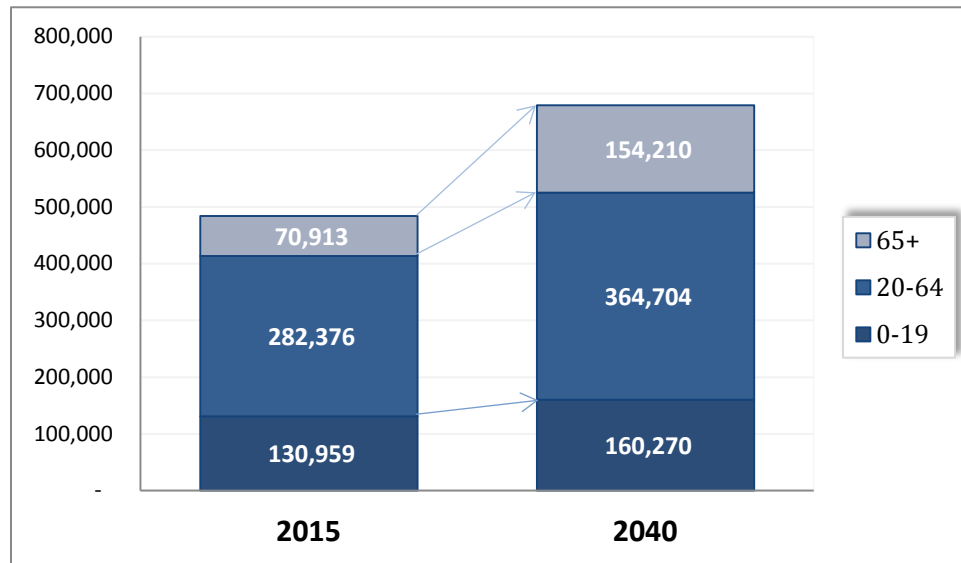
In the 3-county region, the 65 and over age population will increase from around 71,000 to over 154,000 or from 15% of the population to 23% between 2015 and 2040.

Funding Programs

The region must have a Human Services Transportation Plan in place before transportation and non-profit agencies can apply for funding through Washington State Department of Transportation's 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. 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 the Washington State Department of Transportation 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:

Federal Transit Administration Programs:

◆ FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

◆ FTA Section 5311 Rural Transit

◆ FTA Section 5339 Capital Funding for Bus and Bus Facilities

State Transportation Programs:

◆ State Rural Mobility Competitive

◆ State Paratransit/Special Needs Competitive for non-profit agencies

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 federal transportation Act, MAP-21, Moving Ahead for Progress in the 21st Century (2012). The Human Services Transportation Plan update helps to identify and support project applications for this funding allocation. C-TRAN works with other transportation agencies and non-profits to decide on use of the Section 5310 funds.

Regional Projects Evaluation and Ranking

State Requirements

The state's grant process requires each RTPO region to rank projects as A, B, C, or D priorities. The number of letter grades each region gets is 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, is able to submit projects.

In 2018, the region is able to submit 6 As, 6 Bs, 5 Cs, and unlimited Ds. The region's ranking counts 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 will be 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 non-profit 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 statewide Consolidated Grants.

Regional partners meet with RTC staff as part of the Accessible Transportation Coalition Initiative's work program to evaluate and rank project proposals. The decision of the ATCI is then taken to the RTC Board of Directors for endorsement of the ranked projects and the project rankings are submitted to WSDOT. .

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:

- ◆ **Address Deficiencies** – Encourage communities to identify and address deficiencies in paratransit/special needs or rural public transportation.

◆ **Provide a Community Benefit** – Assist local areas in determining community benefits and support for paratransit/special needs or rural public transportation.

◆ **Preservation or Enhancement** – Provide funding to preserve or enhance paratransit/special needs or rural public transportation where there is a demonstrated need and measureable benefit.

◆ **Community Connections** – Support a sustainable network of transportation services within and between communities.

◆ **Financial Partnerships** – Establish opportunities for local jurisdictions, regional organization, private sector agencies, state and federal governments, and tribal governments in Washington to work collaboratively. Ensure stakeholders have a voice in project development. Encourage appropriate cost sharing on projects.

◆ **Support Coordination** – Local organizations are required to coordinate services with other transportation providers in their area, as well as other organizations potentially able to use or purchase the services.

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 1980 and 2010 the population of the county increased by 127% from 192,227 to 435,600 and gained an additional 54,137 people between 2010 and 2018. The city of Vancouver is the County's major city with an estimated 2018 population of 183,500. Other cities in Clark County include Camas (2018 population 23,770) and Washougal (2018 population 16,020) in east county and Battle Ground (2018 population 20,890), Ridgefield (2018 population 7,705) and La Center (2018 population 3,320) in north county. These cities have all experienced rapid growth in recent years. 46% of Clark County's population live 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

Clark County, Washington

Stakeholders & Public Participation

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-host Accessible Transportation Coalition Initiative (ATCI) stakeholder meetings, working in close collaboration with Human Services Council and C-TRAN to convene these regular meetings

- ◆ Conduct a public survey of 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, C-TRAN's ADA Task Force 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

At the outset of the Human Services Transportation Plan update process, the following agencies and institutions were contacted by e-mail or telephone and were invited to participate in the development process.

- ACES Action Alliance
- ARC of Clark County
- 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)
- Clark/Vancouver Special Recreation Program
- 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
- Department of Social and Health Services
- Educational Service District (ESD) 112 - Child Care Resource & Referral
- Educational Service District (ESD) 112 - Student Transportation
- Employers Overload
- Evergreen Public Schools
- Fort Vancouver Library
- Free Clinic of SW Washington
- Golden Chariot

- Goodwill Industries Vancouver
- Greater Vancouver Chamber of Commerce
- Hockinson School District
- Human Services Council (HSC)
- Innovative Services
- Innovative Services NW
- Kaiser Permanente
- La Center School District
- Legacy Salmon Creek
- Loaves and Fishes/Meals on Wheels
- Mercy 1 Transportation
- Metropolitan Family Service
- Mid-Columbia Economic Development District
- Mindful Inc.
- Molina Health Care
- 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
- Town of Yacolt
- Trillium Employment Services
- U.S. Department of Veterans Affairs
- Vancouver Cab
- 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

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 continued to meet regularly after its inception. Stakeholders were re-identified and re-contacted at the outset of the 2018 HSTP update process in January 2018. Invitations were extended either by e-mail or by a telephone call from staff of Southwest Washington Regional Transportation Council (RTC), C-TRAN or the Human Services Council. 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 were invited to participate in several forums through local newspapers, The Columbian , Camas Post and Battle Ground Reflector, through CVTV notice and on RTC's website.

The full listing of 2018 HSTP update outreach events and meetings is documented in Appendix A of this document.

Survey of Transportation Needs: Human Services Council

The Human Services Council 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 will help service providers in determining how to best meet those needs. With the 2018 HSTP update, a list of questions was drawn up to solicit feedback from stakeholders (see Appendix A).

Accessible Transportation Coalition Initiative

Since the October 2011 Easter Seals initiative, which created the Accessible Transportation Coalition Initiative (ATCI) in the Southwest Washington region, regular meeting of ATCI have continued. ATCI meetings have convened special transportation needs stakeholders to discuss issues such as how Geographic Information Systems (GIS) can aid human service transportation planning, implementation of the 1-Call/1-Click Transportation Resource Center in the region, formal and informal transportation resources, a special transportation needs survey conducted across RTC's 3 counties, updates on the Clark County Commission on

Aging's transportation issues, WSDOT's statewide Human Services Transportation Plan, mobility issues for the blind, ADA implementation, project updates from Ride Connections and volunteer driver recruitment efforts, and the process and timeline for the 2018 HSTP update, public meetings and community outreach to support the HSTP's development, special transportation needs such as a community vanpool, and project applications for the Consolidated Public Transportation grant program and C-TRAN FTA 5310 funds. In the past 2 years, meetings were held on January 6, April 7, July 7 and October 6, 2017 and on January 5, April 6, July 6 and October 5 in 2018.

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 Human Services Council represents those with special transportation needs. The Accessible Transportation Coalition Initiative and the Regional

Transportation Advisory Committee recommended adoption of the Human Services Transportation Plan at October 2018 meetings, with the RTC Board scheduled to take action to adopt the HSTP update at the November 2018 Board meeting.

Emergency Management

C-TRAN and the Human Services Council 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. A staff member of the Human Services Council has 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. Recent discussions have focused on the needs of these bus drivers to ensure their families are taken care of while they might be out ensuring the safety and evacuation of those with special needs.

Data and Information

This section documents the numbers of people 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 source of the data used in the demographic analysis is 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. In 2010, Clark County's population had grown to 425,363 and by 2018 has reached an estimated 479,500 with 257,080 living in incorporated Clark County and another 222,420 in the unincorporated areas of the County. Table 2 shows 2010 and 2017 population densities for Clark County and cities within the County and Figure 4 shows the density of population in Clark County in 2010.

Table 2: Population Density of Clark County and Cities: 2010 and 2017

Location	Population 2010	2010 Pop/Sq. mile	Population 2017	2017 Pop/Sq. mile
Clark County	425,363	676.2	471,000	748.8
Vancouver	161,791	3,482.6	176,400	3,591.7
Camas	19,355	1,435.0	23,080	1,507.4
Battle Ground	17,571	2,454.4	20,370	2,453.8
Washougal	14,095	2,600.2	15,760	3,079.8
Ridgefield	4,763	672.9	7,235	996.3
La Center	2,800	2,205.4	3,195	1,101.2
Yacolt	1,566	3,1315	1,715	1,584.9
Woodland (part)	83	1,544.5	85	1,341.7

Washington Office of Financial Management

Figure 4: Clark County, Population Density 2010

Population Density, 2010
Clark County, Washington

Persons per Square Mile

- 500 or fewer
- 500 to 1000
- 1000 to 1500
- 1500 to 2500
- 2500 to 4000
- 4000 to 8000
- 8000 or more

Source: 2010 U.S. Census, Summary File 1
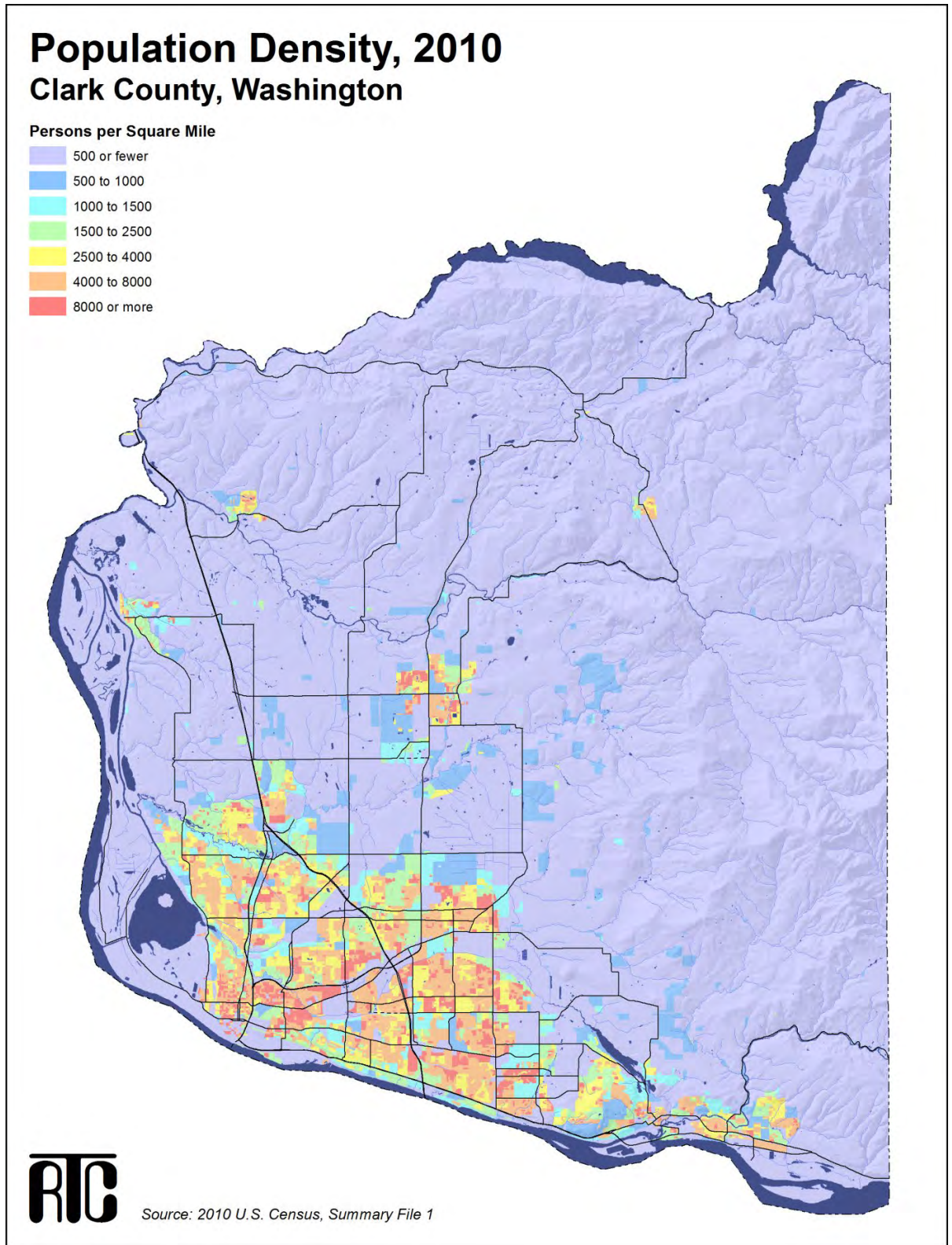
Clark County's Elderly Population

Clark County's population continues to grow as does its aging population. Table 3 below provides Washington Office of Financial Management's forecast of Clark County's population and growth in its aged population *(OFM 2017)*. While the total population is forecast to grow by 51.3% between 2010 and 2040, the population aged 65 and over is forecast to grow by 192.9%, from 48,710 or 11.5% of the County's population in 2010 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 356.2% between 2010 and 2040, from 6,408 to 29,235. Those aged 85 and over are often frail and need help in reaching services they need.

Table 4 shows the 2010 and 2016 populations aged 65 and over for counties and incorporated cities in Clark County and Table 5 shows the 2010 and 2016 populations aged 85 and over. The aged population is distributed throughout the County though concentrated in the City of Vancouver which in 2016 had 14.3% of its population aged 65 years and over and 2.2% of its population aged 85 years and over.

Table 3: Forecast Growth in the Aging Population of Clark County, 2010 to 2040

Clark County	2010		2020		2030		2040	
Total Population	425,363	100%	499,398	100%	576,880	100%	643,551	100%
65+ Years	48,710	11.5%	82,125	16.4%	116,677	20.2%	142,656	22.2%
85+ Years	6,408	1.5%	8,599	1.7%	15,321	2.7%	29,235	4.5%

Washington State Office of Financial Management/2017 Medium Series

Table 4: Elderly Population in Clark County and Cities, Aged 65+ in 2010 and 2016

Location	Population 2010	2010 Population Aged 65+	Percentage of 2010 Population	Population 2016	2016 Population Aged 65+	Percentage of 2016 Population Aged 65+
Clark County	425,363	48,710	11.5%	450,893	61,772	13.7%
Vancouver	161,791	8,453	5.2%	169,982	24,307	14.3%
Camas	19,355	1,693	8.7%	21,393	2,310	10.8%
Battle Ground	17,571	1,388	7.9%	18,987	1,975	10.4%
Washougal	14,095	1,424	10.1%	14,987	1,873	12.5%
Ridgefield	4,763	367	7.7%	6,112	538	8.8%
La Center	2,800	262	9.4%	3,079	271	8.8%
Yacolt	1,566	78	5.0%	1,814	131	7.2%

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

Table 5: Elderly Population in Clark County and Cities, Aged 85+

Location	Population 2010	2010 Population Aged 85+	Percentage of 2010 Population	Population 2016	2016 Population Aged 85+	Percentage of 2016 Population Aged 85+
Clark County	425,363	6,408	1.5%	450,893	6,951	1.5%
Vancouver	161,791	3,092	1.9%	169,982	3,672	2.2%
Camas	19,355	176	0.9%	21,393	224	1.0%
Battle Ground	17,571	192	1.1%	18,987	191	1.0%
Washougal	14,095	179	1.3%	14,987	202	1.3%
Ridgefield	4,763	59	1.2%	6,112	22	0.4%
La Center	2,800	11	0.4%	3,079	4	0.1%
Yacolt	1,566	8	0.5%	1,814	4	0.2%

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

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 6 shows 2016 population numbers aged under 18 for Clark County and its cities. The largest percentage aged under 18 reside in Yacolt at 33.8% of its population. Among Clark County's cities, the City of Vancouver has the largest number aged under 18 with 39,209 young residents.

Table 6: Youth Population in Clark County and Cities, Aged Under 18, 2016

Location	Population 2016	2016 Population Aged Under 18	Percentage of 2016 Population Aged Under 18
Clark County	450,893	113,667	25.2%
Vancouver	169,982	39,209	23.1%
Camas	21,393	6,128	28.6%
Battle Ground	18,987	6,021	31.7%
Washougal	14,987	4,057	27.1%
Ridgefield	6,112	1,980	32.4%
La Center	3,079	967	31.4%
Yacolt	1,814	613	33.8%

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

Population below Poverty

The percentage of population living below the poverty level in Clark County is approximately 10.2 percent. This compares to 15.1 percent of the U.S. population and 12.7 percent of the Washington state population living below the poverty level. The City of Vancouver has 13.5% of its population living in poverty which is lower than both the U.S. percentage but lower than the overall Washington state percentage living below the poverty level.

Table 7 shows the 2010 and 2016 population living below the poverty level for Clark County and its incorporated cities. The data is sourced from the 2010 American Community Survey, 5 year average 2006-2010, and the 2016 American Community Survey, 5 year average 2012-2016. For most cities in Clark County, excepting Battle Ground and La Center, there has been a reduction in the percentage living below the poverty level between 2010 and 2016. In 2010, the USA had just begun recovery from the Great Recession, 2007-2009, whereas by 2016 the nation was experiencing a period of economic vitality.

Figure 5 maps the distribution of the region's low-income populations in 2010, 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 - 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 7: Population Living in Poverty

Location	Population 2010	Population below Poverty Level 2010	Percentage of Population 2010	Population 2016	Population below Poverty Level 2016	Percentage of Population 2016
Clark County	411,321	44,669	10.9%	450,893	45,773	10.2%
Vancouver	158,294	23,426	14.8%	169,982	22,756	13.5%
Camas	18,320	1,177	6.4%	21,393	726	3.4%
Battle Ground	16,270	1,754	10.8%	18,987	2,201	11.7%
Washougal	13,197	1,789	13.6%	14,987	1,359	9.1%
Ridgefield	4,327	382	8.8%	6,112	294	4.8%
La Center	2,634	121	4.6%	3,079	138	4.5%
Yacolt	1,487	104	7.0%	1,814	165	9.2%

US Census, American Community Survey, 5 Year (2012-2016)

Figure 5: Low-Income Population, 2006-2010

Low-Income Population, 2006-2010
Clark County, Washington

Census Tract Percentages
- 24% or more
- 18% to 24%
- 7% to 18%
- 3% to 7%
- 3% or less
- Regional Highway System

Source: 2010 U.S. Census, American Community Survey, 2010, 5-Year Estimates
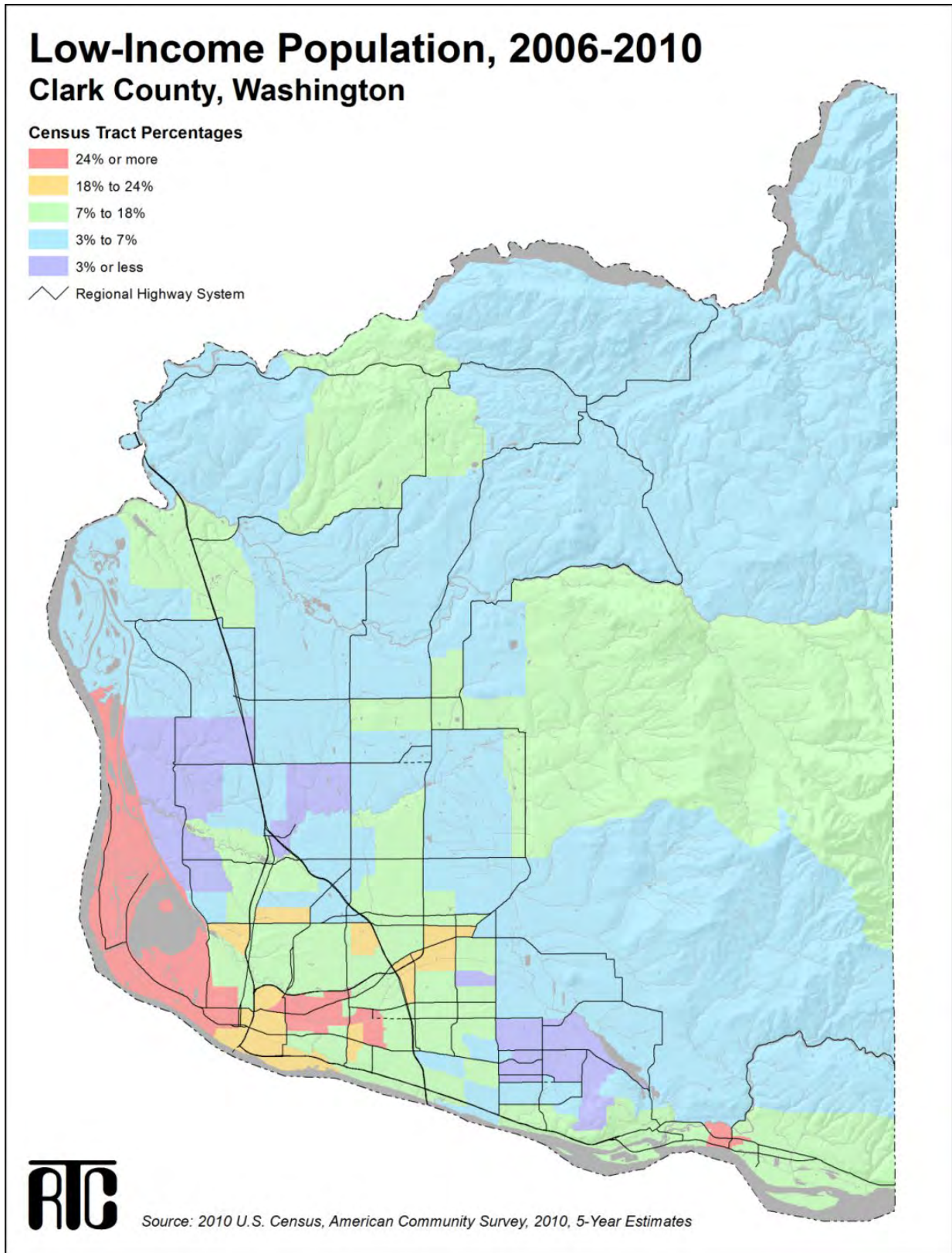
Households with No Vehicle

The proportion of households with no vehicle in Clark County is approximately 4.6 percent. This compares to 9.0 percent of U.S. households and 7.0 percent of Washington State households living with no vehicle. Table 8 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 (2012-2016).

Table 8: Households with No Vehicle

Location	Total Households	Households with No Vehicle	Percentage of Total Households having No Vehicle
Clark County	164,354	7,568	4.6%
Vancouver	67,342	4,778	7.1%
Camas	7,264	201	2.8%
Battle Ground	6,132	303	4.9%
Washougal	5,296	172	3.2%
Ridgefield	1,972	0	0.0%
La Center	1,023	9	0.9%
Yacolt	512	19	3.7%

US Census, American Community Survey, 5 Year (2012-2016)

Persons with Disability

The Human Services Transportation Plan focuses on people with special transportation needs. Table 9 shows the percentage of 2016 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 9 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.

Table 9: Percentage of 2016 Population Aged 5+ with Disability Characteristics, Clark County

Clark County					
Ages	Hearing	Vision	Cognitive	Ambulatory	Self-Care
5 to 17	0.4%	0.7%	4.0%	0.5%	1.0%
18 to 64	2.4%	1.3%	5.3%	4.6%	1.8%
65 and Over	16.2%	5.3%	10.0%	22.3%	8.6%

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

Veterans

Veterans in our community may also have special transportation needs to access services. Table 10 shows the estimated number of Veterans living in Clark County and its incorporated cities in 2016. Data is sourced from the American Community Survey, 5 year average data, 2012-2016.

Table 10: Population with Veterans Status, 2016 (from ACS 5 Year

Location	Population 2016	Veterans Population 2016	Percentage of Veterans 2016
Clark County	450,893	34,137	7.6%
Vancouver	169,982	13,347	7.9%
Camas	21,393	1,344	6.3%
Battle Ground	18,987	1,064	5.6%
Washougal	14,987	1,227	8.2%
Ridgefield	6,112	397	6.5%
La Center	3,079	344	11.2%
Yacolt	1,814	95	5.2%

American Community Survey, 5 Year, 2012-2016

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 of the popular trip destinations are summarized below:

Medical and Assistance Centers

◆ PeaceHealth Southwest Medical Center, 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, 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, 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, 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, a behavioral health clinic at 5501 NE 109th Court, Vancouver and center for mental health at 11801 NE 65th Street, Vancouver.

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

◆ Dialysis centers, throughout the region

◆ 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, at 7700 NE 26th Avenue, Vancouver just south of NE 78th Street.

◆ 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.

◆ A new day center for the homeless is due to open at Fourth Plain and Grand Avenue in Vancouver in fall 2018.

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

◆ Human Services Council, at 120 NE 136th Avenue, Vancouver

◆ 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

◆ Cascade Technical Academy, The Skills Center at 12200 NE 28th Street, Vancouver

Childcare and Children's Facilities

◆ Ellsworth Head Start at 905-943 SE Ellsworth Road, Vancouver.

◆ Educational Opportunities for Children and Families (EOCF) including at 10621 NE Coxley Drive, and 17800 SE Mill Plain Blvd. Vancouver 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

◆ Worksource 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

◆ Charter Communications, 521 NE 136th Avenue, Vancouver 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

- 40 et 8 Bingo, 7607 NE 26th Ave., Vancouver WA

- 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

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. The Human Services Council'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 (see Figure 6). 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 4:30 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 delivered 5.7 million rides in 2017 and C VAN paratransit service provided 245,919 rides in 2017. C-TRAN offers discounted fixed route fares for low income individuals, seniors, youth, and people with disabilities. These fares have eligibility guidelines.

C-TRAN's system includes three transit centers and eight park and ride lots. C-TRAN park and ride facilities provide more than 2,000 parking spaces at the eight locations. C-TRAN maintains approximately 1,080 bus stops, 220 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 6: C-TRAN Service Area
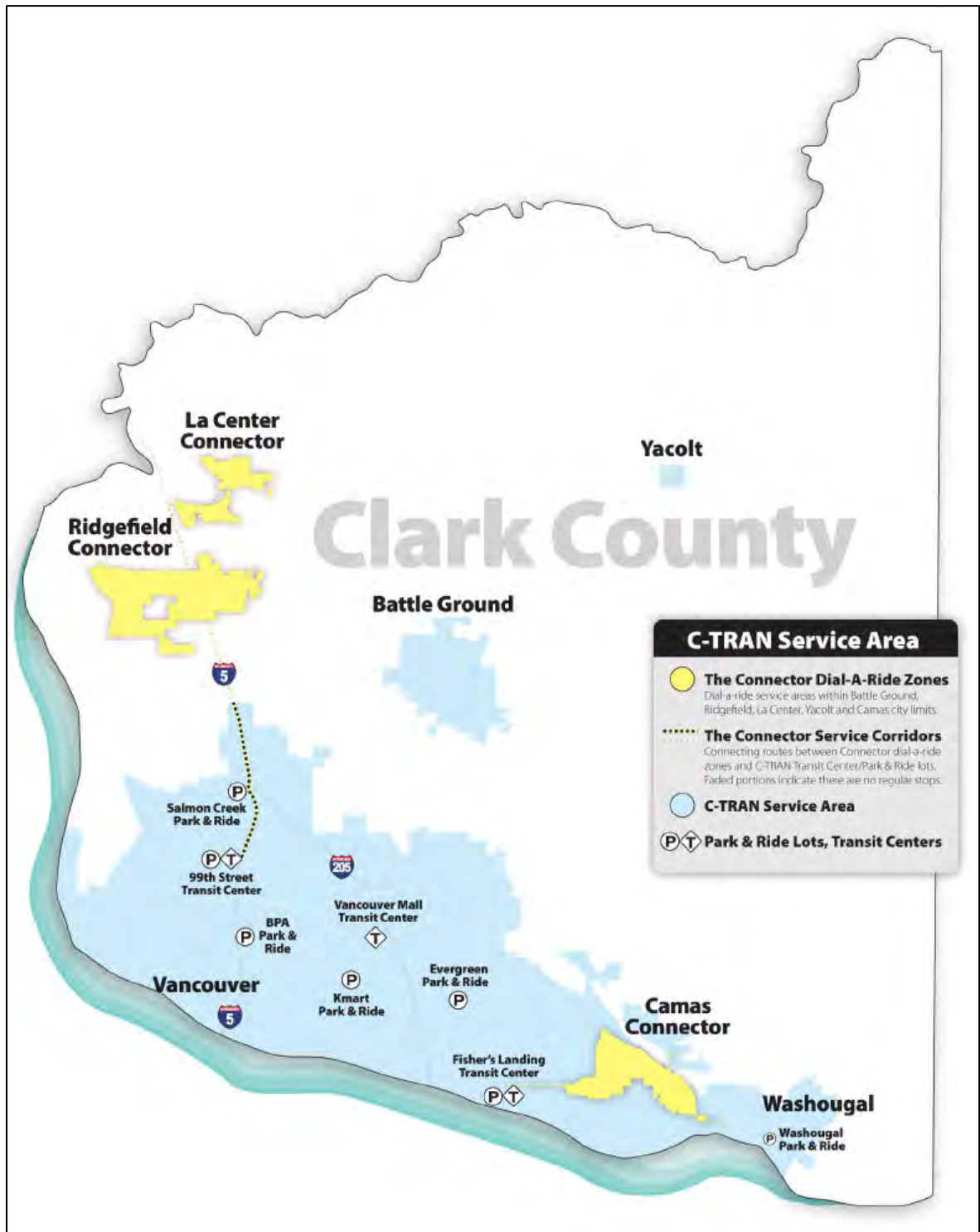
Figure 7: C-TRAN System Map
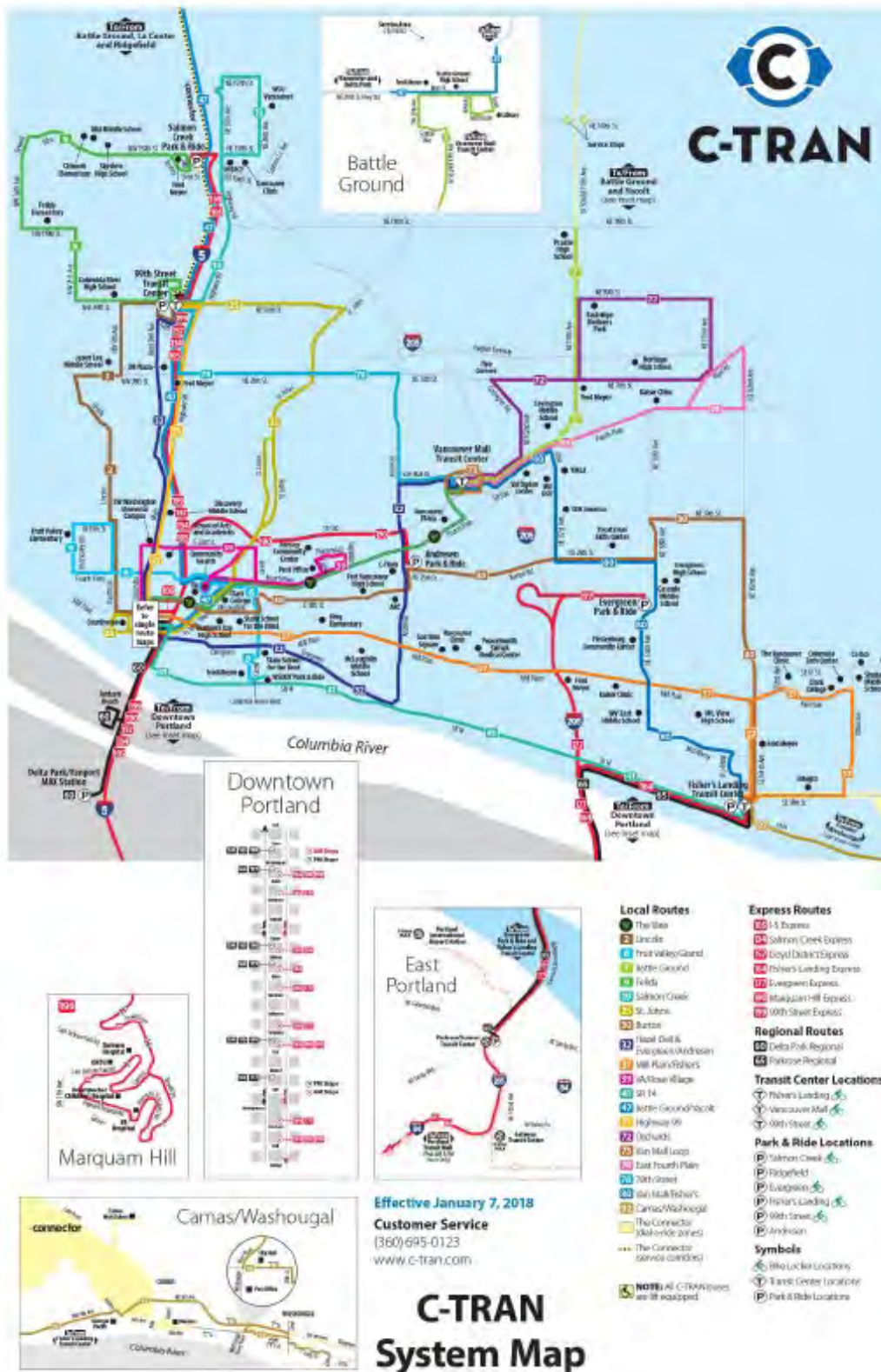
C-VAN Paratransit Service

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-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 11 provides a summary of C-VAN paratransit service hours and ridership for selected years between 2000 and 2017.

Table 11: 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

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

With forecasts of significant growth in 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. 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
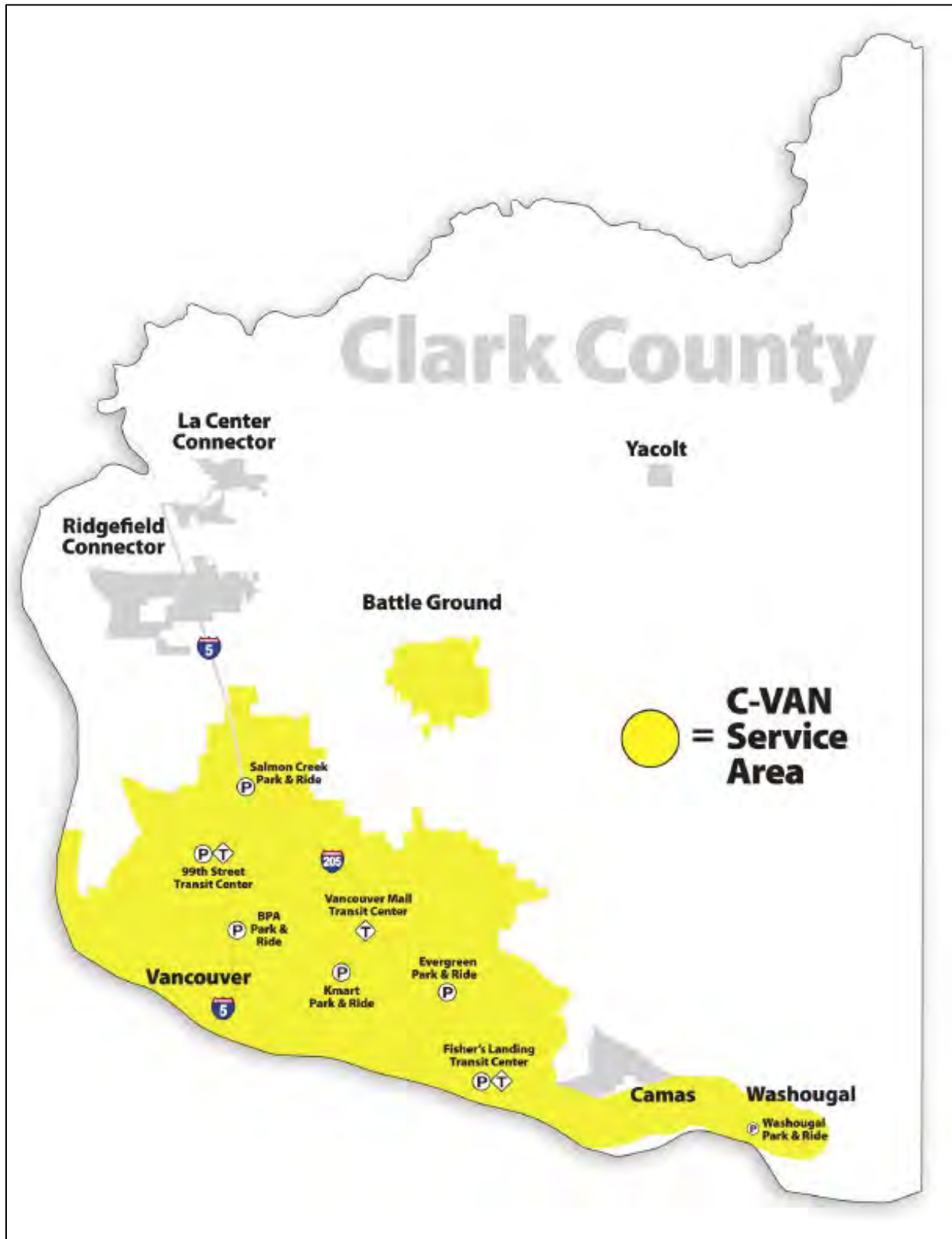
C-TRAN's Travel Training Program

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 helps 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 new federal transportation act, MAP-21, Moving Ahead for Progress in the 21st Century.

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.

Innovative Transit Service: Connector Service

C-TRAN operates general purpose, equally-accessible, dial-a-ride/deviated fixed route services, called [Connectors](#). These routes serve central Camas and the cities of Ridgefield and La Center. Connector service takes standing ride reservations, same day reservations as available, and also boards customers at identified stop locations.

C-TRAN Shopping Shuttle

The shopping shuttle was one of the ADA Taskforce's original recommendations. [C-TRAN's Shopping Shuttle](#) provides residents of Smith Tower, Lewis & Clark, Columbia House and Esther Short Commons apartments direct access to major shopping destinations, twice monthly. In mid-2018, shopping shuttle service was expanded to serve Kirkland Union Plaza, Vista Court Apartments and Van Vista Plaza. 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's Vanpool Program

The [vanpool](#) program was instituted by C-TRAN and has become a highly successful program for helping 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.

Human Services Council: Transportation Brokerage

The Human Services Council 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 this service. Bolt bus service serves the I-

5 corridor. Vancouver residents must access the Bolt Bus 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 Catholic Community Services that operates a volunteer driver program, 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, Safety One Specialty Transport and Mercy 1 Transportation Inc.

Other Transportation Services

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. 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 (December2014, with update planned for released in 2018 and scheduled for adoption in early 2019). 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, creative transportation options must be considered.

Needs, Gaps and Analysis

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, BoltBus service available at stops in Portland and brokered special needs transportation trips through the Human Services Council. 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 now 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.

◆ 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 the Human Services Council'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 HSC 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 homeless.

◆ 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. Innovative Services runs an adult day health care center. 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 the Human Services Council's Employment Transportation program to get to work-related activities including employment, job search and training. With MAP-21 funding program changes, the future of the Job Access and Reverse Commute-type program remains uncertain. 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. The HSC'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. Uber and Lyft services are also growing 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. The Human Services Council 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, the HSC 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 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 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; Catholic Community Services will take clients if they qualify for a program, 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. There are growing numbers of Veterans in our community with growing travel demands. The Human Services Council and 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.

How to Help Fulfill Special Transportation Needs in Clark County:

◆ 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.

◆   More volunteer drivers to provide services.

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

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

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 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.

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

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.

Strategies to Address Regional Needs

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.

Maintain Existing Transportation Services

Maintaining existing transportation services is of paramount importance for the special needs populations. Their choices are already limited so maintaining the services they have, including the Human Services Council'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.

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.

Volunteer and Driver Training Program

By developing a comprehensive volunteer and driver training program, many 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 transit has indicated a difficulty in recruiting drivers for their services. 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. 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.

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 the Human Services Council survey indicate that a significant portion of the population is unaware of the services that are available.

Community Vanpool Program

A community vanpool program can provide 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.

Projects to Address Regional Needs and Implement Recommended Strategies

In the previous Clark County sections of the HSTP, transportation needs and gaps (beginning page 38) are identified and potential strategies to address these regional needs are discussed (beginning page 45). 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 needs and gaps. The project applications from the region are listed in Appendix C of this report.

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 north banks of the Columbia River. The back of this chapter includes maps of both Skamania and Klickitat Counties.

Skamania County is located about 40 miles 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 southern-most part of the county.

Klickitat County is located in south central Washington and 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, and Benton County to the east. The Columbia River forms the southern border. The southernmost portion of the Yakama Indian Reservation extends into northern Klickitat County.

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

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 County's work force commutes outside of their 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 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.

Stakeholders & Public Involvement

Stakeholder and public involvement 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, the transportation services available, and the identification of new solutions. Appendix A includes supplemental information on stakeholder and public outreach. The Stakeholder and Public Involvement process included the following steps:

◆ Identification and contact of stakeholders

◆ Hold stakeholder and public forums

◆ County Transportation Policy Committee meetings

◆ Provide information on the HSTP on RTC's website

Stakeholder Coordination Checklist

At the outset of the Human Services Transportation Plan development, the following agencies and institutions were contacted by e-mail or telephone and were invited to participate in the development process. Also, notices were placed in local newspapers and RTC's website.

- Adult Supported Employment Services
- Aging in the Gorge Alliance
- ARC of Washington State
- Area Agency on Aging & Disabilities of SW Washington
- Bethel Shalom Apartments White Salmon
- Bethel United Church of Christ
- Blue Mountain Action Council
- Centerville School District
- Central Washington Comprehensive Mental Health
- City of Bingen
- City of Goldendale
- City of North Bonneville
- City of Stevenson
- City of White Salmon

- Clark College
- Columbia Gorge Community College
- Columbia Gorge Rail to Trail
- Community Enrichment for Klickitat County
- Custom Interface
- Department of Social and Health Services
- Educational Service District #112
- Fort Vancouver Regional Library
- Goldendale Chamber of Commerce
- Goldendale School District
- Home and Community Services
- Human Services Council
- ICE Innovative Composite Engineers
- Insitu
- Klickitat/Skamania Community Health Network
- Klickitat County Commissioners
- Klickitat County – Adult Probation
- Klickitat County Health Department
- Klickitat County Senior Advisory Committee
- Klickitat County Senior Services
- Klickitat Lyle Substance Abuse Coalition
- Klickitat School District
- Klickitat Valley Health
- Klickitat Valley Hospital
- Lyle Activity Center
- Lyle School District
- Mid-Columbia Economic Development District
- Mid-Columbia Head Start
- Mid-Columbia Housing Authority
- Mid-Columbia Center for Living
- Mill A School District
- Mt. Adams Chamber of Commerce
- Mt. Adams Transportation
- Mt. Pleasant School District
- Next Door, Inc.
- Northshore Medical Group
- One Community Health
- Pacific Education Institute
- People for People
- Rock Cove Assisted Living
- Roosevelt School District

- SDS Lumber
- Sea Mar Community Health
- Skamania County Chamber
- Skamania County Commissioners
- Skamania County Council on Domestic violence and Sexual Assult
- Skamania County Economic Development Council
- Skamania County Health Department
- Skamania County Senior Services
- Skamania Klickitat Community Network
- Skamania School District #2
- Skyline Hospital
- Stevenson Carson School District
- Southwest Washington Agency on Aging & Disability
- Southwest Washington STEM Network
- Tribal Representative- Yakama Nation
- Trout Lake School District
- Washington Gorge Action Program
- Washington State Department of Transportation
- Washington State University
- White Salmon Valley School District
- Wishram School District
- Worksource Columbia Gorge
- Zepher

Stakeholders and Public Forums

As part of the Human Services Transportation Plan development, over 70 agencies and organizations were contacted and invited to participate in a stakeholder meeting or provide comments. In addition, stakeholders and citizens were invited to participate in several forums.

Three Open Houses were held in the region between May 30th and June 19th and over 30 stakeholders and citizens participated. At each meeting, there was opportunity for participants to discuss current services, additional needs, and ideas for improving current services.

Human Services Council Survey

In 2014, the Human Services Council conducted a transportation needs assessment for both Skamania and Klickitat Counties. The survey provides additional information on transportation challenges experienced by residents in the region.

Skamania and Klickitat County Transportation Policy Committee

The development of the HSTP was also discussed at meetings of the Skamania and Klickitat County Transportation Policy Committees. Participants on the Transportation Policy Committees include WSDOT, Counties, Cities, and Ports. The Transportation Policy Committees recommended adoption of the draft Human Service Transportation Plan at their October 2018 meeting, with the RTC Board scheduled to take action at their November 2018 meeting.

Emergency Management

Public transportation plays a key role in disaster preparedness, response, and recovery. In response, Skamania County and Klickitat County have each adopted a County Emergency Management Plan. As part of these plans, Skamania County Senior Services and Mt. 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.

Data and Information

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.

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

The source of the data used in the analysis is the Washington State Office of Financial Management (OFM), US Census, and American Community Survey (ACS).

For purpose of this chapter, maps showing data were not used. Due to large Census 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. Table 12 and 13 demonstrates the 2017 population densities for counties and incorporated cities in both Skamania and Klickitat Counties:

Table 12: Skamania County Population Density

Location	2017 Population	Pop/Sq. mile
Skamania County	11,690	7
North Bonneville	1,010	421
Stevenson	1,560	955

Office of Financial Management

Table 13: Klickitat County Population Density

Location	2017 Population	Pop/Sq. mile
Klickitat County	21,660	12
Bingen	735	1,185
Goldendale	3,490	1,401
White Salmon	2,480	960

Office of Financial Management

Elderly Population

Approximately 20.8 percent of Skamania County population and 24.8 percent of Klickitat County population is age 65 and over. This compares to 15.6 percent of the U.S. population and 15.1 percent of the Washington State population are age 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 a population at age 65 and over. Of special concern are those aged 85 and over, who are often frail and need help in reaching services they may need.

Table 14 and 15 demonstrates the 2017 Census for counties or American Community Survey for cities of population age 65 and over:

Table 14: Skamania County Elderly Population

Location	Age 65+	Percentage
Skamania County	2,431	20.1%
North Bonneville	141	18.6%
Stevenson	224	15.9%

U.S Census/ American Community Survey

Table 15: Klickitat County Elderly Population

Location	Age 65+	Percentage
Klickitat County	5,375	24.8%
Bingen	86	11.7%
Goldendale	743	21.3%
White Salmon	508	20.5%

US Census/ American Community Survey

Table 16 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 by 24% between 2010 and 2040, the population aged 65 and over is forecast to grow by 157%, from 1,596 or 14% of the County's population in 2010 to 4,103 or 30% of the population by 2040. Those aged 85 and over are forecast to grow by 229% between 2010 and 2040, from 151 to 878.

Table 16: Forecast Growth in the Aging Population of Skamania County, 2010 to 2040

Skamania County	2010		2017		2040	
Total Population	11,066	100%	11,690	100%	13,704	100%
65+ Years	1,596	14.4%	2,431	20.8%	4,103	29.9%
85+ Years	151	1.4%	267	2.3%	878	6.4%

Washington Office of Financial Management

Table 17 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% between 2010 and 2040, the population aged 65 and over is forecast to grow by 106%, from 3,625 or 18% of the County's population in 2010 to 7,451 or 34% of the population by 2040. Those aged 85 and over are forecast to grow by 440% between 2010 and 2040, from 352 to 1,900.

Table 17: Forecast Growth in the aging population of Klickitat County, 2010 to 2040

Klickitat County	2010		2017		2040	
Total Population	20,318	100%	21,660	100%	21,929	100%
65+ Years	3,625	17.8%	5,375	24.8%	7,451	34.0%
85+ Years	352	1.7%	578	2.7%	1,900	8.7%

American Community Survey

Youth Population

For the purposes of this planning effort, youth is defined as persons under 18 years of age. In 2017 approximately 18.8 percent of Skamania County population and 19.7 percent of Klickitat County population was under 18 years of age. This compares to 22.6 percent of the U.S. population and 22.2 percent of the Washington State population that are under 18 years of age. Since 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.

Table 18 below shows the youth breakdown by count compared to state and national averages.

Table 18: Youth Population

Location	Youth Population	Percentage
U.S.	73,655,378	22.6%
Washington State	1,645,816	22.2%
Skamania County	2,223	18.8%
Klickitat County	4,288	19.7%

U.S Census

Population below Poverty

The portion of population living below the poverty level in Skamania County and Klickitat County are approximately 14.3 percent and 15.7 percent respectively. This compares to 15.1 percent of the U.S. population and 12.7 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 average.

Table 19 demonstrates how the population below the poverty rate has changed over the last 20 years. Both Skamania and Klickitat County remain above the State average for poverty rates. Klickitat County has also remained above the national poverty rate.

Table 19: Population below Poverty

Location	1999	2007-11	2012-16
U.S.	9.2%	14.3%	15.1%
Washington State	10.6%	12.5%	12.7%
Skamania County	13.1%	11.1%	14.3%
Klickitat County	17.0%	18.6%	15.7%

American Community Survey

Table 20 demonstrates how poverty rate has changed for those less than 18 years of age. Both Skamania and Klickitat County remain well above the State average for children above the poverty rate. Klickitat County has also remained above the national rate, with almost a quarter of the children living in poverty.

Table 20: Children Population below Poverty

Location	1999	2007-11	2012-16
U.S.	13.6%	20.0%	21.2%
Washington State	15.0%	16.5%	16.5%
Skamania County	19.0%	10.3%	18.5%
Klickitat County	23.1%	32.2%	23.3%

US Census, American Community Survey

Households with No Vehicle

The portion of households with no vehicle in Skamania County and Klickitat County are approximately 5.9 percent and 3.6 percent respectively. This compares to 9.0 percent of the U.S. population and 7.0 percent of the 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 2010 Census, the highest concentrations of households with no vehicle are located in the cities within each county.

Table 21 demonstrates the 2016 households with no vehicle.

Table 21: Household with no Vehicle

Location	Households	Percentage
U.S.	10,562,847	9.0%
Washington State	188,807	7.0%
Skamania County	271	5.9%
Klickitat County	294	3.6%

American Community Survey

Persons with Disability

The portion of population with disabilities in Skamania County and Klickitat County are approximately 14.8 percent and 19.0 percent respectively. This compares to 12.5 percent of the U.S. population and 12.8 percent of the Washington State population with disabilities. Both Skamania and Klickitat County have a higher percentage of population with disability compared to the national and state average. However, approximately one-third of those 65 years old and above live with a disability. Table 22 and 23 demonstrates the population with a disability for both the total population and for those over 65 years of age.

Table 22: Persons with Disability

Location	Persons with Disability	Percentage
U.S.	39,272,529	12.5%
Washington State	889,964	12.8%

Location	Persons with Disability	Percentage
Skamania County	1,668	14.8%
Klickitat County	3,974	19.0%

American Community Survey

Table 23: Age 65+ Persons with Disability

Location	Persons with Disability	Percentage
U.S.	16,042,261	35.7%
Washington State	352,040	36.2%
Skamania County	654	33.8%
Klickitat County	1,595	36.3%

American Community Survey

Veteran Population

Approximately 1,288 and 2,087 veterans lived in Skamania County and Klickitat County respectively during the 2012 to 2016 period. The population of veterans made up 13.2% of the region's total population 18 years and over. This percentage of veterans is significantly higher than the Washington State average of 10.2% and national average of 8.0%. Table 24 demonstrates the 2012-16 veteran population.

Table 24: Veterans

Location	Veterans Population	Percentage
U.S.	19,535,341	8.0%
Washington State	552,863	10.2%
Skamania County	1,288	14.4%
Klickitat County	2,087	12.5%

American Community Survey

Common Origins

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.

Major Destinations

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

Hospital and Clinics

◆ Klickitat Valley Hospital and Clinics – Goldendale, WA

◆ Skyline Hospital – 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 – The Dalles, OR

◆ Comprehensive Mental Health – White Salmon/Goldendale, WA

◆ Dialysis – Hood River/The Dalles, OR

◆ VA and OHSU – Portland, OR

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 – Bingen, 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

- DSHS – Goldendale/White Salmon, WA

- Simcoe Manor Apartments – Goldendale, WA

- Bethel Shalom Apartments – White Salmon, WA

- 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

- Food Banks – Stevenson/Bingen/Goldendale, WA

- Foster Homes – Located throughout the region

- Churches – Located throughout the region

Existing Transportation Services

Since the last Human Services Transportation Plan (2014) 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.

The most significant change in transportation services just began in September 2018, with the addition of two fixed routes in Klickitat County. Between 7 a.m. and 7 p.m., Monday through Friday, fixed route service was added between White Salmon/Bingen, Washington to Hood River, Oregon and Goldendale, Washington to The Dalles, Oregon. In Addition, ODOT recently added a daily Columbia Gorge Express which operates between Portland to Hood River along I-84 in Oregon.

This section lists the transportation providers in or near the Skamania County and Klickitat County area. While there are a few other non-profit 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 Senior Services is a county department established to meet a broad range of the needs of older residents of the county. It first began providing transportation to its clients in 1970. In 1990, transportation services were extended to Medicaid recipients. The dial-a-ride service was expanded to meet the needs of the general public in 1995. In 2004, the county began operation of a weekday deviated fixed route service between Skamania County and Clark County (West End Transit Service). Skamania County Senior Services also provides seasonal shuttle service to Dog Mountain on the weekends.

In 2017, Skamania County provided a total of 21,047 trips (14,020 trips on dial-a-ride, 4,523 trips on the West End Transit service, 2,295 trips on the Dog Mountain Shuttle, and 209 trips on weekend service).

Mount Adams Transportation Services

Mount Adams Transportation Service is operated by Klickitat County Senior Services, a county department. Klickitat County Senior Services first began providing transportation to its clients in 1978. In 1988, transportation services were extended to Medicaid recipients. The dial-a-ride service was expanded to meet the needs of the general public in 1995 and became known as Mount Adams Transportation Services. Mt. Adams Transportation serves all areas of Klickitat County, and beginning in September 2018 has regular fixed route service to The Dalles, Oregon and Hood River, Oregon. In 2017, Mt. Adams Transportation provided a total of 15,764 trips.

Mount Adams Transportation Service is funded through state and federal grants, United Way grants, contracted services, and county support of in-kind and solid waste revenues.

Pupil Transportation

Pupil Transportations 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.

Human Services Council

The Human Services Council is a non-profit corporation established in 1957. The agency doesn't actually provide transportation rides, but coordinates the delivery of transportation services including medical trips. Trips are then scheduled through local providers such as Skamania Senior Services and Mount Adams Transportation Services.

The Human Service Council has implemented a "One Call/One Click" call center: http://www.tripresourcecenter.org/. This website helps people find transit and human services transportation resources, as well as learn more about the resources that are available in their local communities.

Public/Private Providers

There are also a number of small public or private providers that provide limited transportation services in the region. This would include agencies such as Catholic Community Services, tribal transportation, Veterans Transportation, private taxi companies, Blue Star Shuttle Services, private facility vans, and others. 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. This would include 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.

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.

In addition to local providers, the Oregon Department of transportation funds the Columbia Gorge Express which provides bus transit service along I-84 in Oregon with stops in Hood River, Cascade Locks, Multnomah Falls, Rooster Rock State Park, and Gateway Transit Center in Portland.

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, RideshareOnline, and others. In addition, there are 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 Service Transportation Plan, many accomplishments have been made. There are many examples of ongoing coordination of transportation services and activities within the region. The following describes many of these accomplishments.

Gorge TransLink

Program accomplishments include a new Portland to The Dalles Gorge Commuter bus service, Annual Employer Pass program, adoption of a regional mobile ticket platform (HopThru), coordinated regional fix routes, Hood River Bridge Transit fare exemption, congestion and safety mitigation transit program on SR-14 in Skamania County, Organization of GTFS storage for both Skamania and Klickitat Counties, eastern Klickitat County employer transportation solution study, and more.

Skamania County Dog Mountain Shuttle

The Dog Mountain hike, with spectacular view and spring wildflowers, is an extremely popular hike. Unfortunately, that means the Dog Mountain parking lot off SR-14 is usually full on weekends. To accommodate the high demand, Skamania Senior Service has worked with U.S. Forest service and others to provide weekend transit to the Dog Mountain trailhead from mid-April to mid-June. In 2017, the Dog Mountain Shuttle provided 2,295 trips to this popular hike.

Bi-State Klickitat County Fixed Route Service

Beginning in September 2018, Mt. Adams Transportation Service will provide fixed bus routes that go from White Salmon to Bingen to Hood River and Goldendale to The Dalles. Buses will run from 7 a.m. to 7 p.m., Monday-Friday. These new bus routes will connect riders with fixed route transit service in both Hood River and The Dalles. In addition, the Hood River route will provide access to the Columbia Gorge Express which provides transit service into Portland, Oregon. These routes will increases access to employment, medical services, education, shopping, and other services.

Technology

In the last few years, the region has made incremental investment in technology to enhance the operations of existing transportation services. This has included updated communication hardware, mobile ticketing, computer aided dispatch software, and other technology based improvements. These enhancements should lead to more efficient use of existing resources.

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 to 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 2018 Regional Transportation Plan describes the regional transportation service and provides a strategy for future public transit improvements. These regional strategies include:

- Maintain and preserve the existing transportation system.

- Support transit system improvements.

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

Needs Gaps and Analysis

This section of the Human Services Transportation Plan examines the unmet need for transportation services in Skamania and Klickitat Counties. The analysis addresses not only the demand for service 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 examination of the demographics and existing service. This resulted in the identification of service gaps.

Existing Service Coverage

All of Skamania County and Klickitat County are covered by general public transit service. Skamania County Senior Services and Mt. Adams Transportation Services are county departments and provide public transit service throughout their

respective county. Due to long-distance and remote access both counties have areas that are difficult to serve. Often these agencies must rely on volunteer drivers to serve some of these difficult to reach areas.

Identified Issues

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

◆ Need to maintain and preserve existing transit service

◆ Return of mid-day service on the Skamania County West End Transit service

◆ Access to neighboring counties

◆ Enhanced transit service to employment and educational opportunities

◆ Access to pharmacies accepting Medicaid in Goldendale and outlying Klickitat County

◆ Public awareness of existing transit services

◆ Improved bi-state connections to the Columbia Gorge Express

◆ Targeted youth transportation

◆ Limited Medicaid eligibility (some trips not covered)

◆ More efficient method to schedule Medicaid transportation trips

◆ Transit need is greater than available service

◆ Rural land use pattern (dispersed locations)

◆ Transportation cost increases and limited funding available

The major unmet needs are:

◆ More volunteer drivers to provide additional services.

◆ Replacement and expansion transit vehicles.

◆ Additional Public Transit Service: Additional morning, evening, and weekend service.

◆ Additional transit service for education and employment needs.

◆ Expanded transportation service for youth.

◆ Regular public transit service to neighboring counties. (The most significant gap is between Skamania and Klickitat counties and mid-day service between Skamania and Clark counties)

◆ Additional transit facilities (Park-n-Rides, shelters, benches, etc.).

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

◆ Additional use of intelligent transportation solutions to improve the efficiency of existing public transit service.

Technology

The application of advanced technologies can assist transit providers by making their operations more efficient, safe, and attractive. The barriers to implementing ITS solutions in rural areas are cost and staff availability to implement solutions. Currently, there is limited use of advanced technologies among the transit providers in the Skamania and Klickitat Region. The following ITS solutions could be considered for implementation by providers in the region:

◆ 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.

◆ 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. A region-wide telephone call center would have access to databases that include information about transportation options in the region. A customer can call and receive assistance from a live customer service representative.

◆ 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.

◆   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. The recently implemented HopThru Application will hopefully serve part of this need.

Coordinated Approach to a Regional Challenge

The Human Service Transportation Plan for Skamania County outlines a range of strategies that address the public transportation needs of those with disabilities, low-income, 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 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 population. In addition, the program is more likely to succeed through multiple agencies working towards a common goal.

Strategies to Address Regional Needs

This section identifies a number of strategies that address the area-wide 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 deviated fixed route service 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.

The Skamania West End Transit Service should be maintained and return to three round trips per day (morning, midday, evening). The new White Salmon to Bingen to Hood River and Goldendale to The Dalles service is needed to provide critical service to disabled, elderly, low-income, and general populations.

Replace and Expand Transit Fleet

Replacement and expansion of transit fleet is needed to maintain existing service. High mileage, unreliable, and old vehicles need to be replaced before vehicles place a hardship and stress on the current transit service.

Intelligent Transportation Systems

The application of advanced technologies can assist transit providers by making their operations more efficient, safe, and attractive. Types of systems include computer aided dispatch, automatic vehicle location, and traveler information system.

Gorge TransLink

Continue 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.

Mobility Manager

The Gorge area mobility manager's role continues to help identify community transportation options and works with community partners to coordinate individual transportation solutions for those with disabilities, low-income, and elderly populations.

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.

Stevenson to Bingen Route

The Stakeholders and a transit survey have identified Stevenson to Bingen as a needed service. A deviated route service connecting with Stevenson, Bingen, and White Salmon would provide access to Mt. Adams Hood River service and provide significant mobility to disabled, elderly, low-income, and general populations.

Mid-Day Service Skamania County to Clark County

Citizens and Stakeholders have indicated the need to return the mid-day service on the West End Transit route, which was discontinued in 2012 due to Skamania County budget reduction. The return of this mid-day service, in addition to the morning and evening service would enhance mobility to disabled, elderly, low-income, and general populations.

Additional Transit Service and Hours

To give the elderly and disabled more mobility to meet needs, additional dial-a-ride service is needed. This additional service will provide additional opportunities for those that depend on transit. This additional in-county demand-responsive service would include additional service during weekdays and weekends.

Transit Facilities and Amenities

Additional park-and-rides, transit shelters, and other amenities would attract additional riders to the existing system and provide more visibility to public transit services.

Outreach and Education

Expanded outreach and education is needed to inform the public of the mobility options that are provided 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. Responses to the Human Services Council's 2014 transportation survey indicated that a significant portion of the population is unaware of the services that are available.

Targeted Employment, Education, and Youth Service

Programs and services should be developed to provide transportation options for employment, education, and youth. This could include an after school youth bus, van pool program, and more.

Inter-County Transit Routes

Additional deviated fixed route service between counties is needed to improve mobility for disabled, elderly, low-income, and general populations. Such service could also be designed to meet employment and educational needs.

Figure 9: Skamania County Map
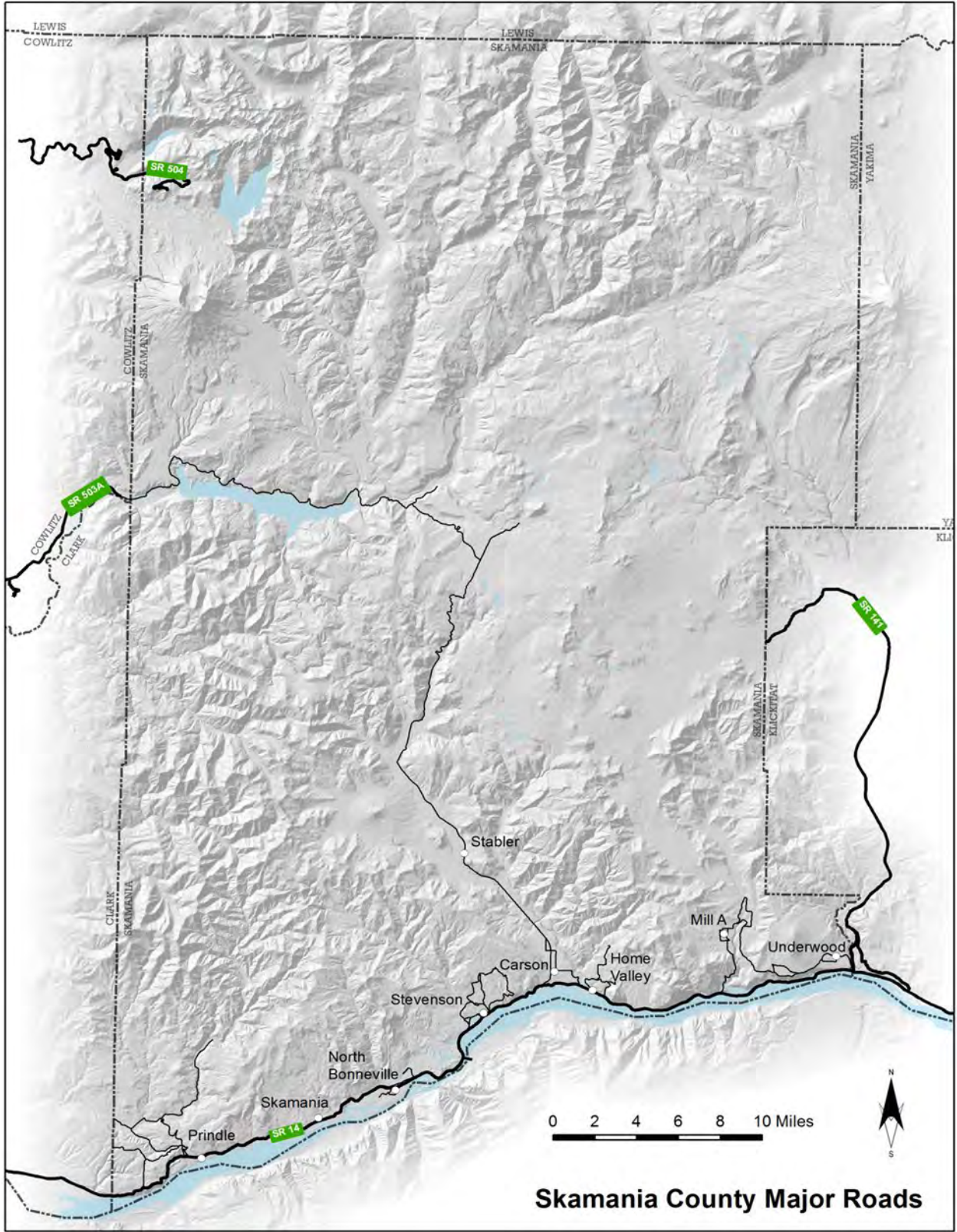
Skamania County Major Roads

Figure 10: Klickitat County Map

Klickitat County Major Roads
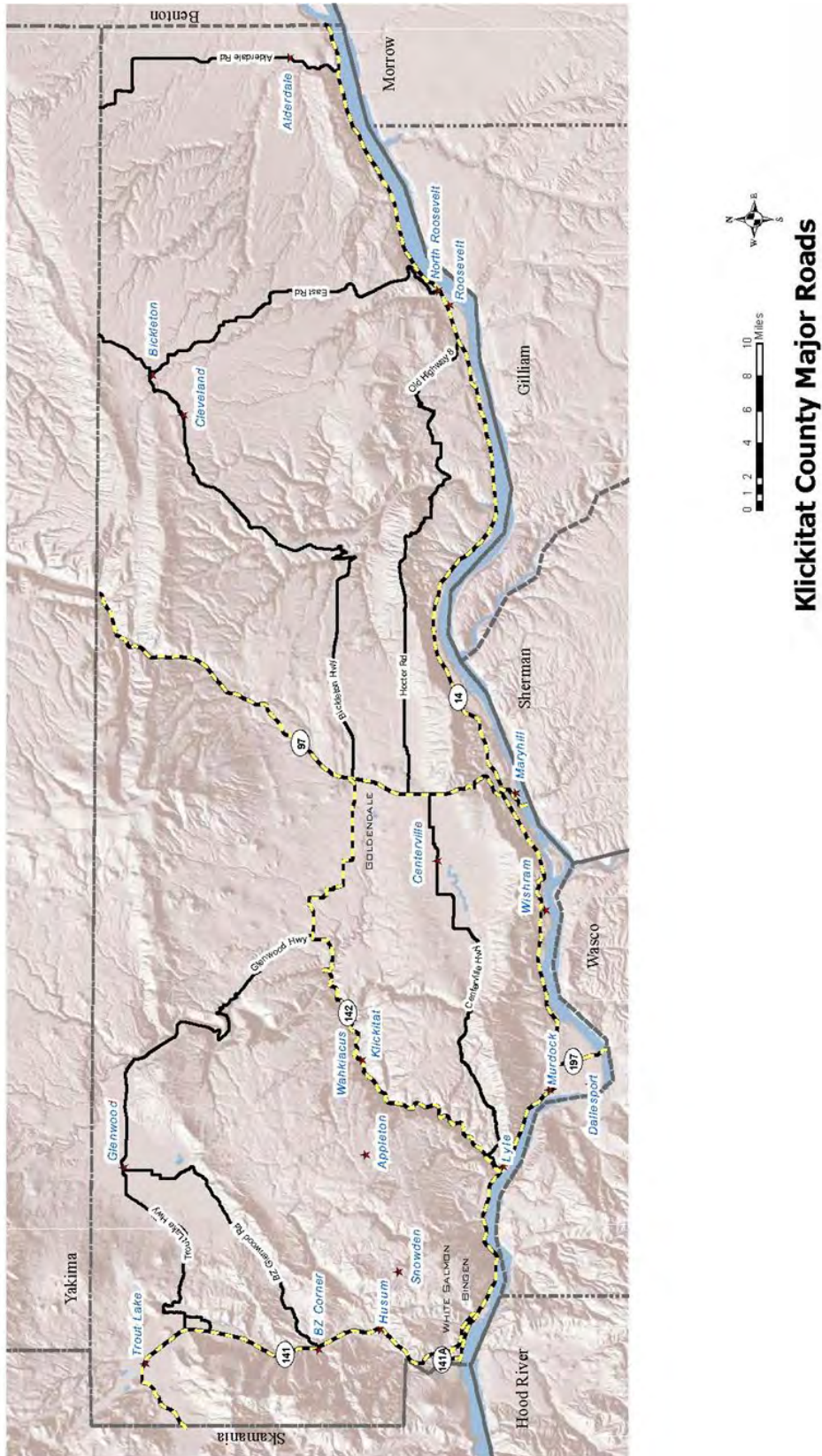
Appendices

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 Human Services Transportation Plan. Over 100 stakeholders were contacted in the three County region. Chapter 2 and 3 discuss the range of stakeholders that were contacted.

Meeting Summaries

RTC Board of Directors

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

Attendance: Board comprised of 14 RTC Directors and 15 State Legislators and audience of between 20 and 40 citizens.

◆   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, Human Services Council, Port districts, Metro and Oregon Department of Transportation). HSTP presentations were provided in January 2017, September 2017, April 2018, and November 2018.

Regional Transportation Advisory Committee (Clark County)

Committee meets every month

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, Human Services Council, Port districts, Metro and Oregon Department of Transportation). HSTP updates were provided in August 2017, and October 2018.

Skamania County Transportation Policy Committee

Committee meets every other month

Attendance: 6-10

◆ Included updates on the development of the Human Services Transportation Plan with Skamania County partner Agencies (WSDOT, Skamania County, City of Stevenson, Port of Skamania, and City of North Bonneville).

Klickitat County Transportation Policy Committee

Committee meets every other month

Attendance: 6-10

◆ Included update on the development of the Human Services Transportation Plan with Klickitat County Partners (WSDOT, Klickitat County, Port of Klickitat, City of White Salmon, City of Bingen, City of Goldendale).

Accessible Transportation Coalition Initiative (ATCI)

Since its inception with an Easter Seals initiative in October 2011, the ATCI meets on a quarterly basis In the past 2 years, meetings were held on January 6, April 7, July 7 and October 6, 2017 and on January 5, April 6, July 6 and October 5 in 2018. Additional ATCI sub-group meetings were held to work on specific HSTP update and stakeholder outreach issues.

Attendance: averages about 14 from a diverse range of stakeholders from the region covered by the Human Services Council including Clark, Skamania, Klickitat, Cowlitz and Wahkiakum counties.

Major themes discussed:

◆   "1-Call, 1 Click" transportation center (1/1 TRC)

◆   Database of formal and informal transportation services.

◆   Special transportation needs to be documented in the updated HSTP.

◆   Programs funded by FTA Section 5310: Mobility Management, Reserve-a-Ride and Volunteer Driver Project

◆   Use of evolving and enhanced technology for dispatching, wayfinding etc.

◆   Taking services out to the special needs populations.

◆   Coordination between agencies.

◆   Veterans transportation needs.

A sub-group of the ATCI with RTC, Human Services Council and C-TRAN representatives, met to organize stakeholder outreach events for the 2018 HSTP update.

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?

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 generally need to get to?

    o   Services (medical, shopping, etc.)

    o   Geographical areas (neighborhoods)

    o   Recreation

4. What transportation currently works for you?

    o   what needs enhancement?

    o   What methods of transportation do you use?

HSTP 2018 update outreach meetings are listed below:

Developmental Disabilities Advisory Board

March 7, 2018

Attendance: 20+/-, publicized on Clark County's website

Major Issues Identified:

◆   Transportation needs of those with developmental disabilities, especially travel to work or volunteer opportunities.

◆   Need to improve sidewalks for safety and for access to transit. Discussion of challenges faced by those with jobs in the rural area where there are no sidewalks.

◆   Support for C-TRAN's travel trainer program.

◆   Support for volunteer driver programs.

Clark County Aging and Disability Resource Network hosted by the Area Agency on Aging & Disabilities of Southwest Washington

March 9, 2018 at Trinity Lutheran Church, Vancouver

Attendance: 40+/-

Major Issues Identified:

◆   Cost of transportation services for the aged and those with disabilities.

◆   Growing numbers living with dementia post particular transportation challenges.

◆   Support for C-TRAN's travel trainer and travel ambassador programs.

◆   Support for volunteer driver programs.

HSTP Meeting hosted by Accessible Transportation Coalition Initiative

March 21, 2018, at Public Service Center

Attendance: 25 +/- and recorded by CVTV for a wider audience

Major Issues Identified:

◆   Discussion of limited transportation options for those living outside the C-TRAN service area.

◆   Clark County has a rapidly growing population so residents expect C-TRAN to review and expand its service area as the population grows.

◆   Ensure safety and security of transportation services for vulnerable populations.

◆   C-VAN paratransit eligibility.

HSTP Meeting hosted by Accessible Transportation Coalition Initiative

March 28, 2018, at Rose Besserman Room, Fisher's Landing Transit Center, Vancouver

Attendance: 25 +/-

Major Issues Identified:

◆ Transportation needs of the homeless. Getting the homeless to the services they need such as food banks, employment opportunities, the new day center opening at Fourth Plain and Grand. Take services to the homeless, such as trailer shower facilities, such as those provided by the nonprofit Food with Friends.

◆ Get information out to residents of Clark County e.g. ensure people know where to go for services e.g. re-location of Salvation Army services.

◆ 1-Call, 1-Click: 1/1 Trip Resource Center.

C-TRAN Citizens' Advisory Committee

March 28, 2018 at C-TRAN HQ

Attendance: <u>15 CAC Members</u> and 4 C-TRAN staff, publicized on C-TRAN's website.

Major Issues Identified:

◆ It is important for the community and elected officials to understand there are people with special transportation needs in the community who are unable to drive themselves. They are dependent on transit and special transportation services.

◆ Student transportation needs – there was discussion of bus scheduling and need for coordination with school times especially where a school is located on bus routes with infrequent service. Also, need to coordinate with timing of after-school activities so transit buses can serve the student participants.

◆ Need for later bus service to areas throughout Clark County e.g. Special Olympics participants cannot get home using fixed route transit.

◆ Bring more transit service to rural areas.

Vancouver Neighborhood Traffic Safety Alliance

April 17, 2018

Attendance: 20

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

Hegewald Center, Stevenson, Skamania County

May 30, 2018

Major Issues/Needs Identified in Skamania County:

◆   Keep existing transit service

◆   Keep existing dial-a-ride service

◆   Restore the midday run of the West End Transit (WET)

◆   Provide connection to the east (to Bingen)

◆   Employment transportation, especially for the disabled

◆   Gorge Loop transit service

◆   More service; later and at weekends

◆   More efficient method to schedule Medicaid transportation trips

◆   Connection to the Portland to Hood River, Oregon transit route

White Salmon Open House   ### Goldendale Open House

June 13, 2018   June 19, 2018

Major Issues/Needs Identified in Klickitat County:

◆   Bingen/White Salmon to Goldendale transit service

◆   Bingen to Stevenson transit service

◆   Transit service to/from Lyle

◆   Employment access for agriculture in eastern Klickitat County

◆   Portland airport shuttle

◆   Weekend recreational access to trail heads

◆   Shuttle between state parks and points of interest

◆   Youth access to employment and activities

◆   Improved active transportation for health

◆   Access to pharmacies from Goldendale

Southwest Washington Healthy Living Collaborative/Southwest Washington Accountable Community of Health (SWACH)

July 26, 2018

Attendance: 40 /-

The Healthy Living Collaborative (HLC) is a core component of the Southwest Washington Accountable Community of Health (SWACH). HLC focuses on policy, systems and environmental change to improve health and wellness, strengthen families, neighborhoods and systems and ensure health equity. The HLC meets quarterly and has a network of community health workers.

Major Issues Identified:

◆   HLC/SWACH community health workers identified transportation barriers as a major issue for their clients leading to social isolation.

Loaves and Fishes/Meals on Wheels

June through August, 2018

Human Services Council and RTC staff went to each of the Loaves and Fishes/Meals on Wheels dining program locations throughout Clark County to talk with participants. These locations are at the Luepke Center in Vancouver, Washougal, Battle Ground, Ridgefield, La Center and Amboy.

Major Issues Identified:

◆   Many of the participants drive themselves or are dependent on other participants, family or friends to get to the dining programs.

◆   Some rely on caregivers.

◆   For some, use of C-TRAN bus is an option but the walk to the bus stop can be tiring for older people (Luepke Center comment).

◆   The homeless need transportation help to get to medical appointments (Luepke Center comment)

◆   Within the C-TRAN service area some participants use C-VAN to get to the dining program (Battle Ground comment)

◆   Many shared that as they age their confidence in driving lessens so they may be able to drive around their neighborhood and/or city but do not

drive in Portland. This presents problems in getting to medical appointments in Portland.

◆ Does not drive at night or in bad weather

◆ Would like to see a community bus to serve seniors or those who don't drive to get into Battle Ground to receive services or just get out of the house. (Amboy comment)

◆ Needs rides to medical appointments (Amboy)

◆ Needs help with fuel costs to get to medical appointments

◆ Medicaid transportation is used by some to get to medical appointments but not available for all.

◆ Pleased to learn of Medicaid brokerage services and services of the Reserve-a-Ride program through the Human Services Council

◆ A participant voiced her thanks for private wheelchair accessible transportation services in this region which her late husband used to get to medical appointments in Portland. However, the out-of-pocket costs were high, at up to $275 for a round trip.

Press Releases

Press Release, August 28, 2018
Help Shape Washington State's Transportation System: RTC to Co-Host Open House, September 10

Southwest Washington Regional Transportation Council (RTC) and the Washington State Transportation Commission (WSTC) co-hosted a transportation Open House on Monday, September 10, 2018, from 4:00 p.m. to 7:00 p.m., in the Columbia Room at the Vancouver Downtown Library, 901 C Street, Vancouver. The September 10 open house showcased draft updates to RTC's transportation plans including the long-range Regional Transportation Plan, the region's Human Services Transportation Plan and Transportation Improvement Program.

Attendance at the open house, gave opportunity to speak with local staff and input comments on RTC's plans, including the Human Services Transportation Plan update. RTC was joined at the Open House by planning partners including the Human Services Council.

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
Surveys

Human Services Council Survey –Clark County

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.)

- o Shopping-
- o Medical-
- o Special Events-
- o Work-
- o Banking-
- o 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 a Trip 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%)

Human Services Council Survey –Skamania County

Skamania County All Data
- Number of Respondents in Skamania County- 86
- Male/Female Split-
  o Male- 27 Respondents (33%)
  o Female- 56 Respondents (67%)
- Average Age Group or Percentage by Age Groups
  o 22-30: 10 Respondents (12%)
  o 31-42: 16 Respondents (19%)
  o 43-52: 17 Respondents (20%)
  o 53-64: 20 Respondents (24%)
  o 65+: 20 Respondents (24%)
- Mobility Status Breakdown
  o Ambulatory- 70 Respondents (90%)
  o Ambulatory with Assistance- 5 Respondents (6%)
  o Non-Ambulatory- 3 Respondents (4%)
- Geographic Response
  o SR 14 Corridor West of Carson- 45 Respondents (52%)
  o Wind River Highway & East SR 14- 38 Respondents (44%)
- Percentage that use Skamania County Public Transit- 25 Respondents (16%)
- Major Trip Purposes (shopping, work, medical, etc.)
  o Shopping- 166 Responses
  o Medical- 111 Responses
  o Work- 55 Responses
  o Special Events- 46 Responses
  o Social/Entertainment- 44 Responses
  o Banking- 35 Responses
- Top Challenges
  o Service Schedule is Not Convenient- 29 Responses (29%)
  o No Problems- 18 Responses (18%)
    ▪ 44% Respondents were Seniors (65+)
    ▪ 22% Respondents were 53-64
  o No Transportation Service in Area- 18 Responses (18%)
    ▪ Stevenson & North Bonneville- 11/21 (52%)
    ▪ Carson/Wind River Highway- 10/21 (48%)
  o I Don't Know the Available Transportation Options- 16 Responses (16%)
    ▪ About half & half throughout the county.
- Percentage That Have Missed a Trip Because of Lack of Transportation
  o Yes- 29 Respondents (37%)
  o No- 49 Respondents (63%)

Skamania County Snapshot Age 53+

- Number of 53+ Respondents in Skamania County- 40
- Male/Female Split
    - Female- 30 (75%)
    - Male- 10 (25%)
- Mobility Status
    - Ambulatory- 31 (78%)
    - Ambulatory w/ Assistance- 3 (8%)
    - Non Ambulatory- 2 (5%)
    - No response- 4 (10%)
- Geographic Response
    - SR-14 Corridor (Washougal/West County, Skamania, North Bonneville, Stevenson)- 23 (58%)
    - Wind River Highway (Carson, Mill A, Stabler) - 14 (35%)
    - No Response - 3 (8%)
- Services Used
    - Personal Vehicle- 37 (93%)
    - Carpool/Vanpool- 14 (35%)
    - Skamania County Public Transit (Senior Services Bus)- 7 (18%)
    - TriMet- 7 (18%)
    - C-Tran- 4 (10%)
    - Community Resources (Church bus, or community center van)- 1 (3%)
    - DAV Van- 1 (3%)
    - DAV Van-medical- 1 (3%)
    - CAT (Columbia Area Transit)- 1 (3%)
    - No Response- 1 (3%)
- Major Trip Purposes (shopping, work, medical, etc.)
    - Shopping- 68 Total Responses
        - Top Destinations: (Stevenson-16, Hood River-16, Portland-16, Vancouver-14)
    - Medical- 48 Total Responses
        - Top Destinations: (Hood River-11, Portland-10, Stevenson-8, White Salmon-8)
    - Special Events- 24 Total Responses
        - Top Destinations: (Stevenson-11, Vancouver-4)
    - Work- 22 Total Responses
        - Top Destinations: (Stevenson-9, Hood River-5)
    - Banking- 26 Total Responses
        - Top Destinations: (Stevenson-12)
    - Social/Entertainment- 38 Total Responses
        - Top Destinations: (Stevenson- 11, Vancouver-6, In-Town-6)
    - Other- 13 (Stevenson- 5)
- Top Challenges

- o   Service Schedule is Inconvenient: 13 (33%)
- o   No Response: 12 (30%)
- o   Don't Know Transportation Options: 9 (23%)
- o   No Transportation in Area: 7 (18%)
- o   No Problems: 4 (10%)
- o   Do Not Feel Comfortable on Public Transit: 4 (10%)
- Missed Trip Because Lack of Transportation
  - o   No- 27 (68%)
  - o   Yes- 8 (20%)
  - o   No Response- 5 (13%)

Human Services Council Survey –Klickitat County

Klickitat County All Data

- Number of Respondents in Klickitat County- 192
- Male/Female Split-
  - 76% Female
  - 24% Male
- Average Age Group or Percentage by Age Groups

13-17: 1%	43-52: 15%
18-22: 4%	53-64: 18%
23-30: 16%	65+: 24%
31-42: 22%	

- Non-Ambulatory
  - Ambulatory- 90%
  - Ambulatory w/ Assistance- 5%
  - Non Ambulatory- 6%
- Geographic response (West, Central, East)
  - West- 69 (36%)
  - Central- 104 (54%)
    - *Using KCSS/Mt. Adams Transportation Definitions
  - East- 1 (1%)
  - Blank- 9 (5%)
  - Other Counties- 8 (4%)
- Percentage that use Mt. Adams Transportation Services- 37 Respondents (15%)
- Major Trip Purposes (shopping, work, medical, etc.)
  - Shopping- 334
  - Medical- 254
  - Special Events- 124
  - Work- 115
  - Banking- 108
  - Social/Entertainment- 32
- Top Challenges
  - No Transportation in Area: 60 (28%)
    - 31-42 year olds/ 14 Respondents/ 23%
    - 43-52 year olds/ 13 Respondents/ 21%
  - No Problems: 57 (27%)
    - 65+/ 21 Respondents/37%
    - 31-42 year olds/ 12 Respondents/ 21%
  - Don't Know Transportation Options: 39 (18%)
  - Service Schedule is Inconvenient: 21 (9%)
  - Do Not Feel Comfortable on Public Transit: 17 (8%)
- Percentage That Have Missed a Trip Because of Lack of Transportation- 59 (32%)

Klickitat County Snapshot Age 53+
- Number of 53+ Respondents in Klickitat County- 73 Responses
- Male/Female Split
  - Female- 43 Responses (59%)
  - Male- 19 Responses (26%)
- Mobility Status
  - Ambulatory- 50 Responses (68%)
  - Ambulatory w/ Assistance- 4 Responses (5%)
  - Non Ambulatory- 6 Responses (8%)
- Geographic response (West, Central, East)
  - West (Appleton, BZ Corners, Glenwood, Trout Lake, White Salmon/Bingen) – 32 Reponses (44%)
  - Central (Centerville, Dallesport, Goldendale, Klickitat, Lyle, Murdock)-32 Responses (44%)
    - ***Using KCSS/Mt. Adams Transportation Definitions**
  - East (Roosevelt)- 1 Response (1%)
  - Blank- 3 Responses (4%)
  - Other Counties- 4 Responses (5%)
- Services Used- 73 Responses Total
  - Personal Vehicle- 55 Responses (75%)
  - Mt. Adams Transportation- 22 Responses (30%)
  - Carpooling/Vanpooling- 15 Responses (21%)
- Major Trip Purposes (shopping, work, medical, etc.)
  - Shopping- 118 Total Responses
    - Top Destinations: The Dalles-32, Hood River-31, White Salmon-22
    - Secondary Destinations: Goldendale-15, Portland-8, Yakima-6
  - Medical- 90 Total Responses
    - Top Destinations- The Dalles-19, Hood River-17, White Salmon/Bingen-17
    - Portland-12, Goldendal-11, Vancouver-10
  - Social/Entertainment- 29 Total Responses
    - Top Destinations: The Dalles-7, Hood River-6, Goldendale-5
  - Special Events- 29 Total Responses
    - Top Destinations: Goldendale-9, Portland-7, The Dalles-5
  - Banking- 29 Total Responses
    - Top Destinations: White Salmon/Bingen-18, The Dalles-6
  - Work- 22 Responses
    - Top Destinations: White Salmon/Bingen-6, Hood River-5
- Top Challenges
  - No Transportation in Area: 18 Responses
  - Don't Know Transportation Options: 16 Responses
  - Blank: 14 Responses

- o   No Problems: 11 Responses
- o   Service Schedule is Inconvenient: 8 Responses
- o   Cannot Travel to Bus/Van Stop: 5 Responses
- o   Cost of Public Transit is Too High- 4 Responses
- o   Do Not Feel Comfortable on Public Transit: 3 Responses
- Missed Trip Because Lack of Transportation
    - o   Yes- 14 (19%)
    - o   No- 57 (78%)

Free Clinic of Southwest Washington Surveys

The Free Clinic of Southwest Washington regularly surveys clients and in three recent surveys asked questions on how clients reached appointments:

- 2012 Dental Patient Survey

    - Car: 66

    - Bus: 8

    - Walked: 2

    - Other: 4 (got a ride from a friend)

- 2012 Medical Patient Survey

    - Car: 87

    - Bus: 8

    - Walked: 4

    - Other: 1 (motorcycle)

- 2014 WSU Patient Survey (a project for a statistics class)

    - Car: 90

    - Bus: 11

    - Walked: 10

    - Other: 4 (taxi, carpool)

1-Call/1-Click Trip Resource Center

The Human Services Council established a 1/1 TRC to serve the region in late 2016. Since its inception on November 28, 2016 through October 28, 2018, the TRC has fielded 320 phone calls from clients wanting transportation information. The information below provides an overview of the calls received including the trip types people need to make.

◆ Trip Purpose (Categories are not mutually exclusive, some call in with multiple transportation needs):

  ❖ Medical Appointments (including dentist, eye, and hearing appointments): 114

  ❖ General Trans. Info: 74

  ❖ Veteran Trans. Services: 13

  ❖ Shopping Trips: 13

  ❖ Employment: 7

  ❖ Pharmacy: 4

  ❖ Wheelchair Trans. Services: 20

  ❖ Bus Passes: 8

  ❖ Church: 3

  ❖ Dialysis: 10

  ❖ C-VAN: 3

  ❖ DSHS: 2

  ❖ Cancer related: 8

  ❖ School: 1

  ❖ Taxi Services: 1

  ❖ Pay Bills: 2

◆ Calls related to transportation but not needing transportation:

  ❖ Volunteer Driver Program Info: 2

- ❖ 1/1 TRC information: 14

- ❖ Non-Emergency Medical Transportation (NEMT) Information: 13

- ◆ Calls not related to transportation:

  - ❖ Other – not related to trans.: 14

- ◆ Other Information:

  - ❖ Calls made on behalf of someone else: 49

Appendix C
Applications for WSDOT Statewide Consolidated Grant Funding: 2018

In total, ten projects were submitted to RTC for evaluation from the three-county region and Mid-Columbia Economic Development District based in The Dalles, Oregon. The projects include four projects from Skamania County Senior Services, three projects from Klickitat County Senior Services, one project from Mid-Columbia Economic Development District (MCEDD) and two projects from the Human Services Council based in Clark County.

RTC staff determined that all ten projects meet a need identified in the draft 2018 Human Services Transportation Plan (draft October 2018). On October 5, 2018 ATCI meeting participants recommended the following ranking of the ten project applications (see below). Please note that projects are not prioritized within each category of letter ranking. The ten projects and their ranking are outlined below:

A-RANKED PROJECTS

A. **Reserve-A-Ride Program** (Human Services Council)

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.

A. **Employment Transportation Program** (Human Services Council)

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.

A. **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.

A. **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.

A. **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.

A. **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.

B-RANKED PROJECTS

B. **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.

B. **Replacement Vehicles for Dial-A-Ride Service** (Mt. Adams Transportation Services)

Replace five vehicles in the current fleet that provide dial-a-ride service for Klickitat County.

B. **Purchase 2 ADA Replacement Vehicles; a medium duty 20 passenger bus and a minivan** (Skamania County Senior Services)

Replace two vehicles; one demand response ADA minivan and one transit bus.

B. **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.