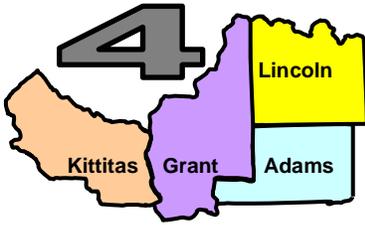


# QUADCO—Kittitas, Lincoln, Grant, and Adams

## *Coordinated Public Transit - Human Services Transportation Plan*





## 4 County Community Public Transportation Planning Team

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*Special thanks to Gene Heaton for the GIS maps.*

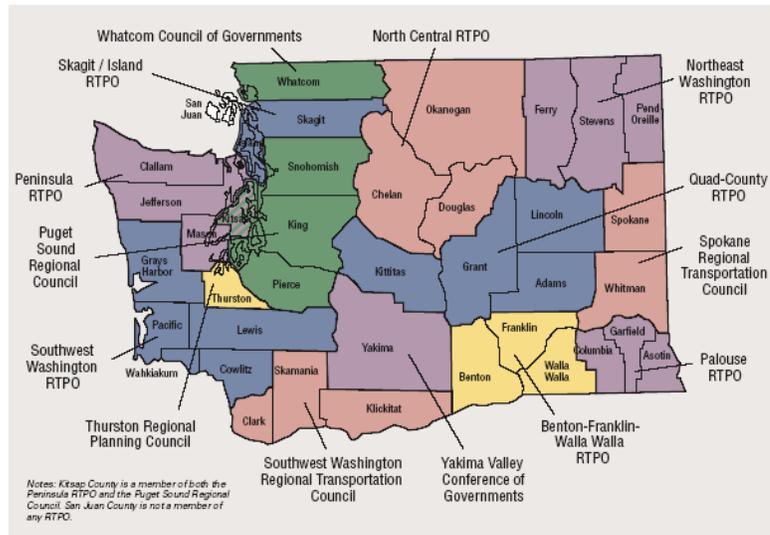
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## INTRODUCTION

The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy of Users Act (SAFETEA-LU) of 2005 requires that communities develop a coordinated public transit - human services transportation plan by fiscal year 2007 to be eligible for certain Federal Transit Administration funding. The purpose of the act is to improve transportation services for persons with disabilities, older adults, youth, and individuals with low incomes.

Washington State Department of Transportation introduced the state plan to the Regional and Metropolitan Transportation Planning Organizations for implementation of the new coordinated public transit - human services transportation planning provisions of SAFETEA-LU. Quad-County, the Regional Transportation Planning Organization (RTPO) for Kittitas, Grant, Adams, and Lincoln counties reviewed the SAFETEA-LU requirements and the recommendations from public transportation organizations to appoint a lead organization to develop the plan for Quad-County (QUADCO). People For People was selected as the Lead Organization to create a coordinated public transit - human services transportation plan on behalf of QUADCO.



As a local non-profit, People For People has provided transportation services since 1982 in Yakima County and expanded to Grant, Adams, and Lincoln counties in December of 1990. In addition to providing transportation services, People For People became a Medicaid Trip Broker for the Department of Social and Health Services (DSHS) in 1989. People For People has provided the leadership for the Special Needs Transportation Coalition for Grant, Lincoln, and Adams counties to work with community service providers to address transportation barriers for the special needs community to access services, employment opportunities, and daily activities. The Special Needs Transportation Coalition's vision for the tri-county coalition has been:

*Together, we collaborate to serve more people with special needs,  
increasing efficiency and becoming more effective.*

The Grant, Adams, and Lincoln Counties Special Needs Coalition provided the framework for the development of this coordinated transportation plan for QUADCO. Since Kittitas was not a member of the Special Needs Coalition, the Four County Transportation Planning Team was formed. To recruit representatives from each county, Community Educational Meetings were held in each of the four counties. Transportation and human service providers as well as local government officials were invited to attend the following meetings:

- Adams County—April 26, 2006 at Othello Fire Station
- Lincoln County—April 26, 2006 at Davenport Senior Center
- Kittitas County—April 28, 2006 at Elmview, a community based organization
- Grant County—May 4, 2006 at Moses Lake Samaritan Hospital

The meetings focused on:

1. Providing the community with information on the planning requirements of SAFETEA-LU for coordinated transportation services and the project's milestones and timeline.
2. Identifying leaders and community members that need to be involved.
3. Selecting a special needs representative from each county to serve on the Four County Community Transportation Planning Team.

Local representatives selected from each of the four counties committed to meet monthly in Moses Lake to develop a coordinated and prioritized transportation plan to address the transportation needs for persons with disabilities, older adults, youth, and individuals with low incomes.

Representatives from the Four County Community Transportation Planning Team scheduled Community Transportation Forums in their communities to reach stakeholders and citizens. The team identified community leaders, existing meetings, sites, and times to hold the forums. To advertise the importance of the Community Transportation Forums, public service announcements were placed in newspapers and on the radio. Flyers were distributed throughout the communities in English and Spanish. Team members assisted in the distribution of the information within their community. HopeSource and People For People provided transportation, translation, and accommodations for community participation.

Nine Community Transportation Forums were held.

- |                              |                             |
|------------------------------|-----------------------------|
| ❖ June 6, 2006—Ellensburg    | ❖ July 6, 2006—Othello      |
| ❖ June 20, 2006—Ephrata      | ❖ August 4, 2006—Davenport  |
| ❖ June 20, 2006—Mattawa      | ❖ August 7, 2006—Ellensburg |
| ❖ June 21, 2006—Moses Lake   | ❖ August 8, 2006—Cle Elum   |
| ❖ June 22, 2006—Grand Coulee |                             |

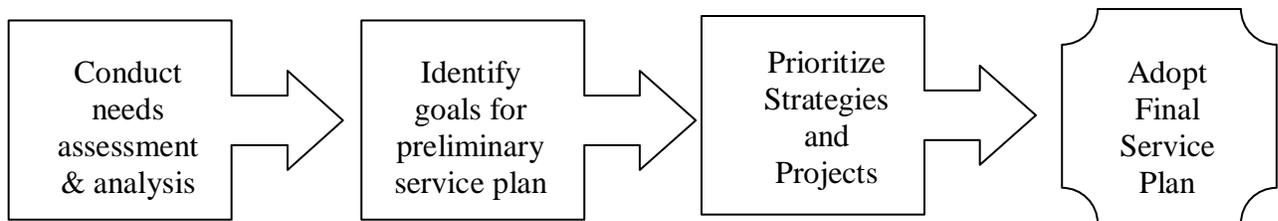
Each forum focused on identifying the transportation needs for the underserved populations. Community members, human service providers, and transportation representatives identified current transportation services, common points of origin and destination, and the unmet transportation needs for persons with disabilities, older adults, youth, and individuals with low incomes.

Transportation providers attended the Community Transportation Forums to explain their services. John Escure, Transit Manager for Grant Transit Authority, attended all of the Grant County Transportation Forums. Dan Morrissey, Transportation Manager for People For People, attended all of the forums held in Grant, Lincoln, and Adams counties. Larry Anderson, Vice President of Transportation for HopeSource, attended each forum held in Kittitas County.

Recognizing that there is limited attendance at community forums, a survey was developed in English and Spanish that was distributed by human service and transportation providers to solicit input from their community's target population. The results from statistical data, Community Transportation Forums, and surveys were compiled for the Four County Community Transportation Planning Team to review in September.

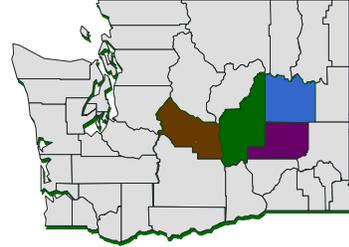
The Four County Community Transportation Planning Team reviewed and commented on the DRAFT Coordinated Public Transit - Human Services Transportation Plan at the September 13, 2006 meeting. The DRAFT Coordinated Public Transit - Human Services Transportation Plan was submitted to QUADCO for the October 6, 2006 RTPO meeting for review and comment.

The Four County Community Public Transportation Planning Team will solicit public comment for the DRAFT Coordinated Community Transit and Human Services Transportation Plan by placing it on the People For People website at [www.pfp.org](http://www.pfp.org) and through Special Needs Coalition meetings in each county. The Coordinated Community Transit - Human Services Transportation Plan will develop prioritized projects to be incorporated into the QUADCO Transportation Plan, due by June 30, 2007.



## EXECUTIVE SUMMARY

QUADCO consisting of Kittitas, Lincoln, Grant, and Adams counties is located in Central Washington. The area stretches from the rugged timbered Cascade Mountains to the gentle rolling hills along the Columbia River. The diverse geography affords a wide range of agricultural crops that range from dry land wheat to apple orchards. The population is as diverse as the land. With Microsoft and Yahoo! moving into the area, the population ranges from high-skilled engineers to the farm laborers that toil in the fields to harvest the bountiful crops.



The counties comprise 14% of Washington's land area with a total of 9,214 square miles, but represent less than 2.5% of Washington's population with 153,478 residents. The area is rural America with almost half of the residents living in non-incorporated areas of the counties. Washington State has an overall population density of 94 persons per square mile. Lincoln County only has a population density of 4.4 persons per square mile; Adams with 8.8 persons per square mile; Kittitas County with 15.9 persons per square mile; Grant County with 29.5 persons per square mile. The sparsely populated region has few transportation resources, but high social service and transportation needs for individuals with disabilities, older adults, youth, and individuals with limited incomes to access community resources.

### Population Demographics

Within the four counties a significant percentage of individuals fall into one or more of the special needs categories.

- 19.6 percent has a disability (5 years of age and older)
- 11.9 percent is 65 years of age and older
- 28.9 percent is under 18 years of age
- 18.0 percent has incomes that fall below poverty level

*Source: U.S. Census, 2000*

The social and economic conditions of the rural communities impact the necessity for coordinated transportation services to meet the unique needs. The four-county area has communities that have the poorest and most disadvantaged populations in the state.

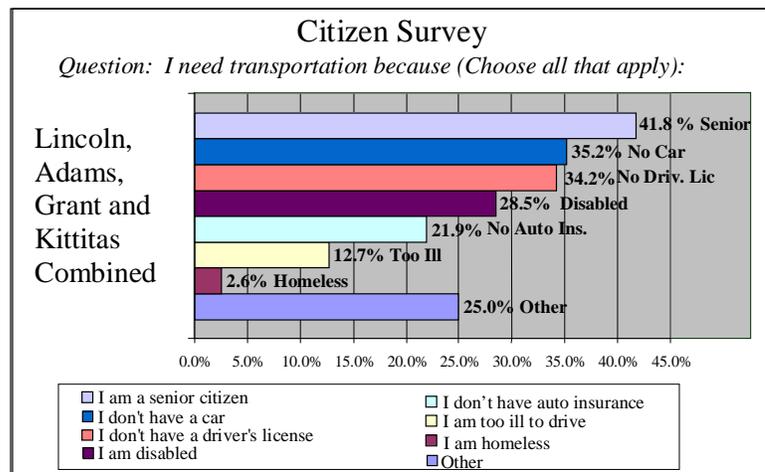
- Adams County ranks number one in the state for the lowest per capita income at \$13,534 as compared to Washington State average of \$22,973.
- Adams County has the highest teen birthrate of any county in the state with 76.7 births per 1,000 teen mothers as compared to 16 per 1,000 for Washington State.
- Grant County has the second highest number of Migrant Seasonal Farm Workers in the state per county with 28,941 individual workers.
- South Cle Elum has 32.3% of residents with disabilities in the isolated community located in Upper Kittitas County as compared to the state average of 18.2%.
- Lincoln County has a high percentage of elder residents with 19% overall as compared to the Washington State average of 11.2%. The small-town

populations of Creston, Davenport, Harrington, Odessa, Sprague, and Wilson Creek have over twice the state average at almost 25% of the residents 65 years of age and older.

To gather community input, nine Community Transportation Forums were held and 502 surveys were completed by the special needs population. Vulnerable populations indicated they were not able to access transportation to meet their needs, and many were unaware of transportation resources or how to access them. Individuals living in rural areas must have transportation, and when they don't they can no longer continue to reside in their rural homes. Information gathered from the forums identified individuals who moved into long-term care facilities when they could no longer drive. Additionally, individuals with disabilities and low-income families that are on public assistance need transportation to become employed. Lack of transportation is a barrier to gaining independence and self-sufficiency. The cost of transportation in rural communities is high, but there is an even higher cost by not providing transportation services.

Input from the community identified the human service transportation needs, points of origin and destination that are essential to providing mobility and access for vulnerable individuals. Lack of transportation is a major problem reported by older adults, persons with disabilities, low-income individuals, and youth. Five areas were identified where transportation was lacking.

1. **Older adults** lack transportation for health care, social services, nutrition, shopping, banking, social events, religious services, and visitations with friends or family in health care facilities.
2. **Persons with disabilities** lack access to employment, health care, social services recreations and social events.
3. **Low-income individuals** lack access to social services, health care, job search, education, and training opportunities. The working poor lack transportation for employment, shift-work, and taking children to child care.
4. **Youth** lack transportation for after-school activities, summer activities, recreation, child care, alternative schools, and post-secondary education.
5. **Accessible transportation services** is lacking for vulnerable populations to use existing services.



The common points of origin were identified through Community Transportation Forums, Transportation Surveys, and GIS mapping of special needs populations. The special needs population is distributed throughout the four-county area. The most common point of origin is the individual rural location throughout all four-counties. Since over half reside in unincorporated areas of the counties, the rural locations require individualized door-to-door transportation.

**Common Points of Origin:**

- Rural locations at individual residences and smaller towns and communities.
- Low-income housing, senior housing, Migrant Seasonal Farm Worker housing, correctional facilities, assisted living, and nursing homes.

Accessing social services, health care, education, employment, and basic needs, requires transportation. The special needs populations often lack transportation and are unable to access the services that could improve their health and well being. Geographically services are generally located in the larger cities or towns, which are miles from smaller communities or rural locations.

**Common Points of Destination:**

- Health care facilities (local and out-of area)
- Social Services: DSHS, mental health, chemical dependency treatment, food banks, senior nutrition sites, child care, Community Action Agencies
- Employment: WorkSource and major employers
- Shopping, banking, legal services, courts
- Recreation, spiritual, and social activities
- Educational services: post-secondary, English as a Second Language (ESL), Adult Basic Education (ABE), after-school programs, and library

Living in rural and isolated areas means that special needs individuals may be miles from health care, social services, nutrition, employment, education, shopping, and accessing daily basic human needs. Those who reside in rural communities and cannot transport themselves have few options for transportation.

**Transportation Services:**

In completing an inventory of transportation services that are available in the four-county area, it is clear that the majority of the population lacks access to any form of public or private transportation. Twenty-seven school districts are located throughout the four-county area and provide 6,014,160 passenger trips with a transportation allocation of \$13,330,022, but they are only able to provide students transportation to and from school with limited transportation for after-school activities.

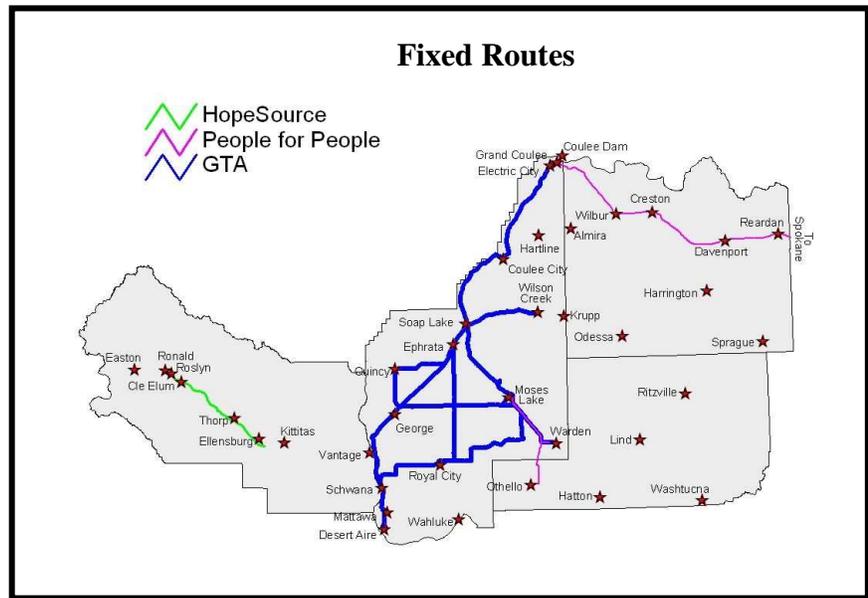
Other agencies that provide transportation services include DSHS, Head Start, Columbia Basin Health Association, MedStar, Special Mobility Services, Volunteer Chore Services, Elmview, Central Washington Mental Health, Aging and Adult Care of Central Washington, Developmental Disabilities, and Division of Vocational Rehabilitation. Department of Social and Health Services with the Medical Assistance Administration

provides transportation, but it is only for Medicaid eligible clients with an approved medical service.

For-profit transportation providers include Greyhound, Amtrak, Northwestern Trailways, and taxis. Greyhound only provides service in Ellensburg and Moses Lake. Amtrak only provides service in Ephrata. Northwestern Trailways provides service in Moses Lake, Ephrata, Quincy, Wenatchee, and Ellensburg. Adams and Lincoln counties do not have a local taxi provider. Kittitas County has one taxi provider, and Grant County has four taxi providers.

Grant County is the only Public Transportation Benefit Area (PTBA) in the four-county region. With a .2% of the sales tax to provide transportation throughout the county, the Grant Transit Authority (GTA) is not able to meet all of the needs of the community. GTA provides deviated, fixed route service in Grant County.

HopeSource in Kittitas County provides a deviated fixed route connecting Ronald, Roslyn, Cle Elum, and Ellensburg. Service to Yakima is provided twice per month. Services are funded by a Washington State Department of Transportation (WSDOT) grant that will expire June 30, 2007.



People For People provides two limited intercity fixed routes. One route connects Othello, Warden, and Moses Lake in Grant and Adams counties. In the northern areas of Grant and Lincoln counties, People For People provides a fixed route that connects Coulee Dam, Grand Coulee, Wilbur, Creston, Davenport, Reardan, and Spokane. Both routes are funded by WSDOT grant that will expire June 30, 2007.

Paratransit for special needs individuals are provided by WSDOT grants that will expire on June 30, 2007. Service providers are:

- Grant Transit Authority (operating only in Grant County)
- People For People (operating in Grant, Lincoln, and Adams counties)
- HopeSource (operating in Kittitas County)

### **Opportunities for Coordination**

Many providers of transportation operate with local, state, or federal funding. The funding is generally specific to eligibility of the person and purpose of the trip. School districts, Head Start providers, and agencies focus on providing transportation for their specific customers. There is a reluctance to coordinate because of perceived risk, liability, and funding restrictions. Areas that were identified as a duplication of resources include the following.

- **Funding Source Restrictions:** Various sources of funding restrict different transportation service to specific populations for specific purposes.
- **Training and Maintenance:** School districts, Head Start, transit, paratransit, and other transportation providers operate their own training programs for drivers and own maintenance program for vehicles.
- **Eligibility:** Each transportation system has different eligibility requirements for riders.
- **Purchasing:** Each transportation system purchases their own equipment and vehicles.
- **Reporting and Usage:** Federal, state, and local funds that are used for transportation have different restrictions and reporting requirements.

Areas of duplication are opportunities to coordinate. Coordination of transportation resources creates efficiencies that lower overall costs and allows for more services to be provided.

### **Measurement Tool for Prioritization of Strategies and Projects:**

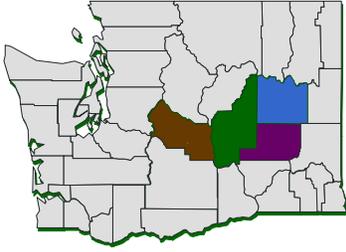
To assist in prioritizing service strategies and projects, the Four County Community Transportation Planning Team identified five key elements for the Measurement Tool:

1. **Preservation:** Insure that current transportation resources that are effective and efficient are not eliminated or reduced.
2. **Coordination:** Assure non-duplication and coordination of existing transportation resources.
3. **Effectiveness:** Transportation services need to be available, accessible, and adaptable to meet the needs.
4. **Cost Efficiency:** Identify cost-efficiency by ridership, miles, and hours, but also by the ancillary savings and the return on investment. Providing transportation for individuals to become employed has a cost savings when compared to the cost of welfare.
5. **Meets the Needs:** Transportation services need to meet the identified needs of the target population.

The Four County Community Transportation Planning Team reviewed the needs assessment and developed the priorities to achieve coordinated, effective, and cost-efficient transportation that meets priorities of the special needs population. The following goals and objectives were developed to provide the framework for developing transportation strategies and projects in Kittitas, Lincoln, Grant, and Adams counties.

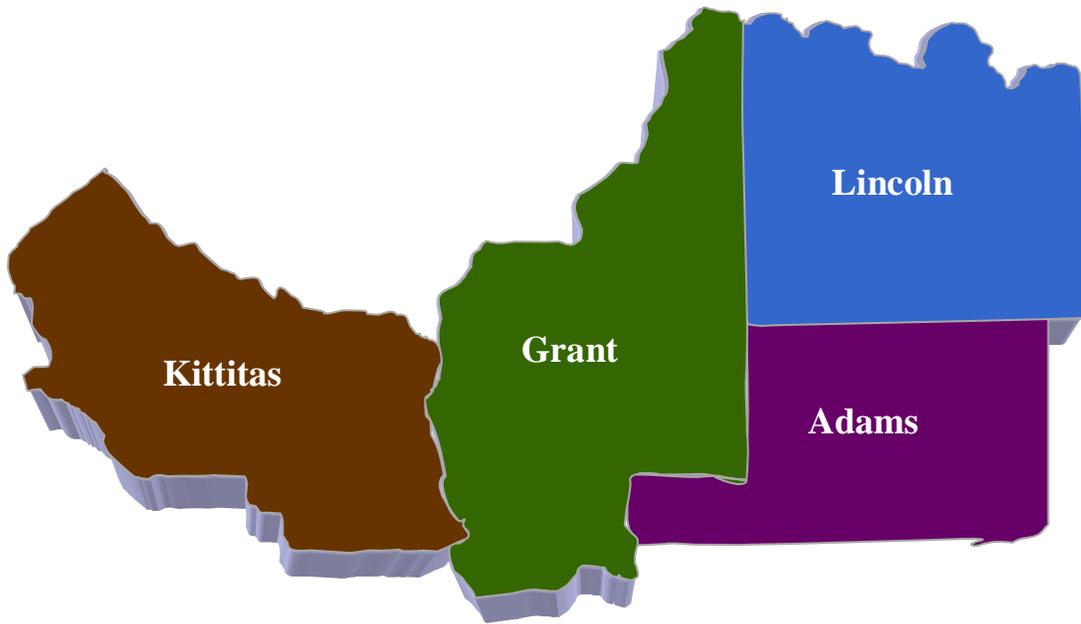
**PROVIDE ACCESS TO TRANSPORTATION THAT STRENGTHENS COMMUNITIES  
AND PROMOTES SELF-SUFFICIENCY AND GENERAL WELFARE  
OF SPECIAL NEEDS POPULATIONS.**

- 1. Increase transportation services to the special needs populations.**
- 2. Promote safe and accessible transportation services for special needs populations by educating and advocating specific benefits to the consumers.**
- 3. Accommodate consumer needs by linking and coordinating transportation and human services for efficient utilization of resources.**



# **QUADCO—Kittitas, Lincoln, Grant, and Adams**

## *Coordinated Public Transit - Human Services Transportation Plan*



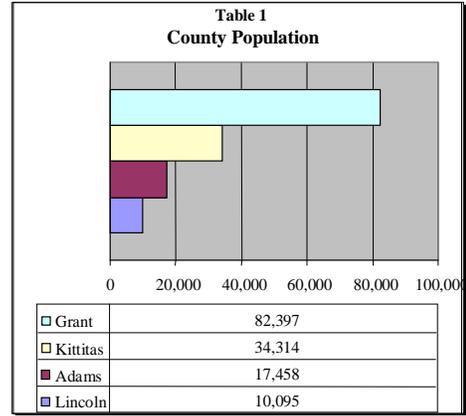
## PLANNING AREA-QUADCO

QUADCO consisting of Kittitas, Lincoln, Grant, and Adams counties is located in Central Washington. East of the Cascade Mountains, the counties boast the beauty of wide, open spaces that range from timbered mountains to acres of rich and fertile soil. The region provides an agricultural economy that varies from dry land grain and livestock ranching to irrigated crop and orchard land. The counties comprise 14% of Washington’s land area with a total of 9,214 square miles, but represent less than 2.5% of Washington’s population with 153,478 residents (see Table 1).

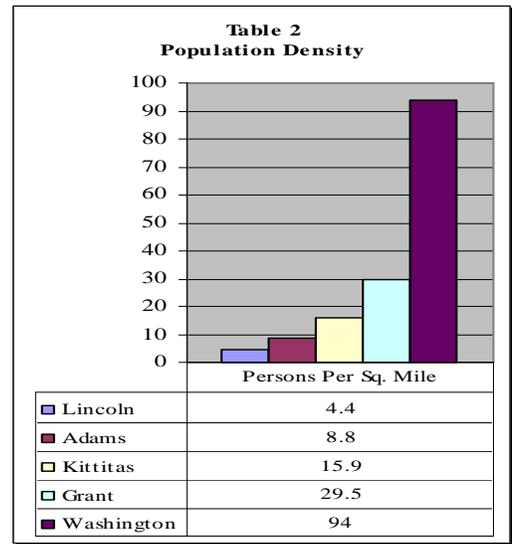
The population density (see Table 2) reflects the rural and isolated areas of the four counties with Lincoln County at only 4.4 persons per square mile. Driving through Lincoln County, there are miles and miles of softly rolling wheat fields. It is also miles between individual houses.

Approximately, 45% of the residents live outside incorporated cities and towns. Many of the incorporated cities and towns are small communities located several miles from medical services, social services, employment, and educational opportunities. City or town populations range from the largest populated city of Ellensburg in Kittitas County with 15,414 to a mere 60 residents of Marlin located on the border of Lincoln and Grant County. Marlin has the lowest population of any incorporated municipality in Washington and is 37 miles from Moses Lake. With most of the population located in areas with limited resources, transportation is crucial for vulnerable populations.

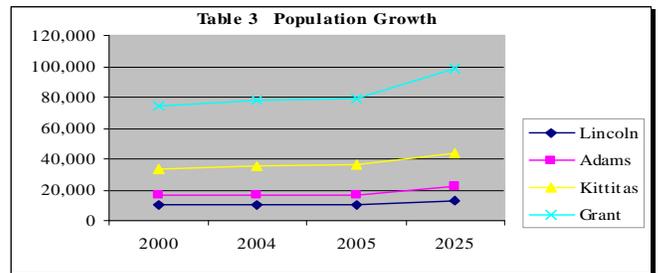
The counties continue to experience substantial population growth (see Table 3). Kittitas County with its beautiful forests, mountain streams, and alpine lakes has attracted the resort development of Suncadia and is currently ranked as the fourth fastest growing county in Washington. Grant County has the Columbia River winding through the region providing hydro-electric



Source: Office of Financial Management, State of Washington, 2005



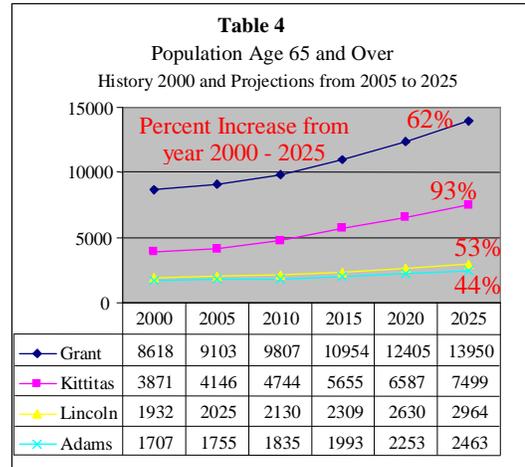
Source: OFM, State of Washington, 2005



Source: OFM, State of Washington, 2005

power, irrigation, and recreation. With low-cost energy, Microsoft and Yahoo! have decided to locate operations in Grant County. By the year 2025, Grant County is expected to increase its population to almost 100,000 residents.

The Office of Financial Management (OFM) forecasts dramatic increases in the population growth for residents 65 years and older in Grant, Kittitas, Lincoln, and Adams Counties (see Table 4). Retirees from Western Washington are attracted to the lower cost of housing that Eastern Washington has to offer. By the year 2025 there will be a 93% increase in residents aged 65 and older in Kittitas County. With this increase in population, Kittitas County will in turn see an increase in the need for transportation in winter months, year-round transportation to medical appointments, and an increased demand on social service agencies that serve the elderly. Each county in the four-county area will see an average of a 63% increase from 2000 to 2025. This increase will place stress on the current transportation services that currently are not meeting the needs.



Transportation services remain a challenge for rural counties and small populations that are miles from resources. It is even a greater challenge for older adults, individuals with disabilities, youth, and individuals with limited incomes. Grant County is the only Public Transportation Benefit Area (PTBA) in the four-county region. The majority of the population throughout the four counties resides in small towns or throughout the vast rural region that lack access to any form of public or private transportation.

**Table 5**  
**County Population by City/Town/CDP (Census Designated Place)**  
*U.S. Census 2000*

KITTTITAS		GRANT		LINCOLN		ADAMS	
Cle Elum	1,755	Coulee City	600	Almira	302	Hatton	98
Easton	383	Desert Aire	1,124	Creston	232	Lamont	106
Ellensburg	15,414	Electric City	922	Davenport	1,730	Lind	582
Kittitas	1,105	Ephrata	6,808	Harrington	426	Othello	5,847
Ronald	265	George	528	Odessa	957	Ritzville	1,736
Roslyn	1,017	Grand Coulee	897	Reardan	608	Washtucna	260
S. Cle Elum	457	Hartline	134	Sprague	490		
Thorp	273	Marlin	60	Wilbur	914		
Vantage	70	Mattawa	2,609				
		Moses Lake	14,953				
		Quincy	5,044				
		Royal City	1,823				
		Soap Lake	1,733				
		Warden	2,544				
		Wilson Creek	227				

## **POPULATION CHARACTERISTICS**

Identification of the population that is most likely to have special transportation needs includes persons with disabilities, older adults, youth, and individuals with limited incomes. Within the four counties a significant percentage of individuals fall into one or more of the categories.

- 19.6 percent has a disability (5 years of age and older)
- 11.9 percent is 65 years of age and older
- 28.9 percent is under 18 years of age
- 18.0 percent has incomes that fall below poverty level

Source: U.S. Census, 2000

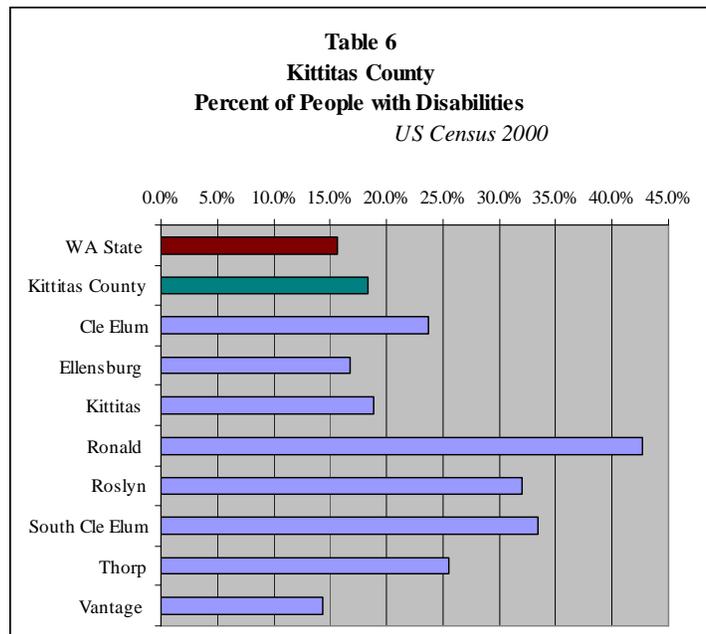
### **PERSONS WITH A DISABILITY**

Over 26,390 individuals residing in the four counties are identified in the 2000 U.S. Census as having a disability. Individuals were defined as having a disability if one or more of the following conditions were true:

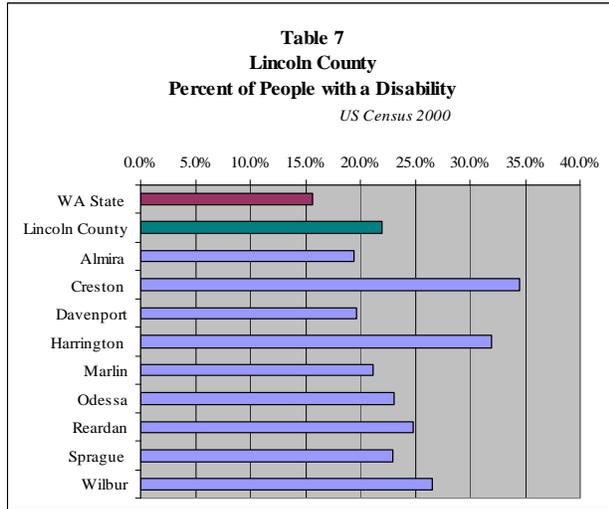
- They were aged 5 or older and responded “yes” to having a sensory, physical, mental, or self-care disability.
- They were aged 16 years and older responded “yes” to having a disability affecting their ability to go outside the home.
- They were between the ages of 16 and 64 and responded “yes” to having a disability that limited their ability to work.

Kittitas County (see Table 6) has an overall percentage of persons with disabilities at 18.3% of the total population.

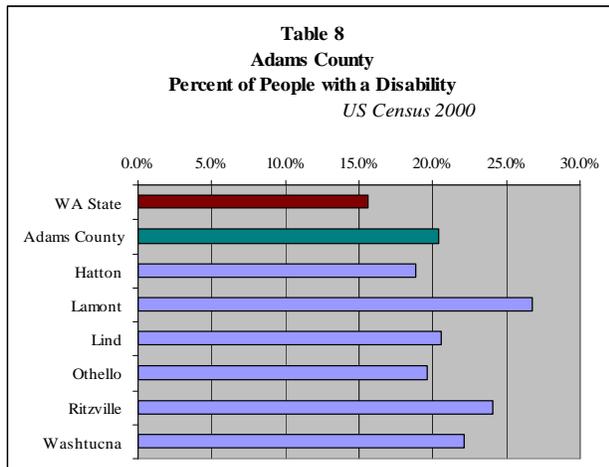
The areas with the highest concentration are in the “Upper Kittitas County” areas of Cle Elum, Ronald, Thorp, and South Cle Elum. Ronald has the largest number of individuals with disabilities at 42.7%. The area with the lowest population is located in Vantage at 14.3%, and they also have a low senior population with only 5.7% of their population 65 years of age and older.



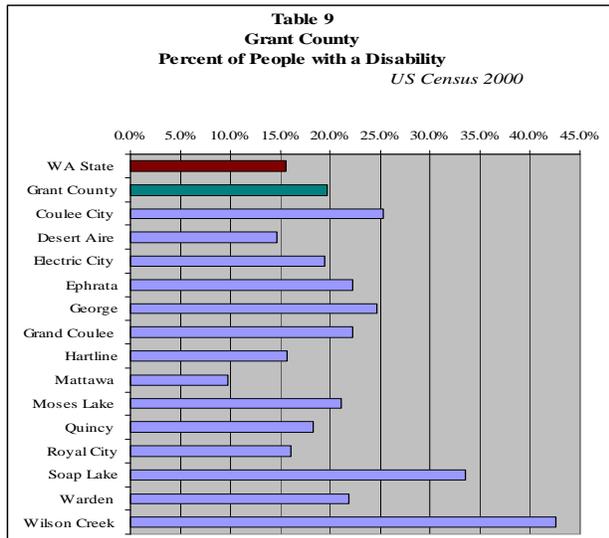
Lincoln County has the highest overall percentage of the four- county area with 22% of individuals residing in the county having a disability. The majority of Lincoln County has a disabled population between 19.6% to 34.5%. Creston and Harrington are both communities with a high number of older adults who also have identified a disability. Creston has 34.5% and Harrington has 31.9%. Both are rural and isolated communities that are miles from the nearest medical specialists (see Table 7).



Adams County has an average disabled population at 20.4% of the total county population. With the state average of 15.6% of the total population, one in five individuals that reside in Adams County has a disability. The disabled population in Adams County is fairly evenly distributed throughout the vast miles with the highest percentage at 26.7% in Lamont (see Table 8).



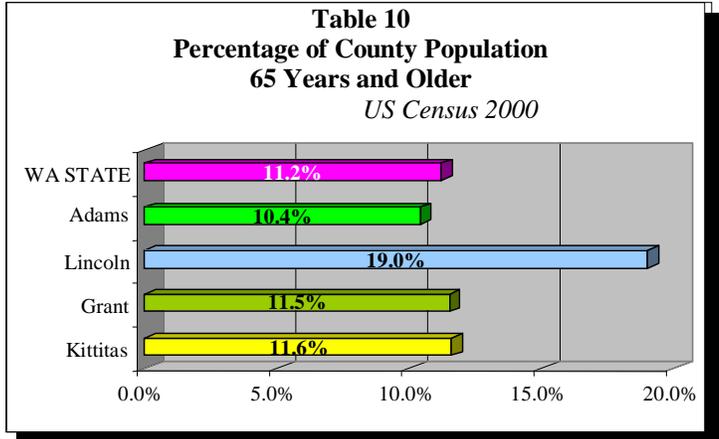
Grant County has over 13,000 individuals with disabilities with an overall average in the county at 19.7%. The highest concentrated areas are in the most rural areas such as Wilson Creek with 37.7%, and Soap Lake at 32.5%. Mattawa has a relatively low rate of disabilities with only 10.1% of the individuals with a disability. This also correlates to Mattawa’s population of persons 65 years of age and older. Only 1.5% of the population in Mattawa is 65 years of age and older (see Table 9).



**OLDER ADULTS**

The older adult population, defined as those 65 years of age and older, is located throughout the four-county region and represents over 16,000 individuals. The state average older adult population is at 11.2 %.

Lincoln County has the highest percentage of elder residents with 19% overall (see Table 10). With the small-town populations of Creston, Davenport, Harrington, Odessa, Sprague, and Wilson Creek having over twice the state average at almost 25 % of the residents 65 years of age and older (see Table 11).



Kittitas County’s older adult population is similar to the state average at 11.6%. The Upper County communities of Cle Elum, Roslyn, and Ronald have a higher percentage of older adults with Cle Elum at 17.9%; Roslyn at 18%; and Ronald at 17%. Historically, these are individuals who have resided and worked in the communities throughout their lives and have since retired.

Kittitas - 11.6%		Grant - 11.5%		Lincoln - 19.0%		Adams - 10.4%	
Cle Elum	17.9%	Coulee City	23.0%	Almira	16.6%	Hatton	9.2%
Ellensburg	9.4%	Desert Aire	14.9%	Creston	26.7%	Lamont	11.3%
Kittitas	11.0%	Electric City	18.4%	Davenport	22.0%	Lind	17.0%
Ronald	17.0%	Ephrata	16.1%	Harrington	22.8%	Othello	8.6%
Roslyn	18.0%	George	4.9%	Odessa	27.2%	Ritzville	25.1%
S. Cle Elum	14.7%	Grand Coulee	23.6%	Reardan	11.7%	Washtucna	15.8%
Thorp	9.2%	Hartline	20.9%	Sprague	21.0%		
Vantage	5.7%	Marlin	8.3%	Wilbur	21.6%		
		Mattawa	1.5%				
		Moses Lake	13.5%				
		Quincy	9.0%				
		Royal City	4.4%				
		Soap Lake	24.9%				
		Warden	6.8%				
		Wilson Creek	20.3%				

Grant County has an average senior population of 11.5%, but several communities have 20 to 25% of their residents 65 years of age and older. The highest percentage of older adults resides in the small, isolated towns outside of the larger populated areas of Moses

Lake and Ephrata. The small towns that have the highest percentage of older adults are Coulee City at 23%, Grand Coulee at 23.6%, Hartline at 20.9%, Soap Lake at 24.9%, and Wilson Creek at 20.6%. Additionally, Desert Aire, Electric City, Ephrata, and Moses Lake have 14 to 19 % of their population 65 years of age and older.

Adams County's largest percentage of residents 65 year of age and older is located in the communities of Lind, Washtucna, and Ritzville. Older adults reside throughout the communities, but Ritzville has a 25% senior population, followed by Lind at 17%, and Washtucna at 16%.

## **YOUTH**

There are 38,683 youth (age eighteen and under) that reside in the four-county area. Adams County has the highest percentage of youth in the state at 32.2%, and Grant County is ranked number four in the state with youth representing 29.8% of the total population (U.S. Census, 2000). Grant and Adams counties have some school districts that have a high percentage of students that qualify for free or reduced lunch as well as many that are identified as migrant students.



The Columbia Basin that consists of Grant and Adams counties is a thriving agricultural hub in the region. With the production of wheat, apples, potatoes, and other row crops there is an increasing need for agricultural workers. The agriculture industry has brought a flow of Migrant Seasonal Farm Workers (MSFW) from Mexico to the region over the last 50-year period. The migrant workers consist of those who are first generation that have settled out but don't speak the language; those who are second generation and speak the language and have some formal education; and those who may make their home in the area, but migrate as the need arises. The work is seasonal, with low-pay, and few benefits; families struggle to provide for the basics.

Both Adams and Grant counties have a high number of economically disadvantaged youth who qualify for free or reduced lunch (See Table 12). Othello School District is the largest school district in Adams County, and 75% of the students qualify for free or reduced lunch (OSPI, 2006). Moses Lake School District is the largest school district in Grant County with 7,200 students and more than 55% of the students qualify for free or reduced lunch. Wahluke School District has 87.0% that qualify and in Soap Lake 99.6% qualify.



Adams County also has the highest teen birthrate of any county in the state with 76.7 births per 1,000 teen mothers as compared to 16 per 1,000 for Washington State. The teen birth rate is calculated by dividing the number of births to females age 15-17 by the number of females in that age group. The result is multiplied by 1,000. In counties with relatively few

people, a small number of teen births may have a significant effect on rates from year to year. In Adams County there were 30 births to teens in 2004 and 24 in 1998 (Washington State Department of Health, 2004). Grant County also has a very high rate at 2 ½ times the state average for teen parents at 39.1 births per 1,000 teen mothers.

Lincoln County had zero teen births reported for mothers 15-17 years of age. Davenport is the second largest school in the county with 651 students and over 43% of the students qualify for free or reduced lunch. Wilbur is a small isolated community with a total of 225 students in K-12 and 44.5% qualify for free or reduced lunch.

Kittitas County is a community that has a strong agricultural base with hay, cattle, and sheep. Most of the agriculture is farmed with equipment, but with recent planting of orchards there is a need for the farmworker to do the manual labor for the harvest. Ellensburg School District is seeing an increase in migrant students and the need for transitional English.

Youth and low-income youth represent a significant population that needs transportation resources. Having high teen birth rates in Adams and Grant counties, increases the need for transportation to access social services, health care, and alternative education.

**Table 12  
Youth Data**

Sources: Office of Superintendent of Public Instruction, 2005; Washington Department of Health, 2004; Migrant Student Data and Recruitment 2004-2005

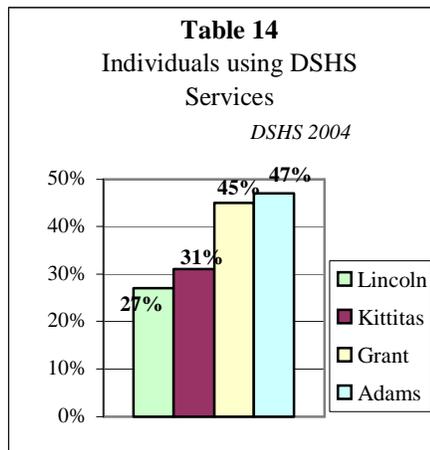
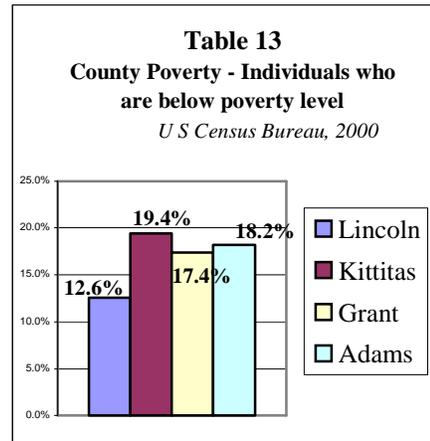
School Districts By County	Teen Birthrate Per 1000	Percent Under 18 Years	Student Enrollment	Free or Reduced Lunch	Disabled	Drop Out	Transitional Bilingual	Percent Migrant
<b>Adams County</b>	76.7	32.2%						
Lind			266	67.8%	9.8%	0.0%	12.2%	33%
Othello			3229	75.0%	9.7%	6.5%	40.8%	33%
Ritzville			377	35.5%	5.7%	0.8%	0.0%	0.0%
Washtucna			52	58.9%	0.0%	5.0%	0.0%	0.0%
<b>Grant County</b>	39.1	29.8%						
Coulee-Hartline			180	35.9%	12.5%	0.0%	0.0%	0.0%
Ephrata			2211	47.3%	13.9%	5.2%	8.8%	6.7%
Grand Coulee Dam			754	46.3%	12.9%	8.6%	0.0%	0.0%
Moses Lake			7200	55.3%	12.9%	9.4%	8.9%	12%
Quincy			2374	74.7%	11.0%	5.4%	37.5%	42.9%
Royal			1424	77.2%	10.7%	3.6%	42.6%	46%
Soap Lake			455	99.6%	6.1%	0.9%	24.1%	17.5%
Wahluke			1882	87.0%	12.9%	6.9%	57.7%	60.7%
Warden			970	72.2%	13.4%	2.8%	35.4%	30%
Wilson Creek			148	59.2%	10.9%	4.3%	0.0%	0.0%
<b>Lincoln</b>	0	21.4%						
Almira			59	37.3%	16.9%	N/A	0.0%	0.0%
Creston			264	18.6%	0.7%	10.1%	0.0%	0.0%
Davenport			581	43.4%	10.4%	0.0%	0.0%	0.0%
Harrington			144	36.0%	5.8%	1.7%	0.0%	0.0%
Odessa			246	36.5%	8.3%	4.2%	0.0%	0.0%
Reardan-Edwall			659	34.8%	10.7%	1.6%	0.0%	0.0%
Sprague			92	44.6%	9.8%	5.0%	0.0%	0.0%
Wilbur			226	44.5%	3.5%	3.3%	0.0%	0.0%
<b>Kitittas County</b>	11.8	18.5%						
Cle Elum/Roslyn			1022	32.3%	0.0%	8.0%	0.0%	0.0%
Easton			115	36.8%	3.4%	15.4%	0.0%	0.0%
Ellensburg			2939	30.9%	10.4%	3.3%	5.5%	10.4%
Kittitas			591	39.9%	11.9%	5.1%	5.8%	0.0%
Thorp			174	31.2%	0.0%	5.8%	3.5%	0.0%

## LOW INCOME

Within the four-county area, there are over 23,000 individuals living below the poverty threshold. The official poverty measurement has two components - poverty threshold (income levels) and the person's income that is compared with these thresholds. If a person's total income is less than the threshold, the person is considered poor. The poverty thresholds are not adjusted for regional, state or local variation in the cost of living (see Table 13).

Another component when looking at individuals who are low income is their use of DSHS assistance (see Table 14). Between July 2003 and June 2004, over 57,000 people in Lincoln, Kittitas, Grant, and Adams counties received some form of assistance through DSHS. Assistance includes medical services, basic food program, cash assistance, and case management. In both Grant and Adams counties almost half of the population is receiving some form of assistance and both rank in the lowest five counties for per capita income in Washington State (see Table 15). Adams County is the lowest ranked county in Washington with only \$13,534 per capita income.

Grant County has a DSHS use rate of 45%. The poverty rate for individuals per city ranges from 3% (two people out of a population in Marlin of 60) to 36% in the city of George. Mattawa is a small town on the Columbia River with 2,609 residents that has a poverty rate of 34.4%; over 90 % of the individuals speak a language other than English at home (U.S. Census, 2000). The primary language in the non-English speaking communities is Spanish. In addition to Mattawa the other cities that have a high percentage of residents that speak a language other than English are Ephrata at 77.2%, Warden at 72%, George at 64.3%, and Quincy at 57.3% (U.S. Census, 2000). This is representative of the Spanish-speaking communities that are largely Migrant Seasonal Farm Workers (MSFW).



**Table 15**  
Five Lowest Ranking Counties for Per Capita Income  
*U.S. Census, 2000*

Rank	County	Per Capita Income 2000
1	Adams	\$13,534
2	Okanogan	\$14,900
3	Ferry	\$15,019
4	Grant	\$15,037
5	Whitman	\$15,298
	<b>WASHINGTON</b>	<b>\$22,973</b>

As a rich agricultural region, Adams and Grant counties attract a large MSFW labor force. These workers are usually immigrants from Mexico that speak little or no English, have limited education, and work for low-wages and account for a high rate of poverty.

*Migrant and Seasonal Farmworker Enumeration Profiles Study- Washington* (Larson, 2000) estimates that Grant County has the second highest number of MSFW in the state with 28,941 individual workers. When their family members are included in the population, Grant County has a total of 44,769 workers and family members. Adams County has 2,962 estimated number of MSFW and when you include their family members the number rises to 4,582.



Adams County’s poverty rate of 18.2% is higher than the nation’s rate of 12.4% (U.S. Census 2000). In 2004, Adams County had the fourth highest percentage of usage within Washington State for DSHS assistance. The smallest town is Hatton, with a population of 98 in 2000. 21% of this population is below poverty level. Within Adams County, 43% of residents are non-English speaking. In Othello the population consists of 56.3% that are non-English speaking,

Lincoln County has a population of 10,184 with the city of Davenport being the largest at 1,730. Named for President Lincoln when it was created in 1883, Lincoln County is the world’s second largest wheat producing county. The poverty level in Lincoln County ranges from 10.6% in Odessa to 21% in Almira.

**Table 16**  
**County Poverty Rates** *US Census 2000*

Kittitas County		Lincoln County		Grant County		Adams County	
Cle Elum	20.8%	Almira	21%	Coulee-Hartline	22.1%	Hatton	21.2%
Easton	7.5%	Creston	20%	Desert Aire	6.5%	Lamont	15.4%
Ellensburg	34.3%	Davenport	11.2%	Electric City	12.4%	Lind	11.5%
Kittitas	24.8%	Harrington	12%	Ephrata	12.9%	Othello	24%
Ronald	9.6%	Odessa	10.6%	George	36.2%	Ritzville	14.3%
South Cle Elum	6.6%	Reardan	7.4%	Grand Coulee	19.3%	Washtucna	21.1%
Thorp	5.9%	Sprague	13.2%	Hartline	8.5%		
Vantage	0%	Wilbur	17.4%	Krupp (Marline)	2.7%		
				Mattawa	34.4%		
				Moses Lake	15.1%		
				Quincy	20.9%		
				Royal City	26.7%		
				Soap Lake	30.6%		
				Warden	23.1%		
				Wilson Creek	27.4%		

Kittitas County is located in central Washington State. It spans from the lush forested Cascade Mountains to the upper Yakima River Valley plains and the Columbia River. The poverty rate for Ellensburg is at 34%. Kittitas County had the sixth lowest median household income in 1999 in Washington State, up from fourth lowest county in 1989. Kittitas County production of fruit declined during the depression years. Starting in the 1980’s to present, there has been a steady increase in apple and pear orchards. Auvil Orchard, one of the largest, is located in an isolated area of Kittitas County. Along the banks of the Columbia River with over a thousand acres of fruit, Auvil Orchard is 50 miles from the nearest city of Ellensburg. With 400 to 600 migrant seasonal farm workers during the harvest season of August to October, transportation is a costly necessity.

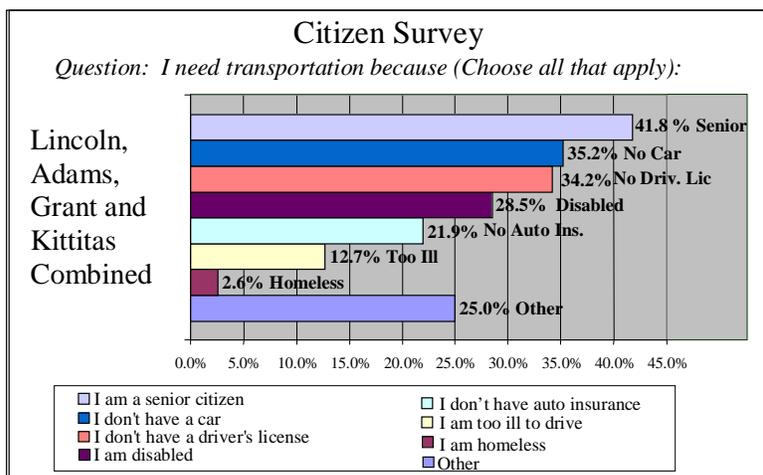
## TRANSPORTATION FORUMS AND SURVEYS

Community Transportation Forums provided valuable information on the human service transportation need and the lack of transportation resources in the relative community. Local newspapers and radio stations provided Public Service Announcements to promote attendance. Flyers were distributed throughout the communities in English and Spanish. Four County Community Transportation Planning Team members assisted in the distribution of the information within their community. HopeSource and People For People provided transportation, translation, and accommodations for community participation. A total of nine Community Transportation Forums were held, and forums with the greatest number attending were held in conjunction with established meetings.

Grant County hosted four different Community Transportation Forums to provide the opportunity for individuals throughout rural communities to participate. The Grand Coulee Community Transportation Forum was held at the Grand Coulee Senior Center Following the Senior Nutrition Program and not only was there senior representation, but community leaders were in attendance to represent the disabled, low-income, and youth needs of their area of Grant County. The Mattawa Community Forum provided the opportunity for the Migrant Seasonal Farm Worker community to participate with the assistance of a translator. The Othello Community Transportation Forum was held with the Adams County Community Network and provided valuable information on the unique needs in their county. Kittitas County hosted three community forums. The first Community Transportation Forum was held with the existing DSHS Health Service Providers that meet monthly. Added to their agenda, there was enthusiastic support to provide a survey to the residents and host community forums in Ellensburg and Cle Elum. The Lincoln County Forum was hosted at the Davenport Senior Center with community representation for persons with disabilities, older adults, and limited income individuals.



A survey was developed in English and Spanish that was distributed by human service and transportation providers to solicit input from the older adults, individuals with disabilities, youth, and individuals with limited incomes. Surveys were completed by 502 individuals with special needs. The surveys provided representation from older adults, individuals with disabilities, youth, and individuals with limited resources (see Table 17).



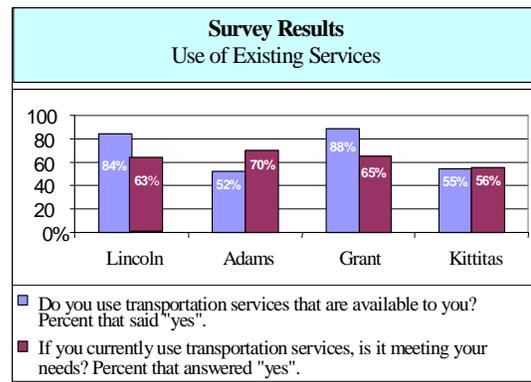
Residents in the four-county area responded to the survey by answering questions regarding their current mode of transportation, unmet transportation needs, destinations, origins, and how they would benefit from improved transportation.

The results of the Community Transportation Forums and Transportation Surveys identified that there are not adequate transportation resources to meet the transportation needs of rural communities and special needs populations. A summary of the public input from the nine forums and the surveys were used to identify:

- Unmet Transportation Needs
- Common Points of Origin
- Common Destinations
- Current Transportation Resources
- Duplication of Resources

## UNMET TRANSPORTATION NEEDS

Citizens with special needs responded to the Transportation Survey regarding their use of current transportation services. With 502 surveys, 70% are using current transportation services. Though a high number of citizens use transportation services available to them, only 64% said “yes” when asked if the transportation service is meeting their needs. With 36% of individuals with special needs indicating that current transportation services are not meeting their needs, the survey results and forums assessed the unmet transportation needs. The results identified where transportation services were lacking for each target population and the lack of accessibility for existing services.



- ❖ **Older adults** lack transportation for health care, social services, nutrition, shopping, banking, social events, religious services, and visitations with friends or family in health care facilities.
- ❖ **Persons with disabilities** lack access to employment, health care, social services recreations and social events.
- ❖ **Low-income individuals** lack access to social services, health care, job search, education, and training opportunities. The working poor lack transportation for employment, shift-work, and taking children to child care.
- ❖ **Youth** lack transportation for after-school activities, summer activities, recreation, child care, alternative schools, and post-secondary education.
- ❖ **Accessible transportation services** is lacking for vulnerable populations to use existing services.

## **OLDER ADULTS UNMET TRANSPORTATION NEEDS:**

Older drivers indicated that while many may be comfortable driving in their small rural communities they were not comfortable outside their area. They indicated that they self-regulate their driving by avoiding driving after dusk, in inclement weather, on busy freeways, and in congested areas. This places increased demands on family and friends to provide rides. Seniors who live alone, far from family or friends that can provide them with transportation, have their access to services and social activities compromised. The loss of personal mobility creates a social isolation that can lead to depression and declining health.

*Dignity and  
quality of life  
are a right, not  
a privilege.*

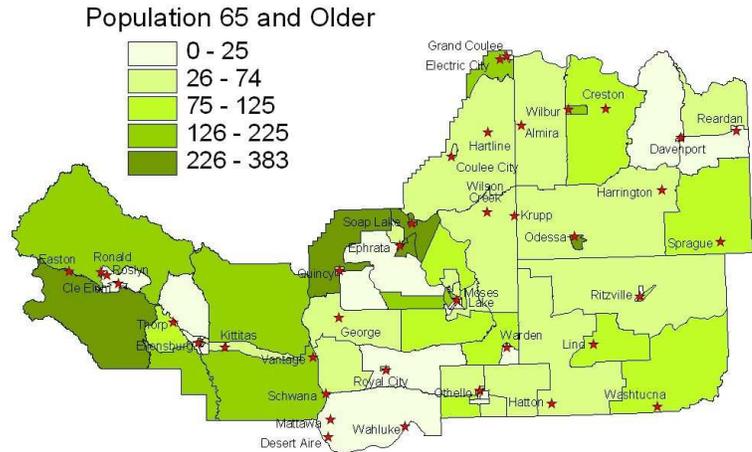
Older individuals indicated that there is an increased need for transportation during the winter months, but there are year-round transportation needs to access health care, social services, shopping, and visiting friends or relatives in hospitals or nursing homes outside their rural communities. In the vast rural areas social services, health care, and shopping are not available in many of the small communities. Older citizens at Grand Coulee forum explained how isolated they are from services and shopping. In and around their community there is no store that sells shoes or clothing. The closest community for individuals to shop for shoes and clothing is in Omak which is a 55 mile commute. They must travel 85 miles to Spokane or 73 miles to Moses Lake for some medical appointments. Transportation service may be available for Medicaid eligible clients; there is limited service or no service available for those who need transportation for non-medical services or for non-Medicaid eligible individuals. In order to schedule medical appointments, citizens need to be assured the transportation will be available on certain days of the week.

To access health care services requires traveling to the larger communities and specialty health care requires traveling outside the four-county area to Seattle, Wenatchee, Spokane, or Yakima. Transportation is needed for veterans to access the closest Veteran's Administration (V.A.) Hospital, located in Spokane. Bureau of Primary Health Care has designated areas within the four-county area as Medically Underserved Areas (MUA). This is a designation that identifies that the area has a low number of physicians with a high percentage of population below the poverty level and percentage of population age 65 or over. Othello in Adams County is a designated MUA, Lincoln County's community of Wilbur is a MUA with a shortage of physicians, dentists, and mental health providers, and the entire Grant County is designated as a MUA. As a MUA there is a greater need to transport individuals outside of the area to access health care.

Additionally, the Bureau of Primary Health Care has designated areas of Kittitas County to have Medically Underserved Populations (MUP). The MUP designation is the identification of an underserved population group within an area. The Kittitas and Cle Elum areas in Kittitas County are designated MUP areas with low-income, migrant, and homeless populations that have limited access to medical and dental services. The shortage of physicians and dentists throughout the four-county area requires patients to

travel further distances to access care. At the Davenport Community Forum, citizens explained how there is only one dentist in their county that will see Medicaid patients. This requires all Medicaid patients to travel to Odessa for dental care.

Older adults have retired in their communities and live on a fixed income. Through the surveys and community forums, older adults question why transportation services were available for some and not others. Transportation service is critical for older adults living in isolated areas to access health care, shopping, nutrition, and socialization. At the Grand Coulee Community Forum, one 70+ man explained, “I was born and raised here. Without transportation I wouldn’t be able to live on my own. I would have to move into one of those homes, and I’d rather be dead than there!” Another older woman said, “When my husband went into a nursing home, I had no way to get around. I’m not able to drive. But if there was transportation, I could have stayed in my home.” By having access to transportation allows older adults to remain in their own homes and continue to lead independent lives.



**PERSONS WITH DISABILITIES UNMET TRANSPORTATION NEEDS:**

Persons with disabilities indicated that they need reliable transportation to access job opportunities that would provide them with the dignity and independence of becoming members of the workforce. With group home closures and new policies to transition persons with disabilities into the community and workforce, transportation is a critical service. Effective July 1, 2006 the State of Washington, Division of Developmental Disabilities implemented the “Working Age Adult Policy.” This policy is to assist adults (21 to 62 years of age) with disabilities to enter the workforce. Transportation for jobs and job training is crucial to implement the state policy. Elmview is a non-profit located in Ellensburg that provides services to individuals with disabilities to fully integrate them into the community. Input at the Ellensburg forum identified the need for transportation resources to implement the “Working Age Adult Policy” and provide employment and training opportunities. Elmview is able to provide some individualized transportation, but it doesn’t meet the increasing need.

For independence and mobility, it is also important to have transportation to access health care, shopping, recreation, and social services. The access for medical care is similar to



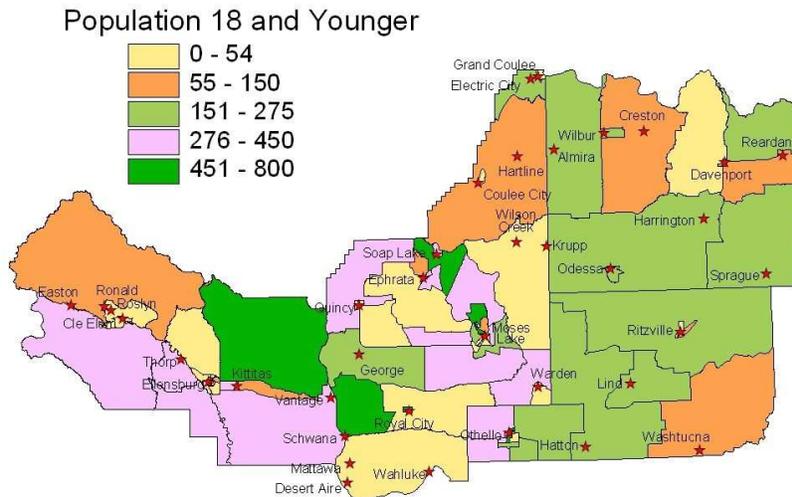
## YOUTH UNMET TRANSPORTATION NEEDS:

Adams County has the highest percentage of youth population in Washington State at 32.2% followed by Grant County ranked fourth at 29.8%. Transportation for youth is particularly needed in the rural communities that have no recreational activities in the local area. For example, youth living in the Mattawa area must travel over 40 miles to the nearest public swimming pool in Othello. Transportation is needed for after-school activities, weekends, and during vacation times.



With Adams County having the highest teen birth rate in Washington and Grant County having high teen birth rates, transportation poses additional challenges for young parents. Young teen parents need to access social services, health care, and transport children to child care in order to complete their educational goals. The Mattawa residents told how there is one young mother that pushes her baby in a stroller along the busy country road to take her baby to child care and attend school. Since there is only a narrow-gravel shoulder, the mother and child are often in the road with traffic speeding by at 55 to 60 miles per hour.

Youth need transportation to access post-secondary education. Central Washington University (CWU) is the only university in the four-county area, and Big Bend Community College (BBCC) is the only community college. BBCC in Moses Lake is one of the smallest community colleges in the state, but it serves one of the largest rural areas of 4,600 square miles. It attracts individuals throughout Grant, Lincoln, and Adams counties. Approximately 73% of BBCC students receive some form of financial assistance. Yakima Valley Community College (YVCC) has students from Kittitas County commuting to their campus. Columbia Basin Community College (CBCC) in the Tri-Cities and Spokane Community College (SCC) have student commuting from Adams, Lincoln, and Grant counties. Current transportation options are not meeting the need for students who reside outside the Moses Lake area to attend.



## **ACCESSIBILITY FOR CURRENT TRANSPORTATION RESOURCES:**

The surveys and community forums identified barriers to utilizing existing transportation services. Individuals indicated that they did not use existing transportation services because:

- Unaware that transportation services were available
- Didn't believe they were eligible for transportation services
- Transportation services were too infrequent (wait times were inconvenient and not suitable for vulnerable populations)
- Transportation services were not available in the evenings, weekends, or holidays
- Transportation services were inconsistent
- Unable to understand how to access and qualify for transportation service (unable to read and understand the schedules; Non-English speaking individuals afraid to negotiate the system)
- Negative perception of using public transportation

Social service providers and community members indicated on the survey and in the forums that they were unaware of what transportation services were available and didn't know how to access services. With transportation services requiring specific eligibility requirements, individuals are intimidated by trying to understand the system to know what transportation services they may be eligible to receive. The transportation system itself is often overwhelming and intimidating to individuals and especially for those who do not speak English or may have other limitations. Individuals commented that the Grant Transit Authority (GTA) transportation schedules were too difficult to understand. (GTA is preparing color-coded schedules so it will be easier to identify the different routes.) Community members recommended having signage, bus stop shelters, and lighting to promote bus service and for customer safety. Overall, residents in the rural communities view public transportation as something that you only use when you can't drive or can't afford to drive your own vehicle. There is a clear need to educate the public on available services and eligibility. Additionally, there is a need to promote public transportation as a positive mode of travel.



During the forums, individuals expressed their appreciation for the transportation services that are available but also voiced their concern for the lack of transportation resources for non-Medicaid individuals and non-medical trips. Citizens frequently identified that there is a need to expand services to include weekend, holidays, and evening hours. In addition to expanded hours of operation, they identified a need for more frequent transportation services. For areas that have infrequent hours of operation, it creates an inconvenience for individuals to try to use public transportation and for the medically frail it is simply not an option.

## **COMMON POINTS OF ORIGIN**

The common points of origin were identified through Community Transportation Forums, Transportation Surveys, and GIS mapping of special needs populations.

- ❖ Rural locations at individual residences and smaller towns and communities
- ❖ Low-income housing, senior housing, migrant seasonal farm worker housing, correctional facilities, assisted living, and nursing homes.

The special needs population is distributed throughout the four-county area. With over half of the population residing in unincorporated areas of the counties, the rural locations require individualized transportation services. The residents of small towns that are miles from the nearest major community need transportation to access social services, health care, employment, education, recreation, worship, and legal services.

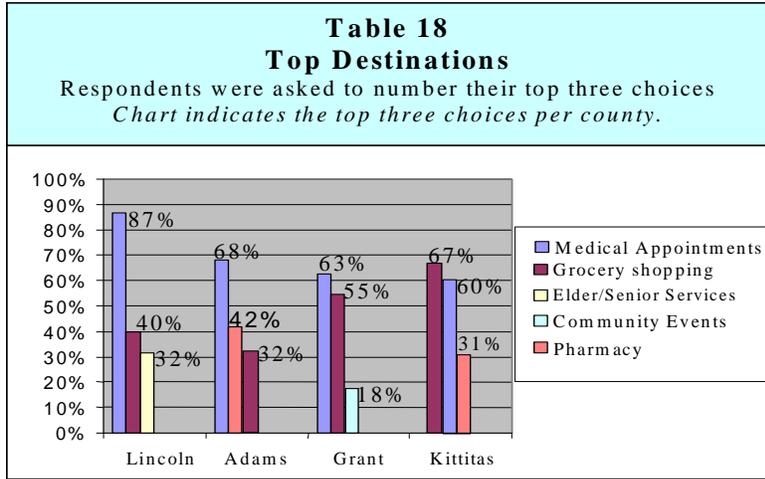
Within the larger communities there are some common areas such as subsidized housing units, assisted living, and long-term care facilities. Correctional facilities were a common point of origin that was identified through the Community Transportation Forums. Transportation is needed for individuals that are released from detention facilities such as the county jails that are located in Ritzville, Ephrata, Davenport, and Ellensburg. Ritzville has no public transportation for released prisoners to return to their community. Ellensburg has a similar problem with individuals from out of the area being incarcerated as they travel along the I-90 corridor. In Ephrata once a prisoner is released they are able to walk to the GTA bus stop, Amtrak, or the Northwestern Trailways bus stop.

## **COMMON DESTINATIONS**

Accessing social services, health care, education, employment, and basic needs, requires transportation. The special needs populations often lack transportation and are unable to access the services that could improve their health and well being. Geographically services are generally located in the larger cities or towns, but may be miles from smaller communities or rural locations. Individuals attending the Community Transportation Forums and individuals who completed the survey identified the destinations based upon transportation needs.

- ❖ Health care facilities (local and out-of area); V.A. Hospital in Spokane
- ❖ Social Services: DSHS, mental health, chemical dependency treatment, food banks, senior nutrition sites, child care, Community Action Agencies for Low-Income Heating and Energy Assistance Program (LIHEAP).
- ❖ Educational services: post-secondary, English as a Second Language (ESL), Adult Basic Education (ABE), after-school programs, and library.
- ❖ Employment: WorkSource and major employers
- ❖ Shopping, banking, legal services, courts
- ❖ Recreation, spiritual, and social activities

Transportation Surveys were completed by 502 special needs individuals. In responding to their top three choices for where they need to go, medical appointments was the answer given most often for Lincoln, Adams and Grant counties, and it was the second rated response for respondents in Kittitas County. Grocery shopping was the highest rated response for Kittitas (see Table 18). Medical services may be available within the local community, but specialty care usually requires transportation to Seattle, Spokane, Wenatchee, or Yakima. For veterans needing to access V.A. health care services, they must travel to Spokane.



*Choices: Banking, Childcare, Community Events, Court Appointments, Dental, Drug/Alcohol Treatment, Education, Family & Friends, Food Bank, Grocery Shopping, Job Training, Medical Appointments, Elder/Senior Services, Pharmacy, Physical Therapy, Recreational Facilities, Social Service Appointments, Vocational Rehabilitation, Work, WorkSource Appointments.*

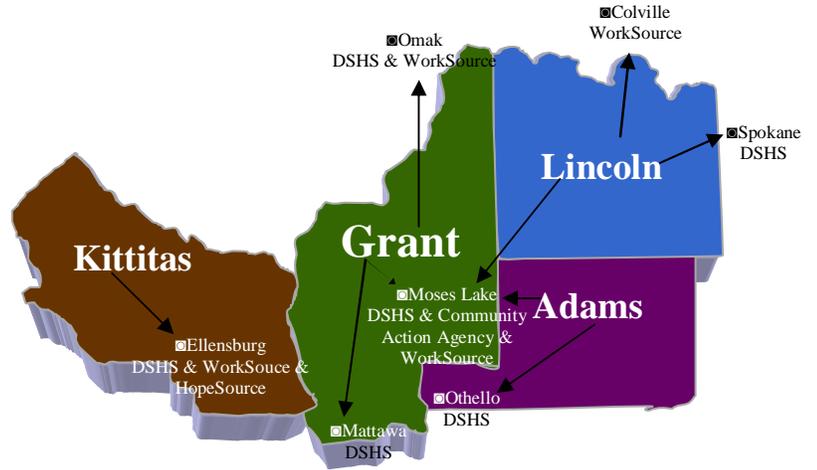
Access to social services, education, employment services, shopping, banking, legal services, courts, spiritual and social activities are limited by distance and the transportation options. Community Action Agencies provide services to low-income individuals and families. Community Action Agencies provide financial assistance to help low-income households heat their homes. This assistance is through the LIHEAP program. North Columbia Community Action Agency serves Adams, Grant, and Lincoln counties. With only one office, residents in the three-county region must travel to Moses Lake for LIHEAP assistance. Eligible clients must travel as far as 88 miles to access services (see Table 19). HopeSource is Community Action Agency that serves Kittitas County. HopeSource provides services for low-income families that include assistance with housing, nutrition, LIHEAP, and transportation. HopeSource has offices in Cle Elum and Ellensburg.

Department of Social and Health Services (DSHS) provide assistance to low-income families with medical, food, financial, support services, and child care. Through the WorkFirst program, DSHS is assisting individuals to get off welfare by becoming employed. To receive financial assistance, WorkFirst participants must engage in job search and employment related activities to continue to receive a cash grant. Transportation is imperative for individuals to seek, secure, and retain employment. DSHS offices are located in the more populated areas and individuals living in rural locations must travel miles to visit the local DSHS Community Service Offices (CSO)

- ❖ Grant County is served by three Community Service Offices (CSO). Most of the county is served through the Moses Lake CSO. The Mattawa CSO is open on Tuesday and Thursday of each week. Residents in upper Grant County receive service through the Omak CSO located in Okanogan County.

- ❖ Lincoln County is served by two Community Service Offices, Spokane Southwest or Moses Lake.
- ❖ Adams County is served through the Moses Lake CSO or the Othello CSO.
- ❖ Kittitas County is served through the Ellensburg CSO.

Low-income families may need to travel from up to 77 miles to access the closest CSO (see Table 19).



For employment and training services, WorkSource serves as the one-stop center. In Kittitas County residents can access WorkSource at the Ellensburg location. WorkSource Moses Lake serves the three-county region. WorkSource in Colville and WorkSource in Omak provide services for northern communities in Grant and Lincoln counties.

**Table 19**  
Travel Distance to Access Services

Distance to travel for services	Travel Distance to Access Services							
	DSHS	WorkSource	Community Action Agency, Ellensburg, Cle Elum, or Moses Lake Hospital	Social Security Office	Senior Center	Community College Yakima, Moses Lake or Spokane	County Courthouse	
<b>Kittitas</b>								
Cle Elum	25 miles	25 miles	0 miles	25 miles	60 miles	0 miles	60 miles	25 miles
Easton	37 miles	37 miles	12 miles	37 miles	72 miles	12 Miles	72 miles	37 miles
Ellensburg	0 miles	0 miles	0 miles	0 miles	36 miles	0 miles	36 miles	0 miles
Kittitas	9 miles	9 miles	9 miles	9 miles	39 miles	9 miles	39 miles	9 miles
Ronald	30 miles	30 miles	5 miles	30 miles	65 miles	5 miles	65 miles	30 miles
Roslyn	29 miles	29 miles	4 miles	29 miles	64 miles	4 miles	64 miles	29 miles
S. Cle Elum	26 miles	26 miles	1 mile	26 miles	61 miles	1 mile	61 miles	26 miles
Thorp	9 miles	9 miles	9 miles	9 miles	45 miles	9 miles	45 miles	9 miles
Vantage	29 miles	29 miles	29 miles	29 miles	59 miles	29 miles	59 miles	29 miles
<b>Grant</b>								
Coulee City	45 miles	45 miles	45 miles	29 miles	68 miles	0 miles	45 miles	30 miles
Desert Aire	6 miles	5 miles	61 miles	42 mles	57 miles	51 miles	61 miles	54 miles
Electric City	55 miles	55 miles	71 miles	2 miles	87 miles	2 miles	71 miles	56 miles
Ephrata	20 miles	19 miles	20 miles	0 miles	49 miles	17 miles	20 miles	0 miles
George	30 miles	29 miles	30 miles	11 miles	42 miles	11 miles	30 miles	23 miles
Grand Coulee	54 miles	53 miles	73 miles	0 miles	85 miles	0 miles	73 miles	57 miles
Hartline	56 miles	55 miles	56 miles	24 miles	79 miles	12 miles	56 miles	40 miles
Marlin	56 miles	24 miles	24 miles	24 miles	76 miles	24 miles	24 miles	28 miles
Mattawa	0 miles	0 miles	57 miles	39 miles	61 miles	47 miles	57 miles	50 miles
Moses Lake	0 miles	0 miles	0 miles	0 miles	68 miles	0 miles	0 miles	20 miles
Quincy	38 miles	38 miles	37 miles	0 miles	32 miles	0 miles	37 miles	18 miles
Royal City	27 miles	26 miles	34 miles	40 miles	72 miles	33 miles	34 miles	52 miles
Soap Lake	22 miles	22 miles	22 miles	6 miles	55 miles	23 miles	22 miles	6 miles
Warden	18 miles	17 miles	18 miles	18 miles	84 miles	0 miles	18 miles	38 miles
Wilson Creek	29 miles	29 miles	30 miles	24 miles	73 miles	41 miles	30 miles	24 miles
<b>Lincoln</b>								
Almira	77 miles	110 miles	64 miles	41 miles	77 miles	12 miles	64 miles	42 miles
Creston	56 miles	89 miles	84 miles	20 miles	56 miles	8 miles	56 miles	20 miles
Davenport	35 miles	85 miles	88 miles	0 miles	35 miles	0 miles	35 miles	0 miles
Harrington	49 miles	99 miles	75 miles	14 miles	49 miles	0 miles	49 miles	14 miles
Odessa	48 miles	163 miles	49 miles	0 miles	92 miles	0 miles	49 miles	38 miles
Reardan	23 miles	72 miles	114 miles	15 miles	23 miles	0 miles	38 miles	72 miles
Sprague	53 or 36 miles	108 miles	69 miles	37 miles	37 miles	0 miles	37 miles	37 miles
Wilbur	64 miles	98 miles	76 miles	29 miles	65 miles	0 miles	65 miles	29 miles
<b>Adams</b>								
Hatton	19 miles	41 miles	42 miles	20 miles	95 miles	19 miles	42 miles	20 miles
Lamont	46 miles	77 miles	78 miles	33 miles	45 miles	9 miles	45 miles	33 miles
Lind	39 miles	41 miles	42 miles	17 miles	76 miles	0 miles	42 miles	17 miles
Othello	0 miles	26 miles	27 miles	0 miles	92 miles	0 miles	27 miles	53 miles
Ritzville	45 miles	44 miles	45 miles	0 miles	60 miles	0 miles	45 miles	0 miles
Washtucna	43 miles	66 miles	66 miles	28 miles	86 miles	0 miles	66 miles	28 miles

Employment opportunities are located throughout the four-county region. Wal-Mart and food processing plants are employers that hire entry-level and WorkFirst individuals. As with most retail and food processing plants, the positions require shift work and weekend/holiday schedules. As companies are common points of destination, the following charts show a sample listing of employers, locations, and the number of employees for each county.

<b>Table 20 EMPLOYMENT DESTINATIONS</b>								
<b>Lincoln County</b>			<b>Kittitas County</b>			<b>Grant County</b>		
<b>Employer</b>	<b>Location</b>	<b># of Employees</b>	<b>Employer</b>	<b>Location</b>	<b># of Employees</b>	<b>Employer</b>	<b>Location</b>	<b># of Employees</b>
Lincoln Hospital	Davenport	154 FT, 73 PT	Central Washington University	Ellensburg	1,330	Moses Lake School District	Moses Lake	1100
Reardan-Edwall School District	Reardan	100	Ellensburg School District	Ellensburg	364	JR Simplot	Quincy	1100
Odessa Memorial Healthcare Center	Odessa	90	Kittitas County	Ellensburg	339	Grant County PUD	Ephrata	577
Lincoln County	Davenport	78	Kittitas Community Hospital	Ellensburg	315	Grant County Government	Ephrata	565
Davenport School District	Davenport	70	Anderson Hay and Grain	Ellensburg	280	Quincy Foods	Quincy	550
Wilbur School District	Wilbur	49	Fred Meyer	Ellensburg	205	Samaritan Hospital	Moses Lake	435
Odessa School District	Odessa	52	City of Ellensburg	Ellensburg	180	Inflation Systems	Moses Lake	413
Harrington School District	Harrington	30	Shoemaker Manufacturing	Cle Elum	180	ConAgra Foods	Quincy	400
Creston School District	Creston	29	Twin City Foods	Ellensburg	105	JR Simplot	Moses Lake	400
Almira School District	Almira	25	Super 1 Food	Ellensburg	100	ConAgra	Quincy	380
Halme Construction	Davenport	28	Suncadia Resort	Roslyn	95	Lamb Weston	Quincy	380
Safeway	Davenport	24	Cle Elum/Roslyn School District (elementary, middle & high school)	Cle Elum and Roslyn	100	Big Bend	Moses Lake	375
Rainier Seed	Davenport	25	<b>Adams County</b>			Genie Industries	Moses Lake	370
			<b>Employer</b>	<b>Location</b>	<b># of Employees</b>	Wal-Mart	Moses Lake	340
			JR Simplot	Othello	500	REC	Moses Lake	275
			McCains	Othello	465	Wal-Mart	Ephrata	275
			Adams County	Ritzville/ Othello	180	Basin Frozen Foods	Warden	225
			Columbia Basin Health Association	Othello	225	Ochoa Foods	Warden	200
			Othello Hospital	Othello	250	Sunfresh	Royal City	150
			Pacific Produce	Othello	80	D&L Foundry	Moses Lake	130
						Washington Potato Co.	Warden	125
						Custom Apple Packers	Quincy	120
						Northwest Stone & Brick	Royal City	115

## TRANSPORTATION SERVICES

### OVERALL TRANSPORTATION SERVICES:

Transportation is a key element for residents to receive medical care, obtain employment and access community resources. In the Transportation Survey respondents were also asked how transportation would improve elements of their life. Specifically they were asked about their medical needs, work, community and daily activities. The respondents clearly indicated that transportation would improve their ability to meet medical and health care needs and their ability to access community and social services. With a large percentage of retired older adults completing the survey in Lincoln and Kittitas counties, the respondents indicated that they were not employed. So, with the question, “Would transportation improve your employment opportunities” the percent that responded “yes” in Lincoln County was only 40%, but in Grant County the 82% responded “yes”. Overall individuals believe that transportation services will improve their health and well being.

	Respondents that said “yes”	
	Would transportation services improve . . .	. . .your ability to meet medical and healthcare needs?
	. . .your employment opportunities?	Lincoln 40% Adams 67% Grant 82% Kittitas 51%
	. . .your ability to access community and social services to improve quality of life?	Lincoln 97% Adams 87% Grant 92% Kittitas 88%
	. . .your ability to shop and accomplish daily activities?	Lincoln 93% Adams 76% Grant 94% Kittitas 89%
	. . .your ability to participate in social and community events?	Lincoln 93% Adams 76% Grant 90% Kittitas 91%

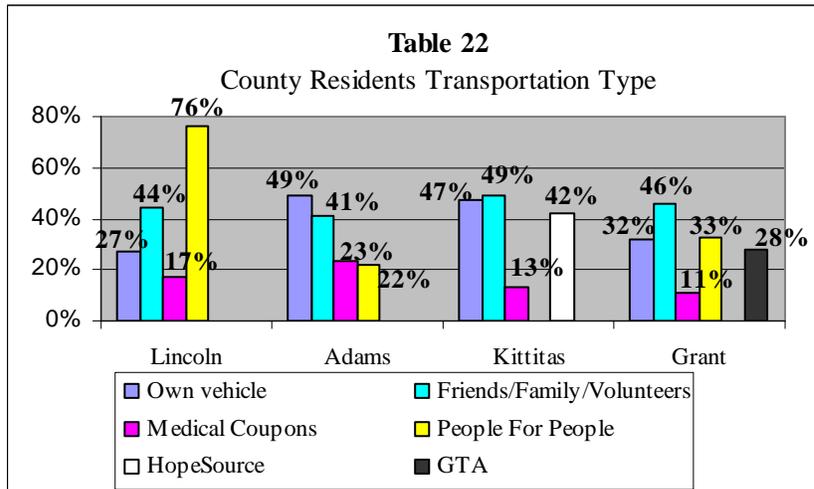
The majority of individuals who are in the workforce are commuting alone to work (see Table 21). With an agricultural based economy, there are areas that have a high percentage of the workforce that work from home. Lincoln County has 10% of its workforce that works from home with the state average at 4.3%. The majority of the workforce is driving alone to work. Though people may choose to drive themselves over obtaining transportation from another party, not all drivers have a driver’s license, a reliable car, funds and/or stable health necessary for driving.

Table 21 Workforce Travel Commute Data <i>U. S. Census 2000</i>							
County	Mean Travel time to work Minute	% of Drive Alone Workers	% of Carpool Workers	% of Public Transp. Users	% of Walk to Work	% of Workers using other means of Transp	% that work at Home
Kittitas	22	68.4%	14.2%	0.5%	8.2%	2.9%	5.7%
Lincoln	22.1	71.1%	9.8%	0.2%	7.9%	1.0%	10%
Grant	17.7	73%	17.3%	0.6%	3.1%	1.3%	4.7%
Adams	17.7	69%	18.7%	0.1%	4.9%	1.9%	5.5%
WA STATE	25.5	73%	12.8%	4.9%	3.2%	1.4%	4.3%

Individuals throughout the four-county area are utilizing different modes of transportation (see Table 22). Residents who completed the survey identified the types of transportation that they are using. Lincoln County residents were utilizing People For People (76%), Friends, Family, or Volunteers (44%), Own Vehicle (27%), and Medical Coupons (17%).

Adams County residents indicated that they were utilizing Own Vehicle (49%), Friend, Family, or Volunteers (41%), Medical Coupons (23%), and People For People (22%).

Kittitas County residents are utilizing Friends, Family, or Volunteers (49%), Own Vehicle (47%), HopeSource (42%), and Medical Coupons (13%).



Grant County residents responded to the survey by indicating that their mode of transportation is Friends, Family, or Volunteers (46%), People For People (33%), Own Vehicle (32%), GTA (28%), and Medical Coupons (11%).

Throughout Adams, Lincoln, Grant, and Kittitas counties, accessing transportation means matching the needs of the client with the description of each service available. Some transportation services are available in all four counties and provide similar services, while others are specific to just one county or geographic area.

## TRANSPORTATION RESOURCES

**School District Transportation:** School districts provide transportation services to students in their relative districts. Each school district provides their own equipment, driver training, maintenance, and operations for transporting students to and from school. School districts also provide some transportation for after-school activities and for extracurricular events. The state allocates funds to each school district based on a formula that identifies the number of students and miles from school that students are transported. This allocation doesn't represent the total expense for transportation. School districts must supplement their transportation allocation with local funds (see Table 23). School districts are unable to provide transportation for all of the after-school activities, and school districts are not able to provide transportation for non-school activities. The school districts' priority is to transport students to and from school.



Table 23				
School District Transportation				
County	OSPI Transportation Allocation	Number of Students	Number of Passenger Trips	Average Reimbursement per Trip
Adams	\$1,468,119	1,508	542,880	\$2.70
Kittitas	\$1,196,059	1,985	714,600	\$1.67
Lincoln	\$1,874,233	1,085	390,600	\$4.80
Grant	\$4,253,201	7,550	2,718,000	\$1.56
Total	\$13,330,022	13,139	6,014,160	\$2.22

**Head Start Transportation:** Head Start provides transportation for eligible children to attend a full preschool curriculum at locations throughout the four-county area. The federal funding that Head Start providers receive is only for Head Start eligible students and activities.

- **Kittitas County Head Start** has five buses and will add two more buses to transport students and volunteers to their new site in Kittitas. September, 2006 Kittitas County Head Start moved their location from Ellensburg to Kittitas. This increases the number of miles that students and must travel to attend preschool classes. The new location will provide services to 105 preschool age students.
- **Washington State Migrant Head Start** provides services for children in Grant County and Adams County at Mattawa, Moses Lake, Quincy, Royal City, Warden, and Othello. For the six sites there is a total of 13 buses (Mattawa 2; Quincy 2; Royal City 2; Moses Lake 2; Warden 1; Othello 4). In Adams County participating children in daycare are provided a ride home at the end of the day. Most parents drop off their children each morning on their way to work.
- **Family Service of Grant County** operates four buses to provide Head Start transportation to Ephrata, Soap Lake, Moses Lake, and Grand Coulee pre-school children.

**Medical Assistance Administration (MAA)** of DSHS pays for transportation services for non-emergency medical visits for qualified individuals. Individuals must be Medicaid eligible and have no other way to reach an approved medical service. Assistance is provided through a MAA Regional Broker. Special Mobility Services is the MAA Regional Broker for Adams, Lincoln, and Grant counties. People For People is the MAA Regional Broker for Kittitas County. MAA Brokers will screen client requests for eligibility and arrange the most appropriate and least costly form of transportation that may include public bus, gas voucher, client and volunteer mileage reimbursement, non-profit providers, cabulance, commercial bus, train, and air. Reservations need to be made 48 hours in advance of scheduled appointment. From July 1, 2005 to June 30, 2006, MAA provided 42,616 rides for eligible services and clients in the four-county area.

- **Special Mobility Services** is the broker for the MAA in Grant, Lincoln, and Adams counties. They also provide non-emergency medical transportation for Grant, Adams, and Lincoln counties for Medicaid eligible clients. Special Mobility Services (SMS) coordinates volunteer drivers, fuel vouchers, and collaborations with other transit services. SMS brokered 36,793 rides for Medicaid eligible transportation. Adams County had 3,837 rides. Lincoln County had 2,696 rides, and Grant County had 30,260 rides.
- **People For People** is the broker for MAA in Kittitas County and provides non-emergency medical transportation for Medicaid eligible clients. People For People coordinates volunteer drivers, fuel vouchers, and collaborations with other transit services. People For People brokered 5,823 rides for residents of Kittitas County with a total transportation cost of \$175,880 (see Table 24).
- **MedStar** and **Tri-City Taxi** are transportation providers for MAA. They provide non-emergency medical transportation within Grant, Adams and Lincoln counties. Non-Medicaid eligible clients may call to schedule an appointment as a private payee.
- **HopeSource** is a transportation provider for MAA in Kittitas County for Medicaid eligible clients.

<b>Table 24</b> Breakdown of Kittitas Medicaid Trips by Mode of Travel July 1, 2005 to June 30, 2006	
Mode	Kittitas Number
Public Bus	0
Ambulatory	3200
Non-Ambulatory	662
Public Bus ADA	0
Gas Voucher	734
Mileage Reimbursement	465
Volunteer - Agency	0
Volunteer - Broker	746
Airline	0
Commercial Bus	0
Train	0
Foster Parent	0
Ancillary	16
<b>TOTAL</b>	<b>5823</b>
<b>TOTAL TRANSPORTATION FUNDS</b>	<b>\$ 175,880.23</b>

**WorkFirst** through DSHS provides eligible parents with vouchers for transportation. Eligible parents are individuals who qualify for Temporary Assistance for Needy Families (TANF). Transportation is provided to assist with job search, Community Jobs participation, and employment related activities. The local DSHS Community Services Office, Employment Security, and Community Jobs contractors can provide transportation vouchers to eligible clients. Transportation vouchers may be used to purchase bus passes, gas, vehicle repair, and licenses.

**Grant Transit Authority:** Grant County is the only Public Transit Benefit Area (PTBA) in the four-county region. Grant Transit Authority (GTA) started on a demonstration grant in 1995 and in 1996 the voters passed a .2% sales tax increase for transit. With limited resources to cover the vast rural county, GTA provided 181,989 rides between July 1, 2005 - June 30, 2006 with their fixed, deviated routes, and paratransit for special needs individuals that cannot utilize the fixed route system. Grant Transit Authority subcontracts with People For People to provide transportation services, vehicle maintenance, and driver training. GTA has a fleet of 17 coaches, two mini-buses, and five vans available for van pooling. One van pool provides transportation for employees who work in Mattawa but live in Ellensburg. The second van pool provides transportation for employees to work at Cave B Winery outside of George. To meet the demands of shift work, service hours have been extended with a guaranteed ride home for those who utilize the bus service to work at the food processing plants in Warden. GTA has been able to provide special needs transportation with grant funding from Washington State Department of Transportation that expires June 30, 2007. Additionally, GTA, People For People, and health care facilities in the Columbia Basin have partnered to provide transportation for cancer patients to receive treatment in Wenatchee. The GTA Board is diligent in reviewing and accommodating community needs, but the community needs far outstrip the available resources.



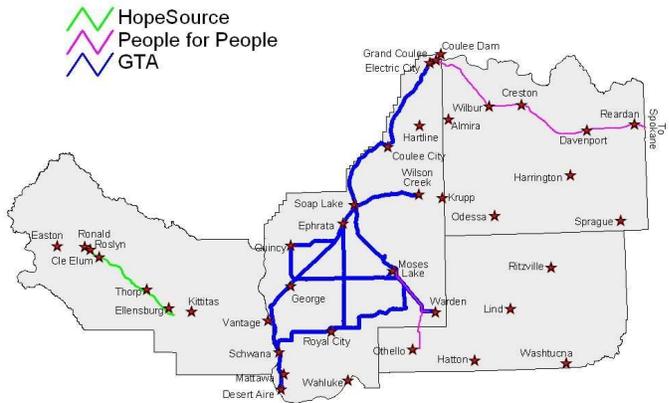
**Park and Ride lots** are provided by the Washington State Department of Transportation. Grant County has one lot in George and three in Moses Lake. These locations can be used by riders connecting to and from Grant Transit. Lincoln, Adams and Kittitas Counties do not have Park and Ride lots.

**People For People** provides paratransit (demand response) services in Grant, Lincoln, and Adams counties to special needs populations by providing 34,405 rides in 2006. Washington State Department of Transportation provides grant funding for transportation services to special needs individuals and the general public. This funding expires on June 30, 2007. People For People has twenty-two ADA accessible mini-buses with eight more that have been purchased. People For People also has one 24 passenger coach and one ADA accessible mini-van with two more that will be delivered in 2007.

Washington State Department of Transportation (WSDOT) consolidated grant program provides funding to serve special needs populations and general public. People For People provides 39,361 rides annually.



- WSDOT provides Job Access Reverse Commute (JARC) transportation for recipients of Temporary Assistance to Needy Families (TANF) and their children. Transportation to job training activities such as job search, work experience and on-the-job training is provided to people who have no other means of transportation. 14,142 rides were provided for eligible individuals to access employment-related services.
- People For People provides intercity service in Lincoln and Adams counties for the general public. People For People bus service provides free intercity service between Coulee Dam, Grand Coulee, Wilbur, Creston, Davenport, Reardan and Spokane. People For People provides intercity service between Moses Lake, Warden, and Othello.



By coordinating resources, People For People is able to provide additional services for the special needs populations.

- Aging and Adult Care of Central Washington partially fund senior transportation in Adams and Lincoln counties.
- Grant County Developmental Disabilities funded 2,265 trips for eligible individuals.
- Through the coordination of Moses Lake Cancer Foundation, Moses Lake Clinic, Grant Transit Authority, and Special Mobility Services, 2,253 rides were provided to transport individuals to Wenatchee for cancer treatment.

**HopeSource** provides low cost transportation service to all citizens of Kittitas County. HopeSource operates Monday through Friday from 7:00 a.m. to 6:00 p.m. with door-to-door service. Rides must be scheduled 24 hours in advance. HopeSource provides senior transportation to nutrition sites four days a week. Service is provided to Yakima on the second and fourth Tuesday of each month. HopeSource provides dial-a-ride and deviated service to a ridership of 25,000 annually with WSDOT grant funding that will expire on June 30, 2007.



- Provides transportation to seniors and low-income persons for 15,000 rides annually.
- Provides transportation for older adults for social, health care, nutrition, and shopping for 10,500 rides annually.

- Provides Upper County (Cle Elum, Roslyn, Ronald) transportation for senior citizens and provide services in the form of referrals for assistance to the appropriate agencies for approximately 3,500 rides annually.
- Provides Central Transit, fixed route service, to Central Washington University students to access downtown Ellensburg.
- Provides non-emergency medical transportation for Medicaid eligible.

**Amtrak** provides passenger rail service for their Empire Builder route from Spokane through Ephrata, Wenatchee, Everett, Edmonds, and Seattle. The route provides limited daily service from Ephrata.



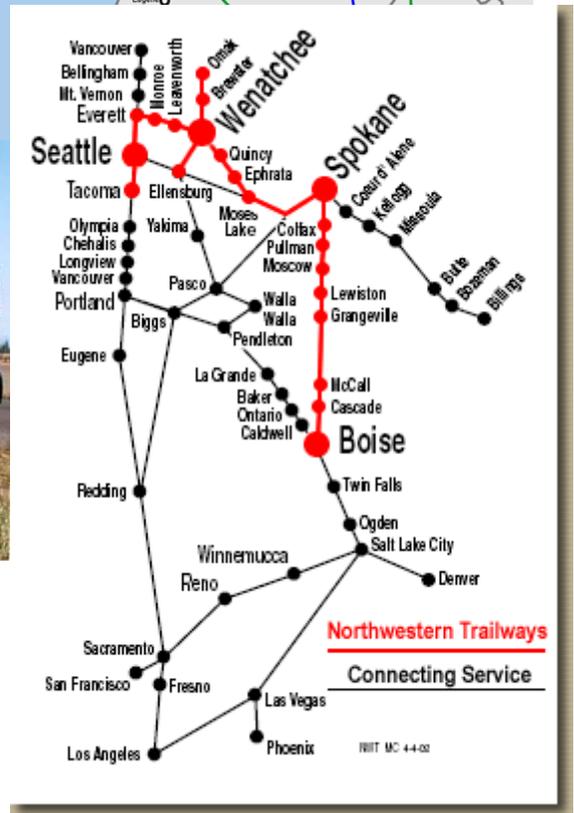
**Greyhound Bus Line:** Greyhound provides limited access with transportation. The only stops in the four-county area are in Ellensburg and Moses Lake.



**Northwestern Trailways:** Connecting with Greyhound, Northwestern Trailways provides daily intercity fixed route bus transportation between Moses Lake, Ephrata, Quincy, Wenatchee, and Ellensburg. This service is limited to one connection per day in the four-county area and is provided through June 30, 2007 with a Washington State Department of Transportation grant.



**Airporter Shuttle** provides four trips daily between Yakima, Ellensburg, Cle Elum, and Seattle. In Ellensburg, the Airporter Shuttle pick up and drop off sites are at the Ellensburg Inn and Central Washington University. Seattle sites are at the SeaTac Airport and Amtrak Station in downtown Seattle.



**Taxi Services:**

Rural areas have few options for transportation. In the four-county area there are only five local taxi service providers. Lincoln County and Adams County has no local taxi service provider. Kittitas has only one taxi service, Rodeo Town Taxi. Grant County has four private for profit providers of taxi service:

- AA Premier Cab      ➤ Tri-City Taxi
- Scabland Taxi        ➤ Transx-Taxi

**Columbia Basin Health Association (CBHA)** has two health care clinics, one in Mattawa and one in Othello. CBHA provides non-emergency medical transportation to their patients that live within 20 miles of their clinics. CBHA serves all populations, without regard to the patient's ability to pay. From June 1, 2005 to May 31, 2006 CBHA provided 23,221 healthcare encounters to the area's most vulnerable populations.

**Volunteer Chore Services (VCS)** offers volunteer drivers for low-income seniors and adults with disabilities. All four counties have VCS offices located in either Catholic Charities agencies or Aging and Long Term Care. Transportation services include rides to medical appointments and other essential errands. Service is limited and contingent upon the VCS office having a volunteer to match the need of the client.

**Elmview** is a non-profit located in Ellensburg. Elmview provides services to disabled individuals to assist program participants to gain independence and self-reliance. Elmview provides program participants with transportation to access employment, training, social services, and to meet the individual's primary needs. With limited resource, Elmview is unable to meet the transportation needs of the program participants.

**Hospice Friends**, located in Ellensburg, provides transportation for anyone living in Kittitas County with a life threatening illness. The primary focus is transportation to chemotherapy/radiation treatments in Yakima. Hospice Friends trains volunteers to provide individualized transportation. In 2005 Hospice Friends provide 69 rides. Service is very limited and depends upon the availability of volunteers.

**Central Washington Comprehensive Mental Health (CWCMH)** provides individualized transportation for CSCMH Kittitas County clients that are receiving mental health services. CWCMH Case Managers provide some limited transportation for clients to access medical appointments, shopping, and bill paying.

**Grant Mental Healthcare** provides some limited transportation for their clients in Grant County. Transportation is provided for the client to attend medical appointments, shopping, and access community resources.

The surveys and forums identified the lack of accessible transportation and in some areas the lack of any transportation as a major problem (see Table 25). Each county has very limited transportation services that are provided by non-profits, assisted living facilities, senior centers, faith-based organizations, and agencies. Grant Transit Authority is a resource to individuals that are able to utilize the deviated, fixed route system, but GTA

is only available in Grant County and for some special needs individuals and for rural locations it is not an option. A source of transportation for the special needs population is provided by DSHS through the MAA program, but it is only available for Medicaid eligible clients to access approved medical services. WSDOT grants provide a major source of transportation but will expire June 30, 2007 and are only available on a competitive basis. Lack of accessible public transportation is a major problem in rural areas and has a great human cost when individuals cannot live independently. This is a high cost to society. Financially the costs are high when individuals can no longer live independently, but the quality of life is diminished for vulnerable individuals.

Table 25 Transportation Services										
Transportation Services per County	Taxi	Airporter Shuttle	Amtrak	Greyhound Bus	Northwestern Trailways	HopeSource	GTA	People For People Transportation	Special Mobility Services Medicaid Broker and Transportation	People For People Medicaid Broker
<b>Kittitas County</b>	Based in Ellensburg									
Cle Elum	x	x				x				x
Easton	x					x				x
Ellensburg	x	x		x	x	x				x
Kittitas	x					x				x
Ronald	x					x				x
Roslyn	x					x				x
South Cle Elum	x					x				x
Thorp	x					x				x
Vantage	x					x				x
<b>Lincoln County</b>										
Almira								x	x	
Creston								x	x	
Davenport								x	x	
Harrington								x	x	
Odessa								x	x	
Sprague								x	x	
Reardan								x	x	
Wilbur								x	x	
<b>Grant County</b>	Based in Moses Lake									
Coulee City	x						x	x	x	
Desert Aire	x						x	x	x	
Electric City	x				x		x	x	x	
Ephrata	x		x				x	x	x	
George	x						x	x	x	
Grand Coulee	x						x	x	x	
Hartline	x						x	x	x	
Krupp (Marlin)	x						x	x	x	
Mattawa	x						x	x	x	
Moses Lake	x			x	x		x	x	x	
Quincy	x				x		x	x	x	
Royal	x						x	x	x	
Soap Lake	x						x	x	x	
Warden	x						x	x	x	
Wilson Creek	x						x	x	x	
<b>Adams County</b>										
Hatton								x	x	
Lamont								x	x	
Lind								x	x	
Othello								x	x	
Ritzville								x	x	
Washtucna								x	x	

## **DUPLICATION OF TRANSPORTATION RESOURCES**

The Grant, Lincoln, and Adams County Special Needs Coalition with representation from transportation providers and social service providers have worked collaboratively to identify needs and reduce duplication of transportation. Additionally, the current work that the Four County Community Transportation Planning Team has done in the communities with the forums has identified additional opportunities for collaboration. People For People is currently working closely with HopeSource to identify transportation coordination across county lines. HopeSource is working with Elmview, City of Ellensburg, and Central Washington University to identify resources for a fixed route that would provide service to downtown Ellensburg.

Many providers of transportation operate with local, state, or federal funding. The funding is generally specific to eligibility of the person and purpose of the trip. School districts, Head Start providers, and agencies focus on providing transportation for their specific customers. There is a reluctance to coordinate because of perceived risk, liability, and funding restrictions. The following areas were identified as areas in which there is duplication.

- **Training and Maintenance:** School districts, Head Start, transit, paratransit, and other transportation providers operate their own training programs for drivers and own maintenance program for vehicles.
- **Eligibility:** Each transportation system has different eligibility requirements for riders.
- **Purchasing:** Each transportation system purchases own equipment and vehicles.
- **Reporting and Usage:** Federal, state, and local funds that are used for transportation have different restrictions and reporting requirements.
- **Funding Source Restrictions:** Various sources of funding restrict different transportation service to specific populations for specific purposes.

Areas of duplication are opportunities to develop strategies to work with transportation providers to collaborate and coordinate transportation resources. Coordination of transportation resources creates efficiencies that lower overall costs and allows for more services to be provided.

## FRAMEWORK FOR TRANSPORTATION SERVICE PLAN

To achieve mobility, quality transportation services, and efficiency through coordination, this plan supports the following goals, objectives and projects:

**PROVIDE ACCESS TO TRANSPORTATION THAT STRENGTHENS COMMUNITIES AND PROMOTES SELF-SUFFICIENCY AND GENERAL WELFARE OF SPECIAL NEEDS POPULATIONS.**

### 1. Increase transportation services to the special needs populations.

#### **Project Descriptions:**

**DEMAND RESPONSE PARATRANSIT SERVICES FOR PERSONS WITH DISABILITIES, OLDER ADULTS, YOUTH, AND INDIVIDUALS WITH LOW INCOME:** Provide persons with disabilities, older adults, youth, and individuals with low incomes with transportation to access healthcare, nutrition, employment, shopping and activities that improve their quality of life.

- ❖ Adams County—County wide service
- ❖ Lincoln County—County wide service
- ❖ Kittitas County—County wide service
- ❖ Grant County—Services where current ADA and fixed route transportation does not meet the needs of the vulnerable populations

**FIXED ROUTE TRANSPORTATION:** Provide special needs population and general public with consistent and reliable transportation to access core human services, healthcare, shopping, employment, and social activities by connecting isolated communities and connecting across counties.

- ❖ Adams County—County wide service
- ❖ Lincoln County—County wide service
- ❖ Kittitas County—County wide service
- ❖ Grant County—Services where current ADA and fixed route transportation does not meet the needs of the general public.

**WORKER TRANSPORTATION:** Provide transportation services through fixed route, demand response, van pools, and worker driver programs to provide employees with cost-efficient transportation to employment.

- ❖ Adams County—County wide service
- ❖ Lincoln County—County wide service
- ❖ Kittitas County—County wide service
- ❖ Grant County— County wide service

**MEDICAID TRANSPORTATION:** Provide transportation to non-emergency medical services to eligible clients with fixed route, paratransit, and volunteer driver transportation.

- ❖ Adams County—County wide service
- ❖ Lincoln County—County wide service
- ❖ Kittitas County—County wide service
- ❖ Grant County— County wide service

**2. Promote safe and accessible transportation services for special needs populations by educating and advocating specific benefits to the consumers.**

**Project Descriptions:**

**CLIENT EDUCATION AND ADVOCACY:** Provide one-on-one, group, and community training on transportation services that are available and how to access services.

- ❖ Adams County—County wide service
- ❖ Lincoln County—County wide service
- ❖ Kittitas County—County wide service
- ❖ Grant County— County wide service

**CAPITAL EQUIPMENT THAT PROMOTES ACCESS AND SAFETY:** Maintain and purchase ADA accessible vehicles to accommodate special needs. Provide safe sites for bus stops with shelters, lights, and signage.

- ❖ Adams County
- ❖ Lincoln County
- ❖ Kittitas County
- ❖ Grant County

**3. Accommodate consumer needs by linking and coordinating transportation and human services for efficient utilization of resources.**

**Project Descriptions:**

**SPECIAL NEEDS COALITION:** Provide on-going evaluation, coordination and integration of social service and transportation resources to serve more people with special needs.

- ❖ Adams County
- ❖ Lincoln County
- ❖ Kittitas County
- ❖ Grant County

**TRANSPORTATION COORDINATION AND INTEGRATION:** Create an integrated community transportation system through coordination of public transit and private/public transportation providers with human service providers.

- ❖ Adams County
- ❖ Lincoln County
- ❖ Kittitas County
- ❖ Grant County

**COALITION TO COALITION:** Build partnerships with the surrounding Regional Transportation Planning Organizations to collaborate across jurisdictions.

- ❖ Adams County
- ❖ Lincoln County
- ❖ Kittitas County
- ❖ Grant County

## **MEASUREMENT TOOL FOR PRIORITIZATION:**

To assist in prioritizing service strategies and projects, the Four County Community Transportation Planning Team identified five key elements for the Measurement Tool.

1. **Preservation:** Insure that current transportation resources that are effective and efficient are not eliminated or reduced.
2. **Coordination:** Assure non-duplication and coordination of existing transportation resources.
3. **Effectiveness:** Transportation services need to be available, accessible, and adaptable to meet the needs.
4. **Cost Efficiency:** Identify cost-efficiency by ridership, miles, and hours, but also by the ancillary savings and the return on investment. Providing transportation for individuals to become employed has a cost savings when compared to the cost of welfare.
5. **Meets the Needs:** Transportation services need to meet the identified needs of the target population.

## **PRIORITIZATION OF PROJECTS:**

Four transportation providers indicated that they would be responding to Washington State Department of Transportation's Public Transportation Grant Application for July 1, 2007 to June 30, 2009 funding. A total of thirteen projects were to the Four County Community Public Transportation Planning Team for prioritization. The following recommended list of prioritized projects was approved by the Four County Community Public Transportation Planning Team.

**QUADCO—KITTTAS, LINCOLN, GRANT, AND ADAMS COUNTIES PROJECT RANKING**  
**(A) Projects – 50 Points**

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded / preservation	Project Description	Funds Requested	Matching Funds
HopeSource	HopeSource... .Dial-a-Ride/Route Deviated Service	Dial-A-ride and Route Deviated Service	Kittitas County: Easton, Teanaway/Blewett Pass to Yakima, Ronald, Cle Elum, S Cle Elum, Suncadia, etc.	Sustain/Expansion	Preservation of the existing services in Kittitas County for the Special Needs and General Public population. Reestablish service to the Upper County to serve the Special Needs population as well as employment, medical, shopping and education transportation needs. The expansion portion of this project is to provide greater local transportation options while freeing up the one existing vehicle to access clients from great distances and still maintain the three round trips a day service we currently provide between Upper County and Ellensburg.	\$1,355,648	\$228,750
People For People	Community Connector-Grant/Adams/Lincoln	Fixed route	Adams, Lincoln, and Grant Counties Moses Lake to Ritzville and Moses Lake to Davenport	Sustain/Expansion	Fixed route transportation services for the special needs population and general public in Adams, Lincoln, and in Grant County where current ADA and fixed route transportation does not meet the needs of the vulnerable population.	\$525,163	\$0
People For People	Demand Response and Route Deviated Transportation	Demand Response, Route Deviated	Adams, Lincoln and Grant Counties	Sustain/Expansion	Provide service for persons with special needs and the general public in Adams and Lincoln with limited services in Grant county where current ADA and fixed route transportation doesn't meet the current needs.	\$1,668,799	\$236,954
Grant Transit Authority	Preservation of fixed (express) route service to assist low income production plant workers	Fixed Route	Moses Lake to Warden	Sustain	Ensure current transportation resources for low income production plant workers who travel from Moses Lake to work at the Warden Production Plants.	\$170,625	\$170,625

**(B) Projects – 25 Points**

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded / preservation	Project Description	Funds Requested	Matching Funds
Grant Transit Authority	Connection service for Adams County (Othello, WA) production plant workers to GTA Fixed (Express) Route Service from Moses Lake.	Fixed Route	Moses Lake, Othello	Expand Service, Establish New Service Area.	Ensure coordinated connection transportation resources for Othello based production plant workers to travel from Moses Lake to Othello.	\$85,000	\$85,000
HopeSource	HopeSource Central Transit New Fixed Route;	Fixed Route	Ellensburg	New Service	Student friendly fixed route to connect student housing areas with downtown businesses which is also available to Special Needs and general public clients.	\$200,000	\$200,000
Special Mobility Services	Davenport/Spokane Connector Route (M-W-F)  Ritzville/Spokane Connector Route (Tue/Thur)	Route Deviated	Lincoln, Adams, and Grant County	Expand/ New Service	Transportation service from Davenport to Spokane and from Ritzville to Spokane.	\$ 152,446	\$0
HopeSource	HopeSource Ellensburg/ Yakima Fixed Route Service	Fixed Route	Ellensburg into Yakima	Expand/ New Service	A new service serving Special Needs and General Public clients who live in one community and have service needs in another community (Ellensburg and Yakima).	\$541,140	\$0

**(C) Projects – 12 Points**

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded / preservation	Project Description	Funds Requested	Matching Funds
HopeSource	HopeSource Capital Funding; Demand Response/Route Deviated	Capital – Demand Response, Route Deviated	Kittitas County	Sustain and Expand	Replace two wheelchair ramp equipped minibuses and purchase two minibuses for reestablishing a discontinued service and the preservation of two existing services in Ellensburg and Upper County.	\$234,000	\$46,800
People For People	Vehicle Purchase to Sustain Demand Response-Route Deviated Service	Capital: Demand Response, Route Deviated	Adams, Lincoln and Grant Counties.	Sustain	Replace 10 ADA 14-passenger minibuses to transport individuals with special needs.	\$642,140	\$71,349
HopeSource	HopeSource Capital Funding/Expansion (Yakima and Central)	Capital: Demand Response/Fix Route	Kittitas County	Expand	Capital Needs; 4 minibuses for expansion/new services. Plus shelters/signs for fixed route service	\$337,000	\$0
People For People	Mobility Coordinator-Travel Trainer	Mobility Management	Adams, Lincoln and Grant Counties	New Service	Mobility Coordinator-Travel Trainer will serve the vulnerable populations and general public, coordinate transportation resources and provide public education regarding existing transportation resources.	\$139,199	\$0

**(D) Project – 0 Points**

Agency	Title of Project	Type of Project	Service Area	Is the project new/expanded/ preservation	Project Description	Funds Requested	Matching Funds
HopeSource	HopeSource After-hours/weekend vouchers	After hours, weekend	Kittitas County	Expand Service. Provide new services to new riders	By providing vouchers, HopeSources will coordinate with the local taxi service for employment options and Special Needs transportation of seniors, youth, and those with lower incomes during hours HopeSource transportation is not available. The Special Needs Transportation would be for medical, shopping, employment, or education related reasons, including vouchers.	\$20,000	\$2000

**QUADCO – KITTITAS, LINCOLN, GRANT AND ADAMS  
FOUR COUNTY TRANSPORTATION PLAN  
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