

Appendix A  
Example Shared Use  
Parking Agreement

**PARK AND RIDE FACILITY  
LEASE AGREEMENT**

THIS LEASE, dated the 1st day of June 2006, is entered into by and between the Presbytery of the Cascades and Emmanuel Presbyterian Church each a non-profit organized and existing under the laws of the State of Oregon (hereinafter referred to as the "Presbytery" and "EPC"), and the Rural Transit District, a mass transportation district of the State of Oregon (hereinafter referred to as "RTD"),

**RECITALS**

WHEREAS, RTD desires to use property owned by Presbytery and maintained by EPC as a Park and Ride Lot for transit patrons, carpooling and other transit purposes; and

WHEREAS, Presbytery and EPC are willing to grant RTD a lease to use its property for Park and Ride and Carpooling purposes;

WHEREAS, RTD and EPC have maintained a successful community partnership in past agreements and desire to continue such agreements,

NOW, Therefore, the parties intending to be legally bound by the terms and conditions contained in this document, in consideration of the mutual promises and the terms and conditions set forth in this agreement, the parties hereby agree as follows:

**ARTICLE I – PREMISES**

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Section 1.1 - Description of Premises: Presbytery leases to RTD, and RTD leases from Presbytery, on the terms and conditions stated below, the parking lot area shown in attached Exhibit A, (hereinafter referred to as the "Premises") located at 400 River Drive, Townville, Oregon 97999

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Section 1.2 - Use of Premises:

1.2.1 RTD shall use the Premises only for the following purpose(s): A Park and Ride lot for RTD, RTD's patrons, private carpools, and any similar or related uses. RTD will own all improvements it places on the Premises, but will obtain EPC's prior written consent and comply with applicable laws and regulations prior to placing improvements on the Premises. Presbytery and EPC shall continue to have the use of the Premises, but may not grant the use of the Premises to any third party, which would materially interfere with RTD's use of the parking facilities.

1.2.2 No other use may be made of the Premises without the prior written approval of Presbytery and EPC.

**ARTICLE II – TERM**

Section 2.1 - Term: The term of this Lease shall commence as of July 1, 2005 and shall continue for 6 years through June 30, 2011 ("Lease Term"), with two additional three-year options through June 30, 2017.

### ARTICLE III – RENT

Section 3.1 - Rent: As of the execution of this Lease, RTD shall pay EPC rent for the full term in a lump sum in the amount of \$6,000. Rent for the option years shall be at a rate to be mutually negotiated by the parties, with the understanding that rent is reflective of maintenance and repair costs to the Premises. RTD, and EPC agree to share the reasonable maintenance costs of the Premises with RTD contributing 50 percent based on the usage by RTD's patrons and private carpools.

Section 3.2 Governmental Charges: RTD shall have no obligation to pay any taxes, assessments, property taxes or other governmental charges against the Premises.

### ARTICLE IV - RTD'S OTHER OBLIGATIONS

#### Section 4.1 - RTD's Improvements to Property

4.1.1 Subject to Section 4.2, RTD may construct, at its cost, and with EPC's prior approval, related improvements and all necessary fixtures, equipment, and signage and accessories to maintain the RTD Park and Ride

Section 4.2 - Improvements/Alterations: RTD shall make no construction, alteration, or changes on or to the Premises without the prior written consent of EPC.

4.2.1 No such work shall be undertaken until RTD has procured and paid for, so far as the same may be required from time to time, all municipal and other governmental permits and authorizations required with respect to the work. Procurement of such permits and authorizations shall be subsequent to RTD's obtaining EPC's approval pursuant to Section 4.2.

4.2.2 All work shall be performed in a good and workmanlike manner and to all laws and regulations. All work shall be prosecuted with reasonable dispatch.

Section 4.3 - Maintenance : EPC shall keep and maintain the Premises in good and substantial repair and condition. EPC shall notify RTD of any need for repairs and alterations to RTD signage on the Premises.

Section 4.4 - Advertisement Signs: Subject to the provisions hereof, RTD may install or cause to be installed appropriate signs on the Premises to advertise the nature of its operations. The cost of such installations and operation thereof shall be borne by RTD. RTD shall not erect, install, nor permit to be erected, installed or operated upon the Premises herein any sign or other advertising device without first having obtained EPC's written consent thereto, which shall not be unreasonably withheld, as to size, construction, location, and general appearance.

### ARTICLE V - The Presbytery OBLIGATIONS AND WARRANTIES

Section 5.1 - Delivery of Premises: RTD shall have the right to possession of the Premises as of the date of the term hereof.

Section 5.2 - The Presbytery's Warranty of Ownership: Presbytery warrants that it is the owner of the Premises and has the right to lease said Premises under the terms of this Lease. RTD's possession of the Premises will not be disturbed by Presbytery or anyone claiming by, through or

under Presbytery and Presbytery will defend RTD's right to quiet enjoyment of the Premises from disturbance by anyone claiming by, through or under Presbytery.

Section 5.3 - Condition of Premises: EPC warrants and represents that the Premises are in good condition, free from potholes or other hazards to RTD's patrons using the Premises. EPC shall be responsible for all normal wear and tear maintenance, cleaning and lighting during the hours between 5:30 AM and 10:30 PM. EPC shall notify RTD promptly of any defects in the Premises or in Presbytery's other property used for ingress to, or egress from, the Premises that could cause injury or damage to RTD, RTD's patrons or private carpools.

Section 5.4 – Access to Premises: RTD, RTD's patrons and private carpools may use other walkways and roadways belonging to Presbytery for reasonable vehicle (except buses and large trucks) and pedestrian ingress to, and egress from, the Premises. RTD's patrons and drivers may not have access to Presbytery's buildings on the Premises.

#### ARTICLE VI - INDEMNITY, INSURANCE, AND DAMAGE AND DESTRUCTION

Section 6.1 - General Indemnity: To the extent provided by the Oregon Statutes and Constitutional law, RTD covenants and agrees to indemnify, save and hold harmless, Presbytery and its Board of Trustees, EPC and its Ruling Elders; their directors, officers, agents, and employees from and against any and all actual or potential liability claims, demands, damages, expenses, fees (including attorneys', and accountants' fees), fines, penalties, suits, proceedings, actions, and causes of action (collectively "Costs") which may be imposed upon or incurred by Presbytery or EPC to the extent caused by the negligence of RTD, its employees, or contractors.

6.1.1 "Costs" shall include, but not be limited to: (i) all claims of third parties, including governmental agencies, for damages, response costs, or other relief; (ii) the cost, expense or loss to Presbytery of any injunctive relief, including preliminary or temporary injunctive relief, applicable to Presbytery or the Premises; (iii) any and all expenses or obligations, including attorneys' and paralegal fees, incurred at, before, and after any trial or appeal therefrom or any administrative proceeding or appeal therefrom whether or not taxable as costs, including, without limitation, attorneys' fees, witness fees (expert and otherwise), deposition costs, copying and telephone charges and other expenses; and (iv) any damages, costs, liabilities and expenses which are claimed to be owed by any federal or state regulating and administering agency.

6.1.2 RTD shall, at its sole expense, defend any and all actions, suits, and proceedings relating to matters covered by the indemnity set forth in Section 6.1 which may be brought against Presbytery or EPC or in which Presbytery or EPC may be impleaded, and shall satisfy, pay, and discharge any and all judgments, orders, and decrees that may be entered against Presbytery in any such action or proceeding.

6.1.3 Presbytery and EPC shall indemnify, hold harmless, and defend RTD and its representatives, officers, directors, and employees from any loss or claim made by third parties including legal fees and costs of defending actions or suits, resulting directly or indirectly from

Presbytery's performance or nonperformance of this lease, where the loss or claim is attributable to the negligence or intentional fault of Presbytery or EPC, their employees, representatives, patrons or agents.

6.1.4 If the loss or claim is caused by the joint or concurrent negligence or other fault of RTD and Presbytery and EPC, the loss or claim shall be borne by each in proportion to the degree of negligence or other fault attributable to each.

## ARTICLE VII – TERMINATION

Section 7.1 - Termination by EPC: EPC shall be entitled to terminate this Lease, with 6 months written notification.

Section 7.2 - Termination by RTD: RTD shall be entitled to terminate this Lease with 6 months written notification.

Section 7.3 - Duties on Termination: Upon termination of the Lease or termination of possession, for any reason, RTD shall deliver to EPC the Premises and Improvements in good condition. Signs constructed by RTD with permission from EPC shall be removed. Depreciation and wear from ordinary use for the purpose for which the Premises were let need not be restored.

Section 7.5 - Holding Over: If RTD shall hold over after the expiration or termination of the Lease Term or any extension thereof, and shall not have agreed in writing with Presbytery and EPC upon the terms and provisions of a new lease prior to such expiration, at Presbytery's and EPC's discretion, RTD shall be deemed a year to year holdover tenant or a tenant at sufferance.

In the event Presbytery and EPC deem RTD as a holdover tenant, RTD shall remain bound by all terms, covenants, and agreements hereof. RTD, Presbytery and EPC agree to negotiate in good faith an appropriate compensation and/or a new Lease Agreement.

Section 7.6 – Refund of Rent: If EPC terminates this lease prior to the term end date, and RTD is not in default; EPC agrees to refund to RTD a pro-rata amount of the Rent.

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## ARTICLE VIII - GENERAL PROVISIONS

Section 8.1 - Assignment and Sublease:

8.1.1 Except as provided herein, no part of the Premises nor any interest in this Lease may be assigned, mortgaged, or subleased, nor may a right of use of any portion of the Premises be conveyed or conferred on any third person by any other means, without the prior written consent of Presbytery and EPC. Any assignment or attempted assignment without Presbytery's and EPC's prior written consent shall be void. This provision shall apply to all transfers by operation of law. RTD shall have the right to transfer or assign this Lease to any successor governmental agency, provided that such agency agrees to assume the obligation under this Lease.

8.1.2 Consent in one instance shall not prevent this provision from applying to a subsequent instance.

Section 8.2 - Nonwaiver: Waiver by either party of strict performance of any provision of this Lease shall not be a waiver of or prejudice the party's right to require strict performance of the same provision in the future or of any other provision.

Section 8.3 - Law of Oregon: This Lease shall be governed by the laws of the State of Oregon. To the extent applicable, the contract provisions required by ORS Chapter 279 to be included in public contracts are hereby incorporated by reference and shall become a part of this Lease as if fully set forth herein verbatim.

Section 8.4 - No Benefit to Third Parties: Presbytery, EPC and RTD are the only parties to this Lease and as such are the only parties entitled to enforce its terms. Nothing in this Lease gives or shall be construed to give or provide any benefit, direct, indirect, or otherwise to third parties unless third persons are expressly described as intended to be beneficiaries of its terms.

Section 8.5 - Notices: All notices required under this Lease shall be deemed to be properly served if sent by certified mail to the last address previously furnished by the parties hereto. Until hereafter changed by the parties by notice in writing, notices shall be sent to Presbytery and EPC at 400 River Drive, Townville, Oregon 97999, and to RTD at Real Property Department, 123 NE Main Street, Townville, Oregon 97999. Date of service of such notice is the date such notice is deposited in a post office of the United States Post Office Department, postage prepaid.

Section 8.6 - Survival: All covenants and conditions (including but not limited to indemnification agreements), set forth in this Lease, the full performance of which are not required prior to the expiration or earlier termination of this Lease, and all covenants and conditions which by their terms are to survive, shall survive the expiration or earlier termination of this Lease and be fully enforceable thereafter.

Section 8.7 - Partial Invalidity: If any provision of this Lease or the application thereof to any person or circumstance is at any time or to any extent, held to be invalid or unenforceable, the remainder of this Lease, or the application of such provision to persons or circumstances other than those to which it is held invalid or unenforceable, shall not be affected thereby, and each provision of this Lease shall be valid and enforceable to the fullest extent permitted by law.

Section 8.8 - No Partnership: This Lease is not intended to create a partnership or joint venture between the Presbytery, EPC and RTD, or to create a principal/agent relationship between them.

Section 8.9 - Headings: The article and section headings contained herein are for convenience in reference and are not intended to define or limit the scope of any provisions of this Lease.

Section 8.10 - Modification: Any modification of the Lease shall be mutually agreed upon and reduced to writing and shall not be effective until signed by the parties hereto.

Section 8.11 - Warranty of Authority: The individuals executing this Agreement warrant that they have full authority to execute this Lease on behalf of the entity for whom they are acting herein.

Section 8.12 - Entire Agreement: It is understood and agreed that this instrument contains the entire Agreement between the parties hereto. It is further understood and agreed by RTD, EPC and Presbytery that no party's agents have made representations or promises with respect to this Agreement or the making or entry into this Agreement, except as in this Agreement expressly set forth, and that no claim or liability or cause for termination shall be asserted by either party against the other for, and shall not be liable by reason of, the breach of any representations or promises not expressly stated in this Agreement.

Section 8.13 - Mediation: Should any dispute arise between the parties to this Lease other than a dispute regarding (1) the failure to pay rent or other payments as required by this Lease, or (2) possession, it is agreed that such dispute will be submitted to a mediator prior to any arbitration or litigation. The parties shall exercise good faith efforts to select a mediator who shall be compensated equally by both parties. Mediation will be conducted in Portland, Oregon, unless both parties agree otherwise. The parties agree to exercise good faith efforts to resolve disputes covered by this section through this mediation process. If a party requests mediation and the other party fails to respond within ten days, or if the parties fail to agree on a mediator within ten days, a mediator shall be appointed by the presiding judge of the Multnomah County Circuit Court upon the request of either party. The parties shall have any rights at law or in equity with respect to any dispute not covered by this Section.

IN WITNESS HEREOF, the parties have subscribed their names hereto the year and date first written above.

THE PRESBYTERY

RURAL TRANSIT DISTRICT  
OF OREGON

\_\_\_\_\_  
(Signature)

Name: \_\_\_\_\_

Title: \_\_\_\_\_

EPC

\_\_\_\_\_  
(Signature)

Name: \_\_\_\_\_

Title: Clerk of Session

\_\_\_\_\_  
(Signature)

Name:

Title: Executive Director

Approved as to Form:

\_\_\_\_\_  
C. Kalei L. Taylor  
Contracts Administrator III  
Procurement & Contracts Department

Appendix B  
Columbia County Rider  
Fleet Inventory



VEHICLE DESCRIPTION	UNIT #	V.I.N.	LICENSE PLATE	CURRENT MILEAGE	REG. OWNER/ SEC. INT. HOLDER	FUNDED BY GRANT #	GRANT RATE	ACQUISITION DATE	CONDITION
1994 Ford 8 Pass. Lift. Reserve Co. Insured	94-403	1FDJE37H8RHA18985	E188690	143761	Columbia County	5311	80.00%		Poor
1997 Dodge Caravan. 6 pass. W/C ramp	97-402	1B4GP44R4VB244768	E229558	162474	Columbia County	5311	80.00%		Fair
1999 Dodge 14 pass. Reserve Co. Insured	99-104	2B6KB31Z7XK553971	E212007	70584	Columbia County	5311	80.00%		Fair
1999 Ford 14 pass. W/C lift Starcraft	99-701	1FDXE40S6XHC26382	E227243	266738	Columbia County	5310	80.00%		Good
2000 Ford Bus 8 pass/ lift	00-102	1FDSE35L2YHB74160	E227242	115955	Columbia County	5310	80.00%		Good
2000 Chevrolet Starcraft. 16 pass./lift	00-103	1GBJG31J6Y1229642	E227241	214759	Columbia County	5310	89.73%		Good
2000 Pontiac Sunfire	00-902	1G2JB5247Y7372132	E221192	109016	Columbia County	5310	89.73%		Good
2000 Chevrolet Cavalier	00-905	1G1JC5244Y7369982	E221190	117852	Columbia County	5310	89.73%		Good
2001 Ford Bus 8 pass/lift	01-502	1FDSE35L01HA78713	E219735	147431	Columbia County	5310	80.00%		Good

VEHICLE DESCRIPTION	UNIT #	V.I.N.	LICENSE PLATE	CURRENT MILEAGE	REG. OWNER/ SEC. INT. HOLDER	FUNDED BY GRANT #	GRANT RATE	ACQUISITION DATE	CONDITION
2005 Ford Champion 12 pass/lift	05-801	1FDXE45P95HB13429	E231981	122434	Columbia County ODOT	5311	80.00%	10/31/2005	Good
2006 Chevrolet Champion, 30 pass. w/c lift	05-802	1GBG5V1256F406248	E234354	179659	Columbia County FTA	FTA		01/09/2006	Good
2007 Chevrolet Uplander/EIDorado 4 Pass / ramp	07-803	1GBDV131X7D131988	E234386	46628	Columbia County ODOT	5310	80.00%	01/29/2007	Excellent
2007 Chevrolet Uplander / EIDorado 4 Pass. / ramp	07-804	1GBDV13157D129372	E234387	46003	Columbia County ODOT	5310	80.00%	01/29/2007	Excellent
2007 Ford EIDorado 8 Pass./Lift	07-805	1FDWE35L06DB42037	E234399	64176	Columbia County ODOT	5310	80.00%	03/09/2007	Excellent
2007 Ford EIDorado 8 Pass. / Lift	07-806	1FDWE35L96DB42036	E234398	46517	Columbia County ODOT	5310	80.00%	03/09/2007	Excellent
2004 Ford Liberty Mini-Van. 6 pass/ramp	04-807	2FMZA55244BA51254	E024077	107270	Columbia County	Transit Fund Veh. Sale SCAT	0	June 2007	Good
2005 Ford Champion 8 pass. 3w/c, lift	05-808	1FDWE35S65HA24069	E242076	91722	Columbia County	Transit Fund Veh. Sale SCAT	0	June 2007	Good
2007 Chevrolet EIDorado 28 Pass. w/c lift	07-809	1GBE5V1247F415578	E242085	54856	Columbia County ODOT	5310	80.00%	08/29/2007	Excellent



Appendix C  
Current Columbia County  
Rider Schedules

## St. Helens

Medical Mall/Columbia Commons

Rite Aid

Warren Baptist Church

## Scappoose

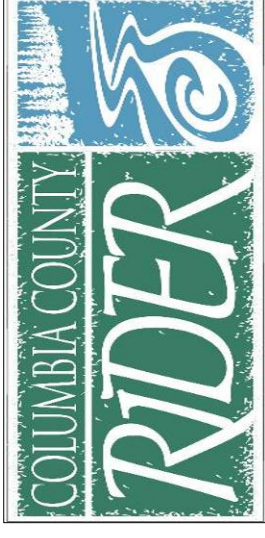
1st Street & Columbia Blvd

Chinook Plaza

## Portland

S.W. Salmon, between  
6th & Broadway

St. Helens–Scappoose  
Downtown Portland  
(TriMet Transit Mall)



Vehicles are  
Wheel Chair Accessible



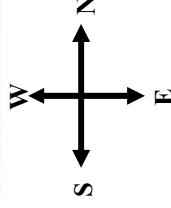
503.366.0159  
General Public  
Transportation

Revised 11/9/2008

### Map of our new location at SW Salmon and 5th

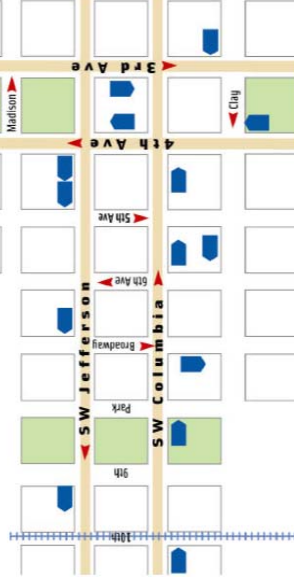
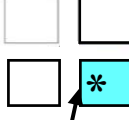
TriMet buses have temporarily moved to 3rd & 4th avenues while the Transit Mall is under construction.

Connecting stops to the Airport, Downtown Portland, and many other locations are still available as shown here.



### Columbia County Rider Bus Stop

In Bus Zone  
Near Starbucks



Don't drive....  
*TAKE THE BUS!*

## *Dial-a-Ride*

## *Transportation*

Available Monday through Friday from 6:30a.m. to 6:30 p.m. Our friendly staff will pick you up at the curbside and deliver you to your destination as close as possible to the front door. Simply dial our dispatch center up to one week in advance at:

**503-366-0159**

We gladly accept Title XIX Non-Emergency Medical Transportation requests coordinated through Northwest Ride Center. Contact them at 1-866-811-1001.

## St. Helens to Scappoose One Way

General Public

\$3.30

Senior/Disabled/Students/Children \$2.05

## To Portland One Way

General Public

\$4.80

Senior/Disabled/Students/Children \$3.80

## Monthly Passes

General Public

\$106.80

Senior/Disabled/Students/Children \$91.80

Seniors 55 and over- Children under age 10  
(*Correct Change Only*)

Tickets and monthly passes can  
be purchased through  
transit personnel  
or by calling:

**503.366.0159**

*Check or cash only*

For snow/ice information visit the  
Columbia County Rider website

[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

or call

503.366.0159

## Schedule St Helens and Scappoose To Portland (SW Salmon, Between 6th & Broadway)

1  
2  
3  
4  
5

St Helens Medical Mall  
Rite Aid Pharmacy/St Helens  
Warren Baptist Church  
1st Street and Columbia Blvd  
Chinook Plaza/Scappoose

## Portland (SW Salmon, Between 6th & Broadway) To Scappoose & St Helens

6  
7  
8  
9  
10

SW Salmon Between  
6th & Broadway  
Chinook Plaza/Scappoose  
1st Street and Columbia Blvd  
Warren Baptist Church  
Rite Aid Pharmacy/St Helens

## Yellow Indicates AM Routes

5:50 6:20 6:50 8:30 10:30  
5:55 6:25 6:55 8:35 10:35  
6:00 6:30 7:00 8:40 10:40  
6:10 6:40 7:10 8:45 10:45  
6:20 6:50 7:20 8:50 10:50

## Orange Indicates PM Routes

12:30 2:30 4:00 4:30 5:00  
12:35 2:35 4:05 4:35 5:05  
12:40 2:40 4:10 4:40 5:10  
12:45 2:45 4:15 4:45 5:15  
12:50 2:50 4:20 4:50 5:20

7:00 7:30 8:00 9:30 11:30  
7:30 8:00 8:30 10:00 12:00  
7:35 8:05 8:35 10:05 12:05  
7:40 8:10 8:40 10:10 12:10  
7:45 8:15 8:45 10:15 12:15  
1:30 3:30 5:00 5:30 6:00  
2:00 4:00 5:30 6:00 6:30  
2:05 4:05 5:35 6:05 6:35  
2:10 4:10 5:40 6:10 6:40  
2:15 4:15 5:45 6:15 6:45

**All Times listed above are departure times only**  
**Columbia County Rider operates Monday thru Friday only**

**Don't drive....  
TAKE THE BUS!**

230 Strand Street  
St. Helens, OR 97051  
Phone: 503.366.0159

## Schedule

*St. Helens and Scappoose*

*To*

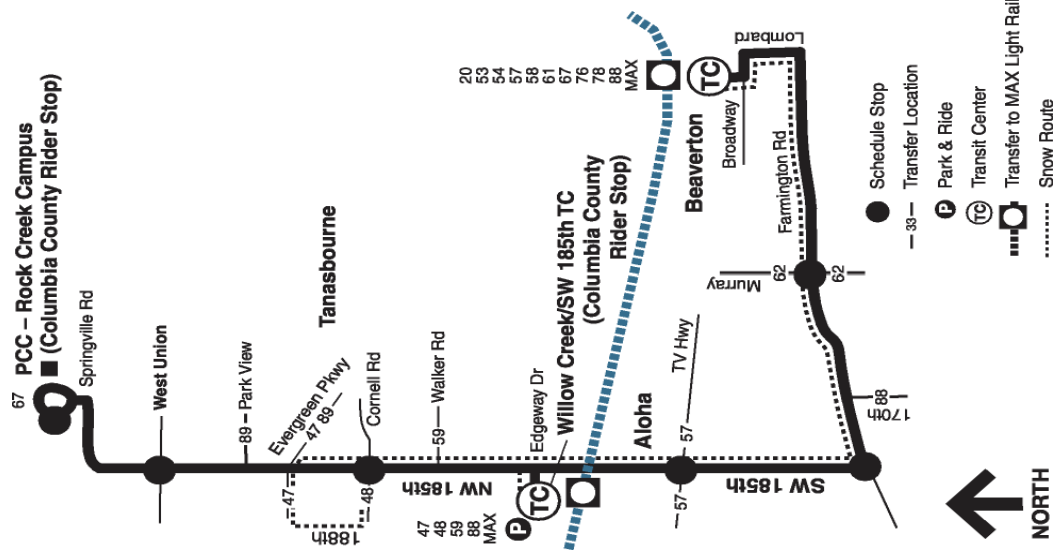
*PCC – Rock Creek and  
Willow Creek Transit Center*

St Helens	AM	PM
Columbia Commons	6:30 8:30 10:30	12:30 2:30 4:30
Rite Aid	6:35 8:35 10:35	12:35 2:35 4:35
Warren Baptist Church	6:40 8:40 10:40	12:40 2:40 4:40
<b>Scappoose</b>		
1st Street & Col Blvd	6:45 8:45 10:45	12:45 2:45 4:45
Chinook Plaza	6:50 8:50 10:50	12:50 2:50 4:50
<b>Hillsboro</b>		
PCC Rock Creek	7:14 9:14 11:14	-- -- --
Willow Cr Transit Ctr	7:25 9:25 11:25	1:25 3:25 5:25
Tanasbourne	7:30 9:30 11:30	1:30 3:30 5:30
<b>Scappoose</b>		
Chinook Plaza	8:00 10:00 12:00	2:00 4:00 6:00

**Please Note: No Weekend Service**

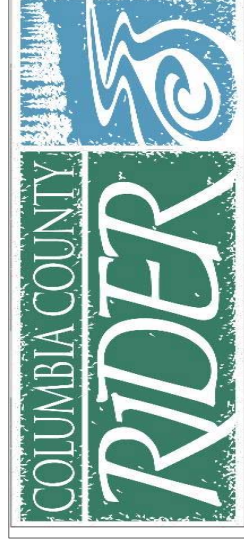
\* Aqua color designates Flag Stop

Portland Community  
College (PCC)  
Rock Creek Campus  
and  
Willow Creek Transit  
Station (TriMet)



230 Strand Street  
St. Helens, OR 97051  
Phone: 503.366.0159

[www.columbiacountyrider.com](http://www.columbiacountyrider.com)



General Public  
Transportation  
503.366.0159  
[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

## St. Helens to Scappoose *One Way*

General Public \$3.30  
Senior/Disabled/Student/Children \$2.05

## To PCC Rock Creek & Willow Creek *One Way*

General Public \$4.80  
Senior/Disabled/Student/Children \$3.80  
Monthly Passes

General Public \$106.80  
Senior/Disabled/Student/Children \$ 91.80

Seniors 55 and over • Children under age 10

Tickets and monthly passes can  
be purchased through  
transit personnel  
or by calling:

**503.366.0159**

Check or cash only

For snow/ice information visit the  
Columbia County Rider website  
[www.columbiacountyrider.com](http://www.columbiacountyrider.com)  
or call  
**503.366.0159**



Vehicles are  
Wheelchair Accessible



## Dial-a-Ride Transportation

Available Monday through Friday from  
6:30a.m. to 6:30 p.m. Our friendly staff will  
pick you up at the curbside and deliver you  
to your destination as close as possible to  
the front door. Simply dial our dispatch cen-  
ter up to one week in advance at:

**503-366-0159**

We gladly accept Title XIX Non-Emergency  
Medical Transportation requests coordinated  
through Northwest Ride Center. Contact  
them at 1-866-811-1001.

*You can take the bus at  
any of the following  
convenient locations*

### St. Helens

Rite Aid and the Medical Mall/  
Columbia Commons

### Scappoose

1st & Columbia  
Chinook Plaza

### Portland

PCC-Rock Creek and  
Willow Creek Transit Station

Holiday Service Hours  
Columbia County Rider **DOES**  
**NOT** operate on:

New Years Day  
Independence Day  
Labor Day  
Memorial Day  
Thanksgiving Day  
*Christmas Day*



## Schedules

(Monday- Wednesday- Friday)  
6:40 a.m. - 6:25 p.m.

Please note: All Times listed are Departures

Leaving From:	Depart AM	Depart PM
Westport	6:40	6:25
Astoria Transit Center	6:45	6:30
Rainier Senior Center	6:50	6:35
Stonewall Feed Store	6:55	6:40
Rainier Transit Center	7:00	6:45
Rainier Senior Center	7:05	6:50
Westport	7:10	6:55
Astoria Transit Center	7:15	7:00
Rainier Senior Center	7:20	7:05
Stonewall Feed Store	7:25	7:10
Rainier Transit Center	7:30	7:15
Rainier Senior Center	7:35	7:20
Westport	7:40	7:25
Astoria Transit Center	7:45	7:30
Rainier Senior Center	7:50	7:35
Stonewall Feed Store	7:55	7:40
Rainier Transit Center	8:00	7:45
Rainier Senior Center	8:05	7:50
Westport	8:10	7:55
Astoria Transit Center	8:15	8:00
Rainier Senior Center	8:20	8:05
Stonewall Feed Store	8:25	8:10
Rainier Transit Center	8:30	8:15
Rainier Senior Center	8:35	8:20
Westport	8:40	8:25
Astoria Transit Center	8:45	8:30
Rainier Senior Center	8:50	8:35
Stonewall Feed Store	8:55	8:40
Rainier Transit Center	9:00	8:45
Rainier Senior Center	9:05	8:50
Westport	9:10	8:55
Astoria Transit Center	9:15	9:00
Rainier Senior Center	9:20	9:05
Stonewall Feed Store	9:25	9:10
Rainier Transit Center	9:30	9:15
Rainier Senior Center	9:35	9:20
Westport	9:40	9:25
Astoria Transit Center	9:45	9:30
Rainier Senior Center	9:50	9:35
Stonewall Feed Store	9:55	9:40
Rainier Transit Center	10:00	9:45
Rainier Senior Center	10:05	9:50
Westport	10:10	9:55
Astoria Transit Center	10:15	10:00
Rainier Senior Center	10:20	10:05
Stonewall Feed Store	10:25	10:10
Rainier Transit Center	10:30	10:15
Rainier Senior Center	10:35	10:20
Westport	10:40	10:25
Astoria Transit Center	10:45	10:30
Rainier Senior Center	10:50	10:35
Stonewall Feed Store	10:55	10:40
Rainier Transit Center	11:00	10:45
Rainier Senior Center	11:05	10:50
Westport	11:10	10:55
Astoria Transit Center	11:15	11:00
Rainier Senior Center	11:20	11:05
Stonewall Feed Store	11:25	11:10
Rainier Transit Center	11:30	11:15
Rainier Senior Center	11:35	11:20
Westport	11:40	11:25
Astoria Transit Center	11:45	11:30
Rainier Senior Center	11:50	11:35
Stonewall Feed Store	11:55	11:40
Rainier Transit Center	12:00	11:45
Rainier Senior Center	12:05	11:50
Westport	12:10	11:55
Astoria Transit Center	12:15	12:00
Rainier Senior Center	12:20	12:05
Stonewall Feed Store	12:25	12:10
Rainier Transit Center	12:30	12:15
Rainier Senior Center	12:35	12:20
Westport	12:40	12:25
Astoria Transit Center	12:45	12:30
Rainier Senior Center	12:50	12:35
Stonewall Feed Store	12:55	12:40
Rainier Transit Center	1:00	12:45
Rainier Senior Center	1:05	12:50
Westport	1:10	12:55
Astoria Transit Center	1:15	1:00
Rainier Senior Center	1:20	1:05
Stonewall Feed Store	1:25	1:10
Rainier Transit Center	1:30	1:15
Rainier Senior Center	1:35	1:20
Westport	1:40	1:25
Astoria Transit Center	1:45	1:30
Rainier Senior Center	1:50	1:35
Stonewall Feed Store	1:55	1:40
Rainier Transit Center	2:00	1:45
Rainier Senior Center	2:05	1:50
Westport	2:10	1:55
Astoria Transit Center	2:15	2:00
Rainier Senior Center	2:20	2:05
Stonewall Feed Store	2:25	2:10
Rainier Transit Center	2:30	2:15
Rainier Senior Center	2:35	2:20
Westport	2:40	2:25
Astoria Transit Center	2:45	2:30
Rainier Senior Center	2:50	2:35
Stonewall Feed Store	2:55	2:40
Rainier Transit Center	3:00	2:45
Rainier Senior Center	3:05	2:50
Westport	3:10	2:55
Astoria Transit Center	3:15	3:00
Rainier Senior Center	3:20	3:05
Stonewall Feed Store	3:25	3:10
Rainier Transit Center	3:30	3:15
Rainier Senior Center	3:35	3:20
Westport	3:40	3:25
Astoria Transit Center	3:45	3:30
Rainier Senior Center	3:50	3:35
Stonewall Feed Store	3:55	3:40
Rainier Transit Center	4:00	3:45
Rainier Senior Center	4:05	3:50
Westport	4:10	3:55
Astoria Transit Center	4:15	4:00
Rainier Senior Center	4:20	4:05
Stonewall Feed Store	4:25	4:10
Rainier Transit Center	4:30	4:15
Rainier Senior Center	4:35	4:20
Westport	4:40	4:25
Astoria Transit Center	4:45	4:30
Rainier Senior Center	4:50	4:35
Stonewall Feed Store	4:55	4:40
Rainier Transit Center	5:00	4:45
Rainier Senior Center	5:05	4:50
Westport	5:10	4:55
Astoria Transit Center	5:15	5:00
Rainier Senior Center	5:20	5:05
Stonewall Feed Store	5:25	5:10
Rainier Transit Center	5:30	5:15
Rainier Senior Center	5:35	5:20
Westport	5:40	5:25
Astoria Transit Center	5:45	5:30
Rainier Senior Center	5:50	5:35
Stonewall Feed Store	5:55	5:40
Rainier Transit Center	6:00	5:45
Rainier Senior Center	6:05	5:50
Westport	6:10	5:55
Astoria Transit Center	6:15	6:00
Rainier Senior Center	6:20	6:05
Stonewall Feed Store	6:25	6:10

Holiday Service Hours  
Columbia County Rider **DOES**  
**NOT** operate on:

Christmas  
New Year's  
Valentine's  
Easter  
Memorial Day  
Independence Day  
Labor Day  
Thanksgiving  
Christmas

Weekend Service

Sunset Empire  
Connection  
Westport to Astoria

	Depart	Depart PM
Astoria Transit Center	9	3:00
Saveway - Astoria	9	3:05
Svenson Junction	9 1	3:15
Knappa Junction	9	3:20
Westport	9 4	3:40
Knappa Junction	9	3:55
Svenson Junction	1	4:00
Saveway - Astoria	1 1	4:10
Astoria Transit Center	1 1	4:15

Don't drive  
**TAKE THE BUS!**

Westport / Clatskanie  
Rainier  
on view / Kelso



General Public  
Transportation

1.888.462.6526  
[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

ares – One Way

General Public:

Clatskanie - Rainier	\$3.30
Westport - Clatskanie	\$2.80
Westport - Rainier	\$4.80
Westport - on view/Kelso	\$5.80

Seniors/Disabled/Students/Children

Clatskanie - Rainier	\$2.05
Westport - Clatskanie	\$2.30
Westport - Rainier	\$2.80
Westport - on view/Kelso	\$3.50

*Alston Corner Use Rainier Rates*

*Catch The Bus to  
Astoria, Seaside & Beyond!*

with our:

Sunset Empire Connection!

Westport – Knappa/Svenson	\$2.00
Westport – Astoria	\$4.00
Knappa – Svenson	\$2.00
Knappa/Svenson – Astoria	\$2.00

*Rates subject to change.*



Vehicles are Wheelchair  
Accessible



*Dial-a-Ride  
Transportation*

via a telephone. Friends and family can call to schedule a ride. Dial-a-Ride is available 24 hours a day, 7 days a week. For more information, call 503-366-0159.

**503-366-0159**

For more information, call 503-366-0159. Dial-a-Ride is available 24 hours a day, 7 days a week. For more information, call 503-366-0159.

230 Strand Street  
St. Helens, OR 97051  
Phone: 503.366.0159

[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

Our routes are convenient for all riders.

Westport  
Westport - Rainier  
Westport - Clatskanie  
Westport - Rainier  
Westport - on view/Kelso

Alston Corner  
Alston Corner - Rainier  
Alston Corner - Clatskanie  
Alston Corner - Rainier  
Alston Corner - on view/Kelso

Rainier  
Rainier - Rainier  
Rainier - Clatskanie  
Rainier - Rainier  
Rainier - on view/Kelso

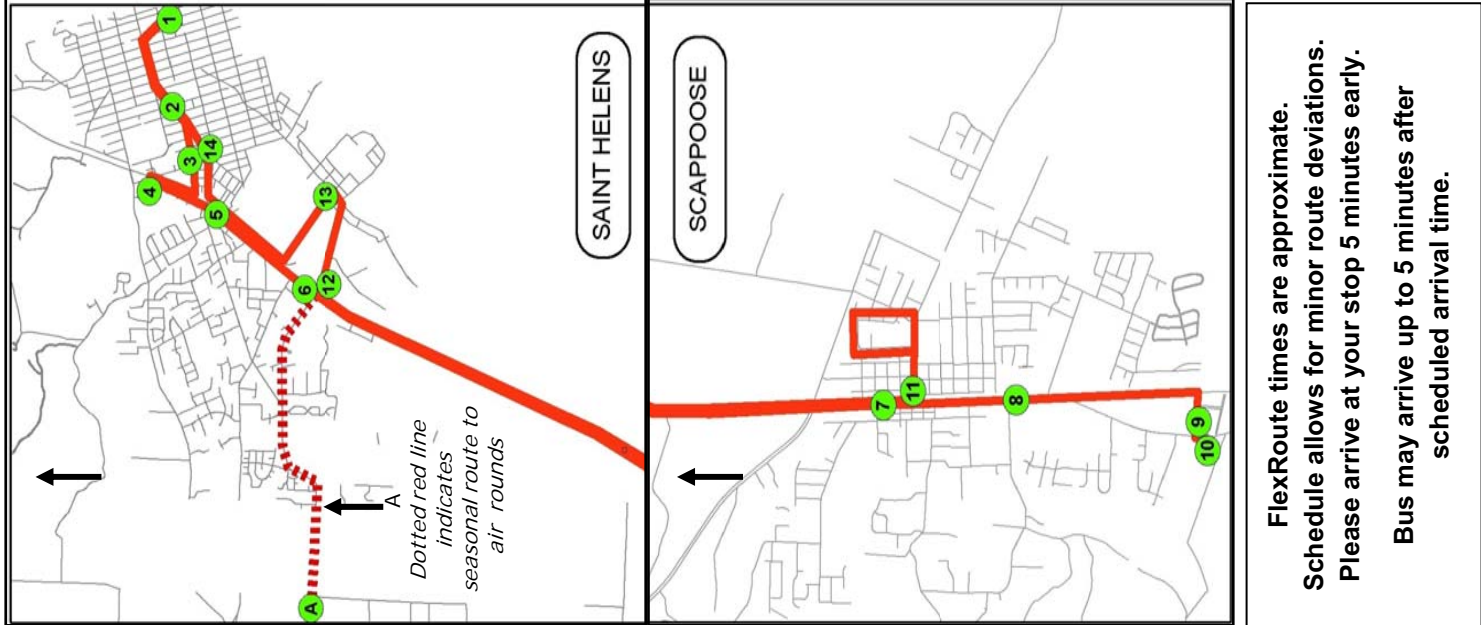
on view/Kelso  
on view/Kelso - Rainier  
on view/Kelso - Clatskanie  
on view/Kelso - Rainier  
on view/Kelso - on view/Kelso

[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

Seniors 55+, children under 10  
Tickets and Passes may be  
purchased from Transit Driver.

Drivers carry no change.

Flex Route Stops			
St Helens			P
1	Pu i Par in Lot de one	9 1	1 1 1 4
	11t Cou ia vd	9 1	1 1 1 4
	1 t t eens treet	9 1	1 1 1 4
4	Cou ia Cons	9 1 1 4	1 1 1 4 1 4 4
	e ard are a reens	9 1 1 4	1 1 1 4 1 4 4
	Rite id P ar a	9 1	1 1 1 4
Scappoose..			
	a oose Post ffi e	9 11	1
8	e ard are ro er ut et	9 4 11 1	1 4 1 4 1
9	Fred e er	9 4 11 1	1 4 1 4 1
1	Cini	9 11	1
11	a er t Loo to 1st Cou ia ve	9 11	1
St Helens..			
1	a art CC Cree side	1 1 11 4	1 1 4 4 1 4
1	Cou ia Count Corre tions	1 11	1 4
14	1 t Cou ia vd	1 11	1 4



FlexRoute times are approximate.  
Schedule allows for minor route deviations.  
Please arrive at your stop 5 minutes early.  
Bus may arrive up to 5 minutes after  
scheduled arrival time.



St. Helens/Scappoose  
Business District Loop

Columbia County  
Rider  
503.366.0159  
General Public  
Transportation

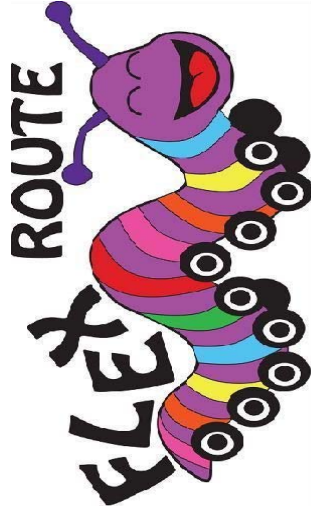
[www.columbiacountyrider.com](http://www.columbiacountyrider.com)



## Rates

Senior Citizens  
Students  
Children

1. Standard



Normal operating hours for  
Columbia County Rider  
are: Monday through Friday

### Holiday Service Hours

Columbia County Rider  
does not operate on:

New Year's Day  
Independence Day  
Labor Day  
Memorial Day  
Thanksgiving  
Christmas

and other special events



Vehicles are

Wheelchair Accessible



**Don't drive...  
TAKE THE BUS!**



Transit Division

230 Strand Street  
St Helens, OR 97051  
Phone: 503. 366. 0159

## Dial-a-Ride

### Transportation

If our Dial-a-Ride is not available on Friday afternoon, our staff will provide door-to-door service to our destination as soon as possible. Please call our dispatcher to make an advance reservation.

503-366-0159

Additional information on our  
dedicated transportation requests coordinated  
through the Transit Center. Contact us at  
1-800-811-1111.

For more information visit the  
Columbia County Rider website  
[www.columbiacountyrider.com](http://www.columbiacountyrider.com)

or a  
503.366.0159



Appendix D  
Current Dial-a-Ride Fare  
Schedule



**PROPOSED FARE CHANGE**  
**SEPTEMBER 23, 2008**  
**To Become Effective November 1, 2008**

<b><u>FIXED ROUTE</u></b>	<b><u>Current</u></b>	<b><u>Proposed</u></b>
Portland - General Public	\$ 4.00	<b>\$4.80</b>
Senior/Disabled /Students/Children	\$ 3.00	<b>\$3.80</b>
Scappoose/St. Helens - General Public	\$ 2.50	<b>\$3.30</b>
Senior/Disabled/Student/Children	\$ 1.25	<b>\$2.05</b>
Monthly Pass (General)	\$90.00	<b>\$106.80</b>
Monthly Pass (Senior, Disabled (Students/Children)	\$75.00	<b>\$91.80</b>
Flex-Route	\$1.00	<b>\$1.50</b>

**DEMAND RESPONSE/DIAL-A-RIDE**

<b><u>Clatskanie</u></b>	<b><u>Current</u></b>	<b><u>Proposed</u></b>
Intra-City	\$1.00	<b>\$1.80</b>
Clatskanie to Longview/Kelso WA	\$6.00	<b>\$6.80</b>
Clatskanie to St. Helens	\$11.00	<b>\$11.80</b>
Clatskanie to Rainier	\$3.00	<b>\$3.80</b>

<b><u>Rainier</u></b>	<b><u>1-way</u></b>	<b><u>Proposed</u></b>
Intra-city	\$1.00	<b>\$1.80</b>
Rainier to Longview/Kelso WA	\$2.50	<b>\$3.30</b>
Rainier to Clatskanie	\$3.00	<b>\$3.80</b>
Rainier to St. Helens	\$4.00	<b>\$4.80</b>

<b><u>Vernonia</u></b>	<b><u>1-way</u></b>	<b><u>Proposed</u></b>
Intra-city	\$1.00	<b>\$1.80</b>
Vernonia to St. Helens, Clatskanie, Scappoose and Rainier	\$ 8.00	<b>\$8.80</b>
Vernonia to Portland	\$10.00	<b>\$10.80</b>



<b>Scappoose – St. Helens</b>	<b>Current 1-way</b>	<b>Proposed 1-way</b>
-------------------------------	--------------------------	---------------------------

Local Intra City	\$1.00	<b>\$1.80</b>
Outside City Limits	\$1.50	<b>\$2.30</b>
Scappoose - Clatskanie	\$12.00	<b>\$12.80</b>
Scappoose - Columbia City	\$ 3.50	<b>\$ 4.30</b>
Scappoose - Deer Island *	\$ 4.50	<b>\$ 5.30</b>

<b>Scappoose-St. Helens Con't</b>	<b>Current 1-way</b>	<b>Proposed 1-way</b>
-----------------------------------	--------------------------	---------------------------

Scappoose - Longview	\$ 8.50	<b>\$9.30</b>
Scappoose - Rainier	\$ 7.50	<b>\$8.30</b>
Scappoose - Scappoose-Vernonia Hwy	\$2.50	<b>\$3.30</b>
Scappoose - St. Helens	\$ 2.00	<b>\$2.80</b>
Scappoose -Vernonia	\$ 9.00	<b>\$9.80</b>
Scappoose - Warren	\$ 1.50	<b>\$2.30</b>
Scappoose -Yankton	\$ 4.50	<b>\$5.30</b>

St. Helens - Clatskanie	\$ 11.00	<b>\$11.80</b>
St. Helens - Columbia City	\$ 1.50	<b>\$2.30</b>
St. Helens - Deer Island*	\$ 3.50	<b>\$4.30</b>
St. Helens - Longview	\$ 7.50	<b>\$8.30</b>
St. Helens - Rainier	\$ 6.50	<b>\$7.30</b>
St. Helens - Scappoose- Vernonia Hwy	\$ 3.50	<b>\$4.30</b>
St. Helens - Vernonia	\$ 10.00	<b>\$10.80</b>
St. Helens - Warren	\$ 1.50	<b>\$2.30</b>
St. Helens - Yankton	\$ 2.50	<b>\$3.30</b>

\* Just off Highway 30

### Scappoose/St. Helens Non-Emergency Medical Transportations

*Please add rates above to Cities outside Scappoose/St. Helens*

<b>LONGVIEW/KELSO</b>	<b>Scappoose Current</b>	<b>Scappoose Proposed</b>	<b>St. Helens Current</b>	<b>St. Helens Proposed</b>
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Kaiser, St. Johns Hospital (PH)	\$ 8.50	<b>\$9.30</b>	\$ 7.50	<b>\$8.30</b>
Train Station - Kelso	\$ 9.50	<b>\$10.30</b>	\$ 8.50	<b>\$9.30</b>

<b>WEST SIDE</b>	<b>Scappoose Current</b>	<b>Scappoose Proposed</b>	<b>St. Helens Current</b>	<b>St. Helens Proposed</b>
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Good Sam Hosp OHSU, Pdx Cline St. Johns Dentist, VA Clinic, St.Vincent's, CASEY Eye Inst. Dornbecker Children's Hospital, Dental Clinic Physicians Pavilion, Multnomah Building	\$7.50	<b>\$8.30</b>	\$8.50	<b>\$9.30</b>
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<b>HILLSBORO, TIGARD, BEAVERTON**</b>	<b>Scappoose</b>	<b>Scappoose</b>	<b>St. Helens</b>	<b>St. Helens</b>
	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>

Sunset Kaiser				
Kaiser, Western Avenue, Beaverton	\$10.00	<b>\$10.80</b>	\$ 11.00	<b>\$11.80</b>

**\*\* Beaverton Area Trips that continue southbound beyond Highway 217 will incur an additional per mile charge of \$1.50 (New \$2.30)/mile from, back to, that boundary.**

<b>EAST SIDE</b>	<b>Scappoose</b>	<b>Scappoose</b>	<b>St. Helens</b>	<b>St. Helens</b>
	<b>Current</b>	<b>Proposed</b>	<b>Current</b>	<b>Proposed</b>

Lloyd Center, Delta Clinic	\$10.00	<b>\$10.80</b>	\$11.00	<b>\$11.80</b>
Emmanuel, Red Cross, Rose Quarter Dialysis				
Interstate Kaiser, Providence, Oregon Kidney Center				

### **CLACKAMAS\*\***

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**\*\* Portland Trips that continue eastbound Interstate 205 will incur an additional per miles charge of \$1.50(New \$2.30)/mile from, and back to, the boundary.**

*Rates may vary due to extra mileage.*

*Medical rates are based on 1 hour appointments, any additional time over that time will be charged in 1 hour blocks at \$8.50 ( New \$23.80) per hour.*

### **AIRPORT RUNS**

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Scappoose/St. Helens	
One Person Round Trip	\$50.00 ( <b>Proposed New Fare \$75.00</b> )
Two Person Round Trip	\$65.00 ( <b>Proposed New Fare \$80.00</b> )
Additional Passengers	\$12.00 Same Flight ( <b>Proposed New Fare \$18.00</b> )



## Appendix E

### Detailed Ridership Counts

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
PORTLAND**

<b>JUL 2008</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>HOUR TOTAL</b>
	1	2	3	4		7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31		
6:00 AM	29	26	24	0	0	28	26	27	26	14	25	23		23	18	27	25	28	29	16	21	19	27	21		502
6:30 AM	37	39	33	0	0	33	38	41	32	27	41	40	41	40	29	40	40	37	35	32	39	39	44	32		809
7:00 AM	28	26	0	0	0	30	21	0	20	20	25	32	26	24	22	22	29	32	25	20	24	26	27	30		509
8:30 AM	8	11	12	0	0	8	6	9	5	9	9	4	5	6	5	9	16	11	6	8	8	8	10	10		183
10:30 AM	14	14	11	0	0	9	19	12	8	10	15	15	15	9	7	10	11	21	8	6	6	7	8	12		247
12:30 PM	17	7	16	0	0	8	6	13	29	6	11	18	10	12	11	13	16	16	13	12	10	13	12	12		281
2:30 PM	26	22	34	0	0	14	24	17	4	23	26	17	28	24	23	18	21	20	22	24	22	26	25	17		477
4:00 PM	44	44	0	0	0	43	0	30	0	27	43	43		16	17	46	41	33	30	24	30	30	30	40		611
4:30 PM	38	31	18	0	0	34	35	36	17	19	35	28	31	10	21	31	30	37	24	22	36	26	20	28		607
5:00 PM	4	5	0	0	0	0	50	7	52	8	5	11	49	49	2	13	9	11	0	0	9	18	25	7		334
<b>DAY TOTAL</b>	<b>0</b>	<b>245</b>	<b>225</b>	<b>148</b>	<b>0</b>	<b>207</b>	<b>225</b>	<b>192</b>	<b>193</b>	<b>163</b>	<b>235</b>	<b>231</b>	<b>205</b>	<b>213</b>	<b>155</b>	<b>229</b>	<b>238</b>	<b>246</b>	<b>192</b>	<b>164</b>	<b>205</b>	<b>212</b>	<b>228</b>	<b>209</b>	<b>0</b>	<b>4560</b>

AUG 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
	1				8	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	
6:00 AM	7				17	26	30	26	28	17	16	41	29	27	23	3	24	25	19	15	19	15	20	24	17	451
6:30 AM	32				25	46	38	42	35	25	31	46	36	27	21	39	39	37	37	33	28	39	42	32	27	732
7:00 AM	19				19	24	27	23	30	19	27	27	30	27	26	26	28	22	21	26	24	24	26	24	21	521
8:30 AM	14				10	14	10	12	9	10	13	9	8	9	10	14	13	12	3	7	6	5	7	8	2	195
10:30 AM	21				13	8	9	10	15	13	10	11	8	5	14	7	12	5	15	16	12	10	14	9	14	238
12:30 PM	8				9	17	14	15	16	9	17	16	15	14	17	9	10	23	8	9	7	6	11	15	16	272
2:30 PM	25				29	30	17	17	21	29	27	27	17	19	23	21	18	22	18	26	16	20	17	19	15	444
4:00 PM	21				21	31	42	39	43	21	33	41	32	30	21	36	44	42	41	25	28	30	32	33	32	697
4:30 PM	22				21	28	27	29	33	21	28	35	32	18	19	25	42	31	19	19	35	36	27	23	12	561
5:00 PM	13				13	10	9	20	13	13	10	13	13	15	14	16	8	10	11	17	7	11	11	13	11	258
DAY TOTAL	0	0	0	0	182	234	223	233	243	177	212	266	220	191	188	196	238	229	192	193	182	196	207	200	167	4369

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
PORTLAND**

SEP 2008	MON			TUE			WED			THU			FRI			MON			TUE			WED			THU			FRI			HOUR TOTAL
	HOL	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	27	28	29	30	31	32	33				
6:00 AM	N	17	25	24	15	20	23	21	27	15	26	20	20	16	13	22	24	24	25	17	29	30						453			
6:30 AM	O	34	34	34	31	41	36	41	36	33	37	31	37	40	29	39	43	44	44	36	34	44						778			
7:00 AM		27	30	30	30	33	30	37	31	28	33	27	33	28	19	32	13	22	24	24	30	30						591			
8:30 AM	S	17	13	12	10	15	14	17	12	6	13	7	13	10	12	9	14	12	7	12	10	13						248			
10:30 AM	E	18	13	9	12	11	5	14	10	13	15	4	9	11	10	10	7	6	9	8	10	9						213			
12:30 PM	R	8	16	15	10	12	10	22	20	10	15	10	10	19	8	12	12	13	15	12	12	8						269			
2:30 PM	V	20	20	30	29	23	25	16	30	25	25	11	17	27	20	21	32	22	23	23	24	31						494			
4:00 PM	I	31	34	35	34	48	46	44	44	32	37	39	40	34	27	35	44	45	41	32	41	46						809			
4:30 PM	C	43	38	34	17	28	22	32	26	21	39	28	32	28	21	30	24	24	24	18	25	21						575			
5:00 PM	E	14	14	11	9	18	11	21	13	9	6	6	13	16	15	17	16	17	15	13	16	14						284			
DAY TOTAL	0	229	237	234	197	249	222	265	249	192	246	183	224	229	174	227	229	229	227	195	231	246	0	0	0			4714			
QTR 1 TOTALS																										13643					

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
PORTLAND**

MAY 2007		MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL					
		3	4				7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31	28		29	30	31	28	29
TRIP #1 6:30 AM		31	25				27	27	2	24	23	26	31	26	27	29	29	28	32	28	18	22		27	24	22		27	24			506
TRIP #2 8:30 AM		14	2				14	10	5	5	6	12	10	4	8	3	11	5	7	7	9	8		9	7	8		9	7			156
TRIP #3 10:30 AM		7	4				6	7	6	4	7	6	3	6	8	8	4	5	13	6	3	3		4	7	3		4	7			117
TRIP #4 12:30 PM		10	10				3	4	6	3	3	7	3	9	11	6	7	7	8	7	9	4		4	12	4		4	12			133
TRIP #5 2:30 PM		11	10				10	12	8	10	14	14	14	10	10	16	8	7	8	10	5	10		12	12	10		12	12			211
TRIP #6 4:30 PM		27	21				25	22	48	20	19	25	30	36	22	17	29	22	31	26	16	21		19	17	21		19	17			493
DAY TOTAL		0	0	0	0	100	72	85	82	75	66	72	90	91	91	86	79	88	74	99	84	60	68	0	75	79	0	75	79	0		1616

JUN 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL	
	1					4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29		
TRIP #1 6:30 AM	19					28	24	28	23	19	24	26	23	23	14	18	20	22	26	18	16	25	25	19	18		458
TRIP #2 8:30 AM	14					11	5	7	11	3	4	6	10	17	11	5	5	4	3	5	7	4	4	3	6		145
TRIP #3 10:30 AM	6					12	7	10	8	9	4	10	3	3	3	9	10	8	6	4	5	5	7	10	6		145
TRIP #4 12:30 PM	14					5	3	13	5	7	9	3	7	6	7	6	2	2	4	7	2	6	6	3	7		124
TRIP #5 2:30 PM	16					15	10	1	14	8	7	5	6	10	11	5	6	13	12	12	4	10	13	11	5		194
TRIP #6 4:30 PM	24					22	24	24	21	14	22	24	16	11	19	27	16	19	18	21	19	17	23	19	15		415
DAY TOTAL	0	0	0	0	93	93	73	83	82	60	70	74	65	70	65	70	59	68	69	67	53	67	78	65	57		1481

JUL 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL					
	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27		30	31			
TRIP #1 6:30 AM	13	15		12	9	20	19	22	25	10	23	25	21	21	14	18	21	18	19	21	18	19				383
TRIP #2 8:30 AM	5	14		6	5	7	7	10	7	8	4	5	4	6	6	7	8	3	4	4	4	7				131
TRIP #3 10:30 AM	16	7		10	4	7	6	2	6	8	7	4	2	5	4	3	3	1	6	9	4	9				123
TRIP #4 12:30 PM	6	6		7	9	5	6	7	8	3	13	8	4	7	6	8	2	2	9	5	0	5				126
TRIP #5 2:30 PM	11	11		15	6	9	11	9	11	10	6	12	7	6	7	5	11	7	10	10	4	6				184
TRIP #6 4:30 PM	15	15		16	11	30	25	22	21	13	27	19	24	19	19	18	24	22	20	18	20	23				421
DAY TOTAL	66	68	0	66	44	78	74	72	78	52	80	73	62	64	56	59	69	53	68	67	50	69	0	0	0	1368

AUG 2007	MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
TRIP #1 6:30 AM		21	20	15		20	18	20	19	10		12	15	20	16	12		14	16	14	16	9			14	22	15	15	17		370
TRIP #2 8:30 AM		7	7	11		3	8	11	7	5		5	4	6	10	8		5	10	6	8	2			1	4	3	6	12		149
TRIP #3 10:30 AM		9	5	9		4	10	11	1	3		0	4	8	16	9		5	5	2	7	3			3	3	7	9	7		140
TRIP #4 12:30 PM		11	14	11		2	5	1	7	6		11	6	8	11	5		6	5	7	9	5			7	2	2	4	6		151
TRIP #5 2:30 PM		2	8	12		5	10	8	8	7		2	11	7	3	14		6	7	7	4	8			11	10	12	5	19		186
TRIP #6 4:30 PM		20	19	25		25	32	17	16	17		10	23	25	20	10		20	23	14	19	16			17	24	22	15	28		457
DAY TOTAL	0	0	70	73	83	59	83	68	58	48		40	63	74	76	58		56	66	50	63	43			53	65	61	54	89		1453

[illegible][illegible]

NOV 2007	MON			TUE			WED			THU			FRI			MON			TUE			WED			THU			FRI			MON			TUE			WED			THU			FRI			HOUR TOTAL		
	1	2		27	23		25	24	22	23	17	15	23	26	31	28	25	28	19		24	24	25	28	16		24	24	25	28	16		24	24	25	28	16	476										
TRIP #1 6:30 AM																																									125							
TRIP #2 8:30 AM				8	10		2	4	6	4	4	3	4	5	6	12	5	6	3		5	6	8	14	4		5	6	8	14	4		5	6	8	14	4		143									
TRIP #3 10:30 AM				5	6		8	7	5	6	6	7	14	6	11	10	4	4	7		6	4	5	5	11		6	4	5	5	11		6	4	5	5	11		109									
TRIP #4 12:30 PM				2	7		1	1	5	2	10	3	6	9	6	4	6	6	15		2	10	4	3	4		2	10	4	3	4		2	10	4	3	4		236									
TRIP #5 2:30 PM				7	20		9	15	9	7	16	4	19	10	11	17	6	15	11		8	7	14	8	13	10		7	14	8	13	10		7	14	8	13	10		510								
TRIP #6 4:30 PM				24	21		23	24	26	23	22	19	27	24	29	24	27	34	22		11	29	27	29	16		29	27	29	29	16		29	27	29	29	16		1599									
DAY TOTAL	0	0	0	73	87		68	75	73	65	75	51	93	80	94	95	73	93	77	0	36	81	79	78	92	61		81	79	78	92	61		81	79	78	92	61		1599								

DEC	MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		HOUR		
2007	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	4	13	16	15	12	8	3	5	6	23	6	352
TRIP #1 6:30 AM	21	24	20	27	27	22		21	18	19	21	18	23	18	13	4																	
TRIP #1.5 7:00 AM																																	22
TRIP #2 8:30 AM	7	6	11	3	8	7		6	9	7	5	2	7	5	5	2																	106
TRIP #3 10:30 AM	6	8	5	7	14	5		6	7	6	6	7	5	11	6	2																	118
TRIP #4 12:30 PM	5	7	10	4	8	7		4	6	6	4	5	4	7	9	3																	107
TRIP #5 2:30 PM	7	16	10	12	14	6		8	11	9	5	18	8	8	7	2																	194
TRIP #6 4:30 PM	31	26	31	7	26	32		28	26	21	30	30	28	17	13	2																	417
DAY TOTAL	77	87	87	60	97	79	0	73	77	68	71	80	75	66	53	15	0	56	58	74	63	0	0	0	0	0	0	0	0	0	0	0	1316

JAN 2008	MON					TUE					WED					THU					FRI					MON					TUE					WED					THU					FRI					HOUR TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

FEB 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM					18	28	25	18	23	20	24	24	26	24	20	11	23	26	26	25	29	26	28	29	24	497
TRIP #2 8:30 AM					3	13	7	15	14	5	10	7	7	12	8	8	14	6	8	6	15	6	12	10	9	195
TRIP #3 10:30 AM					11	7	4	10	7	7	13	9	6	7	6	3	5	3	6	7	6	10	8	6	8	149
TRIP #4 12:30 PM					9	7	2	12	12	12	10	13	3	11	10	8	8	7	4	7	9	11	11	8	9	183
TRIP #5 2:30 PM					16	14	14	17	19	23	12	12	13	21	15	5	14	13	3	27	19	16	16	22	21	332
TRIP #6 4:30 PM					21	25	23	22	32	27	28	28	31	22	22	13	26	30	28	24	28	29	21	29	25	534
TRIP #7 6:00 PM																									16	
DAY TOTAL	0	0	0	0	78	94	75	94	107	94	97	93	102	97	81	48	90	85	75	96	106	98	96	104	96	1890

MAR 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:00 AM																										8
TRIP #1 6:30 AM					27	28	28	26	23	24	31	30	29	31	16	32	32	26	27	25	27					588
TRIP #1 5:00 AM																										9
TRIP #2 8:30 AM					7	13	4	6	9	6	11	7	5	14	5	10	5	9	7	4	8					162
TRIP #3 10:30 AM					9	7	13	6	14	6	5	9	5	6	8	8	6	4	8	5	8					147
TRIP #4 12:30 PM					14	9	11	12	11	11	10	7	6	14	12	10	9	10	11	6	3					203
TRIP #5 2:30 PM					18	14	18	11	26	22	9	11	12	6	11	9	9	11	13	11	10					271
TRIP #6 4:30 PM					16	21	18	15	23	19	18	19	19	17	12	24	20	19	16	17	15					360
DAY TOTAL	75	84	72	86	91	92	92	76	106	88	84	83	85	88	64	93	81	79	82	68	79	0	0	0	0	1748

APR 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:00 AM					12																					38
TRIP #1 6:30 AM					21	25	28	25	23	20	29	28	31	27	18	30	31	24	19	19	27	27	27	27		554
TRIP #2 8:30 AM					4	5	7	1	4	4	10	9	3	7	6	10	2	7	10	4	8	6	5			137
TRIP #3 10:30 AM					6	8	4	1	17	5	7	5	3	7	9	6	8	6	10	9	5	8	4			160
TRIP #4 12:30 PM					7	7	8	7	3	10	10	8	7	7	8	4	9	4	9	5	9	8	3			168
TRIP #5 2:30 PM					21	19	18	15	20	19	18	17	21	14	21	15	18	16	26	21	22	19	17			409
TRIP #6 4:30 PM					18	19	18	18	12	11	17	16	22	21	18	21	18	16	16	19	21	27	22			402
TRIP #6 5:00 PM						22	25	23	26	16	24	26	18	20	13	23	20									277
DAY TOTAL	0	102	79	116	89	105	108	90	105	85	115	109	105	103	93	109	106	73	90	77	92	116	78	0	0	2145

MAY 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #5 6:00 AM																					46
TRIP #1 6:30 AM	26	21				26	27	33	24	25	36	26	30	25	21	32	34	33	24	22	596
TRIP 1.5 7:00 AM	20																				20
TRIP #2 8:30 AM	9	19				12	6	8	10	7	8	10	2	8	4	12	6	4	5	2	170
TRIP #3 10:30 AM	4	13				8	5	6	6	4	6	4	4	7	7	9	7	13	3	8	153
TRIP #4 12:30 PM	12	12				8	4	6	10	11	11	12	12	12	5	12	14		8	9	221
TRIP #5 2:30 PM	26	23				18	15	12	24	26	16	14	14	19	28	16	17	10	24	11	418
TRIP #6 4:30 PM	18	13				23	32	6	15	14	25	19	21	22	14	22	24	20	19	15	397
TRIP #6.5 5:00 PM										13		28		18		6	19	26			141
TRIP #7 6:00 PM																					11
DAY TOTAL	0	0	0	115	101	95	89	71	89	100	102	113	83	111	79	132	121	106	83	67	2173

JUNE 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #5 6:00 AM																					0
TRIP #1 6:30 AM	29	31	29	21	23	39	36	33	24	26	36	33	24	27	28	36	35	31	34	30	626
TRIP 1.5 7:00 AM																					138
TRIP #2 8:30 AM	8	5	9	11	3	9	8	5	12	11	11	3	7	11	8	7		9			149
TRIP #3 10:30 AM	9	9	8	8	9	10	12	2	11	15	4	8	6	21	7	11	9	9	10	18	196
TRIP #4 12:30 PM	5	9	12	10	11	9	19	12	10	24	7	8	11	8	10	18	9	15	11	11	246
TRIP #5 2:30 PM	25	31	18	10	18	11	11	14	19	23	26	28	20	21	25	18	23	19	17	21	417
4:00 PM																					143
TRIP #6 4:30 PM	28	16	18	19	22	23	40	18	25	25	28	27	31	27	23	29	27	24	25	13	536
TRIP #6.5 5:00 PM					5					31		27			4		11	5		41	261
TRIP #7 6:00 PM				3		8						27		7							18
DAY TOTAL	104	131	124	82	91	109	126	131	125	155	112	134	99	147	121	179	114	173	150	153	2730



**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
ROCK CREEK-PCC/WILLOW CREEK**

MAY 2007	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
	1	2	3	4		7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31		
TRIP #1 6:30 AM	2	6		1		4	4	4	6	4	1	4	3	6	1	1	5	4	4	1		5	3	5		70
TRIP #2 9:30 AM	5	0		14		4	4	3	1	2	4	4	5	2	0	6	3	3	2	1		3	3	2		67
TRIP #3 12:30 PM	3	5		14		3	5	3	3	3	3	4	6	3	2	5	5	6	6	1		4	5	5		91
TRIP #4 3:30 PM	4	5		3		5	4	3	2	2	5	5	4	4	6	2	3	4	3	3		4	4	4		77
DAY TOTAL	0	14	0	16	32	0	16	16	13	11	13	17	18	15	9	14	16	17	15	6	0	16	15	16	0	305

JUN	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR											
2007	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	3	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26	27	28	29	TOTAL	
TRIP #1 6:30 AM	2	2	1	6	5	3	1	6	3	0	2	1	1	1	2	1	2	2	3	2	3	3	49																			
TRIP #2 9:30 AM	5	6	2	4	1	3	2	3	1	1	0	3	1	2	0	1	4	2	1	1	3	3	46																			
TRIP #3 12:30 PM	0	6	1	7	4	1	3	4	0	1	0	0	3	1	2	1	2	1	2	1	1	41																				
TRIP #4 3:30 PM	4	3	3	3	4	3	0	4	3	2	5	2	3	4	2	4	1	2	1	3	1	57																				
DAY TOTAL	0	0	0	0	11	10	6	17	7	4	7	6	8	8	6	7	9	7	7	7	8	193																				

JUL 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL				
	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27		30	31		
TRIP #1 6:30 AM	2	2		3	1	3	4	1	1	2	3	1	2	2	0	1	1	1	1	1	2	1		35	
TRIP #2 9:30 AM	1	1		0	1	0	2	1	0	2	1	0	0	0	0	0	0	1	0	1	1	0		12	
TRIP #3 12:30 PM	0	1		4	1	3	1	1	1	0	1	1	2	1	3	1	1	2	0	0	0	2		26	
TRIP #4 3:30 PM	2	2		3	4	1	1	2	1	2	2	3	2	2	2	2	2	1	1	1	3	2		41	
DAY TOTAL	5	6	0	10	7	7	8	5	3	6	7	5	6	5	5	4	4	5	2	3	6	5	0	0	114

AUG 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		31
TRIP #1 6:30 AM		3	1		1	3	2	5	3	1	2	2	2	2	1	2	1	2	1	2	0	0	0	1	1	1	1	1	2	2	2	40
TRIP #2 9:30 AM		2	0	0		3	1	5	1	0	1	0	1	0	1	0	0	1	0	1	1	1	1	0	1	1	1	1	1	0	21	
TRIP #3 12:30 PM		1	1	3		2	7	3	2	1	1	0	1	0	1	1	1	1	1	1	1	1	0	1	0	0	2	2	0	32		
TRIP #4 3:30 PM		2	2	2		1	7	2	3	3	2	3	2	3	2	2	1	2	2	2	2	2	3	1	3	2	1	2	3	53		
DAY TOTAL	0	0	8	4	6	9	17	15	9	5	6	5	6	4	4	4	4	4	6	4	4	4	3	5	4	6	7	5	7	146		

SEPT 2007	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	4	1	1	3	1	1	2	1	1	0	0	0	1	0	1	5	5	8	4	4	38
TRIP #2 9:30 AM	2	1	2	2	1	1	1	2	0	1	1	2	1	2	0	5	8	7	5	1	42
TRIP #3 12:30 PM	0	2	0	0	1	1	1	2	2	0	1	1	3	2	1	5	9	8	5	1	44
TRIP #4 3:30 PM	5	3	2	2	2	3	2	2	4	1	1	1	1	2	0	6	5	11	7	1	57
DAY TOTAL	0	8	7	7	0	5	7	7	7	2	3	4	6	6	2	21	27	34	21	7	181

OCT Jun-05	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	6	1	7	8	3	141
TRIP #2 9:30 AM	7	6	7	7	5	8	9	7	7	2	7	12	6	7	2	4	2	6	6	5	110
TRIP #3 12:30 PM	5	5	9	7	6	4	5	6	5	1	8	4	5	3	4	4	3	4	3	3	140
TRIP #4 3:30 PM	7	3	8	6	0	9	5	7	5	4	8	4	5	6	0	6	2	3	5	1	108
DAY TOTAL	24	20	34	28	15	26	29	30	22	12	29	27	19	21	10	20	8	21	28	12	499

NOV 2007	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	1	2	5	6	7	5	6	7	8	9	12	13	14	15	16	5	7	6	0	3	116
TRIP #2 9:30 AM	5	2	7	5	2	6	10	6	7	5	0	7	6	9	3	0	4	3	1	4	66
TRIP #3 12:30 PM	7	3	7	3	6	3	6	4	6	2	1	9	6	3	2	1	7	6	0	4	92
TRIP #4 3:30 PM	6	2	6	2	7	6	7	3	6	7	0	10	6	5	5	6	8	6	2	8	112
DAY TOTAL	0	0	0	20	14	20	24	18	21	18	1	28	23	20	16	12	26	21	3	19	386

DEC	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR								
2007	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	24	25	26	27	28	31	24	25	26	27	28	31	TOTAL
TRIP #1 6:30 AM	4	6	4	6	5	5	7	7	7	5	2	3	3	2	2	1	0	2	2	2	2	2	1	0	2	2	2	2	1	0	2	2	2	77
TRIP #2 9:30 AM	3	5	7	4	4	3	4	5	0	4	2	1	0	0	0	1	0	1	0	4	0	1	0	1	0	4	0	1	0	1	0	4	48	
TRIP #3 12:30 PM	5	5	3	5	2	5	4	2	4	2	1	0	2	1	1	1	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	1	44	
TRIP #4 3:30 PM	3	6	5	5	1	2	5	4	5	4	5	3	4	3	3	2	0	3	3	3	2	2	0	3	3	3	2	2	0	3	3	2	71	
DAY TOTAL	15	22	19	20	12	15	2	18	16	15	10	7	9	6	6	5	0	6	5	9	5	5	0	6	5	9	5	5	0	0	0	0	240	

JAN 2008	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR TOTAL					
	2	3	4			7	8	9	10	11	14	15	16	17	18	21	22	23	24	25		28	29	30	31	
TRIP #1 6:30 AM	3	2	3			14	12	13	10	5	11	0	14	10	5	1	10	11	13	5	5	10	9	10	176	
TRIP #2 9:30 AM	0	0	1			8	6	7	6	4	9	8	10	8	4	0	13	7	11	4	4	7	10	10	137	
TRIP #3 12:30 PM	1	1	2			8	13	4	9	2	3	5	7	10	2	1	6	6	8	4	0	9	5	7	113	
TRIP #4 3:30 PM	3	2	2			8	7	13	5	6	11	10	11	4	5	2	6	10	10	5	5	8	7	8	148	
DAY TOTAL	0	0	7	5	8	38	38	37	30	17	34	23	42	32	16	4	35	34	42	18	14	34	31	35	0	574

FEB 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM					1	4	17	9	9	4	11	10	11	10	4	8	10	11	10	5	13	12	9	10	5	193
TRIP #2 9:30 AM					6	7	7	7	9	3	6	9	6	10	4	6	8	10	9	6	10	10	8	12	4	157
TRIP #3 12:30 PM					6	7	9	9	4	2	11	5	6	5	2	8	7	3	5	3	12	9	6	5	4	128
TRIP #4 3:30 PM					8	10	2	11	2	10	9	4	9	3	8	5	5	10	4	6	10	9	9	4	5	143
DAY TOTAL	0	0	0	0	26	41	27	36	24	19	37	28	32	28	18	27	30	34	28	20	45	40	32	31	18	621

MAR	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					HOUR						
2008	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	36	0	0	0	0	TOTAL
TRIP #1 6:30 AM	10	12	14	15	4	12	12	9	9	4	8	7	5	5	3	2	1	2	1	0	10						145
TRIP #2 9:30 AM	5	10	11	10	5	7	9	7	9	5	9	8	7	9	3	4	4	2	1	1	8						134
TRIP #3 12:30 PM	11	7	7	9	1	11	9	5	7	1	6	11	3	0	3	0	0	2	0	0	9						102
TRIP #4 3:30 PM	7	7	12	7	4	12	6	13	6	7	8	4	7	2	4	5	2	0	1	2	9						125
DAY TOTAL	33	36	44	41	14	42	36	34	31	17	31	30	22	16	13	11	7	6	3	3	36	0	0	0	0		506

APR 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	15	11	13	15	4	11	13	10	9	11	14	15	16	17	18	9	13	9	1	3	28	29	30			197
TRIP #2 9:30 AM	7	8	13	7	7	6	12	10	9	9	8	11	7	14	2	10	7	5	3	6	16	10				171
TRIP #3 12:30 PM	12	10	11	6	6	5	13	5	10	10	7	12	8	11	5	6	10	8	1	2	12	9				163
TRIP #4 3:30 PM	8	13	5	7	7	15	7	13	3	3	12	5	13	6	7	9	5	9	3	2	6	15				163
DAY TOTAL	0	42	42	42	35	37	45	38	31	0	34	37	37	39	24	34	35	31	8	13	0	46	44	0	0	694

MAY 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	16	9			2	13	13	11	11	7	12	13	16	10	9	10	14	12	11	4	26					234
TRIP #2 9:30 AM	13	1				6	12	8	12	8	7	19	9	13	3	9	14	8	12	6	13	9	11	2		195
TRIP #3 12:30 PM	14	5				6	9	9	9	1	11	17	8	11	3	6	15	4	12	2	10	8	10	4		174
TRIP #4 3:30 PM	5	3				13	7	9	6	2	12	5	12	7	6	16	8	17	5	14	7	9	4	1		168
DAY TOTAL	0	0	0	48	18	38	41	37	38	18	43	57	45	41	21	41	51	41	40	26	0	43	35	36	13	771

JUNE 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL
TRIP #1 6:30 AM	5	14	9	7	8	8	12	8	6	4	2	3	2	1	1	5	8	7	8	2	9					129
TRIP #2 9:30 AM	4	9	6	5	1	3	7	8	7	6	3	1	2	2	0	7	7	5	2	0	4					89
TRIP #3 12:30 PM	4	13	5	10	2	5	5	3	4	2	3	1	0	2	1	0	3	2	6	3	1					75
TRIP #4 3:30 PM	8	4	11		4	5	5	9	3	4	5	3	5	3	3	3	2	2	1	1	8					89
DAY TOTAL	21	40	31	22	15	21	29	28	20	16	13	8	9	8	5	15	20	16	17	6	22	0	0	0	0	382

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
ROCK CREEK-PCC/WILLOW CREEK**

JUL 2008		MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	HOUR TOTAL			
		1	2	3	4	7	7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	28	29	30	31
TRIP #1 6:30 AM		7	8	7			7	10	11	8	1	8	9	8	6	3	7	8	8	7	6		7	8	10
TRIP #2 9:30 AM		2	1	10			3	7	4	6	0	7	7	4	3	4	4	3	4	2	1		6	1	2
TRIP #3 12:30 PM		5	3	5			0	3	3	6	0	3	6	5	6	2	3	5	2	6	3		7	2	5
TRIP #4 3:30 PM		2	2	2			5	5	4	2	1	7	3	3	2	3	5	1	7	2	3		3	3	3
DAY TOTAL		0	16	14	24	0	15	25	22	22	2	25	25	20	17	12	19	17	21	17	13	0	23	14	20
																									383

AUG 2008	MON		TUE	WED	THU	FRI	MON		TUE	WED	THU	FRI	MON		TUE	WED	THU	FRI	MON		TUE	WED	THU	FRI	HOUR TOTAL		
						1																					
TRIP #1 6:30 AM						3																				116	
TRIP #2 9:30 AM						6																				63	
TRIP #3 12:30 PM						8																				44	
TRIP #4 3:30 PM						4																				33	
DAY TOTAL	0	0	0	0	0	21	6	16	22	14	6	9	17	12	15	4	11	18	8	11	9	5	16	9	12	15	256

SEPT 2008	MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		HOUR TOTAL
	HOL	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	33	37	0	0	0	0	423		
TRIP #1 6:30 AM	HOL		3	6	5	5	8	6	6	3	3	5	5	4	11	11	12	9	9	5	10	6									138
TRIP #2 8:30 AM	HOL		5	1	3	2	1	0	1	3	3	1	0	0	0	4	4	4	4	2	3	4	4								49
TRIP #3 10:30 AM	HOL					1	0	4	0	3	0	0	0	0	0	3	3	4	2	3	4	7									34
TRIP #4 12:30 PM	HOL		2	3	1	0	1	1	4	2	0	1	0	4	0	7	5	4	6	3	3	4									55
TRIP #5 2:30 PM	HOL					2	2	2	0	0	2	1	1	3	0	7	9	8	3	2	7	8									57
TRIP #6 4:30 PM	HOL		3	4	4	1	5	4	5	2	6	7	5	2	4	2	6	6	3	2	6	8									90
DAY TOTAL	0	13	14	14	10	16	16	21	16	13	14	15	11	13	15	34	39	35	27	17	33	37	0	0	0	0	0	0	0	0	423

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
WESTPORT**

[illegible]

SEP 2007	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
TOTAL TRIPS	3			2	2	2	1		0				0		5			2		2	21
TOTAL MILES	198			201	198	200	193		195		200		201		198			197		200	2179

OCT 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MONTH TOTAL			
	1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31	6	4		196	202	191
TOTAL TRIPS	4		6		1	2		5		1	4		2		6	2		0		2	6		4						45
TOTAL MILES	198		196		196	196		198		202	193		196		197	153		192		202	191		196						2706

NOV 2007	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
TOTAL TRIPS	9					3	4			2	0		5		1	2	1			2	0		2		5	36
TOTAL MILES	199					200	107			299	299	234	265		268	262	262	268		274	262	262	269		270	3177

DEC	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH	
2007	3	4	5	6	7	10	11	12	13	14	17	18	19	20	21	24	25	26	27	28	31	TOTAL
TOTAL TRIPS	4		4		1	1		0		0	2	2	2		0	1		0		2	0	17
TOTAL MILES	197		243		262	270		197		210	210	201	201		196	198		201		200	197	2782

JAN	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH
2008	1	2	3	4		7	8	9	10	11	14	15	16	17	18	21	22	23	24	25	TOTAL
TOTAL TRIPS	4					4		8		10	1		3		5	2		2		8	56
TOTAL MILES	267					246		265		267	228		245		279	272		269		256	3391

FEB 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
TOTAL TRIPS	6					4	4	5	5	5	6	11	12	13	14	15	3	7	8	9	70
TOTAL MILES	279					269	269	267	267	257	257	257	288	288	267	267	267	270	270	254	3477

MAR 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
TOTAL TRIPS	5			6	8	5				10	5				9	1		3		7	75
TOTAL MILES	271		268		276	265				270	268			267	279	268		266		270	3509

APR 2008	MON		TUE		WED		THU		FRI		SAT		SUN		MONTH TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
TOTAL TRIPS			1	4			6	6	4						75
TOTAL MILES	266			268			260	260	273						3469

MAY 2008	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
	1	2				5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	
TOTAL TRIPS					2	2		5		2	7		9		5	2		7		9	3
TOTAL MILES					267	268		266		266	266		267		264	266		266		267	3202

JUN 2008		MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
TOTAL TRIPS	2	2	3	4	4	0	11	12	12	11	12	9	10	11	12	13	7
TOTAL MILES	268	268	268	268	268	268	269	274	274	269	265	269	269	267	267	269	3490

**COLUMBIA COUNTY RIDER  
FIXED ROUTES  
WESTPORT**

<b>JUL</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MONTH</b>
<b>2008</b>																					
TOTAL TRIPS	16	2	3	4	4	0	7	8	9	10	11	8	10	10	10	11	4	4	7	6	114
TOTAL MILES	276					0	208	269	269	301	266	266	267	267	267	267	267	270	267	272	3196

<b>AUG</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MONTH</b>
<b>2008</b>																					
TOTAL TRIPS	13	1			1	13	8	16	7	8	8	11	12	13	14	15	4	10	7	8	132
TOTAL MILES	267				267	267	267	267		267	267	267	267	267	267	267	267	267	267	268	3474

<b>SEP</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MON</b>	<b>TUE</b>	<b>WED</b>	<b>THU</b>	<b>FRI</b>	<b>MONTH</b>
<b>2008</b>																					
TOTAL TRIPS	4	1	2	3	4	5	4	10	11	12	4	5	10	10	10	6	4	4	8	9	81
TOTAL MILES	268					268	270	268	268	266	267	267	269	269	268	270	268	270	268	270	3220

																					<b>QTR 1 TOTAL - RIDERS</b>	<b>327</b>
																					<b>QTR 1 TOTAL - MILEAGE</b>	<b>9890</b>

**COLUMBIA COUNTY RIDER  
DIAL-A-RIDE**

JUL 2007	MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MONTH TOTAL																										
ROUTE 1 - ST. HELENS																																																				
Total Trips	26	36	0	35	34	33	34	28	30	47	33	31	35	31	35	27	37	32	27	41	26	35	693																													
Total Miles	92	118	0	95	102	93	106	104	96	106	123	111	111	105	104	76	111	79	67	132	87	102	2120																													
Total DH	45	40	0	40	40	30	50	45	35	40	50	50	55	45	35	40	40	35	30	50	45	35	875																													
ROUTE 2 - MED & MISC																																																				
Total Trips	19	13	0	8		7	13	11	12	20	13	9	9	13	18	15	15	9	9	13	11	12	249																													
Total Miles	165	201	0	128		106	152	190	225	237	205	150	237	109	186	123	210	156	115	286	200	177	3558																													
Total DH	44	54	0	12		40	30	45	57	67	56	30	96	37	100	31	62	56	34	76	47	20	994																													
ROUTE 3 - SCAPPOOSE																																																				
Total Trips	14	13	0	20	11	12	7	16	18	20	11	24	22	23	14	8	22	14	23	3	7	19	321																													
Total Miles	154	207	0	126	126	151	180	184	196	237	199	160	217	152	143	108	181	153	165	64	191	115	3409																													
Total DH	31	62	0	58	55	78	29	86	48	67	30	42	71	48	38	61	50	75	52	8	52	55	1096																													
ROUTE 4 - MED & MISC																																																				
Total Trips	15	0	11	20		96	10	9	12	16	3	10	25	19	16	4	12	9	8	40	4	10	349																													
Total Miles	149	0	154	155		110	96	178	228	189	138	144	34	174	120	56	168	131	150	248	159	154	2935																													
Total DH	36	0	24	27		16	15	106	70	9	46	39	21	32	85	18	43	20	78	53	30	75	843																													
ROUTE 5 - MED & MISC																																																				
Total Trips	4	3	0	12	10	9	5	8	8	11	7	9	3	10	6	16	8	0	0	7	0	0	136																													
Total Miles	25	29	0	53	134	110	91	96	57	130	141	126	71	117	50	139	120	0	0	128	0	0	1617																													
Total DH	8	0	0	10	34	16	8	28	18	10	16	13	20	27	10	14	27	0	0	10	0	0	269																													
CLATSKANIE																																																				
Total Trips	5	6	0	4	9	0	5	12	4	5	3	0	6	3	7	5	2	8	4	6	0	6	100																													
Total Miles	42	132	0	64	126	0	105	12	175	62	77	5	49	147	16	82	88	58	144	81	5	100	1570																													
Total DH	10	75	0	10	50	0	17	5	70	50	6	5	31	82	10	31	43	3	69	5	5	45	622																													
RAINIER																																																				
Total Trips	4	10	0	6	8	12	10	3	4	15	7	12	15	14	18	4	4	9	11	11	8	3	188																													
Total Miles	134	112	0	90	186	181	102	96	97	165	74	134	214	124	148	76	79	162	159	124	69	19	2545																													
Total DH	68	49	0	51	55	65	43	26	28	41	46	40	66	39	57	19	33	33	62	57	37	3	918																													
VERNONIA																																																				
Total Trips	5	8	0	8	6	8	2	4	4	9	4	3	3	1	9	8	3	8	4	7	3	4	111																													
Total Miles	106	103	0	15	87	89	107	115	134	78	84	98	112	91	92	107	123	187	132	110	91	140	2201																													
Total DH	8	0	0	0	2	1	1	14	2	2	15	0	14	0	1	0	8	18	2	6	14	8	116																													
MISC.																																																				
Total Trips																																										0										
Total Miles																																															0					
Total DH																																															0					
JULY TOTALS																																																				
Total Trips																																															2147					
Total Miles																																																				19955
Total DH																																																				5733



AUG 2007		MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		MONTH TOTAL	
		1		2		3						4		5		6		7		8			
ROUTE 1 - ST. HELENS																							
Total Trips		36		32		37						22		33		38		25		33			
Total Miles		104		84		106						85		96		93		74		112			
Total DH		40		40		40						22		40		30		40		35			
ROUTE 2 - MED & MISC																							
Total Trips		16		13		22						16		6		11		10		16			
Total Miles		192		187		240						129		170		184		71		203			
Total DH		61		61		76						59		74		44		3		64			
ROUTE 3 - SCAPPOOSE																							
Total Trips		13		23								16		18		15		14		11			
Total Miles		177		106								62		192		137		114		111			
Total DH		57		30								22		86		55		64		37			
ROUTE 4 - MED & MISC																							
Total Trips		17		22		18						5		11		10		5		15			
Total Miles		126		101		116						28		61		136		51		127			
Total DH		16		16		79						17		9		71		18		21			
ROUTE 5 - MED & MISC																							
Total Trips		14		6		12						0		0		8		6		4			
Total Miles		184		61		63						0		0		169		183		190			
Total DH		24				34						0		0		66		52		70			
CLATSKANIE																							
Total Trips		8		4		8						1		2		4		2		9			
Total Miles		75		99		108						185		12		9		24		164			
Total DH		38		39		75						140		1		4		20		92			
RAINIER																							
Total Trips		13		0		5						3		7		9		9		6			
Total Miles		150		0		125						89		116		38		111		118			
Total DH		70		0		48						24		41		10		39		25			
VERNONIA																							
Total Trips		4		6		8						5		0		8		4		6			
Total Miles		75		108		88						144		0		116		97		93			
Total DH		0		1		1						14		0		0		0		6			
MISC.																							
Total Trips																							
Total Miles																							
Total DH																							
AUGUST TOTALS																							
Total Trips		2210																					
Total Miles		19954																					
Total DH		6604																					

SEPT 2007	MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		MONTH TOTAL							
	3	4	5	6	7						10	11	12	13	14	17	18	19	20	21	24	25	26	27	28			
ROUTE 1 - ST. HELENS																												
Total Trips		37	47	34	44						34	35	34	32	30	25	36	37	40	32	27	41	35	35	34			
Total Miles		111	93	100	129						93	110	122	104	103	84	113	118	98	127	73	120	123	93	127			
Total DH		30	35	35	35						40	40	50	40	40	50	45	55	30	50	24	50	40	45	55			
ROUTE 2 - MED & MISC																												
Total Trips		18	14	12	3						13	22	12	15	18	6	20	10	14	12	18	10	8	14	21			
Total Miles		123	215	151	26						174	288	217	224	273	29	105	177	184	209	233	248	209	176	132			
Total DH		27	61	45	0						48	80	74	75	85	14	31	53	30	30	76	57	36	77	18			
ROUTE 3 - SCAPOPOOSE																												
Total Trips		24	18	11	11						11	28	20	20	25	5	28	10	17	14	22	25	11	16	11			
Total Miles		128	208	189	220						209	148	163	180	87	92	212	287	228	253	194	159	268	176	253			
Total DH		43	81	87	84						41	48	30	42	18	30	86	98	107	95	55	65	84	83	111			
ROUTE 4 - MED & MISC																												
Total Trips		20	24	22	11						12	11	16	22	8	14	22	16	9	22	6	10	18	13	21			
Total Miles		78	173	154	181						135	123	136	205	92	213	172	123	124	194	247	169	136	146	124			
Total DH		15	29	45	78						23	12	13	64	27	78	47	10	28	55	78	38	48	54	11			
ROUTE 5 - MED & MISC																												
Total Trips		9	8	15	12						0	0	0	3	1	8	6	13	13	12		2	9	3	21			
Total Miles		112	108	179	185						0	0	0	62		62	60	143	158	122		25	133	110	132			
Total DH		12	8	14	32						0	0	0	16		30	30	16	34	21		8	28	16	18			
MISC.																												
Total Trips	9				23																				40			
Total Miles	196																								221			
Total DH	98																								105			
CLATSKANIE																												
Total Trips		2	11	0	2						1	7	16	8	2	4	2	8	2	9	2	2	9	8	11			
Total Miles		85	101	4	286						70	148	75	39	8	14	38	15	10	88	39	41	42	109	125			
Total DH		2	36	4	137						33	90	16	15	4	5	2	5	4	39	2	26	11	69	53			
RAINIER																												
Total Trips		8	8	7	10						7	8	6	7	10	4	8	6	9	4	6	4	4	1	5			
Total Miles		72	91	87	103						93	184	170	150	202	67	52	106	22	22	191	150	137	54	131			
Total DH		36	46	37	56						32	82	91	90	69	42	16	15	8	6	67	60	56	33	66			
VERNONIA																												
Total Trips		3	2	7	3						3	8	7	13	2	7	3	2	3	3	2	3	3	7	6			
Total Miles		79	91	135	4						118	243	177	200	20	95	129	132	170	22	155	186	72	225	90			
Total DH		0	0	60	2						23	2	30	59	10	1	8	59	50	10	1	30	8	1	0			
SEPT TOTALS																												
Total Trips	2043																											
Total Miles	19589																											
Total DH	5920																											
1ST QTR TOTALS																												
Total Trips	6400																											
Total Miles	59498																											
Total DH	18257																											

OCT 2007		MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MON TUE WED THU FRI					MONTH TOTAL						
		1	2	3	4	5	8	9	10	11	12	15	16	17	18	19	22	23	24	25	26	29	30	31									
ROUTE 1 - ST. HELENS																																	
Total Trips		38	34	30	43	36	32	32	36	39	39	39	43	35	33	40	39	32	36	24	39	39	23	24			805						
Total Miles		102	129	119	124	115	104	115	98	78	100	103	112	95	93	122	118	103	81	69	112	90	46	67			2295						
Total DH		30	50	50	30	40	35	55	25	35	45	45	35	35	35	45	30	40	35	30	50	45	20	35			875						
ROUTE 2 - MED & MISC																																	
Total Trips		10	16	13	18	7	15	7	7	7	15	12	13	13	10	12	7	13	9	9	9	15	13	11			261						
Total Miles		167	179	187	63	134	215	194	144	194	96	239	236	90	154	154	241	147	189	197	141	175	204	197			3937						
Total DH		39	47	68	32	68	48	59	55	84	8	61	80	32	24	39	80	32	52	89		58	48	40			1143						
ROUTE 3 - SCAPPOOSE																																	
Total Trips		11	17	11	27	11	14	19	15	13	19	10	24	13	30	16	9	15	14	15	13	19	25	8			368						
Total Miles		274	266	270	179	199	103	226	212	107	196	87	133	240	245	220	260	216	228	171	249	184	205	93			4563						
Total DH		128		145	53	64	19	99	93	45	81	14	56	82	74	71	91	144	99	72	61	56	79	8			1634						
ROUTE 4 - MED & MISC																																	
Total Trips		11	14	24	18	16	14	16	10	20	34	24	20	30	18	17	16	13	15	7	12	8	21	14			392						
Total Miles		50	111	101	116	80	264	127	162	145	173	189	184	133	152	183	249	148	175	76	116	175	104	124			3337						
Total DH		15	63	25	40	10	150	24	64	56	56	96	82	52	18	46	98	48	70	24	47	39	26	42			1191						
ROUTE 5 - MED & MISC																																	
Total Trips		7	12	11	6	25	0	7	13	6	0	0	21	10	13	0	2	2	8	16	9	20	16	0			204						
Total Miles		74	74	87	25	174	0	80	140	139	0	0	112	152	221	0	13	12	186	119	141	142	187	0			2078						
Total DH		11	21		9	16	0	16	28	21	0	0	12	12	18	0	6	6	60	17	62	66	27	0			408						
CLATSKANIE																																	
Total Trips		2	1	9	10	7	7	3	2	3	8	3	5	7	5	4	5	12	6	8	11	6	5	10			139						
Total Miles		39	140	109	158	79	98	104	32	135	99	136	142	66	67	41	96	106	166	81	197	62	97	41			2291						
Total DH		18	96	65	80	39	43	79	30	64	47	70	59	43	24	21	22	19	56	19	80	2	44	18			1038						
RAINIER																																	
Total Trips		5	4	0	11	8	5	2	8	8	7	11	12	2	12	17	7	9	6	7	10	3	7	9			170						
Total Miles		109	130	0	173	193	99	48	131	92	91	114	153	109	210	190	126	112	107	94	141	70	139	135			2766						
Total DH		31	48	0	92	42	49	10	79	30	44	59	72	62	46	73	45	40	56	36	26	20	72	44			1076						
VERNONIA																																	
Total Trips		4	12	4	5	1	4	5	4	1	4	3	3	2	2	1	4	3	2	3	0	8	0	3			78						
Total Miles		240	164	120	197	72	87	211	117	67	82	145	123	85	72	92	137	127	153	77	0	188	0	161			2717						
Total DH		70	0	0	0	36	0	8	14	33	14	39	8	42	0	46	35	8	76	0	0	1	0	2			432						
MISC.																																	
Total Trips																																0	
Total Miles																																0	
Total DH																																0	
OCTOBER TOTALS																																	
Total Trips		2417																															
Total Miles		23984																															
Total DH		7797																															

**NOVEMBER TOTALS**

DEC 2007		MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
ROUTE 1 - ST. HELENS																						
Total Trips		27	32	43	28	22																474
Total Miles		70	89	101	92	85																1560
Total DH		35	35	24	40	50																474
ROUTE 2 - MED & MISC																						
Total Trips		12	12	16	23	14																266
Total Miles		310	218	268	239	188																3841
Total DH		75	63	90	106	73																981
ROUTE 3 - SCAPPOOSE																						
Total Trips		13	17	20	15	15																325
Total Miles		222	178	211	285	189																3544
Total DH		76	92	98	72	33																1263
ROUTE 4 - MED & MISC																						
Total Trips		11	13	24	13	10																271
Total Miles		107	63	149	168	161																2950
Total DH		55	22	24	60	14																866
ROUTE 5 - MED & MISC																						
Total Trips		11	7	12	8	7																184
Total Miles		132	58	110	95	81																1776
Total DH		18		8	16	16																249
CLATSKANIE																						
Total Trips		3	4	8	5	11																119
Total Miles		19	26	40	132	94																1240
Total DH		10	14	22	45	43																523
RAINIER																						
Total Trips		4	4	8	8	9																118
Total Miles		41	71	130	149	165																2076
Total DH		16	35	42	112	64																946
VERNONIA																						
Total Trips		0	1	1	0	2																33
Total Miles		0	101	96	0	251																2356
Total DH		0	2	2	0	0																122
MISC.																						
Total Trips		15	19	11	0	16																122
Total Miles		187	139	108	0	210																1566
Total DH		47	53	14	0	47																400
DECEMBER TOTALS																						
Total Trips																						1642
Total Miles																						15237
Total DH																						4233
2ND QTR TOTALS																						
Total Trips																						50818
Total Miles																						29898
Total DH																						4233

JAN 2008		MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MONTH TOTAL	
ROUTE 1 - ST. HELENS																															
Total Trips		0	38	47	33	35	33	32	37	29	33	37	33	37	44	27	41	31	36	35	28	33	38	29							766
Total Miles		0	104	99	111	113	97	94	111	104	103	101	92	106	117	93	128	92	114	108	66	106	96	83							2238
Total DH		0	35	30	45	50	45	4	45	45	50	25	40	45	40	40	40	40	15	40	30	40	45	35							824
ROUTE 2 - MED & MISC																															
Total Trips		0	9	12	12	10	10	9	15	18	11	7	12	17	11	12	13	8	15	12	4	6	11	9							243
Total Miles		0	274	228	211	126	216	270	203	263	184	223	229	186	104	118	74	298	261	165	140	234	226	203							4436
Total DH			52	89	78	41	101	103	70	93	71	90	70	66	44	48	27	84	77	54	51	70	138	62							1579
ROUTE 3 - SCAPPOOSE																															
Total Trips		0	13	21	14	23	22	26	17	14	17	21	21	21	12	11	19	22	23	18	16	25	21	25							422
Total Miles		0	162	222	153	239	158	203	159	199	199	132	226	128	221	127	129	207	168	237	142	187	194	132							3924
Total DH		0	70	64		77	69	76	66	55	70	61	117	57	72	74	70	61	65	68	34	84	87	48							1445
ROUTE 4 - MED & MISC																															
Total Trips		0	11	21	21	23	13	32	26	16	21	17	20	16	8	7	10	21	19	15	19	25	21	21							403
Total Miles		0	95	144	138	108	136	164	79	143	140	118	136	67	127	37	86	89	126	90	101	96	139	94							2453
Total DH		0	34	45	45	47	24	49	26	41	37	23	47	38		10	21	24	24	18	15	34	41	16							659
ROUTE 5 - MED & MISC																															
Total Trips		0	14	17	38	15	11	12	8	30	14	16	24	13	26	7	10	30	9	31	14	7	28	20							394
Total Miles		0	178	95	210	201	185	185	195	237	183	74	229	210	12	74	46	194	221	55	137	104	178	202							3405
Total DH		0	72	21	49	101	60	42	64	86	34	10	17	19	6	36	7	44	41		55	30	49	44							887
CLATSKANIE																															
Total Trips		0	10	8	8	1	4	7	8	9	2	4	12	9	8	4	4	3	8	9	2	1	14	6							141
Total Miles		0	118	43	48	29	115	35	59	52	34	32	165	40	44	70	42	120	75	81	70	69	93	136							1570
Total DH		0	51	5	16	16	45	10	20	19	15	12	39	14	18	30	12	67	13	35	4	55	47	88							631
RAINIER																															
Total Trips		0	6	9	8	5	9	6	8	7	4	1	7	8	5	5	9	11	9	8	5	4	6	10							150
Total Miles		0	261	155	65	91	75	88	142	117	112	32	130	118	105	80	105	146	63	125	72	70	177	130							2459
Total DH		0	118	66	25	24	12	38	42	32	41	17	72	54	50	57	45	41	22	57	37	31	92	53							1026
VERNONIA																															
Total Trips		0	3	2	3	1	4	2	2	3	4	4	4	1	2	6	1	4	2	5	2	1	1	2							59
Total Miles		0	193	176	147	150	129	122	90	204	197	136	103	75	259	118	106	170	129	233	122	109	102	127							3197
Total DH		0	43	0	0	2	1	2	0	1	10	2	0	6	0	2	53	35	0	50	0	0	2	8							217
MISC.																															
Total Trips		0	13	0	0	0	5	0	7	0	4	0	0	0	9	0	5	2	3	0	0	3	0	1							52
Total Miles		0	74	0	0	0	19	0	36	0	285	0	0	0	129	0	51	41	44	0	0	45	0	40							764
Total DH		0	19	0	0	0	2	0	19	0	60	0	0	0	70	0	21	15	4	0	0	22	0	20							252
JANUARY TOTALS																															
Total Trips		2630																													
Total Miles		24446																													
Total DH		7520																													

[illegible]

MAR 2008		MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
ROUTE 1 - ST. HELENS																	
Total Trips		39	38	36	42	40	31	37	32	36	37	32	35	34	35	39	718
Total Miles		106	118	110	105	110	95	107	95	102	114	94	106	50	99	117	2101
Total DH		40	45	40	35	45	40	30	30	35	45	35	35	15	25	40	743
ROUTE 2 - MED & MISC																	
Total Trips		10	7	8	16	7	12	11	11	16	21	12	18	13	14	12	251
Total Miles		233	236	140	241	127	253	202	245	227	198	221	290	158	163	194	3986
Total DH		99	8	63	22		80	25	55	39	35	11	90	30	50	46	873
ROUTE 3 - SCAPOPOSE																	
Total Trips		9	21	14	20	12	15	14	7	19	13	12	14	12	6	16	286
Total Miles		128	184	223	147	172	132	139	69	160	161	145	125	163	62	89	2832
Total DH		48	83	43	27	38	37	36	28	42	93	54	61	74	30	40	980
ROUTE 4 - MED & MISC																	
Total Trips		20	18	18	15	14	6	10	18	16	15	9	16	17	6	8	298
Total Miles		120	147	147	113	145	183	144	160	137	178	130	123	161	122	110	2873
Total DH		44	46	16	18	45	58	42	0	24		20	30	39	56	27	657
ROUTE 5 - MED & MISC																	
Total Trips		13	20	11	15	33	12	8	14	13	36	9	12	13	9	28	370
Total Miles		191	135	209	153	155	187	130	179	189	190	104	142	106	133	158	3379
Total DH		34	33	72	32	50	52	5	40	40	26	73	59	32	39	45	903
CLATSKANIE																	
Total Trips		5	7	16	7	8	6	7	14	8	6	8	8	14	9	10	171
Total Miles		60	157	104	61	93	121	178	156	70	234	40	133	69	89	94	2406
Total DH		27	68	40	30	40	33	70	72	16	87	18	42	30	27	38	871
RAINIER																	
Total Trips		13	6	7	8	7	6	6	9	6	8	6	7	6	7	5	141
Total Miles		130	88	158	114	76	91	150	131	119	159	90	148	103	146	97	2419
Total DH		87	27	46	15	10	49	70	72	39	62	29	68	38	46	37	931
VERNONIA																	
Total Trips		8	2	6	8	4	9	3	4	5	8	8	3	6	3	2	105
Total Miles		229	77	147	176	189	165	134	191	197	124	208	303	189	88	176	3563
Total DH		32	0	0	1	62	2	8	2	0	0	2	120	2	2	88	451
MISC.																	
Total Trips		11	8	16	15	22	20	25	13	4	0	18	14	23	11	14	290
Total Miles		146	153	61	111	333	115	241	208	144	0	244	168	93	91	37	2719
Total DH		48	26		40	38	31	73	79	28	0	73	37	24	36	16	754
MARCH TOTALS																	
Total Trips																	2630
Total Miles																	26278
Total DH																	7163
3RD QTR TOTALS																	
Total Trips																	29852
Total Miles																	60805
Total DH																	15269



APR 2008		MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MONTH TOTAL				
		1	2	3	4				7	8	9	10	11		14	15	16	17	18	21	22	23	24	25		28	29	30						
ROUTE 1 - ST. HELENS																																		
Total Trips		43	25	39	38				32	34	33	28	47		31	30	29	28	34			34	29	35	28	37			32	34	36	736		
Total Miles		109	97	98	107				101	102	100	86	125		92	102	98	77	111			99	97	98	78	121			83	97	84	2162		
Total DH		20	30	35	35				40	45	30	25	40		35	40	35	25	45			45	35	45	40	50			45	40	40	820		
ROUTE 2 - MED & MISC																																		
Total Trips		15	12	9	23				22	12	11	13	28		14	6	8	7	7			12	18	20	19	12			11	12	17	308		
Total Miles		192	63	213	272				132	23	213	184	129		174	216	231	74	154			182	168	245	162	204			169	266	120	3786		
Total DH		80	15	67	121				30	20	85	40	30		65	65	53	12	22			34	52	63	50	67			44	42	15	1072		
ROUTE 3 - SCAPOOSE																																		
Total Trips		12	17	21	17				10	16	17	23	12		20	18	23	15	31			19	14	14	25	16			26	15	18	399		
Total Miles		94	131	116	210				156	133	170	174	141		271	187	106	137	191			185	94	133	176	161			121	174	180	3441		
Total DH		45	51	29	81				42	85	77	77	31		29	46	39	31	54			80	22	51	40	54			53	48	53	1118		
ROUTE 4 - MED & MISC																																		
Total Trips		17	17	12	17				10	14	13	17	18		19	15	15	5	25			12	15	16	13	27			22	14	16	349		
Total Miles		92	144	98	144				103	123	60	96	91		95	59	91	38	53			108	48	92	62	58			104	109	103	1971		
Total DH		26	12	15	46				34	12	27	17	20		20	16	25	17	10			27	7	22	36	0			16	23	20	448		
ROUTE 5 - MED & MISC																																		
Total Trips		13	20	16	32				9	10	16	23	6		7	26	16	12	9			14	19	14	18	15			9	13	13	330		
Total Miles		166	203	161	310				182	116	183	288	78		134	107	203	120	87			173	145	163	153	159			182	163	132	3608		
Total DH		45	44	24	100				42	53	47	71	28		38	10	45	28	23			47	52	53	76	33			52	55	38	1004		
CLATSKANIE																																		
Total Trips		5	8	7	6				2	8	11	8	10		9	9	19	10	10			10	10	12	9	7			7	10	11	198		
Total Miles		35	40	132	79				30	99	97	37	117		109	71	51	74	95			37	83	96	97	126			38	53	41	1637		
Total DH		15	8	39	36				15	50	48	15	51		41	20	17	16	34			15	42	44	43	67			9	19	15	659		
RAINIER																																		
Total Trips		6	9	7	7				9	3	11	7	7		5	3	6	9	7			9	11	6	6	7			8	5	8	156		
Total Miles		122	120	171	72				171	54	163	120	142		96	73	147	122	144			151	140	181	135	64			97	129	139	2753		
Total DH		59	30	70	33				67	22	60	46	0		44	44	52	60	64			60	38	101	58	20			28	50	63	1069		
VERNONIA																																		
Total Trips		3	5	4	5				4	7	7	5	6		1	2	6	6	6			4	3	4	4	6			9	4	5	106		
Total Miles		93	233	205	233				96	266	226	117	158		70	130	106	103	126			156	78	149	131	151			195	146	171	3339		
Total DH		1	45	55	58				1	62	0	9	0		0	3	2	1	1			14	1	1	1	0			45	2	2	304		
MISC.																																		
Total Trips		21	19	15	28				11	7	13	9	27		14	15	10	13	0			19	13	13	19	0			23	0	0	289		
Total Miles		123	142	144	144				126	40	129	104	163		38	131	50	104	0			175	101	103	202	0			213	0	0	2232		
Total DH		35	56	36	27				48	15	45	38	35		8	44	23	44	0			40	30	30	45	0			50	0	0	649		
APRIL TOTALS																																		
Total Trips																																		2871
Total Miles																																		24929
Total DH																																		7143

MAY 2008		MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MON TUE WED THU FRI							MONTH TOTAL	
ROUTE 1 - ST. HELENS																															
Total Trips		36	49					39	29	29	39	35	35	35	35	51					0	44	43	42	46	802					
Total Miles		78	138					124	71	75	94	105	116	116	132	132	0	134	122	150	127	0	30	50	70	2226					
Total DH		40	45					45	40	35	50	40	50	50	35	35	0	30	50	70	40	0	30	50	70	910					
ROUTE 2 - MED & MISC																															
Total Trips		12	13					7	20	5	13	10	15	15	17	17	0	8	10	14	6	0	227	186	89	118	267				
Total Miles		126	106					118	246	108	136	187	195	244	204	109	0	227	186	89	118	0	60	36	38	3463					
Total DH		14	39					36	92	47	53	72	50	60	41	41	0	60	36	38	40	0	60	36	38	958					
ROUTE 3 - SCAPPOOSE																															
Total Trips		24	17					13	16	11	14	12	17	12	16	11	6	0	6	14	7	21	0	6	14	7	303				
Total Miles		115	127					176	111	67	139	229	229	261	39	150	35	76	0	42	171	96	141	0	42	171	2451				
Total DH		32						37	38	10	28		42	69	11	52	11	20	0	10	68	33	47	0	10	68	652				
ROUTE 4 - MED & MISC																															
Total Trips		18	25					24	9	19	21	11	22	19	18	4	23	16	0	10	19	19	23	0	10	19	368				
Total Miles		106	116					96	62	122	128	144	148	135	51	23	111	198	0	151	127	94	88	0	151	127	2392				
Total DH		27						20	20	33	29	44	66	39	26	8	34		0	66	33	17	29	0	66	33	552				
ROUTE 5 - MED & MISC																															
Total Trips		22	20					14	25	19	22	18	17	17	14	14	21	19	0	21	20	15	34	0	21	20	409				
Total Miles		127	178					206	105	184	299	159	229	150	178	198	170	222	0	180	199	139	194	0	180	199	3611				
Total DH		44	62					69	12	61	74	34	42	49	49	62	53	74	0	50	39	19	50	0	50	39	1052				
CLATSKANIE																															
Total Trips		4	11					9	8	9	13	10	5	8	10	5	9	2	0	8	13	7	2	0	8	13	168				
Total Miles		36	239					114	44	157	143	134	73	105	126	63	114	77	0	109	36	88	8	0	109	36	2009				
Total DH		5	149					49	20	70	63	16	33	29	34	43	41	33	0	27	9	17	3	0	27	9	799				
RAINIER																															
Total Trips		6	18					8	6	7	7	7	10	13	13	12	9	10	0	12	11	10	5	0	12	11	190				
Total Miles		151	105					212	110	136	180	142	132	87	205	108	134	116	0	156	187	122	55	0	156	187	2797				
Total DH		56	30					93	46	63	94	52	43	15	86	44	39	46	0	80	73	34	42	0	80	73	1086				
VERNONIA																															
Total Trips		2	7					4	6	2	4	4	2	4	6	4	2	7	0	6	2	4	6	0	6	2	98				
Total Miles		183	114					133	189	116	172	148	117	188	114	195	92	207	0	179	82	116	206	0	179	82	3221				
Total DH		1	42					2	47	2	2	1	2	2	2	0	0	0	0	2	2	1	2	0	2	2	195				
MISC.																															
Total Trips		7	0					16	0	0	0	0	0	5	0	1	9	3	0	0	2	0	0	0	0	2	0	68			
Total Miles		207	0					152	0	0	0	0	0	44	0	40	74	117	0	99	0	0	0	0	0	99	0	1025			
Total DH		35	0					35	0	0	0	0	0	20	0	20	25	53	0	0	4	0	0	0	0	4	0	289			
MAY TOTALS																															
Total Trips																							2673								
Total Miles																							23195								
Total DH																							6493								

JUN 2008		MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MON	TUE	WED	THU	FRI	MONTH TOTAL
ROUTE 1 - ST. HELENS																	
Total Trips	40	41	48	41	50		33	42	40	39	40	38	38	36	35	46	834
Total Miles	98	113	112	95	140		95	115	87	87	120	92	89	100	93	71	2162
Total DH	40	30	45	35	50		45	40	40	30	35	40	45	50	40	25	850
ROUTE 2 - MED & MISC																	
Total Trips	12	10	16	8	21		17	18	14	15	5	13	12	12	11	11	256
Total Miles	200	137	177	180	130		185	220	172	209	113	166	152	228	288	176	3826
Total DH	20	42	50	58	35		20	63	24	30	45	40	25	50	31		827
ROUTE 3 - SCAPOPOOSE																	
Total Trips	21	15	18	18	12		13	7	21	9	22	14	22	17	10	21	333
Total Miles	145	107	102	90	191		92	41	141	51	156	101	120	126	135	79	2274
Total DH	32				42	79	32	13	44	21	44	40	22	47	27	20	726
ROUTE 4 - FLEX																	
Total Trips		5	14	15	24		10	7	19	7	25	11	12	15	17	14	256
Total Miles		107	159	135	121		103	126	166	156	159	151	157	155	159	154	2934
Total DH																	0
ROUTE 5 - MED & MISC																	
Total Trips	15	14	20	12	21		15	14	14	31	22	16	14	15	4	23	357
Total Miles	158	170	234	91	290		204	153	231	148	213	204	170	196	36	224	3850
Total DH	60	52	88	40	97		100	33	80	51	78	62	38	36	4	81	1224
GLATSKANIE																	
Total Trips	8	9	8	6	5		5	6	10	9	3	2	9	14	7	11	159
Total Miles	105	147	125	140	131		50	76	128	195	158	22	165	31	67	172	2090
Total DH	33	63	58	33	85		44	20	57	38	72	7	50	13	13	55	802
RAINIER																	
Total Trips	3	13	6	8	2		4	3	6	6	9	9	9	5	6	10	139
Total Miles	130	163	80	106	90		85	100	128	100	97	90	139	128	97	82	2121
Total DH	114	57	35	32	40		68	50	61	33	29	79	63	81	29	8	974
VERNONIA																	
Total Trips	8	3	4	2	5		8	6	3	3	2	11	0	10	5	4	104
Total Miles	199	129	185	177	107		164	159	176	166	144	307	0	182	185	157	3394
Total DH	8	8	58	0	2		2	2	58	1	2	2	0	0	8	2	250
MISC.																	
Total Trips	15	3	4	7	0		8	1	14	0	24	17	0	12	9	0	168
Total Miles	281	96	59	100	0		100	19	31	0	192	30	0	173	59	0	1796
Total DH	55	30	20	44	0		35	10		0	45	0	0	10	59	0	466
JUNE TOTALS																	
Total Trips	2606																
Total Miles	24447																
Total DH	6119																
4TH QTR TOTALS																	
Total Trips	8150																
Total Miles	72571																
Total DH	19755																

**COLUMBIA COUNTY RIDER  
DIAL-A-RIDE**

JUL 2008		MON		TUE		WED		THU		FRI		MON		TUE		WED		THU		FRI		MONTH TOTAL				
ROUTE 1 - ST. HELENS																										
Total Trips		42	36	34	0	42	37	39	41	49		25	45	28	35	29	37	29	33	40	37	34	37	22	751	
Total Miles		102	79	76	0	109	88	81	120	127		69	122	81	126	82	101	70	84	119	103	93	83	57	1972	
Total DH		40	30	30	0	50	30	35	35	40		40	60	30	40	45	50	35	30	45	45	40	40	30	820	
ROUTE 2 - MED & MISC																										
Total Trips		11	9	13	0	13	9	10	8	14		10	8	8	20	10	12	18	10	12	8	14	11	12	10	250
Total Miles		209	118	207	0	230	142	293	117	155		140	260	133	117	145	150	205	103	245	31	158	110	173	261	3702
Total DH		76	27	70	0	85	26	22	18	66		20	25	35	71	5	5	30	10	45	0	20		20	71	747
ROUTE 3 - SCAPPOOSE																										
Total Trips		10	10	13	0	10	18	9	24	17		16	16	17	12	18	21	15	24	13	19	13	22	17	18	352
Total Miles		113	44	122	0	82	93	83	102	109		165	97	155	95	104	130	101	152	91	170	117	118	124	74	2441
Total DH		45	19	33	0	23	18	34		52		72	38	50	39	30	32	36	38	42	27	52	41	39	16	776
ROUTE 4 - FLEX																										
Total Trips		17	16		0	26	11	12	14	32		23	17	28	18	21	12	19	9	24	20	22	21	23	23	408
Total Miles		156	175		0	164	159	166	89		168	177	176	180	168		152	152	175	162	157	86	157	174	161	3154
Total DH					0																					0
ROUTE 5 - MED & MISC																										
Total Trips		5	14	17	0	12	23	8	15	15		13	4	10	19		21	14	7	6	9	15	10	12	16	265
Total Miles		60	206	110	0	180	169	174	143	208		181	58	135	263		183	152	134	122	124	205	125	177	50	3159
Total DH			72	38	0	62	71	10	25			60	30						30	31	64	62	32	62	25	674
CLATSKANIE																										
Total Trips		10	10	13	0	7	6	13	10	11		4	9	3	5	6	3	9	11	10	7	5	9	14	6	181
Total Miles		144	29	122	0	41	61	24	98	133		74	57	76	103	76	100	84	111	89	54	14	107	85	87	1769
Total DH		41	11	48	0	23	25	7	36	52		56	21	48	33	23	37	33	21	10	34	6	38	35	26	664
RAINIER																										
Total Trips		8	5	5	0	2	14	4	10	9		7	6	7	6	7	7	5	9	5	9	8	5	5	7	150
Total Miles		117	91	112	0	149	118	115	117	90		70	87	175	160	74	90	121	137	220	54	219	167	165	32	2680
Total DH		49	30	66	0	72	76	44	27	24		26	37	73	60	22	23	52	53	92	15	83	71	76	20	1091
VERNONIA																										
Total Trips		6	9	0	0	16	6	4	2	7		6	6	5	6	15	12	5	6	4	13	9	7	8	5	157
Total Miles		167	224	71	0	147	176	178	106	284		250	97	165	222	322	266	210	302	63	302	299	121	145	271	4388
Total DH		8	32	0	0	0	1	32	46	32		31	1	37	31	12	26	22	106	0	50	0	1	1	20	489
MISC.																										
Total Trips		8	31	21		1	7	14					11	15	9	14	5	2			10	5		7		160
Total Miles			311	153		17	58	86				55	41	151	129		138	68			19	8		118		1352
Total DH			60	40		5	25									35		5			5			28		245
JULY TOTALS																										
Total Trips																					2674					
Total Miles																					24617					
Total DH																					5506					





Appendix F  
Resident Surveys –  
Detailed Findings

## Resident Survey – Detailed Findings

### STUDY METHODOLOGY

Between October 21 and November 3, 2008, four hundred eighteen surveys were conducted via random telephone calls to an updated voter registration list of Columbia County. Four hundred and five of the respondents indicated they were registered voters.

The sample was collected proportionate to the population of Columbia County voters by zip code and city. Approximately 3174 calls were made to reach 1255 residents, of which 418 participated in the study (33.39 Incidence).

This is a relatively normal incidence compared to other studies we have conducted. It was however a lower incidence than the last survey we conducted regarding county transportation in December of 2006. This was probably due to the timing of this survey to fall within tax season and just before the November elections.

It was determined to conduct this survey after property tax statements were mailed to county residents and finish surveying before November 4<sup>th</sup> election day. This would yield survey results from respondents with high top of mind knowledge of current property taxes and money measures being introduced this election season.

### DETAILED FINDINGS

#### **Q1. Am I speaking with a registered voter residing in Columbia County? (Base 418)**

97% - Yes, registered voter residing in Columbia County (405)

3% - No, but residing in Columbia County (13)

#### **Q2. How long have you lived in Columbia County? (Base 405)**

20 years was the average voter response

Twenty-five percent of the voters interviewed had lived in the county five years or less and approximately 25 percent have lived in the county 30 or more years.

#### **Q3. Have you or anyone in your household ever used public transportation in Columbia County? (Base 405)**

21% - Yes (84)

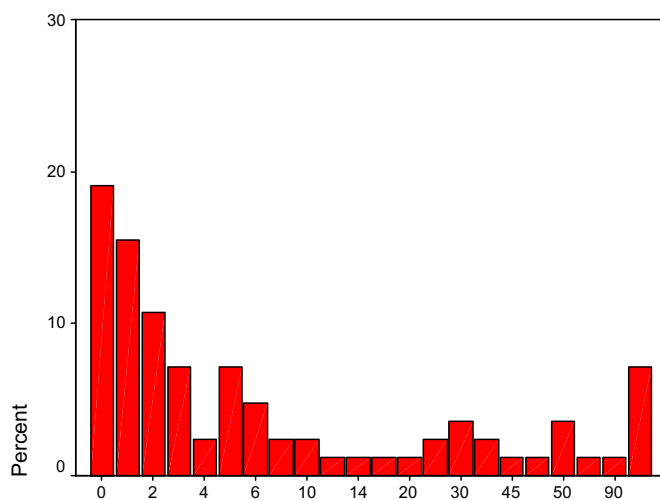
79% - No





**Q4. How many times? (PAST YEAR)** The average response was 16.8 times.

(Base 84)



Q4. How many times?

Approximately 18 percent of 84 voter households had not used Columbia County public transportation in the past year but had used it in prior years. While seven percent of the 84 indicated they used it 100+ times in the past year.

**Q5. Are they regular riders or do you/they just take a bus once in a while?**

(Base 405)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	(1) Regular riders	18	4.4	21.4	21.4
	(2) Once in a while	60	14.8	71.4	92.9
	(3) Don't know/refused	6	1.5	7.1	100.0
	Total	84	20.7	100.0	
Missing	System	321	79.3		
Total		405	100.0		

Twenty-one percent of the 84 Rider households or a little more than four percent of the total voter sample considers their home regular users. The majority, seventy-one percent of the 84 Rider households or nearly 15 percent of the total voter sample say they use the Rider once in a while.

**Q6. How many individuals make-up your household? (Base 418)**

17% - One

61% - Two

13% - Three

9% - Four +

Approximately 27 percent of the households in this survey have children under the age of 18. The majority of the households interviewed were made up of only two individuals (61%).



**Q7. What best describes your household employment status? (Base 418)**

67% - Employed

33% - Not employed

**Q8. How many in your home work/go to school inside Columbia County or outside Columbia County? (Base 405)**

**Q8 - Work or go to school inside or outside Columbia County?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Work inside the county	84	20.7	20.7	20.7
	Work outside the county	90	22.2	22.2	43.0
	Work both in & outside county	100	24.7	24.7	67.7
	Unemployed or retired	130	32.1	32.1	99.8
	Refused	1	.2	.2	100.0
	Total	405	100.0	100.0	

**Q9. What is your household's normal means of transportation for getting around Columbia County? (CHECK ALL THAT APPLY) (Base 418)**

93% - Own vehicle

11% - Walk

5% - Bicycle

5% - Friends/Relatives

5% - Car or Van Pool

3% - Columbia County Rider bus

2% - School bus

1% -Motorcycle / Scooter

0.7% - Other (SPECIFY) Business vehicles & Golf cart

0.5% - Columbia County Rider Dial-a-Ride

**Q10. (IF Q7= 1 or 2) What form of transportation do you use most often to go to work? (Base 274)**

90% - Own Vehicle Drive alone

11% - Car or Van Pool



3% - Bicycle

3% - Walk

2% - Other (SPECIFY) Business vehicles & work at home

2% - Columbia County Rider bus only

1% - Columbia County Rider bus and car

1% - Friends/Relatives

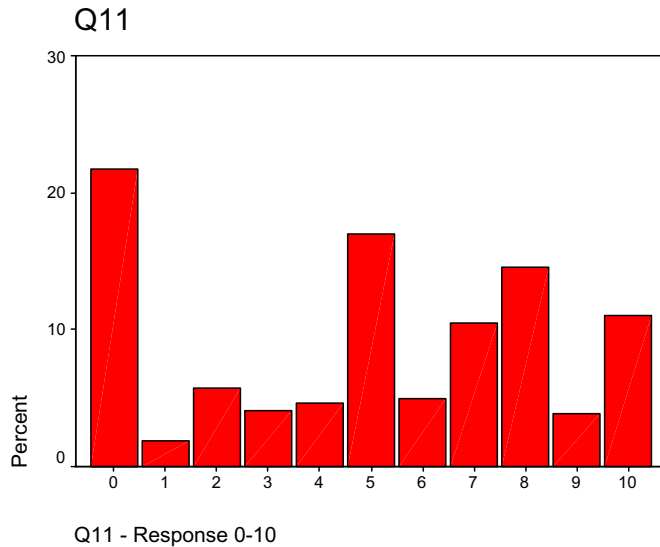
1% - Motorcycle / Scooter

**Q11. How satisfied would you say you are with the current public transportation available in Columbia County? Please rate on a scale of 0 to 10 with a zero meaning not at all satisfied and a 10 meaning totally satisfied.**

**Q11**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	79	19.5	21.7	21.7
	1	7	1.7	1.9	23.6
	2	21	5.2	5.8	29.4
	3	15	3.7	4.1	33.5
	4	17	4.2	4.7	38.2
	5	62	15.3	17.0	55.2
	6	18	4.4	4.9	60.2
	7	38	9.4	10.4	70.6
	8	53	13.1	14.6	85.2
	9	14	3.5	3.8	89.0
	10	40	9.9	11.0	100.0
	Total	364	89.9	100.0	
Missing	System	41	10.1		
Total		405	100.0		

Above is a table showing voter rating of satisfaction with the current public transportation available in Columbia County. The average rating was 4.9 on the scale. The most common score response was "0" at 19.5 percent and 15.3 percent scored public transportation "5" a neutral score. What is new, is more than 36 percent scored transportation a "7-10". Compared to two years ago this is an improvement, when the majority did not know public transportation existed within Columbia County without aided awareness.



**Q11a. COMMENTS (Base 210)**

Fifty-two percent of the respondents made comments as to why they rated current public transportation as they did in Columbia County. The following is a recap of the type of responses given. A complete list of the open-ended responses by city is included in the appendix.

- 30% - Unfamiliar with the services provided
- 21% - Need more buses/stops/places service is available
- 20% - The service provided currently is good
- 9% - Public transportation in the county needs more promotion
- 4% - Never use the service
- 4% - Need more hours or days of accessible service
- 4% - Service usability is low or inconvenient
- 3% - This is a needed service in the county
- 12% - Misc. other individual responses

The primary purpose of the study was to determine the level of support the voting public would have toward the creation of a Special Transit District within Columbia County. This would be accomplished by putting a future measure to the voters and asking for funding through property taxes to help continue and/or expand public transportation within Columbia County.

**Q12. Currently, Columbia County doesn't have a dedicated local funding source to pay for Transit services. The current bus service is funded through transportation grants and community**



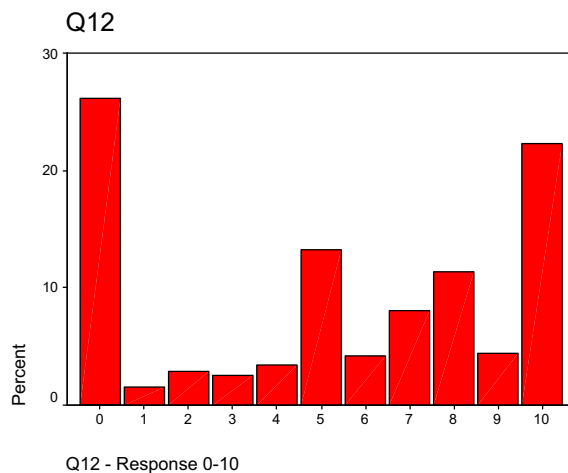
**contributions and rider fares. In an upcoming election, there may be a measure which will ask voters to approve a special district dedicated tax to help expand transit service in addition to the current funding. If the cost to property owners is 30 cents per \$1000 of assessed value (\$30 for property valued at \$100,000), how likely would you be to vote in favor of a Measure on a scale of 0 to 10 with 0 = strongly oppose and 10 = strongly favor? (Base 386)**

The average score given on the measure proposal was 5.3, meaning there is a slight trend for voters to favor this measure. The following table delineates the responses within the 0 to 10 scale. Clearly there are more 0=Strongly opposed responses versus 10=strongly favor, but it is also visible in the following bar chart that respondents using the entire scale lean toward favoring this measure if it were introduced in the future.

By grouping responses 0-2 as opposed and 8-10 as in favor we see 31 percent of our study oppose the measure, 31 percent are neutral and 38 percent would be in favor.

**Q12**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	101	24.9	26.2	26.2
	1	6	1.5	1.6	27.7
	2	11	2.7	2.8	30.6
	3	10	2.5	2.6	33.2
	4	13	3.2	3.4	36.5
	5	51	12.6	13.2	49.7
	6	16	4.0	4.1	53.9
	7	31	7.7	8.0	61.9
	8	44	10.9	11.4	73.3
	9	17	4.2	4.4	77.7
	10	86	21.2	22.3	100.0
	Total	386	95.3	100.0	
Missing	System	19	4.7		
Total		405	100.0		



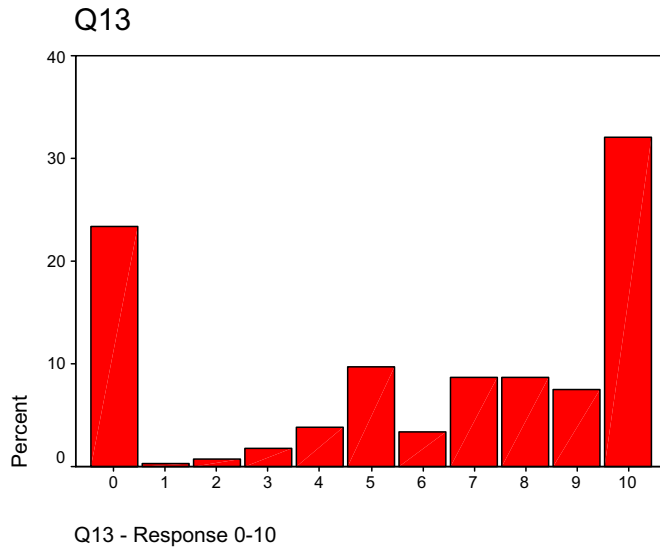
**Q13. If it were half that amount (15 cents per \$1000) would your answer be the same or different on the same 0 to 10 scale?**

The average score given on the measure proposal at one half the cost proposed in the previous question to the tax payer was 6.1, meaning this increases the trend for voters to favor the measure. The following table delineates the responses within the 0 to 10 scale. Clearly there are less 0=Strongly opposed responses versus 10=strongly favor, and it is even more visible in the following bar chart that respondents using the entire scale lean toward favoring this change in the measure if it were introduced in the future.

By grouping responses 0-2 as opposed and 8-10 as in favor we see 24 percent of our study oppose the measure, 28 percent are neutral and 48 percent would be in favor.

**Q13**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0	91	22.5	23.3	23.3
1	1	.2	.3	23.6
2	3	.7	.8	24.4
3	7	1.7	1.8	26.2
4	15	3.7	3.8	30.0
5	38	9.4	9.7	39.7
6	13	3.2	3.3	43.1
7	34	8.4	8.7	51.8
8	34	8.4	8.7	60.5
9	29	7.2	7.4	67.9
10	125	30.9	32.1	100.0
Total	390	96.3	100.0	
Missing System	15	3.7		
Total	405	100.0		



The difference in change between the two proposals is approximately 10 percent. There is less of a change on the opposed. The opposed are less likely to change position with the amount of money the measure is asking.

**Q14. Why would you favor/oppose the measure? (Base 376)**

45% - Public transportation is a needed service

21% - Don't want additional taxes

10% - Public transportation is good for the county

8% - I support public transportation because I use it

8% - I need more information (undecided)

6% - I oppose it because I wouldn't use it

3% - Public transportation should be self supporting

1% - I am unaware of public transportation in the county

10% - Other responses misc.

Ninety-three percent of the voters interviewed responded to why they would favor or oppose the measure. Most of the reason in favor is a general recognition of the need into the future. The major opposition is to more taxes. Spun through out the responses is the need for more information and clearing up of misconceptions, promotion and education as to the current situation of funding and operation. Verbatim responses can be found in the appendix.



**Q15. Given the current changes in the economy, what recommendations would you give to the county transportation committee? (Base 214)**

- 27%- Expand the service
- 15% - Public transportation is good or needed
- 11% - Maintain or lower the fares if possible
- 9% - Promotion is needed
- 7% - More forward with plans & don't give up
- 6% - Make do with the current money
- 6% - Get better equipment/efficient or use new fuels
- 5% - Public transportation is fine as is
- 5% - Raise fares or be fare driven
- 5% - No new taxes
- 5% - Find other money, grants etc.
- 4% - More study needed
- 3% - Need this measure and tax
- 3% - Need rail or MAX
- 3% - Don't use or have opinion
- 3% - Misc. other comments

Fewer individuals responded to this question, but the list above generalizes the responses by topic and percentage of frequency. Verbatim response to Q15 can be found in the appendix.

**Q16. I'm going to read you a list of public transportation services that Columbia County is considering. Please tell me which of these you would be willing to support through public funding, whether or not you would ever use it. Please rate on a scale of 0 to 10 with a zero meaning no support at all and a 10 meaning you totally support. Would you support...**

The following is a list of the services presented in the survey. They are arranged in order of mean score values.

7.9...increasing service for those who are elderly or disabled.

6.6...adding new express bus routes to Portland/Beaverton/Longview/Astoria.





6.5...an on-line service for finding ride share partners for regular commute trips.

6.4...commuter rail to run on tracks between St. Helens and Portland.

6.2...adding new bus routes where service does not currently exist.

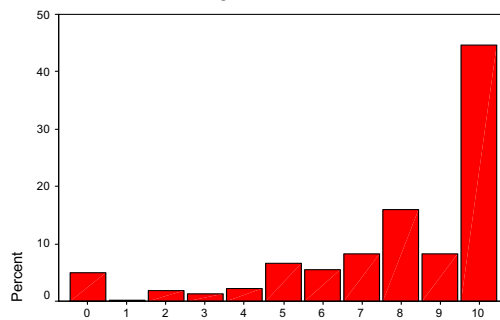
6.2...adding more frequent service within/between towns in Columbia County.

This line of questioning has yielded two main pieces of information; a hierarchy of the service needs based on voter top of mind support and interesting insight into public transportation funding support when we start to give specifics service information to the respondents. The average mean scores of these questions on the same type of scales as the measure tax questions are considerably higher in this set of questioning. It shows that as the voting public receives added information as to use of funding, neutral voters in this survey have become more supportive public funding. The following are the corresponding tables and bar charts.

Q16 - ...increasing bus service for those who are elderly or disabled.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	20	4.9	5.0	5.0
	1	1	.2	.3	5.3
	2	7	1.7	1.8	7.0
	3	5	1.2	1.3	8.3
	4	9	2.2	2.3	10.6
	5	26	6.4	6.5	17.1
	6	22	5.4	5.5	22.6
	7	33	8.1	8.3	30.9
	8	64	15.8	16.1	47.0
	9	33	8.1	8.3	55.3
	10	178	44.0	44.7	100.0
	Total	398	98.3	100.0	
Missing	System	7	1.7		
Total		405	100.0		

Q16 - ...increasing bus service for those who are el

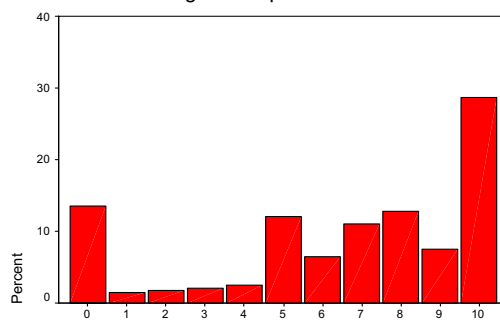


Q16 - ...increasing bus service for those who are elderly or disabled.

Q16 - ...adding new express bus routes to Portland/Beaverton/Longview/Astoria.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	54	13.3	13.6	13.6
	1	6	1.5	1.5	15.1
	2	7	1.7	1.8	16.8
	3	8	2.0	2.0	18.8
	4	10	2.5	2.5	21.4
	5	48	11.9	12.1	33.4
	6	26	6.4	6.5	39.9
	7	44	10.9	11.1	51.0
	8	51	12.6	12.8	63.8
	9	30	7.4	7.5	71.4
	10	114	28.1	28.6	100.0
	Total	398	98.3	100.0	
Missing	System	7	1.7		
Total		405	100.0		

Q16 - ...adding new express bus routes to Portland



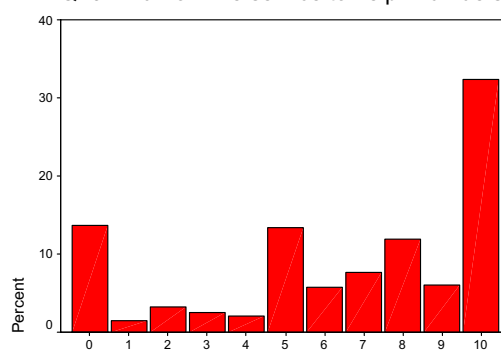
Q16 - ...adding new express bus routes to Portland/Beaverton/Longview/



**Q16 - ...an on-line service to help find ride share partners for regular commute trips.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	54	13.3	13.6	13.6
	1	6	1.5	1.5	15.2
	2	13	3.2	3.3	18.4
	3	10	2.5	2.5	21.0
	4	8	2.0	2.0	23.0
	5	53	13.1	13.4	36.4
	6	23	5.7	5.8	42.2
	7	30	7.4	7.6	49.7
	8	47	11.6	11.9	61.6
	9	24	5.9	6.1	67.7
	10	128	31.6	32.3	100.0
	Total	396	97.8	100.0	
Missing	System	9	2.2		
Total		405	100.0		

**Q16 - ...an on-line service to help find ride shar**

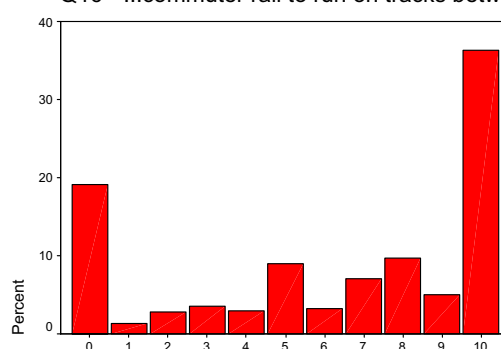


**Q16 - ...an on-line service to help find ride share partners for regul**

**Q16 - ...commuter rail to run on tracks between St. Helens and Portland.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	76	18.8	19.0	19.0
	1	5	1.2	1.3	20.3
	2	11	2.7	2.8	23.1
	3	14	3.5	3.5	26.6
	4	12	3.0	3.0	29.6
	5	36	8.9	9.0	38.6
	6	13	3.2	3.3	41.9
	7	28	6.9	7.0	48.9
	8	39	9.6	9.8	58.6
	9	20	4.9	5.0	63.7
	10	145	35.8	36.3	100.0
	Total	399	98.5	100.0	
Missing	System	6	1.5		
Total		405	100.0		

**Q16 - ...commuter rail to run on tracks between**

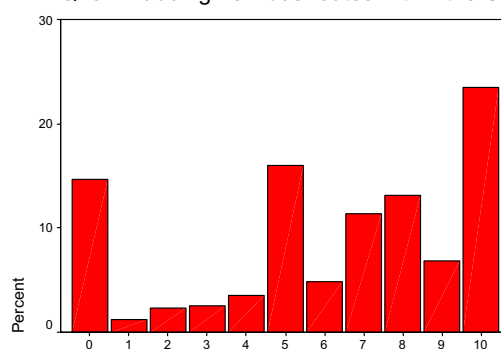


**Q16 - ...commuter rail to run on tracks between St. Helens and Por**

**Q16 - ...adding new bus routes within the County where service does not currently exist.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	58	14.3	14.7	14.7
	1	5	1.2	1.3	15.9
	2	9	2.2	2.3	18.2
	3	10	2.5	2.5	20.8
	4	14	3.5	3.5	24.3
	5	63	15.6	15.9	40.3
	6	19	4.7	4.8	45.1
	7	45	11.1	11.4	56.5
	8	52	12.8	13.2	69.6
	9	27	6.7	6.8	76.5
	10	93	23.0	23.5	100.0
	Total	395	97.5	100.0	
Missing	System	10	2.5		
Total		405	100.0		

**Q16 - ...adding new bus routes within the Cour**

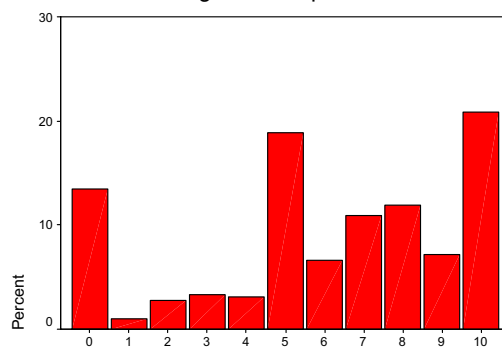


**Q16 - ...adding new bus routes within the County where service do**

**Q16 - ...adding more frequent bus service within and between towns in Columbia County.**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0	53	13.1	13.5	13.5
1	4	1.0	1.0	14.5
2	11	2.7	2.8	17.3
3	13	3.2	3.3	20.6
4	12	3.0	3.1	23.7
5	74	18.3	18.8	42.5
6	26	6.4	6.6	49.1
7	43	10.6	10.9	60.1
8	47	11.6	12.0	72.0
9	28	6.9	7.1	79.1
10	82	20.2	20.9	100.0
Total	393	97.0	100.0	
Missing System	12	3.0		
Total	405	100.0		

**Q16 - ...adding more frequent bus service withi**



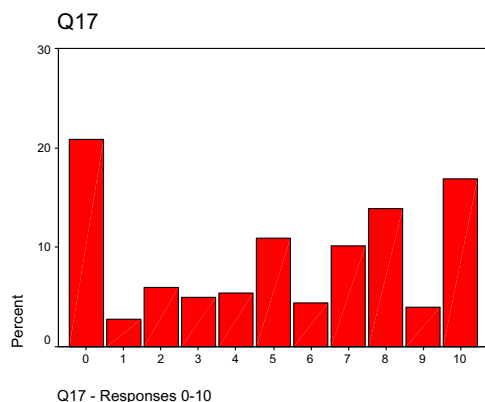
**Q16 - ...adding more frequent bus service within and between towns in Columbia County.**

### Q17. If public transportation in Columbia County was expanded, how likely would your household be to use it in the future?

The mean score on this question was 5.2 on the scale of 0 to 10. Below is the corresponding table and bar chart.

**Q17**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0	84	20.7	20.8	20.8
1	11	2.7	2.7	23.5
2	24	5.9	5.9	29.5
3	20	4.9	5.0	34.4
4	22	5.4	5.4	39.9
5	44	10.9	10.9	50.7
6	18	4.4	4.5	55.2
7	41	10.1	10.1	65.3
8	56	13.8	13.9	79.2
9	16	4.0	4.0	83.2
10	68	16.8	16.8	100.0
Total	404	99.8	100.0	
Missing System	1	.2		
Total	405	100.0		



**Q18. Which of the following best describes where you live?**

**Q18 - Q18. Which of the following best describes where you live? Is it (READ 1-2)**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid (1) Within City Limits (Scappoose, St Helens, Columbia City, (2) Farm or Rural (Warren, Deer Island, Mist Etc.)	198	48.9	48.9	48.9
(3) Don't know/refused	206	50.9	50.9	99.8
Total	1	.2	.2	100.0
	405	100.0	100.0	

**Q19. Do you own a business in Columbia County?**

**Q19 - Q19. Do you own a business in Columbia County?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	53	13.1	13.1	13.1
No	352	86.9	86.9	100.0
Total	405	100.0	100.0	

**Q19a. How might public transportation help local businesses?**

Verbatim response to 19A can be found in the appendix.

**Q19b. Some counties have an employer tax per employee to support public transit needs. Would you support this in Columbia County?**

**Q19B - Q19b. Some counties have an employer tax per employee to support public transit needs. Would you support this in Columbia County?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	24	5.9	45.3	45.3
	No	29	7.2	54.7	100.0
	Total	53	13.1	100.0	
Missing	System	352	86.9		
Total		405	100.0		

**Q19c. Why or why not?** \_\_\_\_\_

Verbatim response to 19C can be found in the appendix.

**Q20. In what range does your age fall...**

**Q20 - Q20. In what range does your age fall...**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	18-24	15	3.7	3.7	3.7
	25-34	34	8.4	8.4	12.1
	35-49	92	22.7	22.7	34.8
	50-65	161	39.8	39.8	74.6
	Over 65	101	24.9	24.9	99.5
	Refused	2	.5	.5	100.0
Total		405	100.0	100.0	

**Q21. Was your combined household income in 2007...**

**Q21 - Q21. Which range describes your yearly household income...**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than \$15,000	33	8.1	8.1	8.1
	\$15,000 to under \$30,000	39	9.6	9.6	17.8
	\$30,000 to under \$45,000	64	15.8	15.8	33.6
	\$45,000 to under \$60,000	71	17.5	17.5	51.1
	\$60,000 to under \$75,000	48	11.9	11.9	63.0
	Or \$75,000 or more	100	24.7	24.7	87.7
	Refused	50	12.3	12.3	100.0
Total		405	100.0	100.0	

## Q22. Do you rent or own your home?

**Q22 - Q22. Do you rent or own your home?**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Rent	54	13.3	13.3	13.3
Own	347	85.7	85.7	99.0
Refused	4	1.0	1.0	100.0
Total	405	100.0	100.0	

## Q23. Record gender

The gender participation of the survey is typical of prior surveys into the county with a 60 / 40 split favoring females.

**Q23 - Q23. Record gender DO NOT ASK UNLESS ABSOLUTELY NECESSARY**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Male	153	37.8	37.8	37.8
Female	252	62.2	62.2	100.0
Total	405	100.0	100.0	

## Q24. ADDITIONAL RESPONDENT COMMENTS

47% - Public transportation is good or needed

17%- Expand the service

16% - More forward with plans & don't give up

12% - Promotion is needed

11% - No new taxes

10% - More study needed

9% - Raise fares or be fare driven

6% - Don't use or have opinion



3% - Maintain or lower the fares if possible

3% - Find other money, grants etc.

2% - Need this measure and tax

1% - Public transportation is fine as is

This is a summary of the final comments respondents were allowed to make at the end of the survey. To read through the actual comments please see Q24 in the Open ended questions appendix.

Appendix G  
Rider Surveys – Detailed  
Findings



## Rider Survey – Detailed Findings

### STUDY METHODOLOGY

Surveys on fixed-route buses were distributed on southbound bus trips to Portland throughout the day on two midweek days in October 2008; and on eastbound trips on U.S. 30 for two days in early November. Bus operators were instructed to hand out surveys to each boarding passenger. Large print surveys were available upon request for visually impaired passengers. Each trip had a unique envelope for distribution and collection of surveys. Passengers also had the option to complete the surveys later and then return them in the mail. Postage was paid by Kittelson & Associates, Inc..Boxes of pencils were provided on each bus for passenger use.

The same implementation process was used for Flex-Route and Dial-a-Ride service except that bus operators distributed surveys to all passengers on all trips, regardless of direction. Flex-route surveys were conducted on the same mid-week day as the fixed-route surveys. The Dial-a-Ride surveys were distributed on all trips between Tuesday and Friday of the same week.

There were a total of 239 surveys returned; 123 from St. Helens to Downtown Portland, 21 from St. Helens to PCC and Willow Creek, 7 from Westport/Clatskanie to Rainer and Longview/Kelso, 45 from St. Helens Dial-a-Ride, 16 from Rainer Dial-a-Ride, 8 from Clatskanie Dial-a-Ride, and 19 from Flex-Route. It should be noted that there were no surveys collected from the Vernonia Dial-a-Ride. The survey data were weighted based on the number of surveys from each route and the number of riders on the days the surveys were distributed.

### TOTAL ROUTE RESPONSES

The following table shows the origins and destinations summarized for all responses on all of the routes.

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*Question 2/4-Where did your bus trip originate? What is your bus trip destination?*

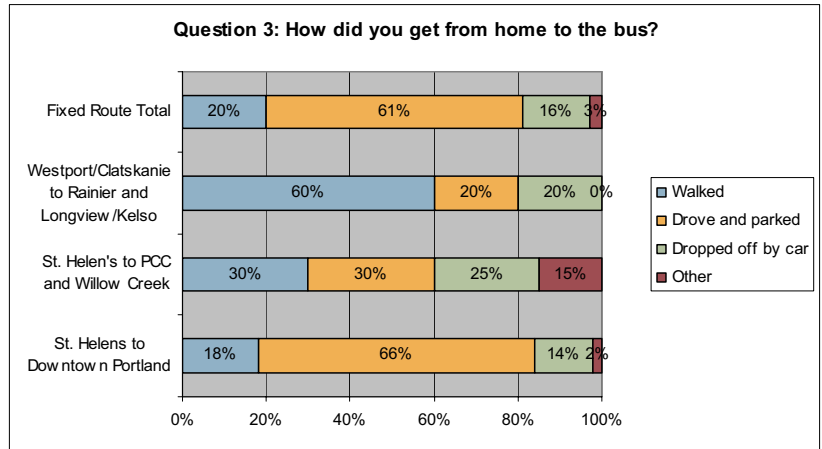
The location in the left hand column is the home end of their trip. The locations along the top are the destinations.

Route Name	Columbia City	Longview	Other	PCC Rock Creek	Portland: Downtown	Scappoose	St. Helens	Warren	Willow Creek TC	Clatskanie	Rainier	Kelso	Grand Total
Clatskanie Total	0%	33%	0%	0%	0%	17%	0%	0%	0%	33%	17%	0%	100%
Columbia City Total	10%	0%	0%	0%	69%	0%	21%	0%	0%	0%	0%	0%	100%
Other Total	0%	53%	0%	0%	27%	20%	0%	0%	0%	0%	0%	0%	100%
PCC Rock Creek Total	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%
Portland: Downtown Total	0%	0%	0%	0%	33%	0%	67%	0%	0%	0%	0%	0%	100%
Rainier Total	0%	39%	0%	0%	0%	17%	10%	0%	0%	10%	10%	13%	100%
Scappoose Total	0%	0%	1%	8%	70%	11%	10%	0%	0%	0%	0%	0%	100%
St. Helens Total	0%	0%	2%	7%	47%	6%	32%	2%	2%	1%	0%	0%	100%
Warren Total	0%	0%	0%	0%	92%	8%	0%	0%	0%	0%	0%	0%	100%
Longview Total	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%
Grand Total	0%	5%	2%	6%	50%	9%	23%	1%	1%	2%	1%	1%	100%

## FIXED-ROUTE RESPONSES

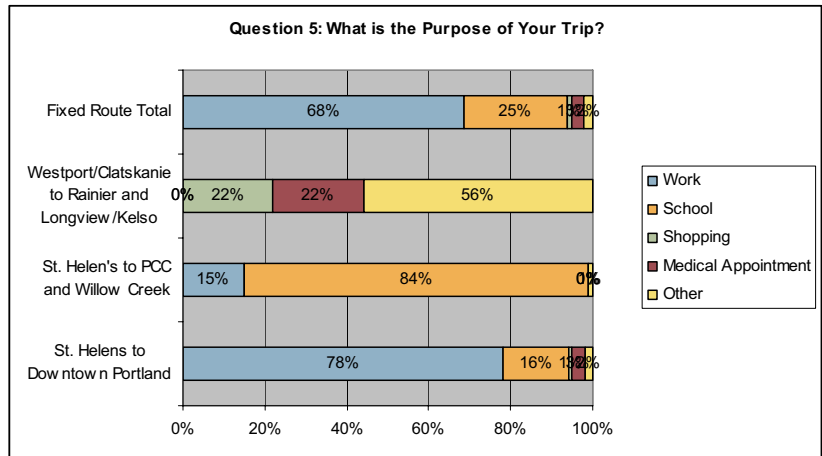
### *Question 3- How did you get from home to the bus today?*

Access to the bus varied by route. The Westport to Kelso route is primarily walk access (60% walk) while the St. Helens to downtown Portland is 66% park and ride. St. Helens to PCC is fairly evenly split, including 15% Other (mostly bike).



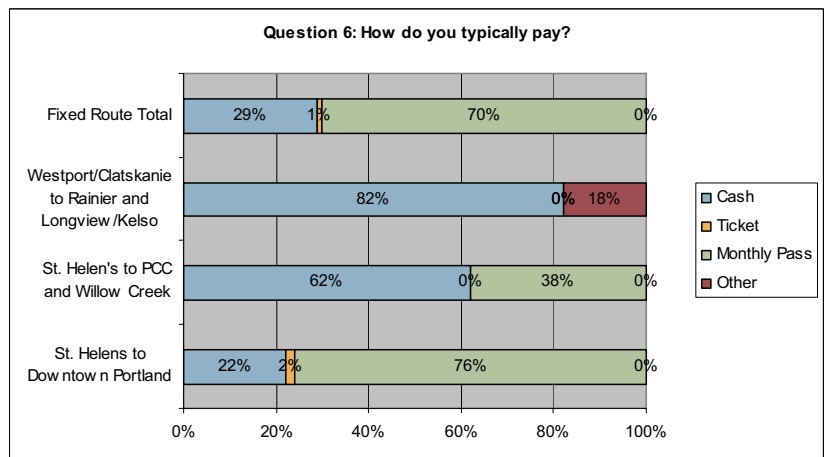
### *Question 5-What is the purpose of your trip?*

The primary trip purpose varies by route. For downtown Portland, 78% of those surveyed were making a work trip. The PCC route is serving the student market, with 84% of those surveyed on the route making a school trip. The Longview/Kelso route shows no one making work or school trips, mostly likely because the route runs limited hours and days.



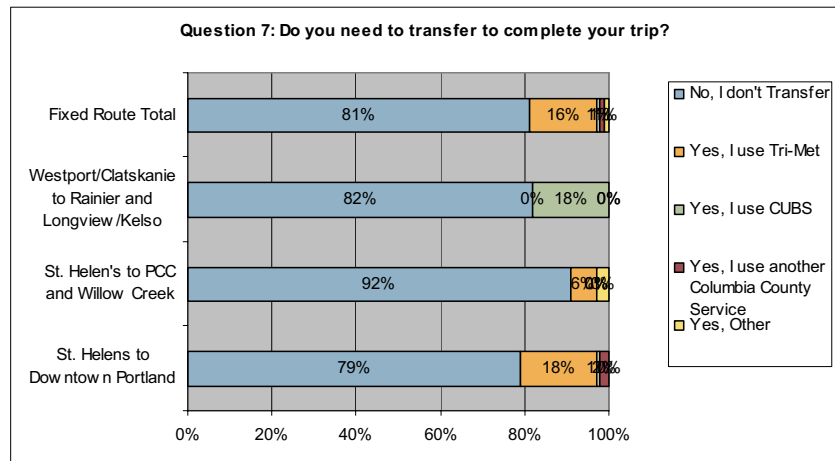
### *Question 6-How do you typically pay your fare when riding the Columbia County Rider service?*

The commuter market to downtown Portland route has 76% paying with a monthly pass, while the student market on the PCC route has 38% pass riders. The Longview/Kelso route is almost all cash (82%) reflecting the lack of daily work and school commuters.



### Question 7-Do you need a transfer to complete your trip?

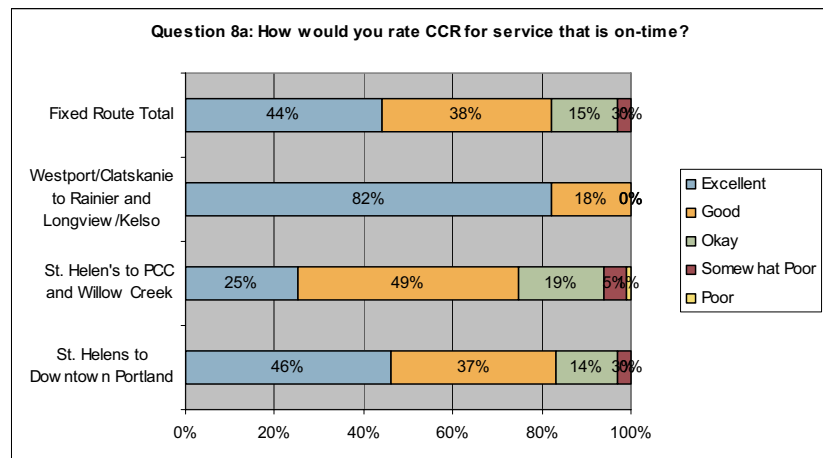
Overall, 81% of those surveyed responded they don't transfer, which was fairly consistent over all routes. Of the downtown Portland riders, 18% transfer to TriMet. The Longview/Kelso route saw the same number of transfers to CUBS (18%).



### Question 8-How would you rate the Columbia County Rider service for these criteria?

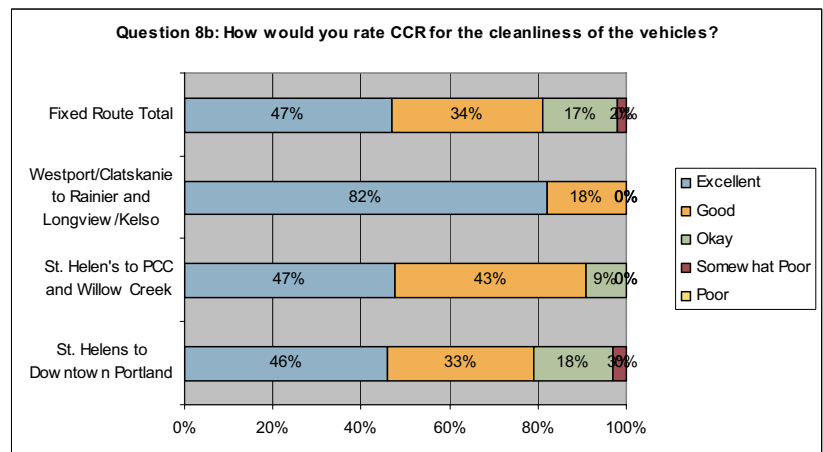
#### A. Service that is on-time

Overall, 44% of those surveyed rated the on-time performance as excellent, while another 38% rated it good. The best service is on the Longview/Kelso route, with 82% excellent. The route with the least satisfaction regarding timeliness of service is the PCC route, with just 25% rating it excellent.



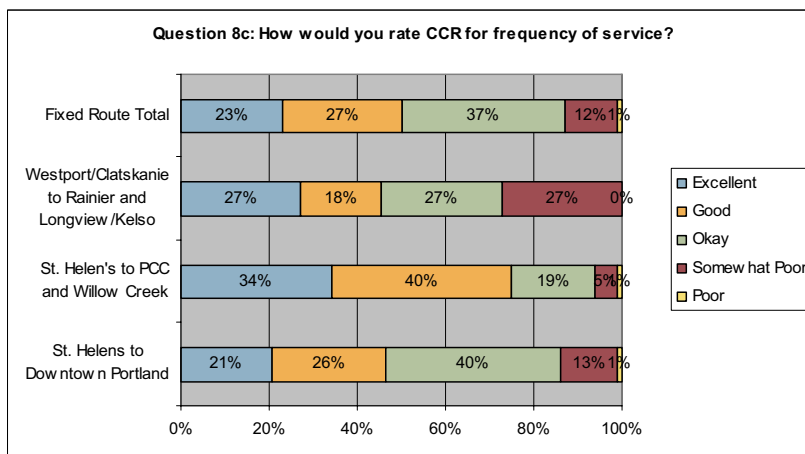
#### B. Cleanliness of the vehicles

Overall, vehicle cleanliness was rated excellent by 47% of those surveyed, with another 34% rating it good. Longview/Kelso riders were the most satisfied, with 82% rating the vehicle cleanliness as excellent.



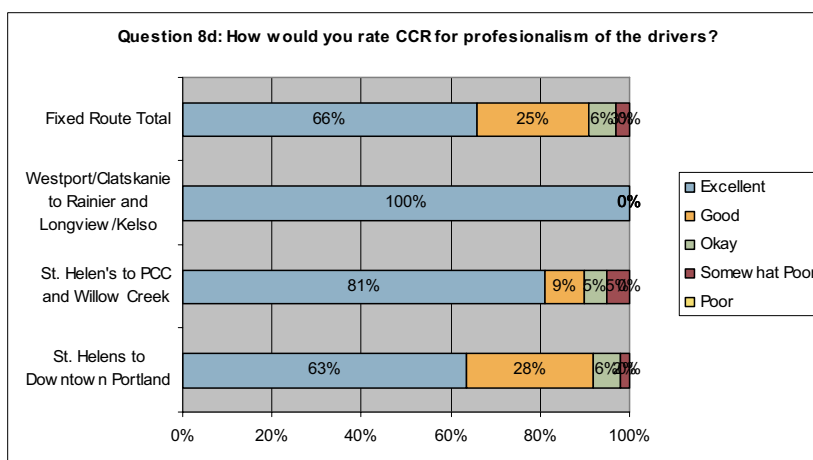
### C. Frequency of service

This is the area where riders are least satisfied with their service. Overall, 23% of riders surveyed responded the frequency of service is excellent while 13% responded it was somewhat poor, or poor. This was fairly consistent across all routes, except that the Longview/Kelso route had 27% saying somewhat poor, given the limited number of daily trips, and days of service.



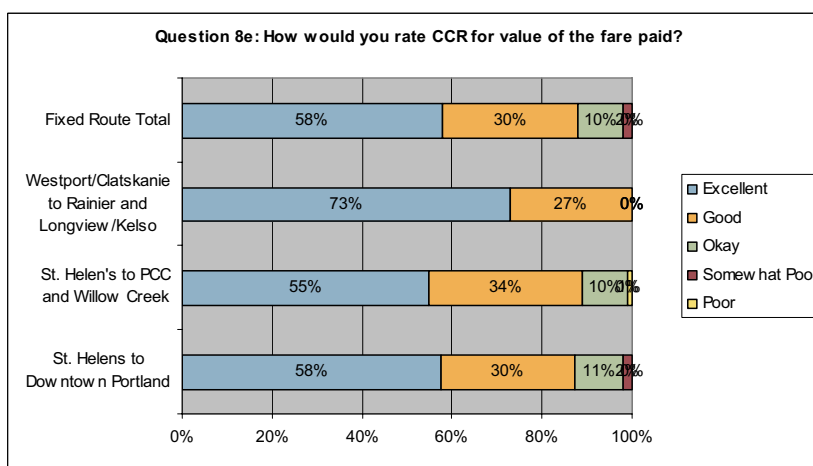
### D. Professionalism of the drivers

This is the area where the riders are the most satisfied. Overall, 66% of those surveyed responded the professionalism of the drivers is excellent. While there was some variation by route, the lowest excellent rating was still high at 63%. The combined good and excellent rating was 91%.



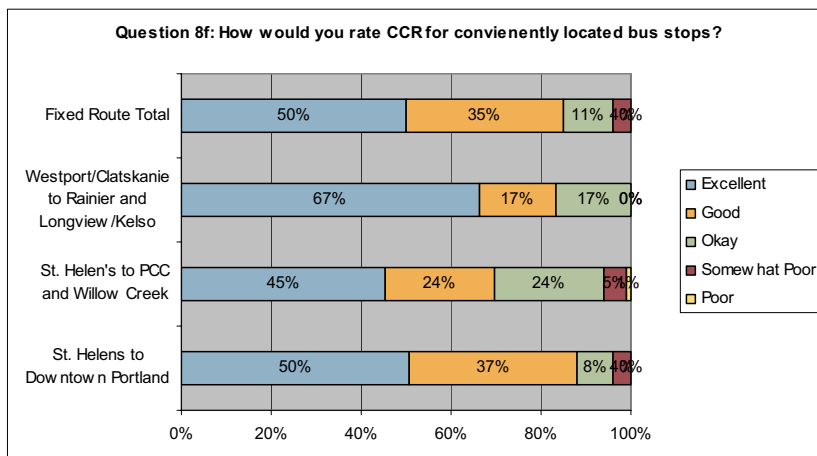
### E. Value for the fair paid

The routes to downtown Portland and PCC were surveyed prior to the \$0.80 per trip fare increase. The Longview/Kelso route was surveyed after the fare increase. It is notable that, despite the fare increase, overall, of those surveyed 58% rated the value of the fare paid as excellent and another 30% rated it good.



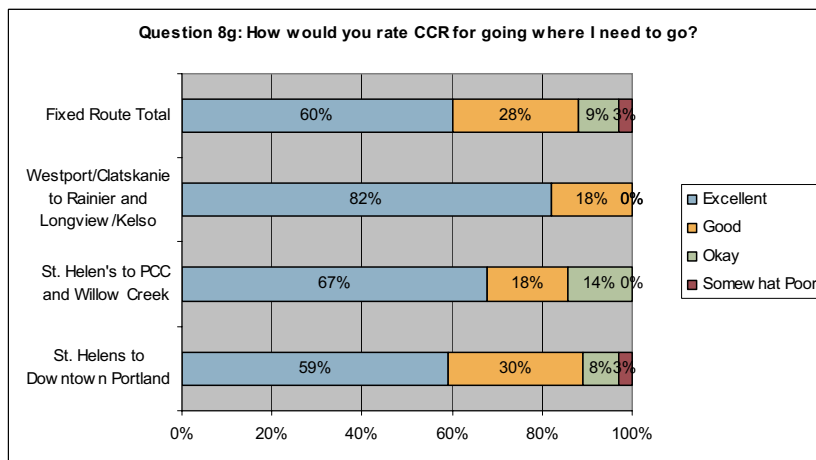
## F. Conveniently located bus stops

Half of those surveyed rated the convenience of the bus stops locations as excellent. The Longview/Kelso route had the highest excellent rating, at 67%, which is especially important given the high percentage of riders who walk to the bus stop.



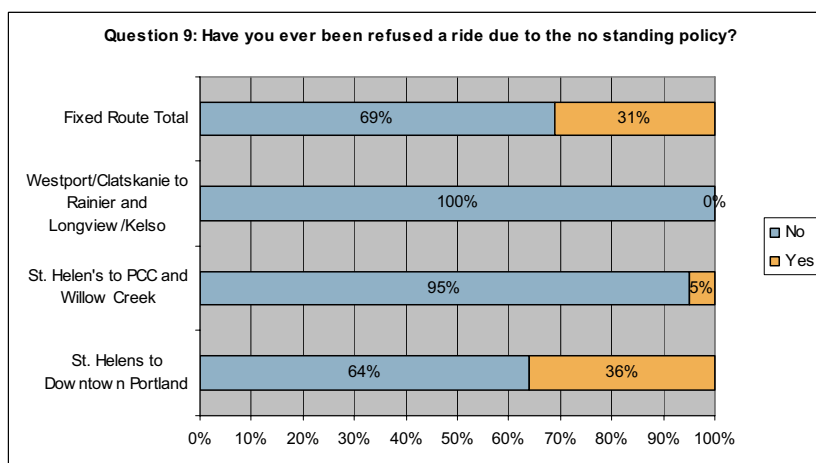
## G. Goes where I need to go

Overall, 60% of those surveyed responded the bus getting them where they need to go, with another 28% rating it as good. It should be noted that these results reflect the opinions of existing riders, whose needs are being met. They don't reflect potential passengers whose needs are not met by existing service.



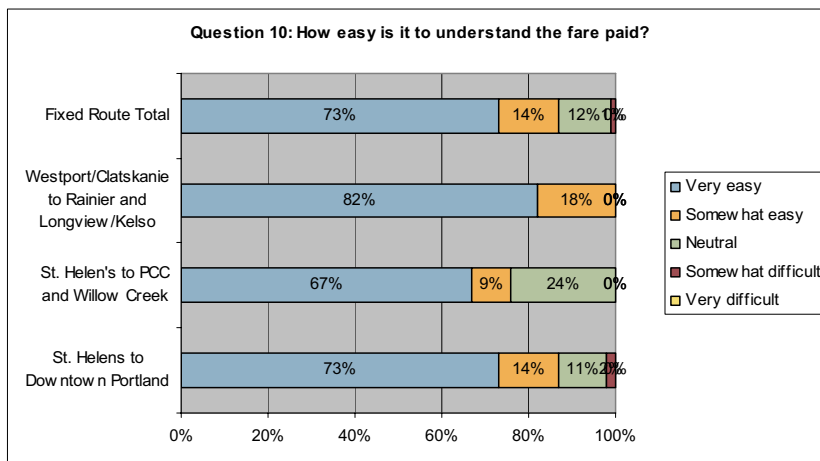
## Question 9- Have you ever been refused a ride due to the "no standing" policy?

Overall, 31% of those surveyed responded they had been refused a ride due to the no-standing policy, almost all of whom were on the downtown Portland route. While this did show up on the PCC route also, the question did not ask which route they were waiting for when denied a ride.



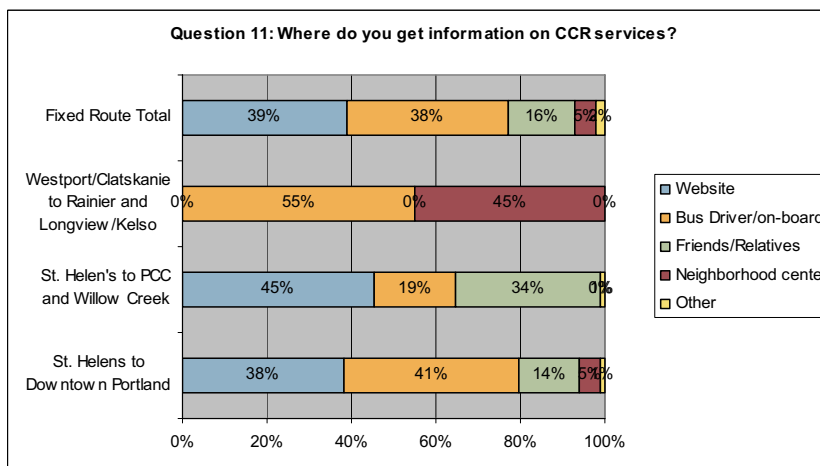
**Question 10-How easy is it to determine the fare you need to pay?**

The fare structure is well understood by the riders. Overall, 73% of those surveyed responded that the fare is very easy to understand with 14% stating the fare is somewhat easy to understand. The others were primarily neutral on the ease of understanding the fare.



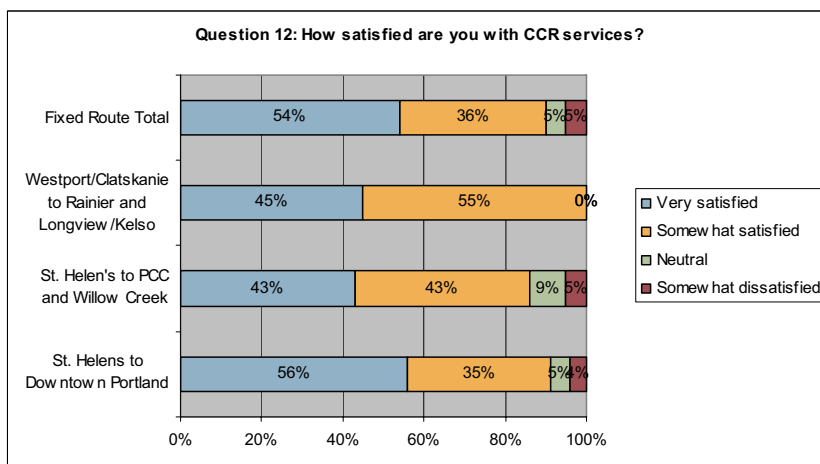
**Question 11-Where do you get information on Columbia County Rider services?**

Overall 39% of those surveyed responded they get their information from the website and 38% responded they get their information from the bus driver or on-board the bus. The Longview/ Kelso route was different 45% got their information at the neighborhood center.



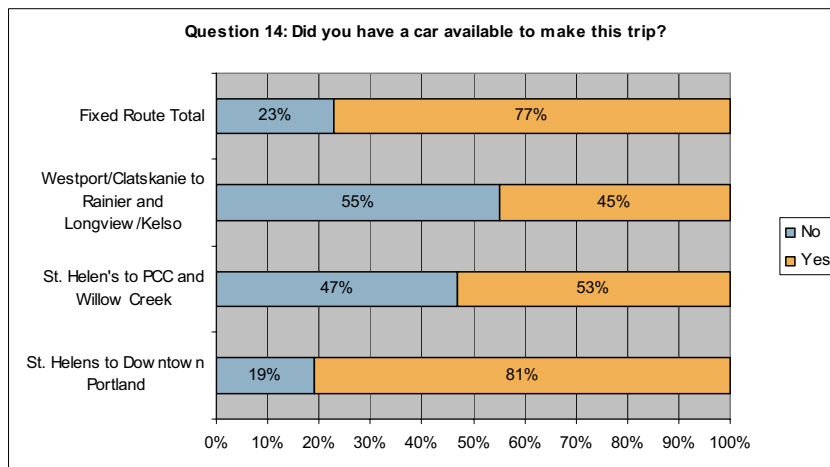
**Question 12-How satisfied are you with Columbia County Rider Services?**

Overall 90% of those surveyed responded that they were either the very or somewhat satisfied with Columbia County Rider service. This high level of satisfaction holds true across all fixed-routes.



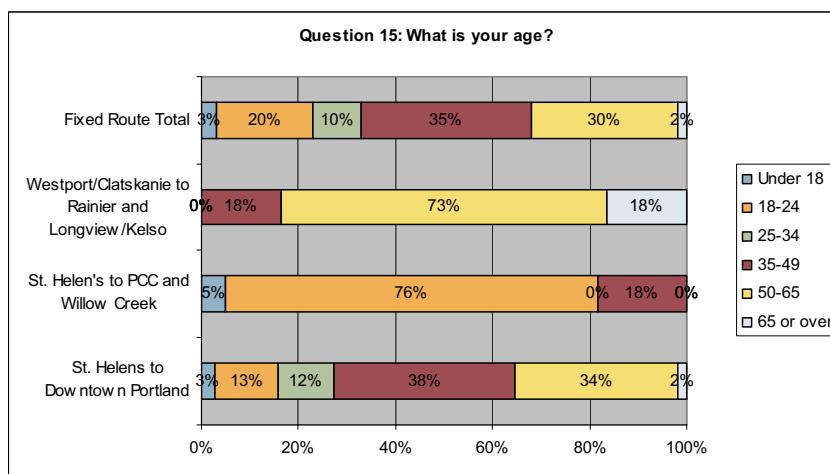
**Question 14- Did you have a car available to make this trip?**

77% of those surveyed responded they had a car available to make the trip. 23% of those surveyed responded they did not have a car available to make the trip.



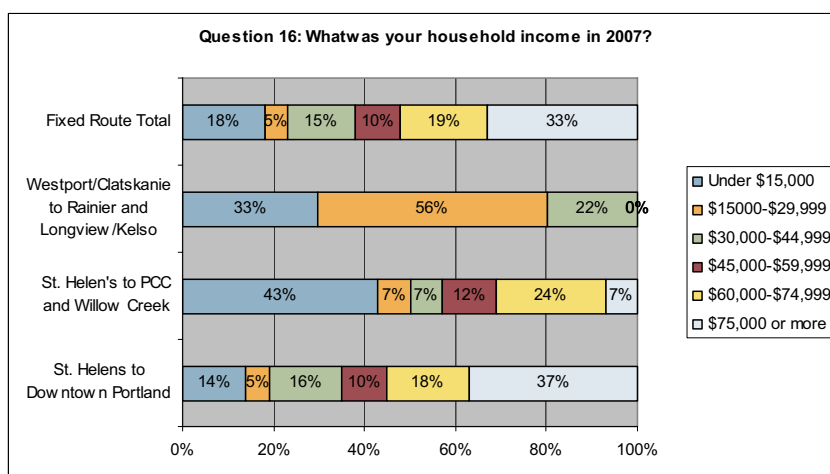
**Question 15-What is your age?**

The age of the riders varied significantly by route. The Longview/Kelso route has the oldest rider population with 73% ages 50-65 and 18% over 65. The PCC route has the youngest population, reflecting the high percentage of students, with 76% ages 18-24. The downtown Portland route is primarily middle-age workers, with 38% ages 35-49 and 34% ages 50-65.



**Question 16-What was your household income in 2007?**

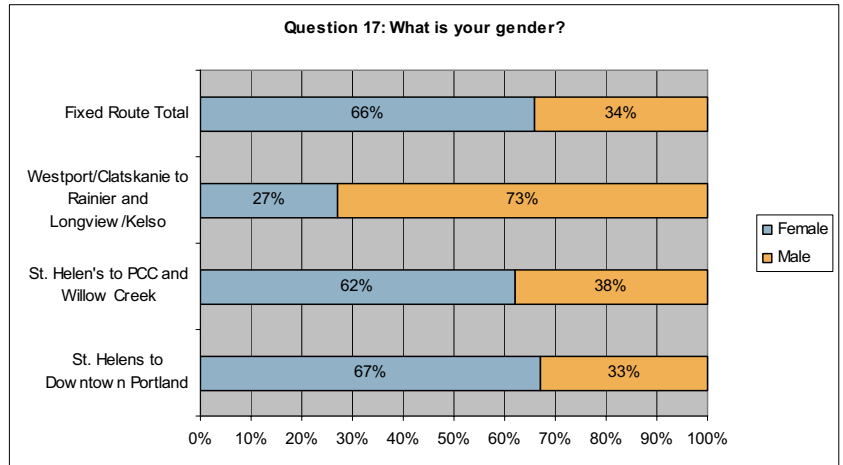
Income levels reflect the profile of each of the routes. Of those surveyed, the highest incomes were on the downtown Portland route where 37% reported an annual income of \$75,000 or more. The Longview/Kelso route had the lowest income, with 89% under \$30,000.





### *Question 17-What is your gender?*

Overall, 66% of those surveyed responded they were female. The Longview/Kelso route was significantly different however, in that only 27% of the respondents were female.



### *Question 13/18-Service Improvements and Additional Comments*

The survey asked if there were any additional comments that the rider would like to share with Columbia County Rider. The responses are broken out by route.

#### St. Helens to Downtown Portland

Of those surveyed:

- 33% wanted longer hours of service both in the morning and evening times
- 11% wanted more frequent service throughout the day
- 8% wanted weekend service or weekend routes
- 5% were grateful for the Columbia County Rider and the service it provides
- 6% of those surveyed responded that they wanted the customer information to be improved, such as scheduling, notification of changes to routes and fares, communication with drivers
- 30% responded with a variety of other comments.

#### St. Helen's to PCC and Willow Creek Profile

Of those surveyed:

- 15% wanted longer hours of service both in the morning and evening times
- 15% wanted more frequent service throughout the day
- 12% wanted weekend service or weekend routes
- 12% wanted the arrival or departure times to change for their route



- 12% wanted fare to not be increased, to be able to purchase tickets in bulk, or for the fare to be in dollar increments
- 7% commented that the Columbia County Rider Website needs to be updated
- 7% commented that the Columbia County Rider drivers are great.
- 19% provided a variety of other comments.

#### Westport/Clatskanie to Rainier and Longview/Kelso Profile

Of those surveyed:

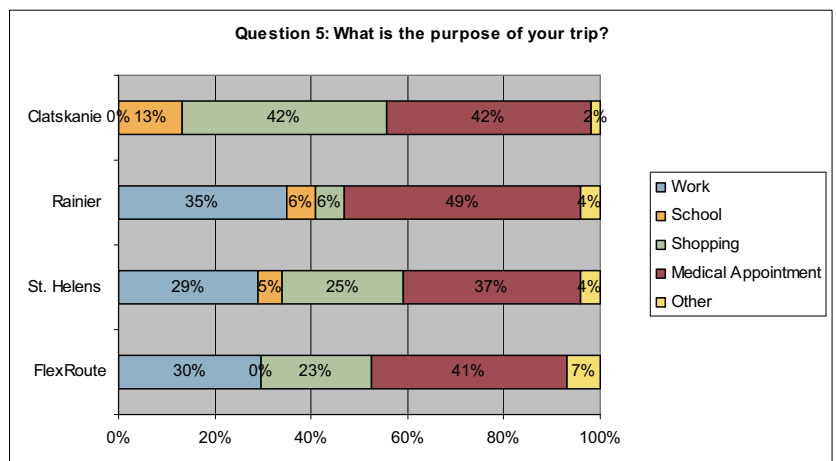
- 45% wanted longer hours of service both in the morning and evening times
- 18% wanted more frequent service throughout the day
- 18% wanted the customer service to be improved, specifically scheduling, notification of changes to routes and fares, and communication with drivers.
- 27% commented that the Columbia County Rider drivers are great.

### FLEX-ROUTE AND DIAL-A-RIDE RESPONSES

The Flex-Route is included with the Dial-a-Ride services because the trip profile and passenger demographics are more closely aligned here than with the fixed-route services. It should be noted that no surveys were returned from the Vernonia Dial-a-Ride service that week.

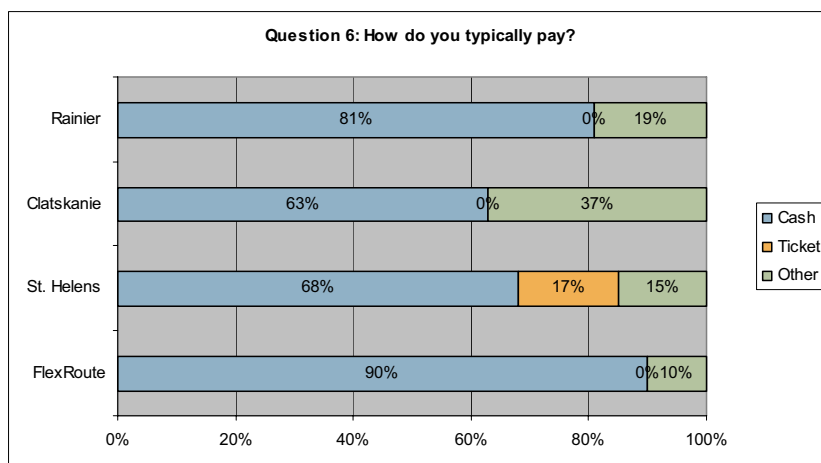
#### *Question 5-What is the purpose of your trip?*

During week of surveying, medical appointments were the primary trip purpose for the Dial-a-Ride and Flex-Route services. Work trips made up about one-third of all Dial-a-Ride and Flex-Route trips, except in Clatskanie where there were no work trips.



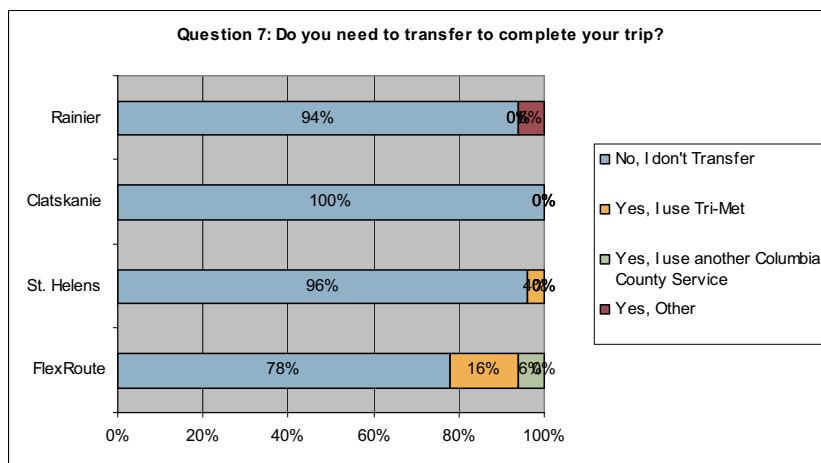
**Question 6-How do you typically pay your fare when riding the Columbia County Rider service?**

Across all services, cash was the primary means of paying the fare. St. Helens does have some riders who pay with tickets. Detail was not asked on “Other” types of fare payment.



**Question 7-Do you need a transfer to complete your trip?**

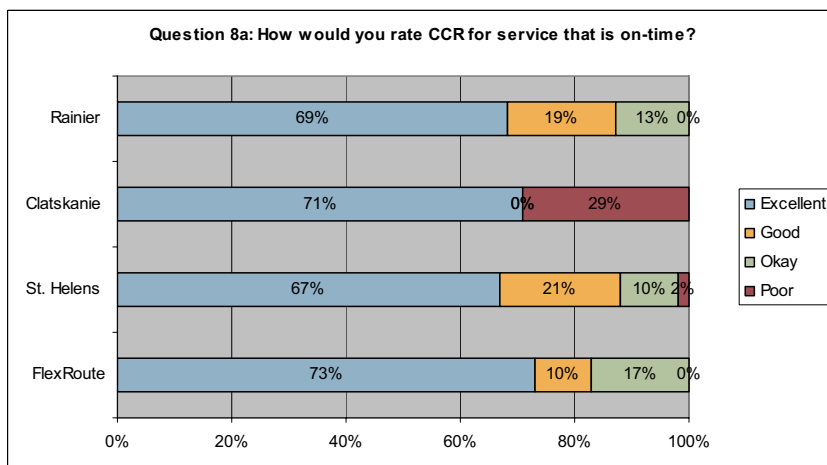
The Flex-Route is providing local service that connects to other Columbia County services. It is possible that the 16% who state they connect to TriMet are first connecting to the express service and then transferring in Portland or Hillsboro.



**Question 8-How would you rate the Columbia County Rider service for these criteria?**

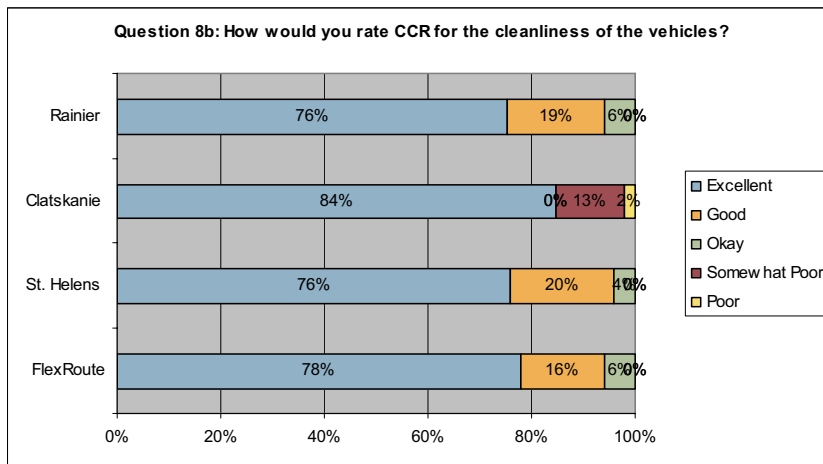
**A. Service that is on-time**

Overall, riders are very satisfied with on-time performance, with at least 67% rating on-time performance as excellent on all services. While most services saw the balance of the ratings in the good and okay categories, Clatskanie had 29% rating the on-time performance as poor.



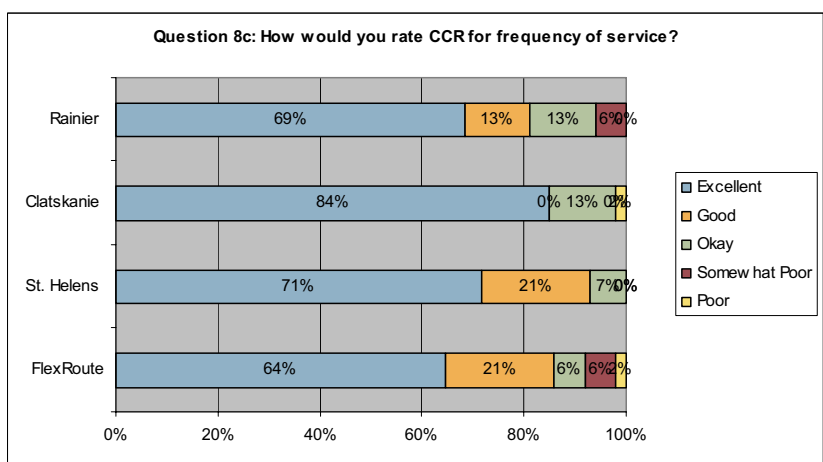
## B. Cleanliness of the vehicles

Cleanliness of the vehicles was perceived well by the riders, with over 75% of all riders on all services rating it excellent. Clatskanie was the only service given somewhat poor (13%) and poor (3%) ratings.



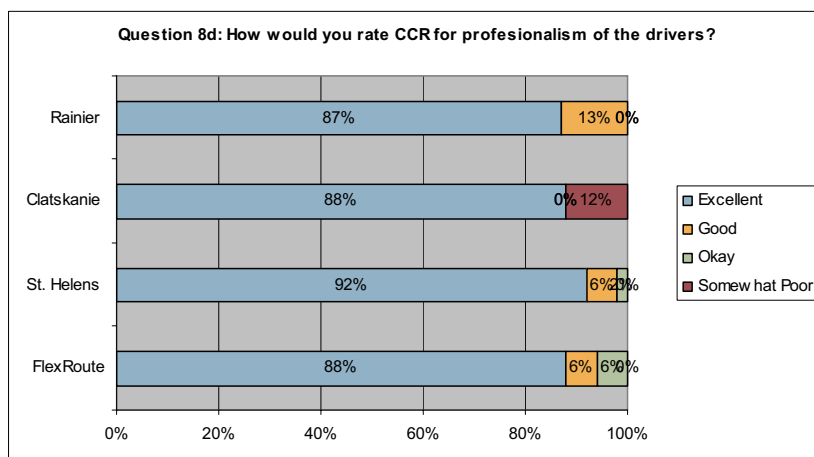
## C. Frequency of service

Dial-a-Ride service is provided on demand, when a resident calls to schedule a trip. As such, service frequency is less of an issue than with fixed-route service. The Flex-Route runs six round trips a day. Of those surveyed 64% rated the frequency as excellent, with 9% rating it somewhat poor or poor.



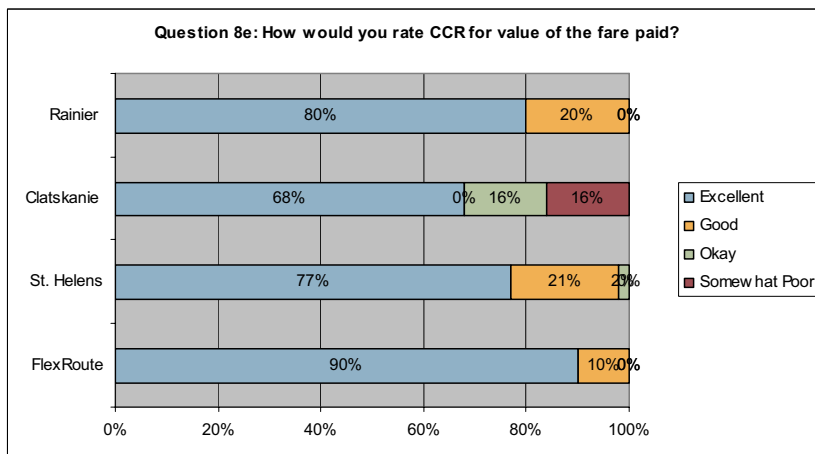
## D. Professionalism of the drivers

The professionalism of the drivers was rated highly by riders of all services, with 88% to 92% rating it excellent. Clatskanie had the only negative rating with 12% giving it a somewhat poor rating.



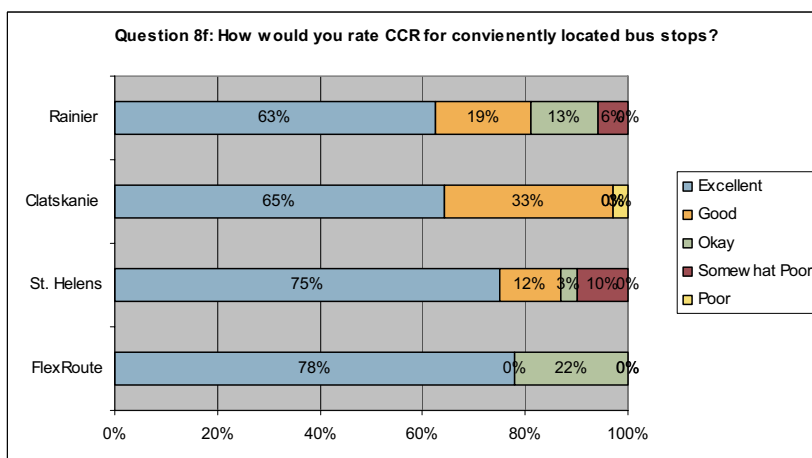
### E. Value for the fare paid

Flex-Route riders had the highest rating for value for the fare paid, with 90% rating it excellent. In Clatskanie, the dissatisfaction of service from a few riders continues, with 16% rating the value for the fare paid as somewhat poor. The overall high ratings indicate that the fare increase will likely be accepted by most riders.



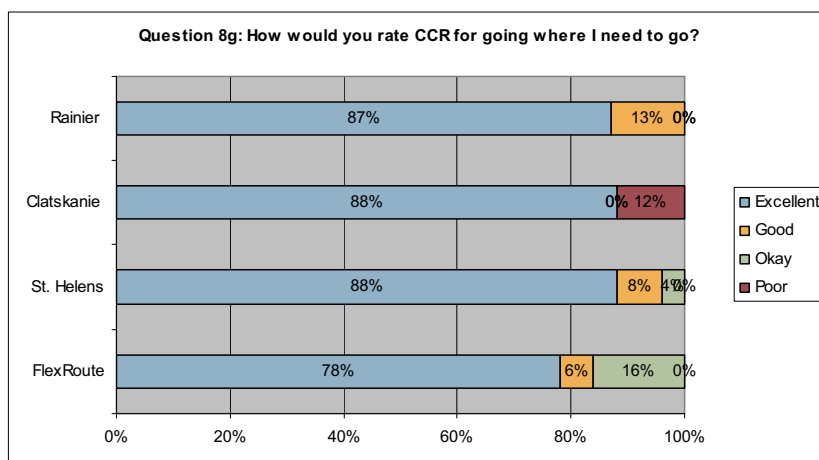
### F. Conveniently located bus stops

Dial-a-Ride service typically picks up and delivers riders from their home to their destination. As such, location of the bus stop is less of an issue than with fixed-route service. The Flex-Route stops at the regular fixed-route stops and additional local stops, and can deviate off-route to service nearby locations. Of the Flex-Route riders 78% rated the service excellent.



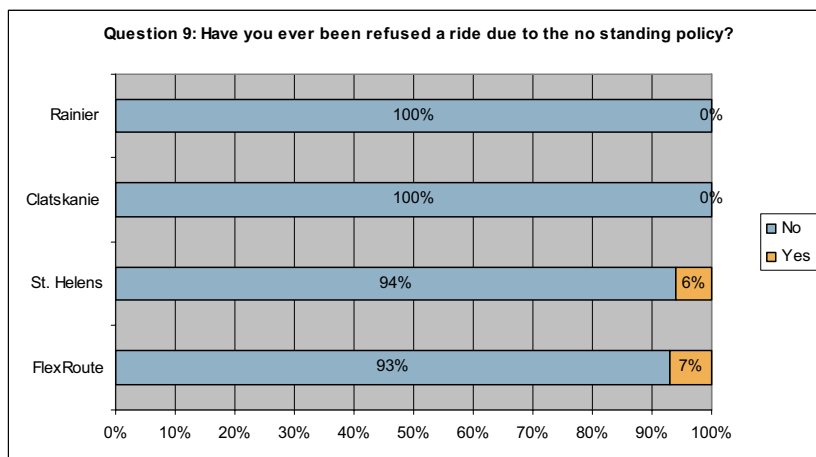
### G. Goes where I need to go

Dial-a-Ride service is provided on demand, and takes the rider from their origin to their destination. As such, serving where the rider needs to go is less of an issue than with fixed-route service. The Flex-Route had high satisfaction with 78% rating it excellent and only 16% rating it okay.



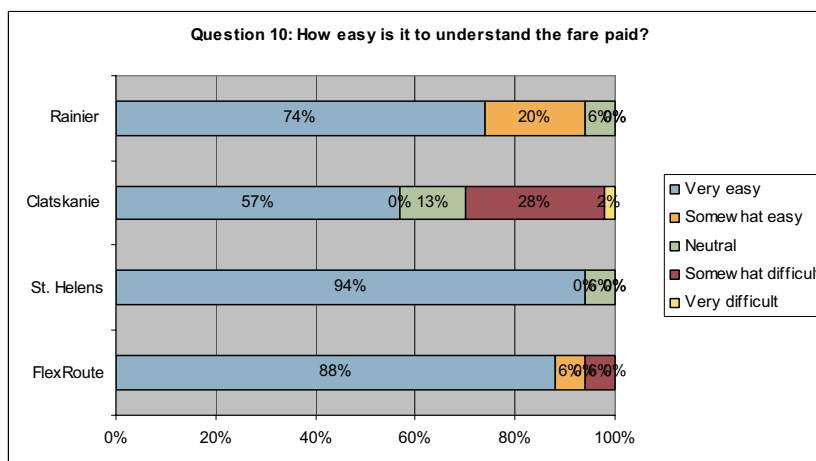
**Question 9- Have you ever been refused a ride due to this policy?**

In St. Helens, 6% of those surveyed responded they had been refused a ride due to the no-standing policy and 7% of the Flex-Route riders had been refused a ride. The survey did not ask what service they were attempting to ride when they were denied.



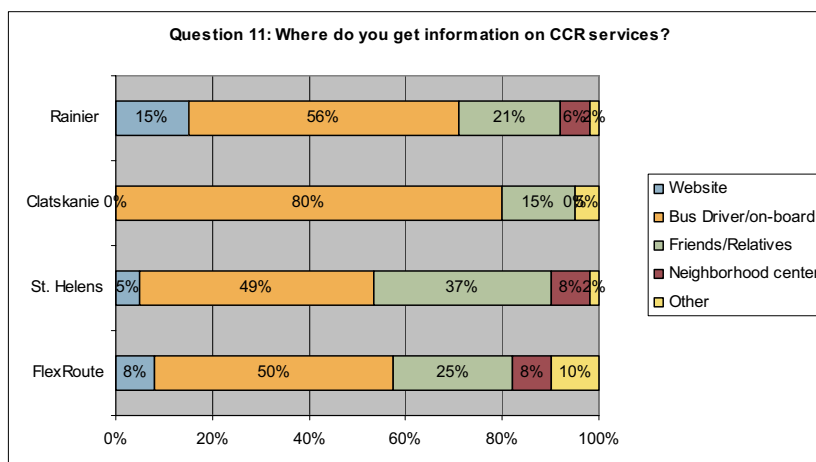
**Question 10-How easy is it to determine the fare you need to pay?**

Dial-a-Ride fares are established based on the origin and destination of the trip. The number of possible origins and destinations makes it difficult to publish the fare table. Nevertheless, most riders rated the ease of understanding the fare as excellent. Clatskanie had the most difficulty with only 57% rating it excellent.



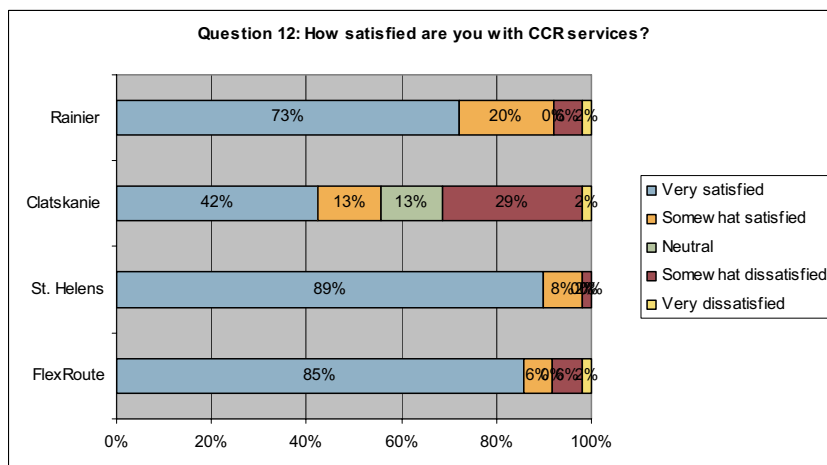
**Question 11-Where do you get information on Columbia County Rider services?**

Very few of the Dial-a-Ride and Flex-Route riders use the web for information. The main sources are the bus driver/on-board the vehicle, and friends/relatives. Some riders wrote in that they called the CC Rider offices for information.



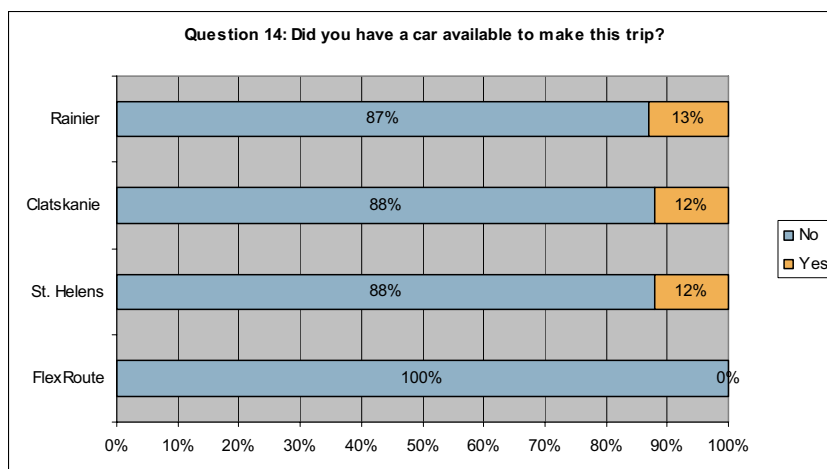
### Question 12-How satisfied are you with Columbia County Rider Services?

St. Helens Dial-a-Ride customers are the most satisfied, with 89% of those surveyed responding they are very satisfied. Consistent with ratings on service attributes, Clatskanie riders are, overall, the most dissatisfied with 31% stating they are either somewhat or very dissatisfied.



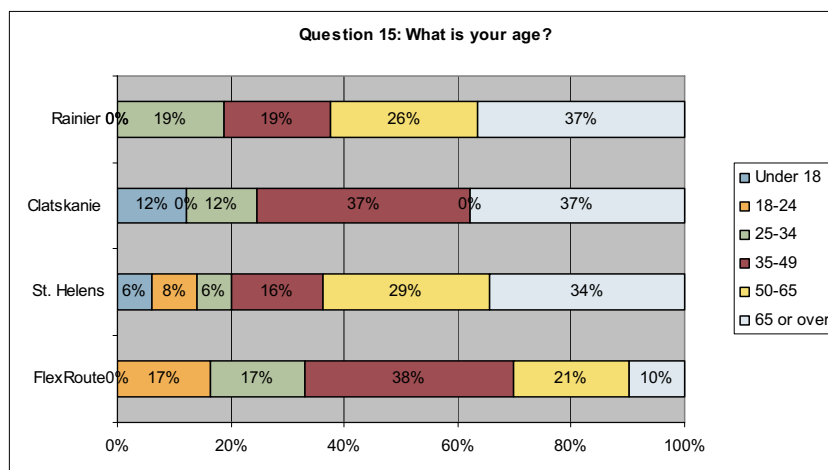
### Question 14- Did you have a car available to make this trip?

About 12% of the Dial-a-Ride customers have a car available for their trip, while 100% of the Flex-Route riders have no car and are reliant on transit.



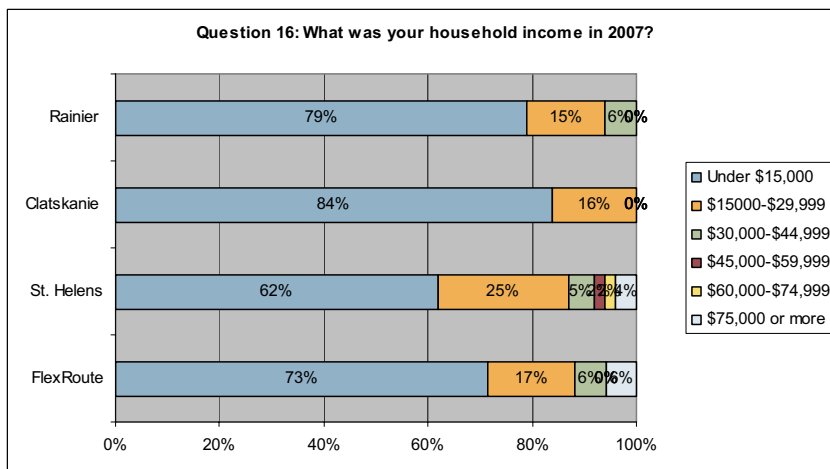
### Question 15-What is your age?

The age of residents varies by route. The Flex-Route riders are fairly well distributed across the age categories. The Dial-a-Ride services have over one-third age 65 or older, with about 20% under age 35.



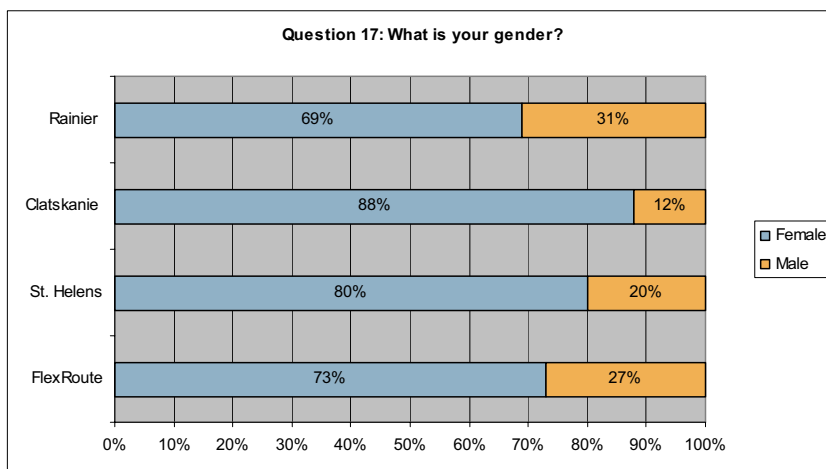
### Question 16-What was your household income in 2007?

Dial-a-Ride and Flex-Route riders are predominantly low income, with anywhere between 62% and 84% reporting annual income of less than \$15,000 and over 85% make less than \$30,000 per year.



### Question 17-What is your gender?

Of those surveyed, women made up most of the respondents ranging from 66% to 88% female, depending on the service.



### Question 13/18-Service

#### Improvements and Additional Comments

The survey asked if there were any additional comments that the rider would like to share with Columbia County Rider. The responses are broken out by route.

#### Flex-Route Profile

Of those surveyed:

- 7% wanted weekend service or weekend routes.
- 5% wanted fare to not be increased, be able to purchase tickets in bulk, or for the fare to be in dollar increments.
- 6% wanted longer hours of service both in the morning and evening times.
- 5% wanted more frequent service throughout the day.
- 16% were grateful for the Columbia County Rider and the service it provides.





- 9% wanted the customer service to be improved, specifically scheduling, notification of changes to routes and fares, communication with drivers.
- 11% commented the Columbia County Rider drivers are great.
- 34% provided a variety of other comments.

#### Dial-a-Ride Profile

Of those surveyed:

- 16% wanted weekend service or weekend routes.
- 5% wanted fare to not be increased, be able to purchase tickets in bulk, or for the fare to be in dollar increments.
- 5% wanted longer hours of service both in the morning and evening times.
- 5% wanted more frequent service throughout the day.
- 16% were grateful for the Columbia County Rider and the service it provides.
- 10% wanted the customer service to be improved, specifically scheduling, notification of changes to routes and fares, communication with drivers.
- 10% commented that the Columbia County Rider drivers are great.

33% provided a variety of other comments.



Appendix H  
Stakeholder Interviews –  
Detailed Findings

## Stakeholder Interviews – Detailed Findings

The Stakeholder Interviews were designed to get information regarding transit needs directly from stakeholders regarding current transportation needs, and support for a potential transit district and tax measure. The first section, Stakeholder Survey, summarizes the responses to a survey distributed to stakeholders in Columbia County, or through discussions at stakeholder meetings. The second section, Community Action Team, documents the discussions that took place at their November 25<sup>th</sup> meeting.

### STAKEHOLDER SURVEY

#### *Respondents:*

- Sandra Davis – Turning Point Community Service Center
- Florence Bauder – Camp Emerald Forest
- Walt Pesterfield – Columbia County Probation Department
- Marsha Garver – DHS, Self Sufficiency
- Ed Serra – Clatskanie SD
- Pratiti Fullerton RGI, LMT – St. Helens Bowenwork Clinic
- Kristi Ward- Georgia Pacific
- Pat Ray – Vernonia Senior Center
- Larry Cole – Clatskanie Senior Center
- Tom McMahon- Oregon Hill Farms
- Adam Sommers- Sommers Financial Management
- Virginia Rose- Rainier Jr. Sr. High School
- Julianne Cullen – Child & Family Development Programs of Community Action Team
- Kajun Dana Hull – Great Vow Zen Monastery

Question 1: What is the overall impression of Columbia County Transit, the public transit provider in Columbia County?

There were a range of responses about the impressions of Columbia County Transit. The majority feel that it is a vital service for those who can't drive or are disabled. The majority also feel that the service is getting better and that the public needs to be made more aware that the service is provided and that it is user friendly. A few respondents didn't have an opinion, because they hadn't used the service or didn't know too much about it. Also some feel the service is too sporadic to utilize because the County is so big.

Question 2: Do the people you represent use Columbia County Rider? If not, Why?

The respondents were split in half as to those whose people use Columbia County Rider and those whose people do not. The main reasons for those who don't ride were:

- Already have their own transportation,



- Already provided with transportation as is the case with the schools,
- Is too expensive, or
- Times and locations of the stops are inconvenient for people to use.

Question 3: Do you see a need that is not being met? What is it? How can we fill it?

The majority of respondents see needs that aren't being met. These needs include:

- Weekend Service to/from Portland, especially during big Columbia County events,
- Bus route from Clatskanie to St. Helens, Vernonia to St. Helens
- Free rides for those who have doctors or therapy appointments or interviews for jobs, or are doing volunteer work
- More stops in Downtown St. Helens on the other side of the railroad tracks,
- More service from Clatskanie to Longview and Clatskanie to Portland.

Question 4: Are there specific types of trips that you feel Columbia County should focus on?

The main trips respondents feel should be addressed are:

- Student trips to PCC and LCC
- Medical trips for seniors and disabled
- Trips to connect with the large Metro Transit Centers

Question 5: Are there specific areas of the County that aren't being served but would benefit from transit, and are these areas where people work, or destinations of trips? What time of day and days of the week need service?

The areas of the County respondents feel are not being served are:

- Local weekend service
- Commuter Service directly to Hillsboro for those working at high-tech companies
- Weekend service to major Metro Transit Centers (Portland, Beaverton, PDX Airport)

Question 6: Knowing that there is never enough money to do everything, what would be your top priority for Columbia County Rider and why?

The top priorities given by respondents are:

- Senior citizens and low income to ride free or at a reduced rate



- Medical trips for seniors, children
- Increased routes and times for commuters

Question 7: Would you be likely to support a special district dedicated tax to help expand transit service in addition to current funding?

A majority of respondents would support the measure because they see it is needed for those without other means of transportation and that it is used by commuters getting to work. A minority would need to be convinced that it would help their people, or suggested people should pay for their own transportation.

Question 8: Do you think the people you represent would be supportive of the ballot measure?

The same responses were given as in the question above. A majority of respondents would support the measure because they see it is needed for those without other means of transportation and that it is used by commuters getting to work. A minority would need to be convinced that it would help their people, or suggested people should pay for their own transportation. A few responded they do not know the feelings of their people.

Question 9: Please provide us with any other comments or suggestions that you feel should be considered in developing the transit plan.

Most respondents did not have any additional comments or suggestions. The comments and suggestions that were made were:

- Make sure any request for tax increase for transit is identified by the need and bring personal stories to the marketing and media to help justify the request.
- There should not be property taxes to fund transit. Gas tax, snow tire tax, new tire tax, car registration taxes only to fund transportation issues.
- To help those with little income, provide vouchers to ride transit at a reduced rate.
- Perhaps people that could afford to pay more or if they are using the service for a non-essential trip (going on a trip vs. getting to the doctor)

## COMMUNITY ACTION TEAM

### *Participants*

**Kittelson:** Conor Semler, Chris Buckingham

### **Community Action Team Members and Departments:**

Rocky Johnson– Executive Director  
Jim Tierney- Community Investment  
Bev D- Low Income Housing



Laura Huntington- Kid Care Program  
Ginger- Fiscal Services  
Julianne Cullen – Child & Family Development Programs  
Joyce- Head Start  
Martha – Emergency & Transitional Housing

### *Meeting Notes*

Pre-Meeting: Rocky gave introductions to all the Community Action Team Members. Jim discussed ideas for van-pooling options whether provided by CCR, or if funding could be provided by some other means (apartment complexes?).

Topic 1: What is the overall impression of Columbia County Transit? (General Discussion Ensued and is listed)

- Columbia County is currently transportation for seniors and the poor but is morphing into transportation for everyone.
- Seen as only transportation for old/poor. However, the fares are a barrier for both of those groups especially those needing weekly medical treatment and on a fixed income. Many needing treatments may go without because it is unaffordable.
- Need discounted bus passes for low income residents. Tried to get them before but were unsuccessful. Would be able to distribute through the four community service centers.
- Most seniors need to go into Portland for medical reasons, the timing and cost of the trips is prohibitive. The times in the early morning and evening are not convenient. Also the stop locations are not conducive for seniors. Also they are sometimes left behind if their appointments run over time.
- There are 1,300 clients served each month by the center, and so the center should be made a stop.
- Doesn't meet the needs of parents with children in Head Start. Particularly those in Rainer, and 8-10 miles off U.S. 30. Haven't been able to contract with other services. Would like to contract with CCR, but need the school buses to meet regulations. They already have the necessary seats for the buses and would provide them to CCR.
- The need for possible Park & Ride options services, was unaware one already existed

Topic 2: Do you see a need that is not being met?

Conor summarized the needs not being met as:

- Serving those on low incomes
- Those in the Chapman Area



- Those in the rural areas off US-30, have trouble getting to fixed-route, also suggested a possible attendance at monthly meeting of parents of Head Start to address specific needs
- Need for St. Helens – Rainier Route
- Need Park and Ride or Website to match people for carpooling. Current Park and Ride needs to be advertised.

Topic 3: Are there specific trips that you feel Columbia County should focus on?

- Need to address school trips and medical trips in particular for low income families.
- Need for North County and South County to be connected. Many agencies and services (Employment office, DHA, etc.) are all located in St. Helens and North County Residents are unable to access those from the bus service.

Topic 4: Knowing there is never enough money to do everything, what would be your top priority for Columbia County Rider and why?

- Connecting North County with South County
- Need discounted tickets for low income, could be distributed by the five sites of the Community Action Team who already do Case Management for many other programs in general
- Need a robust and lasting transit system. CCR should evolve from Dial-a-Ride to expanded fixed and Flex-Route service.

Topic 5: Would you be likely to support a special district dedicated tax to help expand transit services in addition to the current funding? Would your clients support a ballot measure?

- Most enlightened people would support, but selling idea to voters would be the issue
- Needs to be sold to average guy and advertisement as service for all, not just low income and seniors
- Could a gas tax be levied instead of property tax? Yes? (Group believes they can) Would this be more accepted in the community? Would it make more sense and receive more support and pass to provide funding



## Appendix I

### Fare Policy Goals



## FARE POLICY GOALS

Following are typical fare policy goals, as outlined in TCRP Report 10, *Fare Policies, Structures, and Technologies*, pp15-17.

- **Increase ridership and minimize revenue loss:** This goal seeks to maximize ridership subject to a maximum acceptable reduction in revenue. If there is no limit on the reduction in revenue, this goal can be obtained by reducing all fares to zero.
- **Maximize social equity:** This goal concerns the agency's ability to ensure equivalent levels of mobility for equivalent fares and/or that those riders most in need of the service—and with the least ability to pay—are not adversely affected by a change in the fare structure. The first point can be addressed by setting fares on the basis of either the costs of the service or on the benefit received. The second point can be addressed by offering discounted fare instruments with a low overall purchase price.
- **Increase ease of use:** This goal relates to the convenience of using the system. For instance, does the system have an “inconvenient” cash fare (e.g., \$0.85) and require the payment of exact fare? Are prepaid options available? How easy to use is the fare equipment?
- **Increase fare options:** This goal is to improve the ability of customers to choose a fare option that best meets their needs. This is addressed by offering a range of options (e.g., prepaid and discounted options).
- **Reduce complexity:** This goal emphasizes making the fare system simpler and more easily understood by customers.
- **Increase revenue and minimize ridership loss:** This goal seeks to maximize revenue—or perhaps to obtain a specific revenue target—while minimizing the accompanying ridership loss.
- **Reduce fare abuse and evasion:** This goal supports increased revenue by making it more difficult for people to avoid paying the proper fare.
- **Improve revenue control:** This goal also supports increased revenue and has a minimal impact on ridership by reducing the possibility of revenue being diverted from the transit agency.
- **Reduce fare collection costs:** These costs include those of selling prepaid fare media, such as passes, and those of collecting and counting farebox revenues. Actions to increase ease of use (such as by allowing payment with dollar bills) or to increase fare options often increase the costs of fare collection.
- **Increase prepayment and reduce use of cash:** Reducing the use of cash can improve revenue control while increased prepayment can improve the agency's finances by allowing the agency to obtain revenue sooner; however, prepaid fares can make fare abuse easier and, depending on the method used for prepayment, either increase or decrease fare collection costs.



- **Improve data collection:** This goal relates to upgrading the type and quality of data that can be generated through the fare system.
- **Improve modal integration:** This goal emphasizes improving connections within the system, and possibly with adjacent systems, especially connections between line haul and feeder systems, and between different modes in a system
- **Increase pricing flexibility:** This is related to the agency's ability to add new fare strategies or payment options or change the existing structure.
- **Maximize ease of implementation:** This goal relates to the difficulty an agency will face in introducing a new fare structure or new equipment. Difficulty depends on the number of different fare options (and how they differ from the current options), the nature of the fare levels, and the complexity of the new technology.
- **Improve fleet and demand management:** This goal addresses the ability of the agency to improve the allocation of vehicles by shifting demand from peak to off-peak periods.
- **Improve reliability of fare equipment:** This goal is related to minimizing the rate of malfunctions or amount of downtime of the fare collection and distribution equipment.
- **Improve operations:** This is related to the agency's ability to maximize how quickly customers board vehicles or pass through fare gates.
- **Maximize political acceptability:** This goal relates to the likelihood of acceptance of the new structure or system by the public and by local decision makers on the basis of such factors as equity, complexity, potential, or impact on revenue.
- **Achieve recovery ratio goal and requirement:** If there is a legally mandated minimum farebox recovery ratio or a goal, the agency will need to attain this level through the fare structure.



Appendix J  
Peer Transit Agency Fare  
Systems

## Peer Transit Agency Fare Systems

- Albany Transit System, Albany, Oregon
- Corvallis Transit System, Corvallis, Oregon
- Bend Area Transit, Bend, Oregon
- Rogue Valley Transportation District, Ashland and Medford, Oregon
- TriMet, Portland, Oregon
- Sandy Area Metro, Sandy, Oregon
- South Clackamas Transportation District, Molalla, Oregon
- SMART, Wilsonville, Oregon
- Salem Area Mass Transit District, Salem, Oregon
- Basin Transit Service, Klamath Falls, Oregon
- C-TRAN, Vancouver Washington
- Community Urban Bus Service, Longview/Kelso, Washington
- Roaring Fork Valley Transit Authority, Glenwood Springs and Aspen, Colorado
- Foothills Transit, Los Angeles, California
- Capital Area Rural Transit System, Austin, Texas



## ALBANY TRANSIT SYSTEM, ALBANY, OREGON

### Exact Cash Fare (Drivers do not carry change)

- Adults (age 18 and older) - 75¢
- Senior (age 60 and older) / Disabled / Youth (age 6 through 17) - 50¢
- Children (under age 6) - FREE!

### Monthly Bus Pass

- Adults (age 18 and older) - \$22
- Senior (age 60 and older) / Disabled / Youth (age 6 through 17) - \$11
- A 25% savings over cash fares.
- Good for unlimited, non-continuous rides for one month.
- Monthly passes are sold at Albany City Hall.

### Coupon Books

- Adults (age 18 and older) - \$13.50
- Senior (age 60 and older) / Disabled / Youth (age 6 through 17) - \$6.75
- Single-ride tickets you can use anytime.
- Twenty rides per book.
- Coupon books are available at Albany City Hall.



## CORVALLIS TRANSIT SYSTEM, CORVALLIS, OREGON

Effective September 22, 2008

- Prices are subject to change.
- Please have exact fare. Drivers do not carry change.
- Transfers between Corvallis Transit System and Philomath Connection are FREE.

### Corvallis Transit System Fares

	Cash Fare Single Ride	Day Passes (unlimited rides on one day)	20-Ride Coupon Books
Adults (18 years and older):	75 cents	\$1.50	\$11.25
Youth (6-17 years old):	35 cents	75 cents	\$6.50
Seniors (60 years and older):	35 cents	75 cents	\$6.50
Disabled:	35 cents	75 cents	\$6.50
Medicare Card Holder(**):	35 cents	75 cents	\$6.50
5 years age and under:	FREE	N/A	N/A
Honored Citizens (75+ years): (with issued pass***)	FREE	N/A	N/A

\*\* Medicare Card Holders must show their Medicare Card to purchase a coupon book, day pass or multi-month pass.

\*\*\* Seniors 75 years of age or older may bring proof of age to City Hall, 501 SW Madison Avenue, the Senior Center, NW 26th Street and NW Tyler Avenue, or Philomath City Hall, 980 Applegate Street, to receive a FREE bus pass.

Day Passes may only be purchased at City Hall, 501 SW Madison Avenue.

20-Ride coupon books are available at City Hall or Winco (Timberhill Shopping Center).

### Multi-Month Passes

Multi-Month Passes may only be purchased at City Hall, 501 SW Madison Avenue. CTS or Philomath Connection monthly pass rates are listed below. A combination CTS/PC monthly pass starts at \$22.00 for a 1 month pass.



Number of Months Purchased:	1	2	3	4	5	6
Adult:	\$18.00	\$31.00	\$43.00	\$54.00	\$63.00	\$72.00
Senior/Youth/Disabled/Medicare:	\$10.00	\$18.25	\$25.50	\$33.25	\$39.50	\$45.00

Number of Months Purchased:	7	8	9	10	11	12
Adult:	\$79.50	\$87.00	\$94.50	\$99.00	\$103.50	\$108.00
Senior/Youth/Disabled/Medicare:	\$49.75	\$54.50	\$59.50	\$63.00	\$66.50	\$70.00

## Philomath Connection Fares

Effective September 22, 2008

	Cash Fare Single Ride	20-Ride Coupon Books
Adults & Youth (6 years & older):	75 cents	\$11.25
Seniors (60 years and older):	35 cents	\$6.50
Disabled:	35 cents	\$6.50
Oregon Trail Card Holder(**):	35 cents	\$6.50
5 years age and under:	FREE	N/A

\* 20-ride coupon books are available at Philomath City Hall, 980 Applegate Street, and Corvallis City Hall, 501 SW Madison Avenue.

\*\* A low-income discount rate is available: 20 rides for \$6.50 (must show proof of Oregon Health Plan or Food Stamp Card).

Transfers between Corvallis Transit System and Philomath Connection are FREE.

### OSU Faculty, Staff & Students

With your valid OSU ID, you can ride all Corvallis Transit System and Philomath Connection routes just by showing your ID each time you ride (subject to annual agreements with OSU and ASOSU).

### Group Pass Program

Group Pass Programs are a great way for businesses to allow their employees to ride the Corvallis Transit System buses by simply showing their ID cards. Call Corvallis Public Works at 766-6916 for information on how you and your employer can participate in a group pass program for reduced prices on transit passes. Current Group Pass Members: Benton County, City of Corvallis, CoHo Ecovillage, Inc., Corvallis Clinic, 509J School District, Samaritan Health Services, and Spectrum CPA.



## BEND AREA TRANSIT, BEND, OREGON

### FARE INFORMATION

Fare	Type	Passenger Price
Single Ride (No Transfers)	Adult / Youth	\$1.00
	Senior / Disabled	\$0.50
Unlimited Day Pass	Adult / Youth	\$2.00
	Senior / Disabled	\$1.00
Ticket Book	Adult / Youth	\$10.00
6 Day Passes	Senior / Disabled	\$5.00
Monthly Pass	Adult (19-59 yrs.)	\$30.00
	Youth (6-18 yrs.)	\$20.00
	Senior (60 yrs & Above)	\$15.00
	Disabled	\$15.00

Call 322-5870 for Group Pass Discount Program Price Information

### DIAL-A-RIDE INFORMATION

Those who are unable to use a fixed route bus due to a disability or are a low income senior not near a fixed route are encouraged to use Dial-a-Ride.

Call 389-7433 for eligibility information and ride reservations.

Cost: \$2 per ride, \$1 for those qualifying as low income.





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## ROGUE VALLEY TRANSPORTATION DISTRICT, ASHLAND AND MEDFORD, OREGON

### **FARES**

- \$2.00 Full Fare
- \$1.00 Reduced Fare (62 years and older, 10-17 years of age, people with disabilities with an eligible ID Card obtained from RVTB)
- Transfers - valid for 90 minutes from the time issued. A passenger with a valid transfer can board any bus without paying the fare.

### **ASHLAND**

- \$0.50 Full/ Reduced Fare
- The City of Ashland compensates RVTB for the remaining balance of the fare for rides taken anywhere between Jackson Well Springs and Ashland Windmill Inn.

### **PARATRANSIT**

- \$4.00 Full Fare one-way
- \$1.00 Full Fare one-way within Ashland
- Free RVTB fixed-route buses only with a valid Valley Lift ID

### **PASSES**

- \$70.00 Full Fare 1 Month
- \$35.00 Reduced Fare 1 Month
- \$70.00 35 Ride Punch Card
- \$40.00 20 Ride Punch Card
- \$ 5.00 All Day Pass

### **WHERE TO PURCHASE PASSES**

- Front St. Station at 200 S. Front St. in Medford
- RVTB Administration Offices located at 3200 Crater Lake Ave. in Medford
- City of Ashland Utilities Office at 20 E. Main St.



## TRIMET, PORTLAND, OREGON

### Fares

Listed below are current fares for buses, MAX Light Rail and Portland Streetcar. If your trip begins and ends within [Fareless Square](#), you can ride for free. Not sure how much to pay? Use the [Trip Planner](#) to determine the correct fare.

### CURRENT PRICES

Effective Sept. 1, 2008

	<a href="#">2-Hour Ticket</a>		<a href="#">7-Day</a>	<a href="#">14-Day</a>	<a href="#">1-Month</a>	<a href="#">1-Year</a>
	1 Tkt	10 Tkts	<a href="#">Pass</a>	<a href="#">Pass</a>	<a href="#">Pass</a>	<a href="#">Pass</a> *
<a href="#">Adult</a> <a href="#">All Zones</a>	\$2.30	\$23	\$22.50	\$43.50	\$86	\$946
<a href="#">Adult</a> <a href="#">2 Zones</a>	\$2	\$20	\$19.50	\$38	\$75	\$825
<a href="#">Adult</a> <a href="#">1 Zone</a>	\$2	\$19.50	—	—	—	—
<a href="#">Honored</a> <a href="#">Citizen</a>	\$0.95	\$9.50	—	\$13	\$25	\$275
<a href="#">Youth/</a> <a href="#">Student</a>	\$1.50	\$15	—	\$13.50	\$26	—
<a href="#">LIFT</a>	\$1.80	\$18	—	\$25.50	\$50	\$600

Upgrade to All-Zone (bus only): \$0.30

1-Day Pass: \$4.75

LIFT 20-Trip Punch Card: \$36

Portland Streetcar Annual Pass: \$100

\* 12 1-Month Passes mailed separately. Shipping and handling extra.



## SANDY AREA METRO, SANDY, OREGON

No fare charged.

## SOUTH CLACKAMAS TRANSPORTATION DISTRICT, MOLALLA, OREGON

Molalla to Clackamas Community College \$1 each ride

Molalla to Canby \$1 each ride

## SMART, WILSONVILLE, OREGON

SMART routes within Wilsonville are fareless. Routes running to Canby, Tualatin, Barber Blvd., and Salem charge a fee. Fares can either be paid as exact change at the time of boarding, or monthly passes may be purchased at Wilsonville City Hall, 29799 SW Town Center Loop E, or online through Paypal.

Please Note: SMART does not issue transfer receipts or accept transfers from other agencies. For other agency fare information or to purchase their passes please visit TriMet [www.trimet.org](http://www.trimet.org) or Cherriots [www.cherriots.org](http://www.cherriots.org)

Unlimited-ride monthly passes are available for [purchase below](#).

Discounted senior, disabled, and youth passes are available for purchase in person at the [Wilsonville City Hall](#). Valid photo ID is required.

### Fares

	FREE ZONE	ZONE 1X	ZONE 2
Area	City of Wilsonville	Marion County (Salem)	Canby; Tualatin P&R; Barbur Blvd.
Fixed Route- General Fare 18-59 yrs.	Free	Cash = \$2.50 Pass = \$55.00 Zone 2 upgrade = \$80	Cash = \$1.25 Pass = \$30.00
Fixed Route- Senior(60+) and disabled, *Youth 5-17 yrs.	Free	Cash = \$1.25 Pass = \$27.50 Zone 2 upgrade = \$40	Cash = \$ .60 Pass = \$15.00
Dial-a-Ride- Priority for Seniors and Persons with Disabilities	Free	N/A	Cash = \$2.00 Pass = \$40.00

\*Includes students to 23 years old with valid student body ID.



Zone 2 SMART Honored Citizen "Dozen and a Half" Pass

Available for purchase "in person" only by seniors and people with disabilities. Please purchase at [City Hall](#). This pass is a punch-card pass offering 18 rides for \$10.00. It does not expire but is only valid on Zone 2 routes.

Please note: Passes are shipped via standard U.S. mail only. Please allow for normal US mail delivery times when ordering. For will call option instead of delivery, call 503-682-1011 to pick up pass at the [Wilsonville City Hall](#). City Hall is open weekdays from 8:00 am-5:00 pm

\*A "Buck A Ride" pass is a punch-card pass offering 20 rides for \$20.00. Buck A Ride passes do not expire and are valid only on Zone 2 routes.



## SALEM AREA MASS TRANSIT DISTRICT, SALEM, OREGON

**Adult (Ages 19-59)      Youth (Ages 6-18)**

**Special (Disabled and/or Ages 60+ and Medicare card holders)**

**Passengers do not pay a fare for children under the age of 6 traveling with them**

<b>Cash</b>	<b>Single Fare</b>	<b>Day Pass</b> (unlimited rides all day)
Adult	\$1.25	\$2.50
Youth	\$1.00	\$2.00
Special	\$0.60	\$1.20
Under 6 years old	Free	Free
1X - Wilsonville (All Fares)	\$2.50	-----
CherryLift Service for Persons with Disabilities	\$2.50	-----

	<b>Pass</b>
Adult	\$35.00
Youth	\$23.00
Special	\$15.00
Under 6 years old	Free
1X - Wilsonville (All Fares)	\$55.00

	<b>Cherricard</b>
Adult	\$12.50
Youth	\$10.00
Special	\$6.00
Under 6 years old	Free

	<b>Annual Passes</b>
Adult	\$420
Youth	\$276
Special	\$180



There are five easy ways to pay your fare on a Cherriots bus:

- *Monthly Bus Pass* -- savings over cash fares. Good for unlimited riding for a calendar month. Perfect for frequent riders.
- *Day Pass* -- Twice the cost of a single fare, a Day Pass offers unlimited rides all day.
- *Cherricards* -- punch cards good for up to 10 rides, plus a free ride when all used up. A great way to be sure you always have exact fare.
- *Exact Cash Fare* -- drivers don't make change, so please have exact fare if you're paying cash. And please, no Canadian coins.
- *Annual Bus Pass* -- Buy one pass valid for a whole year! (Available at Customer Service lobby only)

## BASIN TRANSIT SERVICE, KLAMATH FALLS, OREGON

### FARE STRUCTURE

	Regular	Student	Senior	Disabled
Cash Fare	\$ 1.25	\$ 1.25	60¢	60¢
Ten Ride Punch Ticket	\$ 11.25	\$ 11.25	\$ 5.60	\$ 5.60
Monthly Pass	\$ 40.00	\$ 37.50	\$ 20.00	\$ 20.00
20 Token Package	\$ 22.50	\$ 22.50	\$ 11.25	\$ 11.25

Purchase a Day Pass from the bus driver or the BTS office for \$2.50 and ride all day an unlimited number of times.

Children age 6 and under ride FREE when accompanied by a paying adult.

OIT students, faculty, and staff; students of Klamath Community College; and students of Eagle Ridge

High School ride buses free by showing their valid identification card. Student ID cards must have the current semester stamp affixed to be considered valid.

SPECIAL NOTE: To best serve our customers who must wait for their monthly retirement or disability checks to arrive in the mail, all monthly passes are valid from the first day of the month of issue until the fifth (5th) day of the following month.

### PARA TRANSIT (Dial-A-Ride)

Advance certification is required to use the Dial-A-Ride services. See "Dial-A-Ride" on this site for details.

Cash Fare	\$ 2.50
Ten Ride Punch Ticket	\$ 22.50
Twenty Ride Punch Ticket	\$ 45.00



## C-TRAN, VANCOUVER WASHINGTON

		Fixed Route (regular bus service)			C-Van (Paratransit)	
		C-Zone	All-Zone	Express To Portland*	C-Zone	All-Zone
Cash	Adult/Reduced	\$1.30	\$2.35	\$3.00	\$1.30 with ID Card	\$2.35 with ID Card
	Disabled/Senior/Youth	\$0.65 with ID Card	\$1.20 with ID Card	\$3.00	\$1.30 with ID Card	\$2.35 with ID Card
Ticket Books	Adult/Reduced	\$13.00 per book	C-Zone ticket + \$1.05 upgrade	C-Zone ticket + \$1.70 upgrade	C-Zone ticket valid with ID Card	C-Zone ticket + \$1.00 upgrade with ID Card
	Disabled/Senior	\$6.50 per 10 ticket book with ID Card	C-Zone ticket + \$0.55 upgrade	C-Zone ticket + \$2.35 upgrade		
Monthly Passes	Adult	\$45.00	\$82.00	\$105.00	\$23.00 with ID Card	\$23.00 with ID Card
	R/Y/D(Reduced/Youth, Disabled, Senior)	\$20.00 with ID Card	\$20.00 with ID Card	\$105.00	\$23.00 with ID Card	\$23.00 with ID Card
Day Pass	Adult	\$3.00	\$6.00	\$6.00	\$3.00 with ID Card	\$6.00 with ID Card

## \* C-TRAN routes that travel to downtown Portland

- Express fare required for travel to downtown Portland. Travel within Clark County with a C-Zone fare. Express fare exception: \$1.50 express fare available for seniors and disabled (with ID) from 9am to 3pm weekdays on route #105 I-5 Express **only**.
- Transfers issued for All-Zone and Express cash fares.
- Children six and under ride free but must be accompanied by a fare paying adult.
- There is no reduced cash fare for Low-Income.
- Pay exact cash fare—drivers carry no change.

## Discounted Fare ID Cards

**Youth, Low Income, Disabled, Senior and C-VAN**

Riders who qualify must obtain a C-TRAN Photo Identification Card to pay a discounted fare using cash, tickets or passes. C-TRAN photo ID cards are available only at C-TRAN Passenger Service offices, they are non-transferrable and are not valid if used by someone other than the card holder. Use of a C-TRAN photo ID card by someone other than the card holder is punishable under state law and violators will be prosecuted. Riders who do not possess a valid C-TRAN photo ID card are required to pay the regular Adult cash fare or purchase an Adult monthly pass.



C-TRAN is not responsible for lost or stolen ID cards. A lost or stolen cards may be replaced for \$5/paper ID card, \$10/photo ID card, \$7/damaged photo ID card and may require the rider to be requalified. For more information, contact the C-TRAN Passenger Services at (360) 695-0123 or visit [in person](#).

#### Discounted Fares Eligibility: Youth, Low Income, Disabled and Senior

- **Children** age six and under ride free when accompanied by a fare paying adult.
- **Youth** 7–18 years are eligible for a discounted fare. Proof of age required for youth 13 through 18 years.
- **Low income** discounted fare - verification required through proof of current receipt of Washington State Medical Coupons or a Washington State Food Stamp ID card only. C-TRAN does not accept any other form of low income qualification. Discount on monthly pass only. No cash fare discount.
- **Senior** 62 years and over are eligible for a discounted fare. Proof of age may be required.
- **Disabled** are eligible for a discounted fare. Must be seven years or older with proof of permanent disability with a Medicare Card, ID card issued by another transit agency, coded medical coupon from the State of Washington or a doctor's certificate. A doctor's signature and/or the issuing agency stamp is required to obtain a C-TRAN photo ID card.

#### Other Special Fares

- **Transfers** are issued upon request to all passengers paying an All-Zone or Express cash fare, and may be used on connecting routes up to one hour on weekdays and two hours on weekends.
- **BackPASS**—Students enrolled at participating middle or high school, college or university are eligible for a BackPASS allowing unlimited access to C-TRAN service within Clark County. Participation must be through the individual school or school district. (Prices vary.)
- Seniors and Disabled may ride the #105 I-5 Express to downtown Portland at half the Express fare between the hours of 9:00 a.m. and 3:00 p.m.
- **Annual Employer Express Pass** is an employer-sponsored pass program for Clark County commuters. Provides employees with hassle-free access to all C-TRAN and TriMet services, including Express buses to downtown Portland, MAX light rail, Connector, and the Portland Streetcar. Click for more info.

#### Pass/ID Card Match

C-TRAN also proposes that passengers who use a reduced C-TRAN ticket or monthly pass must present a C-TRAN ID card, or other C-TRAN accepted ID that is issued within the state of Washington, at the time of boarding. This could include a Washington state issued driver's license, or school issued photo ID card. The same would be required of those who use reduced TriMet tickets and monthly passes; a TriMet ID card, or other ID issued within the state of Oregon, must be presented at the time of boarding.





## COMMUNITY URBAN BUS SERVICE, KELSO/LONGVIEW, WA



### Fare Information

**Paratransit service fares: 60¢ one way, or \$1.20 for round trip. Monthly and quarterly passes are sold at same price as passes used on fixed bus routes.**

#### One Way

Adult	.60
Student	.60
Disabled	.30
Seniors	.30
Children under age 6	Free

**A Medicare card may be used to obtain half fare.**

#### Daily Pass

Adult	\$1.20
Student	\$1.20
Disabled	.60
Seniors	.60

**Daily passes are valid for the entire day.**

#### Monthly Pass

Adult	\$10.00
Student	\$6.00
Disabled	\$5.00
Seniors	\$5.00

#### Quarterly Pass

Adult	\$30.00
Student	\$18.00
Disabled	\$15.00
Seniors	\$15.00

**Sold Quarterly (January, April, July and October).**

## ROARING FORK VALLEY, COLORADO

<b>Fare Chart for the Roaring Fork Valley Service</b>										
Exact fare is required on all runs. The driver does not make change.										
<b>Fare Chart</b>	<b>Rifle</b>	<b>Silt</b>	<b>New Castle</b>	<b>Glenwood Springs</b>	<b>Carbondale</b>	<b>El Jebel</b>	<b>Basalt</b>	<b>Brush Creek and 82</b>	<b>Snowmass</b>	<b>Aspen</b>
<b>Rifle</b>	1.00	2.00	3.00	4.00	5.00	6.00	7.00	9.00	9.00	9.00
<b>Silt</b>	2.00	1.00	2.00	3.00	4.00	5.00	6.00	8.00	8.00	8.00
<b>New Castle</b>	3.00	2.00	1.00	2.00	3.00	4.00	5.00	7.00	7.00	7.00
<b>Glenwood Springs</b>	4.00	3.00	2.00	1.00	2.00	3.00	4.00	6.00	6.00	6.00
<b>Carbondale</b>	5.00	4.00	3.00	2.00	1.00	2.00	3.00	5.00	5.00	5.00
<b>El Jebel</b>	6.00	5.00	4.00	3.00	2.00	1.00	2.00	4.00	4.00	4.00
<b>Basalt</b>	7.00	6.00	5.00	4.00	3.00	2.00	1.00	3.00	3.00	3.00
<b>Brush Creek and 82</b>	9.00	8.00	7.00	6.00	5.00	4.00	3.00	Free	Free	Free
<b>Snowmass</b>	9.00	8.00	7.00	6.00	5.00	4.00	3.00	Free	Free	Free
<b>Aspen</b>	9.00	8.00	7.00	6.00	5.00	4.00	3.00	Free	Free	Free
Between adjacent fare Zones is \$2. Child's (6-16) fare is \$1 less. Min fare is \$1. Seniors (65 & over) and infants (5 & under) are free.										



## FOOTHILLS TRANSIT, LOS ANGELES CALIFORNIA

### Foothill Fares

<a href="#">Cash</a>		<a href="#">Metrocard</a>	
<b>Adult Local</b>	<b>\$1.00</b>	<b>Adult Local</b>	<b>\$1.00</b>
<b>Student Local</b>	<b>\$1.00</b>	<b>Student Local</b>	<b>\$1.00</b>
<b>Senior/Disabled/Medicare Local</b>	<b>\$0.50</b>	<b>Senior/Disabled/Medicare Local</b>	<b>\$0.50</b>
<b>Silver Streak</b> This includes Line 481 and 690.	<b>\$2.50</b>	<b>Silver Streak</b> This includes Line 481 and 690.	<b>\$2.50</b>
<b>Discount Silver Streak**</b> For eligible seniors, disabled, and Medicare card holders. Discount fares are applied only during off peak hours.	<b>\$1.25</b>	<b>Discount Silver Streak**</b> For eligible seniors, disabled, and Medicare card holders. Discount fares are applied only during off peak hours.	<b>\$1.25</b>
<b>Commuter Express</b> Lines: 493, 497, 498, 499, 699	<b>\$4.40</b>	<b>Commuter Express</b> Lines: 493, 497, 498, 499, 699	<b>\$4.40</b>
<a href="#">31-Day Pass</a>		<a href="#">EZ Transit Pass</a>	
<b>Adult Local</b>	<b>\$66.00</b>	<b>Adult Local</b>	<b>\$70.00</b>
<b>Student Local</b>	<b>\$30.00</b>	<b>Student Local</b>	<b>N/A</b>
<b>Senior/Disabled/Medicare Local</b>	<b>\$20.00</b>	<b>Senior/Disabled/Medicare Local</b>	<b>\$35.00</b>
<b>Silver Streak</b> This includes Line 481 and 690.	<b>\$96.00</b>	<b>Silver Streak</b> This includes Line 481 and 690.	<b>\$124.00</b>
<b>Discount Silver Streak**</b> For eligible students, seniors, disabled, and Medicare card holders. Discount fares are applied only during off peak hours.	<b>\$48.00</b>	<b>Discount Silver Streak**</b> For eligible seniors, disabled, and Medicare card holders. Discount fares are applied only during off peak hours.	<b>\$63.50</b>
<b>Commuter Express</b> Lines: 493, 497, 498, 499, 699	<b>\$155.00</b>	<b>Commuter Express</b> Lines: 493, 497, 498, 499, 699	<b>\$160.00</b>
<a href="#">Transfers</a> (purchased at the time you pay your full fare)			
<b>Transfers</b>	<b>\$0.50</b>	<b>Discount Transfers</b> For eligible seniors, disabled, and Medicare card holders.	<b>\$0.25</b>

**Adults:** All passengers except those who meet the qualifications for student, senior, disabled, or



child. Children who are age 5 and under ride free. Maximum of two children per paying adult allowed.

**Students:** All eligible K-12 and College Students. Eligibility requirements are available at all six Foothill Transit Stores. Student discounts do not apply to EZ Transit Pass fares.

**Seniors:** All customers 62 years of age or older with an accompanying government-issued photo identification card. Foothill Transit photo ID cards are required with the use and purchase of any Foothill Transit discounted pass.

**Persons with Disabilities :** Disabled discount fares require a LACTOA identification card or Medicare Card when accompanied by a government-issued photo identification card. Foothill Transit photo ID cards are required with the use and purchase of any Foothill Transit discounted pass.

**ALL Discount Fares:** Require proof of eligibility. Eligibility requirements are available at [all six Foothill Transit Stores](#). The Commuter Express service does not accept any discounted fare media. Only the full cash fare of \$4.40, the 31-Day Commuter Express Pass, or the P5 EZ Transit Pass are accepted as full fare.

**Silver Streak\*\*:** The [Silver Streak](#) fare also applies to Lines [481](#) and [690](#). Discount fares on the Silver Streak only apply during off-peak hours. Peak periods are defined at 4AM-10AM and 2PM- 8PM. Customers using discount fare media will need to pay an upcharge to meet the full fare.

**Commuter Express:** Express lines are listed in the fare chart above. No discount fare media are accepted on Commuter Express Service -- only the full cash fare of \$4.40, the 31-Day Commuter Express Pass, or the P5 EZ Transit Pass are accepted as full fare.

**Transfers:** You may purchase one transfer when you purchase one full paid fare. Discount transfers are available for eligible seniors and disabled. See the [transfer policy](#) for more details.



## CAPITAL AREA RURAL TRANSIT SYSTEM, AUSTIN, TEXAS

CARTS

Effective date January 1, 2008  
**CAPITAL AREA RURAL TRANSPORTATION SYSTEM**

CARTS RIDE LINE 1-800-456-RIDE (7433) TOLL FREE

WILLIAMSON COUNTY

RIDES ARE SCHEDULED MONDAY-FRIDAY FROM 8:00 AM TO 4:00 PM / 24 HOURS ADVANCE NOTICE RECOMMENDED  
LOCAL VEHICLES SERVE NEIGHBORING TOWNS SO LOCAL RIDE TIMES MAY VARY

Community Served	Destination	Route Day	Departure	Return	One-Way Fare	Reduced Fare*
ANDERSON MILL	To: Georgetown	Tuesday	7:30a	12:00p	\$4.00	\$2.00
	To: Round Rock	Tuesday & Thursday	7:30a	2:00p	\$4.00	\$2.00
	To: Austin	Tuesday	7:45a	2:30p	\$6.00	\$3.00
	To: Temple	1st & 3rd Wednesday	7:30a	2:00p	\$6.00	\$3.00
BARTLETT	To: Austin	Wednesday	7:00a	2:00p	\$6.00	\$3.00
	To: Georgetown	Tuesday & Thursday	7:30a	3:30p	\$4.00	\$2.00
	To: Taylor	Tuesday	7:00a	11:30a	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	7:30a	2:00p	\$6.00	\$3.00
CEDAR PARK	To: Austin	Tuesday	8:00a	2:30p	\$6.00	\$3.00
	To: Round Rock	Tuesday & Thursday	7:00a	2:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	7:30a	2:00p	\$6.00	\$3.00
GEORGETOWN	Local Service	Monday thru Friday	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin	Monday, Wednesday & Friday	8:00a	2:00p	\$6.00	\$3.00
	To: Round Rock	Tuesday & Thursday	8:00a	12:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	8:30a	2:00p	\$6.00	\$3.00
FLORENCE	To: Austin	Monday, Wednesday & Friday	7:00a	2:00p	\$6.00	\$3.00
	To: Georgetown	Monday, Wednesday & Friday	7:00a	3:30p	\$4.00	\$2.00
	To: Round Rock	Monday, Wednesday & Friday	7:00a	3:30p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	8:00a	2:00p	\$6.00	\$3.00
GRANGER	To: Austin	Wednesday	7:30a	2:00p	\$6.00	\$3.00
	To: Georgetown	Tuesday & Thursday	7:30a	3:30p	\$4.00	\$2.00
	To: Taylor	Tuesday	7:30a	11:30p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	9:00a	2:00p	\$6.00	\$3.00
JARRELL	To: Austin	Wednesday	7:30a	2:00p	\$6.00	\$3.00
	To: Georgetown	Tuesday & Thursday	7:30a	3:30p	\$4.00	\$2.00
	To: Round Rock	Tuesday & Thursday	7:30a	3:30p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	8:15a	2:00p	\$6.00	\$3.00
LEANDER	To: Austin	Tuesday	8:15a	2:30p	\$6.00	\$3.00
	To: Round Rock	Tuesday & Thursday	7:00a	2:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	7:30a	2:00p	\$6.00	\$3.00
LIBERTY HILL	To: Austin	Tuesday	7:30a	2:30a	\$6.00	\$3.00
	To: Georgetown	1st & 3rd Monday	8:30a	12:00p	\$4.00	\$2.00
	To: Round Rock	1st & 3rd Monday	8:30a	12:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	7:45a	2:00p	\$6.00	\$3.00
SUN CITY	To: Austin	Monday, Wednesday & Friday	8:00a	2:00p	\$6.00	\$3.00
	To: Georgetown	Tuesday & Thursday	8:30a	12:00p	\$2.00	\$1.00
	To: Round Rock	Tuesday & Thursday	8:00a	12:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	8:15a	2:00p	\$6.00	\$3.00
TAYLOR	Local Service	Monday thru Friday	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin	Monday, Wednesday & Friday	7:30a	2:00p	\$6.00	\$3.00
	To: Georgetown	Tuesday & Thursday	7:00a	12:00p	\$4.00	\$2.00
	To: Round Rock	Tuesday & Thursday	7:00a	12:00p	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	8:30a	2:00p	\$6.00	\$3.00
THRALL	To: Austin	Wednesday	7:30a	2:00p	\$6.00	\$3.00
	To: Taylor	Wednesday	7:30a	11:30a	\$4.00	\$2.00
	To: Temple	1st & 3rd Wednesday	7:30a	2:00p	\$6.00	\$3.00

\*Reduced Fare: Seniors, Persons with Disabilities, and Children Under 12

RideCARTS.com

## Simplified Fares for Paratransit Routes

**Aug 29, 2007**

The Capital Area Rural Transportation System (CARTS) hereby gives notice of a fare change effective on **October 1, 2007**. This fare change applies only to the CARTS [curb-to-curb/general public paratransit service](#), also known as dial-a-ride. Persons with disabilities, persons over age 60, and children age 12 and under are eligible for half-fare, subject to eligibility determination and customer registration with CARTS.

### Purpose

The purpose of the fare change is to simplify the fare calculation, both for customers and CARTS staff, and to make longer distance trips within the CARTS District more affordable.

The current CARTS fare schedule has nine (9) zones based on mileage increments of 5-10 miles, with rates from \$2.50-\$15.50, and can be difficult to understand for customers, and to quote accurately for CARTS staff.

### Amended Fares

All fares herein discussed are based on a one-way trip.

The amended fares are based on three (3) zones determined by the customer's trip origin and destination, as follows:

#### Zone 1 - City

Trips wholly within a town or city

**\$2.00**

#### Zone 2 – Intra-county

Trips originating and ending within the same county

**\$4.00**

#### Zone 3 – Inter-county

Trips with destinations outside the county of origin

**\$6.00**



Appendix K  
Data for Estimating  
Operating Expenses per  
Revenue Hour

## Data for Estimating Operating Expenses per Revenue Hour

**Table K-1 - Estimated Operating Expenses per Revenue Hour**

Revenue Hours				Operating Expenses
	Fixed Route	Non-Fixed	Total	
2nd Quarter	2016	1680	3696	
3rd Quarter	2040	2560	4600	
4th Quarter	2040	2560	4600	
<b>Total</b>	<b>6096</b>	<b>6800</b>	<b>12896</b>	<b>\$ 716,149</b>

***Estimated Operating Expenses per Revenue Hour***

**\$ 55.53**

**Table K-2 Operating Expenses Data Provided by Columbia County**

Purpose	2nd Quarter FY07/08	3rd Quarter FY07/08	4th Qtr FY07/08	FY 07-08
<b>Operations</b>				
Vehicle Maintenance	16,869	1,235	1,597	19,701
Fuel	33,507	36,102	-	69,609
Transit Service Contracts	150,834	151,553	95,534	397,921
Capital Items \$5,000 (list)			-	-
Vehicle Insurance	614	614	613	1,841
Other Operating Expenses (Materials & supplies)			28,034	28,034
Inter-city service	10,091	24,990	148,179	183,260
Telephone Dispatch (4310)	911	4,535	2,518	7,964
Advertising/Publicity	1,410	2,769	3,640	7,819
<b>O AL OPERA I E penses</b>	<b>216,642</b>	<b>229,905</b>	<b>284,359</b>	<b>716,149</b>





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**PERFORMANCE DATA**

Category	Fixed Route	Other than Fixed Route	Total
Total Passenger One-Way Trips	6,368	5,517	12,885
Elderly/Disabled One-Way Trips	1,522	5,338	6,860
Revenue Service Hours	2,016	1,680	3,696
Revenue Service Miles	52,852	70,201	123,053

**VEHICLE DATA**

LICENSE PLATE# (if changed, also list VIN)	ENTER CURRENT ODOMETER MILEAGE	ENTER DATE ODOMETER READ	CHECK VEHICLE CONDITION
E227242 (102) 1FDSE35L2YHB74160	179,168	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221192 (902) 1FDKE30F4SHB51519	103,400	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221190 (905) 1G1JC5244Y7369982	109,535	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E22191 (904) 1G1JC5246Y748684	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E229514 (403) 1FDJE37H8RHA18985	136,049	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E197534 (101) Retired 1FDKE30G4THB55841	115,000	BAD ENGINE	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E212007 (104) 2B6KB31ZXK553971	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E188691 (302) 1FDJE37H1RHA18987	113,750	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E219735 (502) 1FDSEL0HA78713	125,221	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E227243 (701) 1FDXE40S6XHC26382	240,963	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E221189 (901) 1G2KB5248Y7419894	75,294	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor

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**PERFORMANCE DATA**

<b>Category</b>	<b>Fixed Route</b>	<b>Other than Fixed Route</b>	<b>Total</b>
Total Passenger One-Way Trips	8,984	8,616	17,600
Elderly/Disabled One-Way Trips	2,597	5,777	8,374
Revenue Service Hours	2,040	2,560	4,600
Revenue Service Miles	55,623	88,549	144,172

**VEHICLE DATA**

<b>LICENSE PLATE# (if changed, also list VIN)</b>	<b>ENTER CURRENT ODOMETER MILEAGE</b>	<b>ENTER DATE ODOMETER READ</b>	<b>CHECK VEHICLE CONDITION</b>
E227242 (102) 1FDSE35L2YHB74160	99,676	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221192 (902) 1FDKE30F4SHB51519	105,214	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221190 (905) 1G1JC5244Y7369982	111,717	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E22191 (904) 1G1JC5246Y748684	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E229514 (403) 1FDJE37H8RHA18985	136,049	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E197534 (101) Retired 1FDKE30G4THB55841	115,000	BAD ENGINE	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E212007 (104) 2B6KB31ZXK553971	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E188691 (302) 1FDJE37H1RHA18987	113,750	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E219735 (502) 1FDSEL0HA78713	136,839	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E227243 (701) 1FDXE40S6XHC26382	252,783	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E221189 (901) 1G2KB5248Y7419894	75,294	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor

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**PERFORMANCE DATA**

<b>Category</b>	<b>Fixed Route</b>	<b>Other than Fixed Route</b>	<b>Total</b>
Total Passenger One-Way Trips	12,049	7,580	19,629
Elderly/Disabled One-Way Trips	3,509	6,240	9,749
Revenue Service Hours	2,040	2,560	4,600
Revenue Service Miles	63,064	70,070	133,134

**VEHICLE DATA**

<b>LICENSE PLATE# (if changed, also list VIN)</b>	<b>ENTER CURRENT ODOMETER MILEAGE</b>	<b>ENTER DATE ODOMETER READ</b>	<b>CHECK VEHICLE CONDITION</b>
E227242 (102) 1FDSE35L2YHB74160	109,578	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221192 (902) 1FDKE30F4SHB51519	108,128	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E221190 (905) 1G1JC5244Y7369982	116,598	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E22191 (904) 1G1JC5246Y748684	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E229514 (403) 1FDJE37H8RHA18985	139,273	8/7/08	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E197534 (101) Retired 1FDKE30G4THB55841	115,000	BAD ENGINE	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E212007 (104) 2B6KB31ZXK553971	64,285	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E188691 (302) 1FDJE37H1RHA18987	113,750	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor
E219735 (502) 1FDSEL0HA78713	143,960	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
E227243 (701) 1FDXE40S6XHC26382	262,024	1/30/09	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor
E221189 (901) 1G2KB5248Y7419894	75,294	12/31/2007	<input type="checkbox"/> New <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor

## Appendix L

### Meeting Summaries

**US 30 Transit Access Plan and Columbia County Community-wide Transit Plan**  
**Public Meetings – December, 2008**  
**SUMMARY OF RESULTS**

**Introduction**

Columbia County and consulting team staff conducted three public meetings in early December, 2008 to review and solicit comments on work conducted to date on the Columbia County Community-wide Transit Plan and US 30 Transit Access Plan projects. The meetings were announced using a variety of methods including multiple media releases to local newspapers and radio stations which generated at least one local news story, direct notice via e-mail to approximately 120 people on the County Transit agency's interested parties list, announcement on the County's Web site, via brochures distributed on the County transit vehicles. The purpose of the meetings was to review information about the following topics:

- Transit service changes
- Transit fare structure alternatives
- Transit improvements, including transit facility design and locations for US 30 improvements
- Current and future funding sources and costs

Meetings were held in the following locations:

- Columbia County Courthouse, St. Helens, December 4
- Vernonia City Hall, Vernonia, December 8
- Clatskanie River Inn, Clatskanie, December 9

Each meeting was conducted as an open house. A PowerPoint presentation was prepared but was only used at one of the meetings, given the limited attendance, large number of display boards and opportunities to talk to participants individually. Meeting participants reviewed the following displays at each meeting:

- Transit improvement toolbox options – two display boards
- Map showing types of improvements needed at existing transit facilities
- Evaluation criteria for transit improvement locations – two display boards
- Charts and narrative summarizing results of customer preference survey – two display boards
- Charts showing existing funding sources and costs as well as potential future revenue source allocations pending potential federal funding decreases – three display boards

- Dot exercise related to fare structure alternatives for fixed route and dial-a-ride service
- Dot exercise related to potential transit service changes where people used dots to identify locations where new or improved service is needed

Copies of technical memoranda prepared to date also were available for meeting participants. Agendas and comments forms also were available.

## **Results**

Attendance at the meetings was low. Only a small handful of people (2 - 5) attended each meeting. Those that did attend were very interested in and supportive of the study and offered a number of opinions about it, particularly related to service needs. Comments at the meetings included the following:

- **Service to Vernonia.** Service to and from Vernonia and other parts of Columbia County and outside the County is desired, including service to connections along US 30 and to transit service in the Portland region (e.g., to the Westside MAX). These routes would serve people who work in Washington County, attend PCC and who rely on shopping and social service opportunities in communities along US 30. Service should allow people to get to work in Washington County relatively early. The City of Vernonia is discussing potential partnerships and co-location of a PCC facility in Vernonia. However, if this does not happen, it will be important to provide service to the Rock Creek or other PCC campuses, including to allow high school students to attend PCC classes without consuming an entire school day. The Vernonia City Hall could serve as a transit stop and could also be used to house an information kiosk. Making people more aware of available service also is likely to generate more interest and demand.
- **Service between South and North County.** Clatskanie meeting participants confirmed the need for more direct service between the northern and southern areas of the County, including from Clatskanie to St. Helens and Scappoose. They also recommended more frequent service to the Kelso-Longview area with fewer stops within that area but better connections to existing transit service there. One person suggested using Clatskanie as a hub for this service, with a possible shuttle service to Westport.
- **Fare structure alternatives.** Relatively few people commented on these alternatives. Those who did comment recommend the zone and type of service approaches for fixed route service and the flexible approach for dial-a-ride service.
- **Other comments.** Other comments included considering how to make service more “green” such as through hybrid or bio-diesel fueled vehicles. If that isn’t cost-effective now, be ready to implement it when it is.

## **Future Public Meetings and Outreach**

Given the relatively low attendance at this round of meetings, we recommend making our meeting materials available on the County's Web site and/or on request from the County relatively quickly. We also suggest a different approach to the next round of public meetings. Rather than simply holding general purpose public meetings in the evening, we recommend partnering with community groups or events to conduct our meetings in conjunction with already scheduled activities or in locations that we know will be well-attended by community members. Possible specific activities or events could include:

- Five-area senior center lunch in St. Helens or Scappoose
- Chamber of Commerce or Kiwanis meeting in Clatskanie
- School-related Town Hall meeting or other activity in Vernonia
- Staffing community displays in local grocery stores or other businesses

If we pursue this approach, we will want to make sure that the events give us an opportunity collectively to reach a good cross-section of citizens in the County and that we provide other residents with the ability to review and comment on our work products (e.g., via the County's Web site). We have begun to discuss this approach with County staff and representatives of local communities and have received support for it so far.

**US 30 Transit Access Plan and Columbia County Community-wide Transit Plan**  
**Public Meetings – March, 2009**  
**SUMMARY OF RESULTS**

**Introduction**

Columbia County, through the Columbia County Transit Division, is currently undertaking a comprehensive look at how to provide better access to public transportation within the county. Columbia County Rider, a service of Columbia County Transit Division, provides general public transportation within Columbia County, with services to surrounding counties. Two related projects – the Columbia County Community-wide Transit Plan Update and the US 30 Transit Access Plan – are currently underway to assess the effectiveness of current transit services and facilities and recommend future improvements.

Columbia County and consulting team staff held a second round of three public meetings in March, 2009 to review and solicit comments on proposed service improvements and fare structure recommendations identified as part of the Columbia County Community-wide Transit Plan and US 30 Transit Access Plan projects.

The meetings were announced using a variety of methods including a media release to local newspapers, direct notice via e-mail to people on the County Transit agency's interested parties list, announcement on the County's Web site, information distributed on the County transit vehicles, and materials in city halls and other community gathering places.

The purpose of the meetings was to review information and gather feedback about the following transit-related recommendations:

- Transit fares
- Improvements to fixed-route bus and demand-response bus service

Meetings were held in the same three communities in which a first round of public meetings was conducted, including the following:

- Hump's Restaurant, Clatskanie, March 5, 2009, co-sponsored by the Clatskanie Chamber of Commerce
- Vernonia Senior Center Hall, Vernonia, March 18, 2009, co-sponsored by Vernonia Senior Center
- St. Helens Senior Center, St. Helens, March 30, 2009, co-sponsored by St. Helens Senior Center and Five-area Seniors lunch.

Co-sponsoring with other organizations allowed the County and consultant staff to share in meetings and events that were already scheduled and increase the number of people that could be reached. Attendance was much higher at this round of meetings than at the first round of public meetings, where attendance was very limited.



At each meeting, consultants presented a brief overview of the project and recommendations related to proposed service improvements and changes to transit fares. Handouts of the presentation were available. Meeting participants also reviewed two display boards at each meeting, which presented proposed transit service changes and fare structures. Questionnaires were also distributed to gather feedback on the proposed service changes and fares.

## **Results**

A combined total of about 120-130 people attended the three meetings, including 20-25 in Clatskanie, 30-35 in Vernonia and 70-75 in St. Helens. St. Helens meeting attendees included people from throughout the county. Participants were primarily business owners (in Clatskanie) and seniors (in Vernonia and St. Helens). However there were a number of non-senior attendees in Vernonia and St. Helens who were joining relatives or friends for lunch on those days, volunteers at the events, and County Board members and representatives of Community Action and other organizations. Following is a brief overall summary of results, followed by a detailed summary of questionnaire results, both by individual meeting and combine.

- **Transit service improvements.** Questionnaire respondents generally support the proposed service improvements. The level of support for specific improvements varied by community, with people generally most strongly supporting those improvements that most directly affect or benefit their community or commuting habits. Proposed improvements or changes with the highest overall levels of support include using a larger bus to increase capacity for the St. Helens to Portland route, adjusting Portland service schedules to arrive in Portland just before the half-hour and hour and depart just after the hour and half-hour, and adding an afternoon trip from Portland to St. Helens departing at 4:30 p.m. The next highest levels of support are for extending the new St. Helens to Rainier Flex Route and providing new weekend service from St. Helens to Portland. Three proposed improvements received an overall support rating of less than 3 (on a scale of 1 to 5). These included providing service from Vernonia to Hillsboro and the PCC Rock Creek campus, providing Flex Route service from Vernonia to Clatskanie via Mist two days per week, and transferring the Westport-Clatskanie route segment to Sunset Empire Transit.
- **Proposed Fare Structure.** Most respondents (about 75%) support the proposed zone-based fare structure. Among the different groups of people who completed the questionnaire, people who obtained questionnaires on CC Rider buses or at an evening drop-in meeting showed the highest level of concern about the fare structure (with almost half of them saying they don't support it).
- **Fares.** Nearly half of respondents say the proposed fares are reasonable or very reasonable (combined 47%), while about 29% said they were neither reasonable nor unreasonable, and 24% said they were unreasonable or very unreasonable. People who obtained questionnaires on CC Rider buses or at the evening drop-in meeting were most likely to say the fares were unreasonable. Concerns about specific fares

were related primarily to the cost of monthly passes, senior and student fares. It should be noted that the questionnaire did not indicate that senior fares would be half-price for fixed route service although this was explained in each meeting's presentation.

### **Detailed Results**

Following is a summary of results for each meeting and question (listed in *italics*). In reviewing these results it is important to note that they are based on a limited number of questionnaires completed for any given meeting. They should be considered as qualitative in nature and not as a statistically valid representation of the majority of county residents' opinions about these issues.

#### **Clatskanie**

1. *Please indicate your level of support for the proposed transit service changes noted in the table on the following page. Indicate your support on a scale of 1 to 5 where 1 means do not support at all and 5 means strongly support. Planned service improvements will require additional sources of revenue to cover their costs.*

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
Vernonia Service							
- brown on map		4				9	9
3 dark blue on map			3		3	9	3
on map green		3	3			9	
Westport-Longview/Kelso							
-				4	4	9	4
-			3		3		4 0
			4				9
-				4			4
Rainier-St. Helens							
					3		3
St. Helens – Portland purple and orange on map							

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
					4		3.9
			3				4
4.30		3	3	4			3.3
30		3	4	3			3
		3		3			3
TOTALS	6	20	39	33	37		

2. Please review and comment on the following recommendations for changes to transit fares.

	To:					
From:		Portland/Hillsboro	St. Helens/Scappoose	Rainier/Longvie / Kelso	Vernonia	Westport / Clatskanie
Portland/Hillsboro			\$5.00	\$7.50	\$5.00	\$10.00
St. Helens/Scappoose		\$5.00	\$2.50	\$5.00	\$5.00	\$7.50
Rainier/Longvie / Kelso		\$7.50	\$5.00	\$2.50	\$7.50	\$5.00
Vernonia		\$5.00	\$5.00	\$7.50	\$2.50	\$5.00
Westport / Clatskanie		\$10.00	\$7.50	\$5.00	\$5.00	\$2.50

a. As the table indicates, fares would vary depending on the number of zones a person travels through, with a higher fare for more zones of travel. The fare would be \$2.50 of each zoned traveled. Monthly passes would be available priced at 28 trips per month. Do you support the concept of a fare structure based on different zones?

All 10 respondents said they would support this fare structure.

2b. Do you think fares identified in the table are generally reasonable for the service provided? Please answer on a scale of 1 to 5 where 1 means the fare structure is very unreasonable and 5 means it is very reasonable by placing a check (✓) in the appropriate box below.

<b>1, very unreasonable</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5, very reasonable</b>	<b>TOTAL</b>
		<b>5</b>	<b>5</b>	<b>1</b>	<b>11</b>
0.0%	0.0%	45.5%	45.5%	9.1%	

2c. Do you have concerns about any of the individual fares indicated in the table above? If so, which ones and why?

Only one respondent noted a concern with a specific fare, noting that they would like the fares to be more affordable to seniors.

3. Do you have any other comments? Please note any other comments or concerns you may have about proposed or existing transit service or fares.

Only one respondent provided another comment, noting that fares would create financial hardship for some residents.

### Vernonia

1. Please indicate your level of support for the proposed transit service changes noted in the table on the following page. Indicate your support on a scale of 1 to 5 where 1 means do not support at all and 5 means strongly support. Planned service improvements will require additional sources of revenue to cover their costs.

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
Vernonia Service							
- brown on map							3
3 dark blue on map					3	3	0
on map green						3	4 0
Westport-Longview/Kelso							
-						3	4 0
-						3	4 0
						3	4 0

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
-						3	4.0
Rainier-St. Helens						3	4.0
St. Helens – Portland purple and orange on map							
						3	3
						3	3
4.30							3.0
30						3	3.3
						3	3
TOTALS	2	11	0	5	19		

2. Please review and comment on the following recommendations for changes to transit fares.

a. Fares would vary depending on the number of zones a person travels through, with a higher fare for more zones of travel. The fare would be \$2.50 of each zoned traveled. Monthly passes would be available priced at 28 trips per month. Do you support the concept of a fare structure based on different zones?

All 2 respondents said they would support this fare structure.

2b. Do you think fares identified in the table are generally reasonable for the service provided? Please answer on a scale of 1 to 5 where 1 means the fare structure is very unreasonable and 5 means it is very reasonable by placing a check (✓) in the appropriate box below.

1, very unreasonable	2	3	4	5, very reasonable	TOTAL
		1		2	3
0.0%	0.0%	33.3%	0.0%	66.7%	

2c. Do you have concerns about any of the individual fares indicated in the table above? If so, which ones and why?

Only one respondent noted a concern with a specific fare, noting that they would like the fares to be more affordable to seniors.

3. *Do you have any other comments? Please note any other comments or concerns you may have about proposed or existing transit service or fares.*

No respondents provided additional comments.

### St. Helens

1. *Please indicate your level of support for the proposed transit service changes noted in the table on the following page. Indicate your support on a scale of 1 to 5 where 1 means do not support at all and 5 means strongly support. Planned service improvements will require additional sources of revenue to cover their costs.*

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
Vernonia Service							
- brown on map						4	3
3 dark blue on map						4	3 0
green on map						4	3 0
Westport-Longview/Kelso							
-						4	0
-							3
					3		3 4
-	4					4	0
Rainier-St. Helens							
					3		3
St. Helens – Portland purple and orange on map							
					4		4

							4 3
4 30							4
30					4		3
					4		4
TOTALS	12	9	18	0	32		

2. Please review and comment on the following recommendations for changes to transit fares.

- a. Fares would vary depending on the number of zones a person travels through, with a higher fare for more zones of travel. The fare would be \$2.50 of each zoned traveled. Monthly passes would be available priced at 28 trips per month. Do you support the concept of a fare structure based on different zones?

Eight of nine respondents said they would support this fare structure.

- 2b. Do you think fares identified in the table are generally reasonable for the service provided? Please answer on a scale of 1 to 5 where 1 means the fare structure is very unreasonable and 5 means it is very reasonable by placing a check (✓) in the appropriate box below.

<b>1, very unreasonable</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5, very reasonable</b>	<b>TOTAL</b>
1		2		6	9
11.1%	0.0%	22.2%	0.0%	66.7%	

- 2c. Do you have concerns about any of the individual fares indicated in the table above? If so, which ones and why?

Three out of eight respondents noted a concern with a specific fare. Comments included the following.

- Dial-A-Ride: \$1.80 one way is too much for our Seniors in town of Clatskanie to go to their homes, to the Senior Center and to go downtown. Another \$1.80 cost \$3.60 or \$5.40 is too much.
- \$5 one way to Portland from St Helens seems a little high vs driving private vehicles. = \$10 round trip. What will the monthly pass fare be?
- \$10 for any fare is too high for a senior, but probably reasonable for a working person

3. Do you have any other comments? Please note any other comments or concerns you may have about proposed or existing transit service or fares.

One respondent provided the following additional comment.

- I can't afford it - that means \$5.00 round trip and gasoline prices aren't that high. I barely afford the money I pay now. Stop and think. You service mostly low income seniors and \$5.00 to go to Senior Center and then the cost of the meal that makes it over \$10 and if you do that 5 days a week - do the math.

Questionnaires collected via bus riders and evening meeting

1. Please indicate your level of support for the proposed transit service changes noted in the table on the following page. Indicate your support on a scale of 1 to 5 where 1 means do not support at all and 5 means strongly support. Planned service improvements will require additional sources of revenue to cover their costs.

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
Vernonia Service							
- brown on map						4	
3 dark blue on map						4	
on map green		3	4			4	
Westport-Longview/Kelso							
-		3				4	
-						4	
						4	9
-	4	3				4	4
Rainier-St. Helens							
	3					4	
St. Helens – Portland purple and orange on map							
		4	3	3			3 3
	4			3	3		3 0
4 30				3			3



Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
30	4	4					
				4			3
TOTALS	60	30	63	15	28		

2. Please review and comment on the following recommendations for changes to transit fares.

- a. Fares would vary depending on the number of zones a person travels through, with a higher fare for more zones of travel. The fare would be \$2.50 of each zoned traveled. Monthly passes would be available priced at 28 trips per month. Do you support the concept of a fare structure based on different zones?

Seven of 15 respondents said they would support this fare structure.

- 2b. Do you think fares identified in the table are generally reasonable for the service provided? Please answer on a scale of 1 to 5 where 1 means the fare structure is very unreasonable and 5 means it is very reasonable by placing a check (✓) in the appropriate box below.

<b>1, very unreasonable</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5, very reasonable</b>	<b>TOTAL</b>
3	5	3	3	1	15
33.3%	55.6%	33.3%	33.3%	11.1%	

- 2c. Do you have concerns about any of the individual fares indicated in the table above? If so, which ones and why?

Several respondents provided additional comments, including the following.

- The monthly rate increase is too high. Increase from \$90 to \$106.80 is fair (11/1/08). Up to \$140 is a disproportionate jump.
- Senior/student fare?
- It has been six months from the bus fare increase. Why the sudden attention?
- Because I purchase a monthly pass what is charged on a per ride basis does not concern me as much as the monthly costs. I do have concerns about the monthly pass being raised to \$140 per month. The passes were just increased, adding 24% to the current rate, and 36% from just 6 months ago seems unreasonable. If the increase is to grow the Columbia County Transit Division I think you need to take a look at the current economy and focus on just keeping the service we have at a reasonable rate.

- Need to improve this. The fare you want to charge is going to hurt certain people.
- The price is approaching the cost of driving oneself to Portland and parking. You may lose ridership. Right now, it only costs me \$4 round trip to Portland. I can park for \$7. That is \$11 compared with \$10 for the bus. Is \$1 worth the freedom of flexibility?
- If you move forward on all the increases you will not need bigger buses because you have priced yourself out of riders.
- “Monthly passes... priced at 28 trips per month.” We just had an increase, and I WILL NOT pay more.
- The St. Helens – Portland fare should be much lower. It probably already generates a lot of revenue and you will lose some of this with the \$140 proposed fare. Proposed senior 50% discount is way too high – 20% max (I’m a senior, too). Student discounts?
- Concerned about raising the monthly rate from \$109 to \$140/mo. This is too much of an increase – would rather go without additional service & keep the costs down. Also 50% discount to seniors seems extreme – perhaps 25% & start senior discount @ age 65?

3. *Do you have any other comments? Please note any other comments or concerns you may have about proposed or existing transit service or fares.*

One respondent provided the following additional comment.

- I have a general concern that this is the 2<sup>nd</sup> price rise in 1 year. Besides \$2.50 to go from Scappoose to St. Helens is high.

## Overall Results

Following is a summary of overall results for questions 1, 2a and 2b.

1. *Please indicate your level of support for the proposed transit service changes noted in the table on the following page. Indicate your support on a scale of 1 to 5 where 1 means do not support at all and 5 means strongly support. Planned service improvements will require additional sources of revenue to cover their costs.*

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
Vernonia Service							
- brown on map			9		3	9	
3 dark blue on map		3	0			30	3 0
green	9		9		3	30	4

Proposed Service Improvement	1, Do not support at all	2	3	4	5, Strongly support	TOTALS	Average score
on map							
Westport-Longview/Kelso	0	0	0	0	0		
-				4		30	9
-		3	9			33	3
	0					3	
-		4			9	3	3
Rainier-St. Helens	0	0	0	0	0		
	4	3			0	33	3 3
St. Helens – Portland purple and orange on map	0	0	0	0	0		
			9		4	3	3
	4	4	9			3	3
4 30					3	39	3
30		9				3	3 0
			4			3	3 3
TOTALS	80	70	120	53	116		

2. Please review and comment on the following recommendations for changes to transit fares.

- a. Fares would vary depending on the number of zones a person travels through, with a higher fare for more zones of travel. The fare would be \$2.50 of each zoned traveled. Monthly passes would be available priced at 28 trips per month. Do you support the concept of a fare structure based on different zones?

Twenty-seven of 36 respondents said they would support this fare structure.

- 2b. Do you think fares identified in the table are generally reasonable for the service provided? Please answer on a scale of 1 to 5 where 1 means the fare structure

*is very unreasonable and 5 means it is very reasonable by placing a check (✓) in the appropriate box below.*

<b><i>1, very unreasonable</i></b>	<b><i>2</i></b>	<b><i>3</i></b>	<b><i>4</i></b>	<b><i>5, very reasonable</i></b>	<b><i>TOTAL</i></b>
<b><i>4</i></b>	<b><i>5</i></b>	<b><i>11</i></b>	<b><i>8</i></b>	<b><i>10</i></b>	<b><i>38</i></b>
10.5%	13.2%	28.9%	21.1%	26.3%	

### **Future Public Meetings and Outreach**

This is the last round of public meetings for this project. There have been regular meetings of a project Task Force to review technical work and recommendations being prepared for the project, and there will be at least one more meeting of the Task Force before the proposals are reviewed in public work sessions and hearings. Results of these meetings will be considered as the Task Force considers its final recommendations for the study.

# County updates transportation plan

Columbia County is currently undertaking an update of the Community-Wide Transit Plan that was previously completed in 2002, and also completing an additional planning effort to improve public transit access along US Highway 30.

These planning efforts began in August and as a result of the work completed by Kittelson & Associates, Inc. three Community Open Houses will be held to share information and ask for public input regarding these projects. The meetings are scheduled for:

Thursday, Dec. 4 at 5:30 p.m., Columbia County Courthouse, 230 Strand Street.

Monday, Dec. 8 at 5:30 p.m., Vernonia City Hall, 1001 Bridge Street

Tuesday, Dec. 9, at 5:30 p.m., Clatskanie River Inn, 600 East Columbia River Highway

County Transit Division Staff and consultants working on this project want to hear people's opinions about a wide range of public transit-related issues and services, including transit fares; improvements to fixed-route, demand-response bus and intercity bus service; the design and location of potential facilities improvements, including vanpool, carpool, park and ride facilities and other transit stops; and coordination between the County, state and local communities and other transportation providers.

The planning projects will take a comprehensive look at how to provide better access to public transportation within the county. Columbia County Rider, a service of Columbia County Transit Division, provides general public transportation within Columbia County, with services to surrounding counties. Two related projects – the Columbia County Community-wide Transit

Plan Update and the US 30 Transit Access Plan – are currently underway and will assess the effectiveness of current transit services and facilities. The two projects will result in recommendations for improvements to the public transit system that serves Columbia County and the cities of Clatskanie, Columbia City, Prescott, Rainier, St. Helens, Scappoose and Vernonia and improve coordination with other service providers, i.e., TriMet, CUBS in Longview and Sunset Empire Transportation in Clatsop County.

The Transit Plan Update builds on the Columbia County Community-wide Transit Plan, adopted in 2002, and the Coordinated Transit Services Plan, completed in 2007. The updated Transit Plan will provide further direction for the planning and implementation of transit services, operations, facilities, fund-

ing, and promotion/information efforts for the next 10 years.

In concert with the Transit Plan update, Columbia County is developing a Transit Access Management Plan for US 30. This related project will identify improvements for pedestrian and bicycle access to transit on the US 30 corridor, develop designs for urban and rural bus stops/pullouts, and create a program for park-and-ride or park-and-pool lots. Recommended improvements within the corridor will build on, and will be consistent with, the existing and recommended future transit system that is identified in Transit Plan.

Results of these projects to date will be presented at the meetings along with a variety of opportunities to comment on potential changes in transit fares and service and the location and design of new or improved facilities.

## Columbia County update of transit plan includes Vernonia meeting

Columbia County is currently undertaking an update of the Community-Wide Transit Plan that was previously completed in 2002, and is also completing an additional planning effort to improve public transit access along U.S. Highway 30. These efforts began in August and, as a result of the work completed by Kittelson & Associates, Inc., three Community Open Houses will be held to share information and ask for public input regarding these projects. The meetings are scheduled as follows:

- Thursday, December 4, at Columbia County Courthouse, 230 Strand Street, St. Helens, from 5:30 to 8:00 p.m.

- Monday, December 8, at Vernonia City Hall, 1001 Bridge Street, from 5:30 to 8:00 p.m.

- Tuesday, December 9, at Clatskanie River Inn, 600 East Columbia River Highway, from 5:30 to 8:00 p.m.

County Transit Division staff and consultants working on this project want to hear people's opinions about a wide range of public transit-related issues and services, including transit fares; improvements to fixed-route, demand-response bus and intercity bus service; the design and location of potential facilities improvements, including vanpool, carpool, park and ride facilities and other transit

stops; and coordination between the County, state and local communities and other transportation providers.

The planning projects will take a comprehensive look at how to provide better access to public transportation within the county. Columbia County Rider, a service of Columbia County Transit Division, provides general public transportation within Columbia County, with services to surrounding counties. Two related projects – the Columbia County Community-wide Transit Plan Update and the U.S. 30 Transit Access Plan – are currently underway and will assess the effectiveness of current transit services and facilities. The two projects will result in recommendations for improvements to the public transit system that serves Columbia County and the cities of Clatskanie, Columbia City, Prescott, Rainier, St. Helens, Scappoose and Vernonia and improve coordination with other service providers, i.e., TriMet, CUBS in Longview, and Sunset Empire Transportation in Clatsop County.

The Transit Plan Update builds on the Columbia County Community-wide Transit Plan, adopted in 2002, and the Coordinated Transit Services Plan, completed in 2007. The update-

ed Transit Plan will provide further direction for the planning and implementation of transit services, operations, facilities, funding, and promotion/information efforts for the next 10 years.

In concert with the Transit Plan update, Columbia County is developing a Transit Access Management Plan for U.S. 30.

This related project will identify improvements for pedestrian and bicycle access to transit on the U.S. 30 corridor, develop designs for urban and rural bus stops/pullouts, and create a program for park-and-ride or park-and-pool lots. Recommended improvements within the corridor will build on, and be consistent with, the existing

and recommended future transit system that is identified in Transit Plan.

Results of these projects, to date, will be presented at the meetings along with a variety of opportunities to comment on potential changes in transit fares and service and the location and design of new or improved facilities.

## County will seek judicial ruling on implementation of Measure 5-190

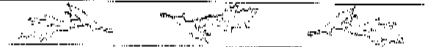
Ballot Measure 5-190 was put on the November 4, 2008, Columbia County ballot via the Initiative process and requires the County to prohibit employment of unauthorized aliens. The measure makes it illegal for any employer in the county to knowingly or intentionally hire unauthorized aliens and sets a system of penalties and procedures for enforcement. The measure was approved by 57 percent of those voting.

Due to the complexity of the issues that this Measure raises, the County obtained a legal opinion, which is posted on the County's website at [www.co.columbia.or.us](http://www.co.columbia.or.us). The opinion states that it may not be legal to implement one or more of the provisions of the Employment of Unauthorized Aliens Ord-

nance. However, the County will comply with voter intent to the extent possible and intends to submit an implementing ordinance to the Circuit Court at the earliest possible date and ask the court for a determination of whether the ordinance is legally valid under ORS 33.710 to ORS 33.720.

The notice of the legal proceedings will be published for three weeks, and within 10 days after the date of the final publication. Any interested person may appear before the court and participate in the proceedings.

The Board of County Commissioners appreciates your patience as the County sorts through the legal issues arising from this measure.



# **US 30 Transit Access Plan and Columbia County Community-wide Transit Plan**

## **Planning Work Session – June 11, 2009**

### **MEETING SUMMARY**

#### **Introduction**

- Columbia County and consulting team staff conducted a work session with members of County and local jurisdiction Planning Commissions, City Councils and other community members on June 11, 2009. Janet Wright of Columbia County Rider welcomed participants who introduced themselves. Kathryn Coffel of Kittelson and Associates and Matt Hastie of Angelo Planning Group presented information about the planning process, including the following topics:
- Transit service changes
- Transit fare structure alternatives
- Transit improvements, including transit facility design and locations for US 30 improvements
- Current and future funding sources and costs
- Implementation actions, including outreach, follow-up planning efforts and proposed County and City Comprehensive Plan, Transportation System Plan and Development Code amendments

#### **Responses to questions asked during the meeting**

- Kathryn, Matt, Janet and Henry Heimuller of CC Rider responded to questions during and after the presentation. Following is a summary of question and responses. Responses are indicated in *italics*.
- What percentage of people in the County use the transit services? If the percentage is relatively small, there may be a large number of people in the County who aren't satisfied with the service, compared to the riders who generally are.
  - *We conducted a survey of the general public which indicated that approximately 21% of the household had a family member who had used public transit at one time or other; 21% of those households (4% overall) considered themselves regular users of Columbia County Rider. However, the survey also indicated that a majority of people in the County think transit service is important and generally good. They think it is particularly important to serve older residents, those with disabilities and limited transportation options.*
- How does dial-a-ride service differ from a private taxi service?
  - *Dial-a-ride service is generally targeted to seniors and people with disabilities. However, it also is available to other residents. Rides must be arranged 24 hours*

*in advance and are provided on a first-come, first-served basis with limitations on capacity. Fares are negotiated at the time of booking and depend on a number of different factors.*

- Have law enforcement representatives reviewed the proposed transit improvements? They are aware of some traffic safety and other issues and state and local engineers may not be aware of and should review the plans before the County Board adopts them.
  - *Traffic engineers from the Oregon Department of Transportation (ODOT) and the consulting team evaluated the transit improvements in terms of traffic safety issues. The County will review the draft plan with the County's public safety committee which includes law enforcement representatives from around the county.*
- What do the ratings in the Facilities Evaluation Matrix mean? Is a "1" good or bad?
  - *That information is explained in more detail in the Facility Evaluation Matrix which is available under Transit Planning on the County's Website at <http://www.columbiacountyrider.com>. A "1" means the best, or most desirable, while a "3" means the worst, or least desirable.*
- Have you considered issues related to theft and vandalism at potential park and ride facilities? It seems like some of those places will be magnets for that type of activity.
  - *Yes, we have looked at those issues as we've identified potential future improvements. We are considering the need for lighting and other facility elements to address those and other safety issues.*
- What percentage of your riders on the Longview/Kelso route travel to the Longview Wal-Mart?
  - *We have a pocket of riders from Clatskanie and Rainier who regularly use that route and travel to Wal-Mart. Since instituting that service, other shopping options have been created, including new service to the Wal-Mart in St. Helens, as well as the Fred Meyer in Scappoose. It is also possible for people to transfer to CUBS from our stop in Longview to get to the Wal-Mart there. We travel almost 10 extra miles to serve that Wal-Mart stop now. Eliminating that loop will have significant cost savings for us and people will now have other shopping and transit service alternatives to it.*
- I tend to hear complaints about how long it takes to get from place to place on the bus. How do you address those concerns?
  - *Most of the fixed route transit service is express service with a limited number of stops. Flex-route service is designed to be more responsive to individual needs. It takes longer but provides an important alternative for people who want to use it and are willing to take the extra time.*
- Your 10-year goals don't seem aggressive enough.



- *We have identified a set of 5-year and 10-year goals. We are already in the process of implementing some of the 5-year goals and expect to implement a number of others early during that 5-year period. While the goals may seem modest, a number of them represent fairly significant increases in the level of service in specific areas.*
- Are you able to communicate between the fixed route and flex route buses to help people make their connections (e.g., have bus drivers wait if the connecting bus is late).
  - *We do have that ability but we also need to ensure that our fixed route buses stay on schedule because our riders on those buses, particularly commuters really depend on those buses being on time. We set our schedules and do other things to help people make their connections but also need to balance that with the need to keep our buses on schedule.*
- Which type of service requires 24-hour advance scheduling?
  - *Dial-a-ride service.*
- Which other locations did you consider for the new transit center? I think the one you picked is a great site but am just curious about the others you looked at.
  - *We started out with about 11 possible sites and ultimately looked at three others in more detail. One site was located at Milton Way, and two separate sites were considered at Gamble Road. More detail on this process can be found on the Columbia County Rider Website at <http://www.columbiacountyrider.com>, Transit Planning, Tech Memo 7.*
- Have you assessed the impact of a potential tax measure on property tax compression rates?
  - *We did look at that and discuss it in Tech Memo #4. We also want to point out that we are not recommending a specific financing measure at this time. We have identified some alternatives for informational purposes and recommend a more detailed funding study as a follow-up action to this planning effort.*
- How many riders do you have per year?
  - *Over 50,000 rides on fixed and flex-route service, and over 25,000 additional rides on dial-a-ride service. We are the fastest growing small transit agency in the state.*
- Did you see any significant changes in ridership during the recent increases and subsequent decreases in fuel prices?
  - *Ridership went up significantly when fuel prices spiked. As fuel prices came back down, our growth in ridership decreased but we didn't see an actual decrease in ridership. Many of the new riders have continued to use transit even after gas prices dropped.*
- Do you think railroad traffic will impact transit schedules at the new transit center at the Stimson site?

- *We will plan our schedules and operations to avoid any impacts. We did everything we could to locate the center on the other side of the tracks but all the other factors pointed us towards putting it on that side. In planning our future schedule there, we will review schedule information about the rail traffic from previous rail schedules and the 911 center. We can also communicate between our buses to avoid conflicts with our schedules and the rail traffic. We expect buses will wait for people who may be having trouble getting across the tracks to a bus. It is also important to point out that most of our delays are caused by other factors outside our control (e.g., auto accidents that slow traffic on US 30, etc.).*
- How far along are you on the plans for the improvements? Have you been coordinating with ODOT on them?
  - *They are preliminary plans but we have coordinated with ODOT's traffic, transit, rails and other personnel on them. We are trying to move ahead as quickly as we can where it makes sense and is feasible. Other proposed improvements may take a significant amount of time to implement.*
- Are you aware that the Scappoose Fred Meyer was approved partly on the condition that a portion of the parking lot be used in the future for a park and ride?
  - *We became aware of that very recently. Our understanding at this point is that because a portion of the parking area was subsequently redeveloped as a fast food restaurant, the store no longer has enough parking area to devote to a park and ride area. We have approached the business owner about this on a number of occasions.*
- What about lighting requirements for new facilities? That should be a requirement for any new park and ride or other transit facilities.
  - *Lighting has been identified where needed at specific locations in the US 30 Transit Access Plan.*
- Think about including electrical charging stations at some of the facilities in the future as well.
  - *As electric cars become more prevalent, that is an important consideration.*
- You should be cautious about some of the pedestrian improvements you are proposing. Some could cause traffic congestion or slowing of commute traffic along Highway 30.
  - *In general the requirements we are proposing are limited to requiring new development to include pedestrian connections to any adjacent transit route or stop and/or requiring that they provide a connection to a public right-of-way that provides access to any transit route or stop located within ¼ mile or less from the development. In general, we don't think those types of improvements will have adverse impacts on traffic congestion on Highway 30 or other roads near it. It also is important to note that increases in transit ridership have the effect of taking a significant number of commuting vehicles off the roadway, resulting in decreased commuting traffic.*

- The stop at Church Road is a bad one. It is difficult to get out to the highway and difficult for buses to get on and off the road there.
  - *We recognize that is a difficult stop but we have very few options in that part of the County.*
- Is it really necessary to have nine stops between St. Helens and Scappoose.
- *In that area, we are balancing the number of stops with the parking available at each so that we don't overload parking at a given stop. Once we build the new transit center, we may see a need for fewer stops in that area.*
- You should plan for a new stop at the hospital when that is constructed.
  - *We will work with the hospital and consider adding a flex-route stop, if feasible.*
- Are you asking the County to adopt construction standards for new transit facilities?
  - *No, we haven't gotten to that level of detail with the proposed zoning ordinance amendments.*

### **Responses to questions received after the meeting ended**

In addition to the comments above, the following comments and questions were received from one of the participants following the meeting.

- Why do you run buses around Longview and Kelso rather than let riders transfer to the local service?
  - *This has been done in the past to facilitate travel for riders from Columbia County. As part of this planning process, there will be more coordination with CUBS service to facilitate transfers.*
- From your schedules, I do not understand what bus / buses travel from St Helens to Longview, please clarify.
  - *At the time this plan was developed, there was no service between St. Helens and Longview. Fixed route service is offered between Longview and Rainier. As a result of this planning process, a new flex-route was recently added that connects Rainier with St. Helens allowing riders to travel between Longview and St. Helens with a transfer in Rainier.*
- Did I understand there will soon be train service from St Helens to Portland. Please clarify.
  - *As part of the regional rail planning effort, there is a long term proposal to bring commuter rail from Portland to St. Helens. This is in the very early planning stages and has not been approved. No time line for service has been established.*

## **Next Steps**

- Matt and Janet noted the following next steps:
- Participants will receive contact information for the consultants and County staff as soon as possible so that they can direct additional questions or comments to them. Consulting staff will be available to assist in answering questions for the next one to two weeks. After that, all questions should be directed to County staff.
- The project team will finalize a draft of the Community Transit Plan within the next two weeks.
- The County will proceed with an adoption process for the Transit Plan and amendments to their Transportation System Plan, Comprehensive Plan and Zoning Ordinance per the recommendations in the Implementation Memo. These actions will not result in changes to other local jurisdiction plans.
- Each city will be encouraged to update its Transportation System Plan, Comprehensive Plan and Zoning Ordinance, generally consistent with the recommendations identified in the draft Implementation Plan. However, these processes will be carried out by and tailored to each jurisdiction, with flexibility to refine the recommended plan and code amendments. County planning staff are available to provide technical assistance with these efforts.
- The County will proceed with other implementation activities identified in the Transit Plan and will continue to coordinate with local communities and the Oregon Department of Transportation as it does so.

## Appendix M

### Glossary

## GLOSSARY OF TERMS

ADA	Americans with Disabilities Act
CAT	Community Action Team
CBD	Central Business District
CC	Columbia County
CCCTP	Columbia County Community-wide Transit Plan
CUBS	Community Urban Bus Service, Longview-Kelso Washington
HDM	Highway Design Manual
NB	Northbound
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
OHSU	Oregon Health Sciences University
OTPT	Oregon Public Transportation Plan
OSP	Oregon State Police
OTP	Oregon Transportation Plan
PCC	Portland Community College
PDX	Portland
PTMS	Public Transportation Facilities and Equipment Management System
SB	Southbound
SETD	Sunset Empire Transportation District, Clatsop County Oregon
STF	Special Transportation Fund
TCQSM	Transit Capacity and Quality of Service Manual
TCRP	Transit Cooperative Research Program
TSP	Transportation System Plan
UGB	Urban Growth Boundary