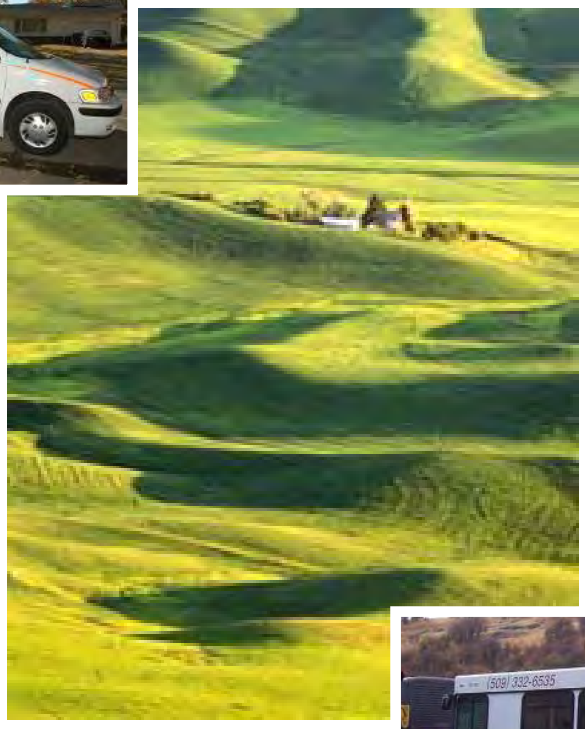
December 2006

Palouse RTPO Human Services Transporation Coordination Plan: Phase 1



Nelson | Nygaard
consulting associates

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Chapter 1 Introduction/Background

This Human Services Transportation Coordination Plan has been developed through the sponsorship of the Palouse Regional Transportation Planning Organization (the Palouse "RTPO"), which serves the four-county region of Asotin, Columbia, Garfield, and Whitman Counties in southeastern Washington State. Figure 1-1 is a map of the region.

On August 10, 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, commonly referred to as SAFETEA-LU. SAFETEA-LU authorized the provision of $286.4 billion in guaranteed funding for federal surface transportation programs over six years through Fiscal Year 2009, including $52.6 billion for federal transit programs.

Starting in Fiscal Year 2007, projects funded through three programs included in SAFETEA-LU—the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317), and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310)—are required to be derived from a locally developed, coordinated public transit-human services transportation plan. SAFETEA-LU guidance issued by the Federal Transportation Administration (FTA) indicates that the plan should be a "unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services."[1]

The three funding programs focus on the needs of transportation disadvantaged persons, or those with special transportation needs that cannot be met through traditional means (access to automobile or public transportation). For the purposes of this plan, the State of Washington statutory definition of people with special transportation needs is used: "those people, including their attendants, who because of physical or mental disability, income status, or age, are unable to transport themselves or purchase transportation."[2]

Project Goals

The overarching goal of this planning effort is to respond both to SAFETEA-LU and the State of Washington requirements for receiving these federal funds. The Washington State Department of Transportation (WSDOT) serves as the designated recipient for these and other federal funds intended for non-urbanized portions of the state, and in turn distributes them to local entities through a competitive grant process. WSDOT also administers the Section 5310 Program throughout the state. WSDOT is requiring that projects funded through the next funding cycle, effective July 1, 2007, be derived from a coordinated plan.

Additionally, a goal for this plan is to provide an opportunity for a diverse range of stakeholders with a common interest in human service transportation to convene and collaborate on how best to provide transportation services for these targeted populations. Specifically, the stakeholders are called upon to identify service gaps and/or barriers, strategize on solutions most appropriate to meet these needs based on local circumstances, and prioritize these needs for inclusion in the plan.

Indeed, stakeholder outreach and participation is a key element to the development of this plan,

1 Federal Register: March 15, 2006 (Volume 71, Number 50, page 13458)

2 RCW 47.06B

and federal guidance issued by FTA specifically requires this participation. FTA recommends that it come from a broad base of groups and organizations involved in the coordinated planning process, including (but not limited to): area transportation planning agencies; transit riders and potential riders; public transportation providers; private transportation providers; non-profit transportation providers; human service agencies funding and/or supporting access for human services, and other government agencies that administer programs for the targeted populations; advocacy organizations; community-based organizations; elected officials; and tribal representatives.[3]

Federal and State Roles to Promote Human Service Transportation Coordination

The requirements of SAFETEA-LU build upon previous federal initiatives intended to enhance social service transportation coordination. Among these are:

- **Presidential Executive Order:** In February 2004, President Bush signed an Executive Order establishing an Interagency Transportation Coordinating Council on Access and Mobility to focus 10 federal agencies on the coordination agenda. It may be found at www.whitehouse.gov/news/releases/2004/02/20040224-9.html
- **A Framework for Action:** The Framework for Action is a self-assessment tool that states and communities can use to identify areas of success and highlight the actions still needed to improve the coordination of human service transportation. This tool has been developed through the United We Ride initiative sponsored by FTA, and can be found on FTA's website: www.fta.dot.gov/CCAM/wwww/idnex.html
- **Medicaid Transportation Initiatives:**
  - *Transit Passes:* Federal regulations require that Medicaid eligible persons who need transportation for non-emergency medical care be provided transportation. For many people, the most cost-effective way to provide this transportation is with public transportation. Medicaid rules now allow the purchase of a monthly bus pass as an allowable Medicaid program expense.
  - *Medicaid brokerages:* Some states, including Washington, provide transportation services for Medicaid eligible persons through a brokerage arrangement. Typically, the broker will confirm the passenger's eligibility status, arrange for the trip through an appropriate vendor, and manage the fiscal oversight for the program.
- **Previous research:** Numerous studies and reports have documented the benefits of enhanced coordination efforts among federal programs that fund or sponsor transportation for their clients.[4] Incentives to coordinate human services transportation programs are defined and elaborated upon in these documents. Coordination can enhance transportation access, minimize duplication of services, and facilitate cost-effective solutions with available resources. Enhanced coordination also results in joint ownership and oversight of service delivery by both human service and transportation service agencies.

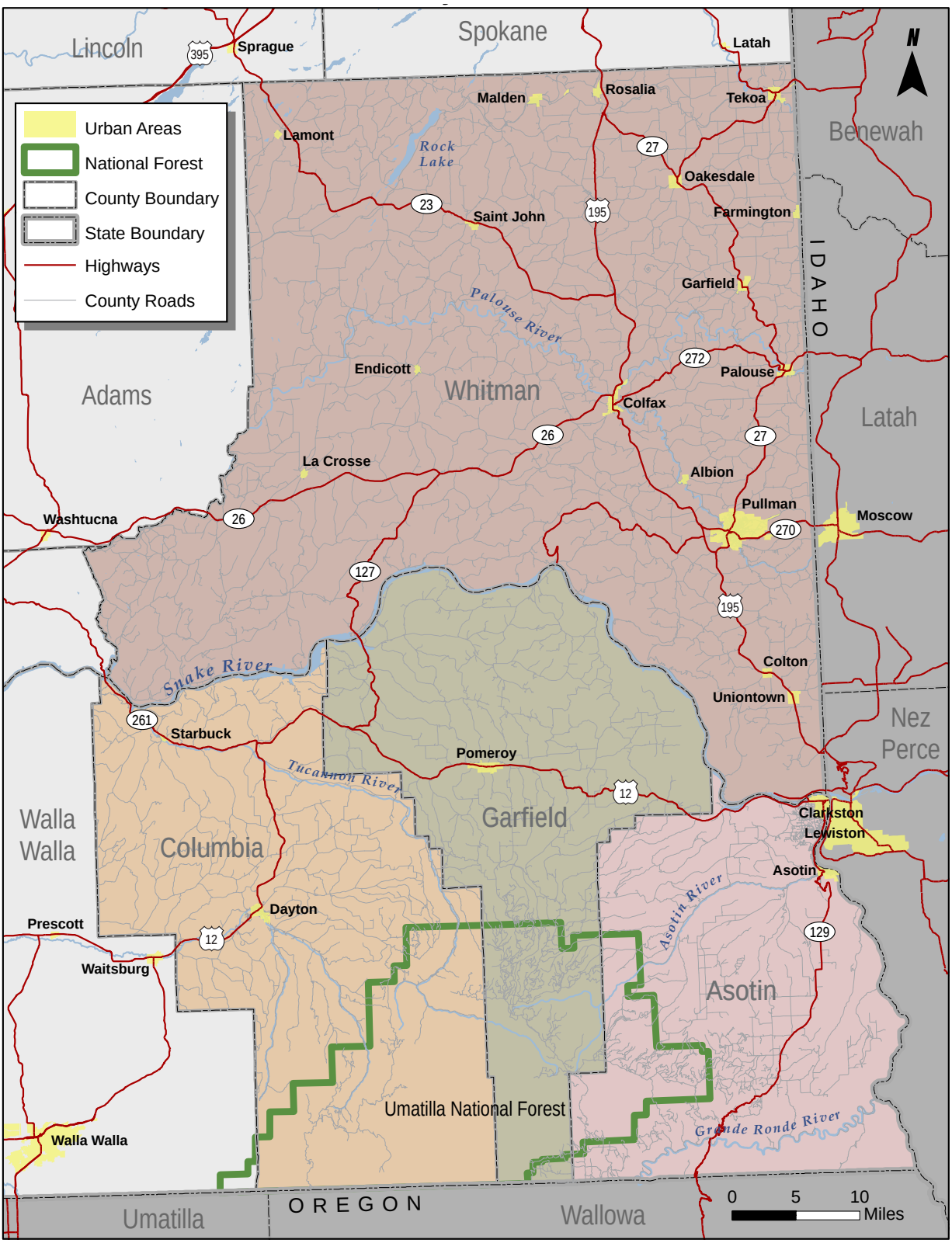
Washington State Coordination Efforts

In Washington, the Agency Council on Coordinated Transportation (ACCT) is a partnership of members from the legislature, state agencies, transportation providers and consumer advocates whose mission is to direct and promote activities that efficiently use all available state and community resources for special needs transportation across the state. ACCT was created by the

3 Federal Register: March 15, 2006 (Volume 71, Number 50, pages 13459-60)

4 Examples include United States General Accounting Office (GAO) reports to Congress titled *Transportation Disadvantaged Populations, Some Coordination Efforts Among Programs Providing Transportation, but Obstacles Persist, (June 2003) and Transportation Disadvantaged Seniors—Efforts to Enhance Senior Mobility Could Benefit From Additional Guidance and Information*, (August 2004).

Figure 1-1 Palouse Project Area



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GIS Data Source: Washington State GIC; Idaho DWR; Oregon GEO; ESRI
Location: Southeastern Washington State

legislature in 1998 to facilitate coordination and eliminate cross-jurisdictional and government program barriers to transportation. ACCT is taking a lead role to work with transportation providers and planning organizations throughout the state to implement the new federal planning requirements.

As a means of providing more efficient, cost-effective non-emergency medical transportation, Washington converted its transportation program into a brokerage service model. The Medicaid brokerage system has been able to keep transportation costs down by coordinating transportation services with other State agencies. Nine regional brokerage agencies are contracted to provide transportation services to 13 separate regions. Washington has been successful in providing expanded and effective access to medical services and is recognized as a model for other brokerage programs across the country.

Key Findings

Demographic Profile

The total population of the four counties in 2000 was 67,752, with Asotin and Whitman Counties being significantly more populated than Columbia and Garfield Counties. All four counties are quite rural, with concentrations of population in several small cities and towns.

All four counties are characterized by a population that has a higher proportion of seniors, people with a disability, and people living in poverty, compared to the State of Washington. These are all groups that often have limited vehicle access and greater need for transportation services.

Only 6.7% of all households in the four counties do not have access to a vehicle. However, a higher percentage of households with older residents do not have access to a vehicle, ranging from 8-16% in each county.

The rural character of these counties makes it difficult for people to get places without a vehicle. Servicing the low density population is a distinct challenge for transportation service providers, who often must travel long distances to pick up and drop off single passengers.

Unmet Transportation Needs/ Service Overlap

An important element of this planning effort is to identify unmet transportation needs within the four-county Palouse RTPO area, as well as service redundancy. This analysis was conducted through a review of existing services in the region.

According to federal guidelines, an unmet transportation need is defined as follows:

- Continuation of current services that would not otherwise operate without grant funds
- New service established to meet an identified need
- Extension or expansion of current services to meet an identified need

Transportation needs and gaps were identified in all three definition areas.

The need to maintain existing service was universally identified as the top priority by workshop participants in all four counties. Additional funding is needed even to maintain services at their existing levels.

Potential new services could also be established to meet identified needs, including expanded service hours (evenings and weekends), daily transportation for employment, transportation for non-Medicaid medical trips, new transit routes between key destinations, and continued transportation for Head Start students and parents.

Service Duplication

Redundancy in service did not emerge as a significant issue in the Palouse region. Due to the very rural character of the area, funding for transportation is spread over a very large area and thus various providers have established relatively distinct service areas.

Chapter 2 Project Methodology

The Plan is being developed in two Phases. This report summarizes the results of Phase 1, which introduced stakeholders to the purposes of the Plan and solicited input about current and future unmet needs. Applications to WSDOT for funding of projects will be based upon the results of Phase 1. During Phase 2, a second set of meetings with stakeholders will be held to confirm the Phase 1 findings and to identify coordination strategies most feasible to implement among transit operators and human service agencies. A set of strategies to improve coordination will be included in the final report.

This section of the report describes the steps undertaken to support the key findings and recommendations from Phase 1.

Demographic Profile

A demographic profile of the four-county Palouse RTPO region was prepared using census data and other relevant documents. This step establishes the framework for better understanding the local characteristics of the study area, with a focus on the three population groups subject to this plan: persons with disabilities, older adults, and those of low-income status.

The demographic profile can be found in Chapter 3 of this report. It includes maps that were developed to illustrate percentages of people with disabilities; people 65 years or older; poverty levels; and households without an automobile.

Stakeholder Involvement

A Steering Committee of nine stakeholders is directing the overall plan development and setting the priorities for funding applications to the Washington Department of Transportation. The Steering Committee is composed of the five transit operators, a representative of the metropolitan planning organization, a representative of a bi-state council of up to 50 human service providers, and an elected county commissioner.

In October 2006, workshops were conducted in each of the four counties. Participants represented transit operators, the Department of Social and Health Services (DSHS), developmentally disabled centers, school districts, child care providers, human service agencies, local and county elected officials, a chamber of commerce, a senior housing apartment, and riders. Chapter 4 describes the workshops. Appendix A lists the members of the Steering Committee and Appendix B lists the workshop participants.

Document Existing Transportation Services

This step involves documenting the range of public transportation services that already exist in the four-county area. These services include public fixed route and dial-a-ride (paratransit) services, vanpool services, and transportation services provided or sponsored by other social service agencies. A detailed description is included in Chapter 5.

Needs Assessment and Identification of Strategies

An important step in completing this plan includes the identification of service needs or gaps. The needs assessment provides the basis for recognizing where—and how—service for the three population groups needs to be improved. Chapter 6 describes the service gaps and priorities identified by participants in the workshops. In all

four counties, maintaining and protecting existing services was identified as the most important service need.

In addition to maintaining existing services, participants in the stakeholder workshops identified potential service strategies intended to address service deficiencies. These "strategies" differed from specific projects in that they may not yet be fully defined, e.g. a project sponsor isn't identified, or project expenditures are not fully defined.

The Steering Committee then met to review the needs, gaps, and strategies resulting from the stakeholder workshops. Based on this input, the public transit providers will develop project proposals for the Washington State Coordinated Grant Program.

Prioritization of Service Needs

The Steering Committee met in November 2006 to develop prioritization criteria upon which the applications will be based for the State grants. The criteria are outlined in Chapter 8. The projects selected by the Steering Committee, based on the prioritization criteria, will be forwarded to the Policy Board of the RTPO for approval prior to submission to WSDOT in January.

Chapter 3 Demographic Profile

Study Area Description

Asotin, Columbia, Garfield, and Whitman Counties are located in southeastern Washington State (see Figure 3-1). Their total area is 4374 square miles, with a total population of 67,752, according to the 2000 Census.

All four counties are quite rural, with population concentrations in small cities and towns.

Population

The population varies significantly between the four counties, though they are of similar areas, with Asotin and Whitman Counties being much more heavily populated than Columbia and Garfield Counties. The population of the four counties was 67,752 people in 2000 and was 69,800, just slightly higher, in 2005. This was an 8.1% increase in population since 1990, when it was reported to be 62,652, with almost all of that growth in the 1990s. Comparatively, the population statewide has increased 29% since 1990.

In 2000, about 14% of the population in the four counties was 65 years of age or older, with Whitman having the lowest percentage (12%) and Garfield having the highest (21%). In actual numbers, Whitman and Asotin Counties, having larger overall populations, had more senior citizens, even though the percentage was lower compared to the less populated counties of Columbia and Garfield. In Washington State overall about 11% of the population was 65 years of age or older in 2000.

Disabilities

The definition of "disability" varies; for this project, information cited is consistent with definitions reported in the Census 2000. The Census 2000 included two questions with a total of six subparts with which to identify people with disabilities.[1] It should be noted that this definition differs from that used to determine eligibility for paratransit services required by the Americans with Disabilities Act (ADA). To qualify for ADA paratransit services, an individual's disability must

1 These questions were: 18. Does this person have a physical, mental, or other health condition that has lasted for 6 or more months and which (a) limits the kind or amount of work this person can do at a job? (b) prevents this person from working at a job? 19. Because of a health condition that has lasted for 6 or more months, does this person have any difficulty—(a) going outside the home alone, for example, to shop or visit a doctor's office? (b) taking care of his or her own personal needs, such as bathing, dressing, or getting around inside the home?

Figure 3-1 Basic Population Characteristics (2000)

Area	Total population	% of state population	% persons aged 65+	% persons w/ disability	% below poverty level
Washington State	5,894,121	N/A	11%	14%	12%
County					
Asotin	20,551	0.35%	16%	13%	15%
Columbia	4,064	0.07%	19%	17%	13%
Garfield	2,397	0.04%	21%	11%	14%
Whitman	40,740	0.69%	12%	11%	26%
TOTAL	67,752	1.15%		12%	

prevent him or her from independently being able to use the fixed-route transit service, even if the vehicle itself is accessible to persons with disabilities (i.e. lift or ramp-equipped.)

Twelve percent of the population in the four counties was identified as disabled in the 2000 US Census, including over 17% in Columbia County. Comparatively, 14% of the population statewide was identified as disabled. (See Figure 3-2.)

Figure 3-2 Persons Reporting a Disability

	Percent with Disability
Washington State	14%
County	
Asotin	13%
Columbia	17%
Garfield	11%
Whitman	11%
AVERAGE	12%

Income Status

The median household income in 1999 was similar in three of the four counties, which all had a median income somewhat above $33,000, as illustrated in Figure 3-3. Whitman County was lower, however, with a median income of $28,600.

Furthermore, a significantly higher proportion of households in Whitman County – over 25% – have incomes below the federally-defined poverty level. Comparatively, 13-15% of households in the other three counties have incomes below the poverty level. Notably, a large student population, attending Washington State University in Pullman, lives in Whitman County, which likely contributes to the higher percentage of individuals living below the poverty level.

Statewide, the median income for Washington was $45,776 in 1999, with 7.3% of households having incomes below the poverty level.

Figure 3-3 Income Status

	Median Income	% of Individuals living in poverty
Washington State	$45,776	12%
County		
Asotin	$33,524	15%
Columbia	33,500	13%
Garfield	33,398	14%
Whitman	28,584	26%

Access to a Vehicle

Overall, only 6.7% of households in the four counties do not have access to a vehicle. However, as shown in Figure 3-4 significantly more households where the head of household is over 65 years of age do not have access to a vehicle. Though only 8% of these households in Garfield County do not have access to a vehicle, 14% in Whitman County and 16% in Columbia County do not have access to a vehicle.

Figure 3-4 Households with No Vehicle Available

	All Households	Head of Household Over 65
Washington State	7.4%	17%
County		
Asotin	6.1%	11%
Columbia	7.7%	16%
Garfield	4.6%	8%
Whitman	7.0%	14%
TOTAL	6.7%	12.3%

Employment and Economy

The largest employers in each of the four counties are generally public sector, including school districts, hospitals, government agencies, and Washington State University (Pullman). Schweitzer Engineering in Pullman is a large employer as well. Though not providing a large

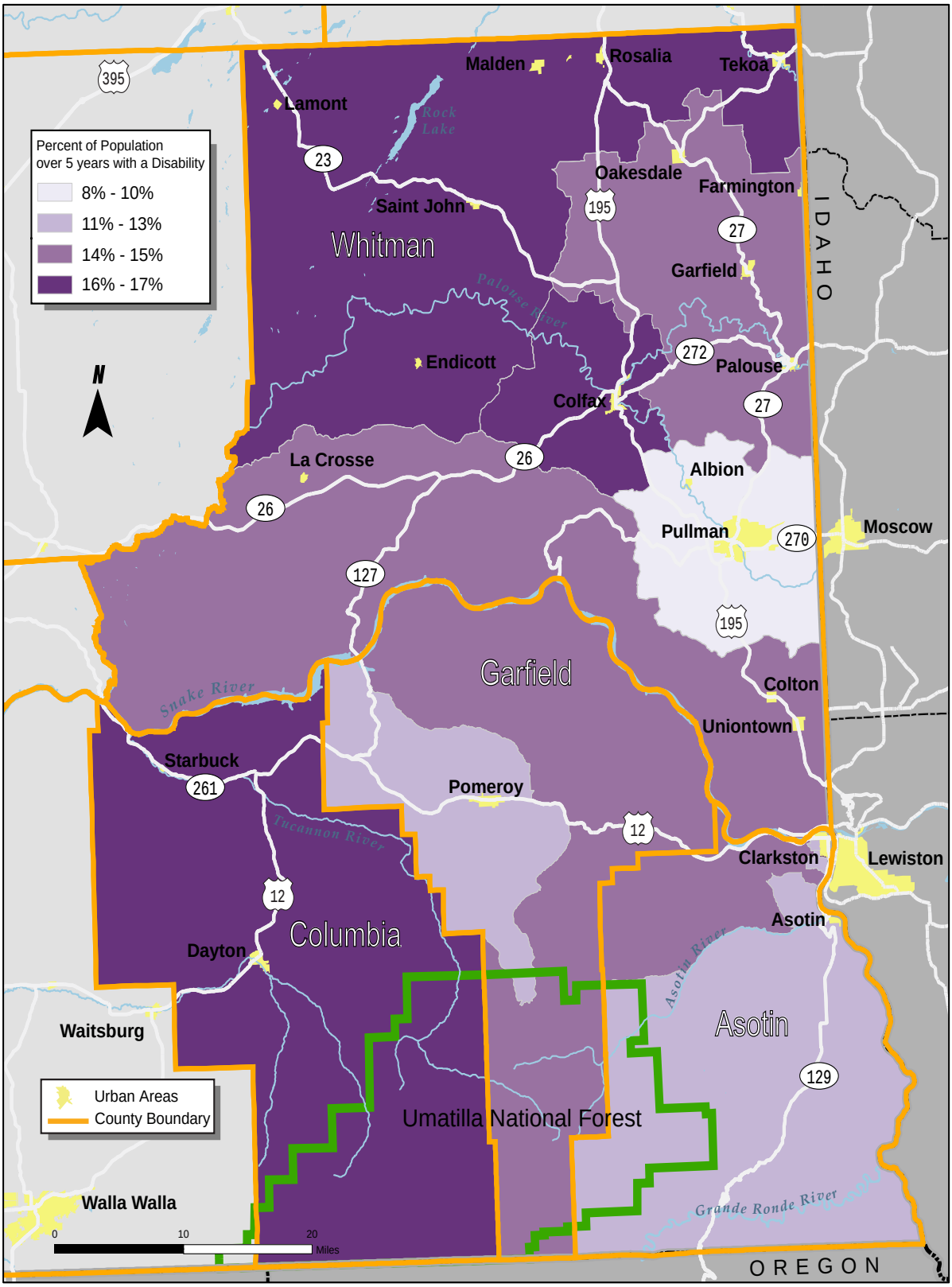
proportion of jobs, grain production is a key income generator for the region.

The unemployment rate in Asotin and Columbia Counties is somewhat higher than the statewide average, and somewhat lower in Whitman County, as shown in Figure 3-5. Educational attainment in the four counties is lower than the state average, with Whitman County being the exception because of the presence of the University. Economic development in the area is constrained by its remote location, limited access to metropolitan areas, and lack of capacity in the electricity transmission grid. The cultural magnetism and economic opportunities of more urban locations is drawing the younger generation, especially those with higher educational attainment, away from the four counties. The government provides 43% of all jobs in the four counties, significantly more than any other sector, followed by services (22%), and wholesale and retail trade (13%). This pattern generally holds for all four counties, except the services industry provides very few jobs in Garfield County and Seneca, a food processor, provides the largest proportion of jobs (42%) in Columbia County.

Figure 3-5 Labor Force and Unemployment Rate (2005)

	Labor Force	Unemployment Rate
Washington State	3,264,600	5.5%
County		
Asotin	10,370	7.3%
Columbia	1,870	7.1%
Garfield	1,120	5.8%
Whitman	21,050	4.4%

Figure 3-6 Disabled Population



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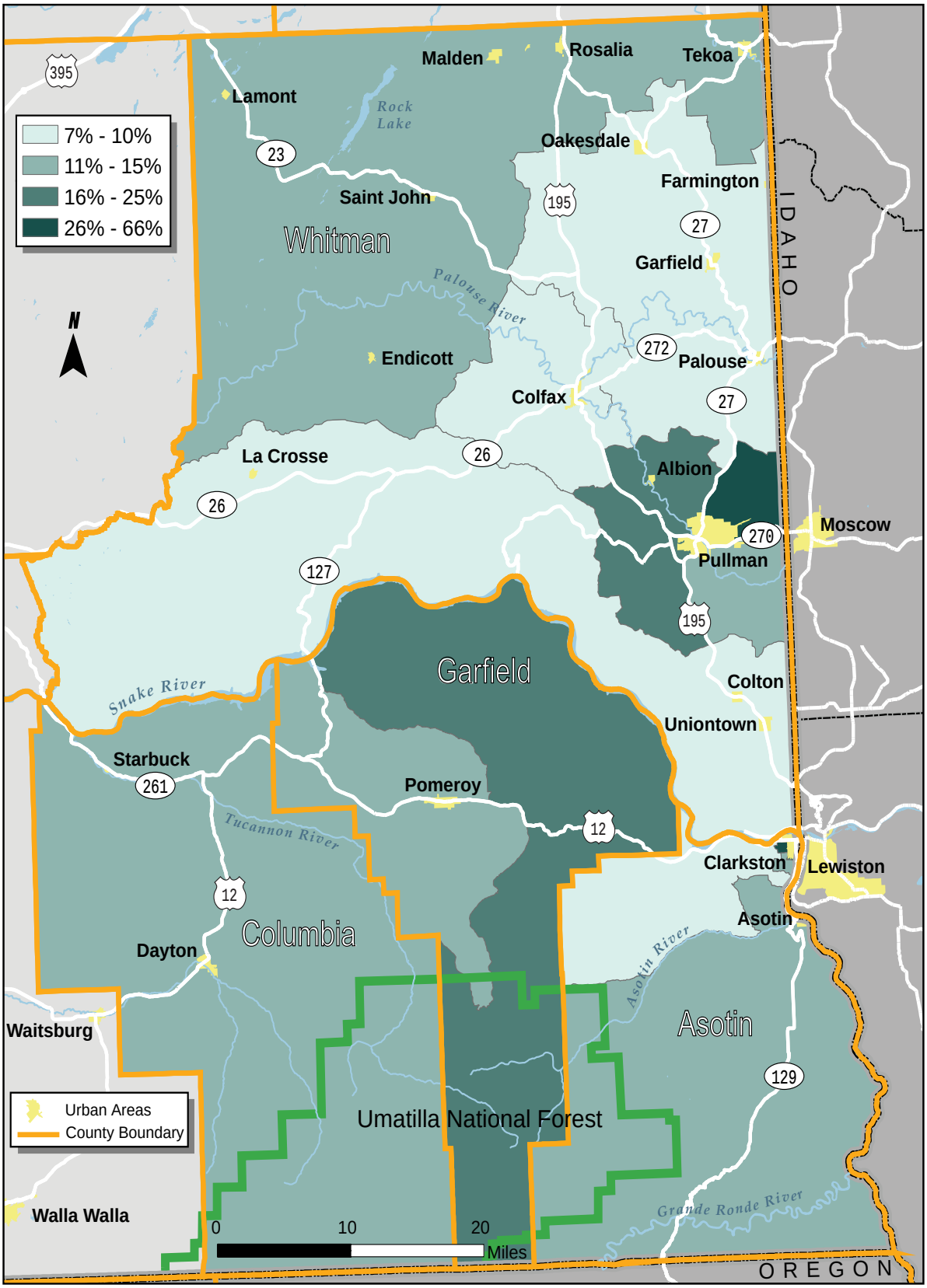
GIS Data Source: WA State GIC, Idaho DWR, Oregon GEO, ESRI
Census Data Source: US Census 2000 - Data by Census Tract
Location: Southeastern Washington State

Figure 3-7 Percent of Population Below Poverty



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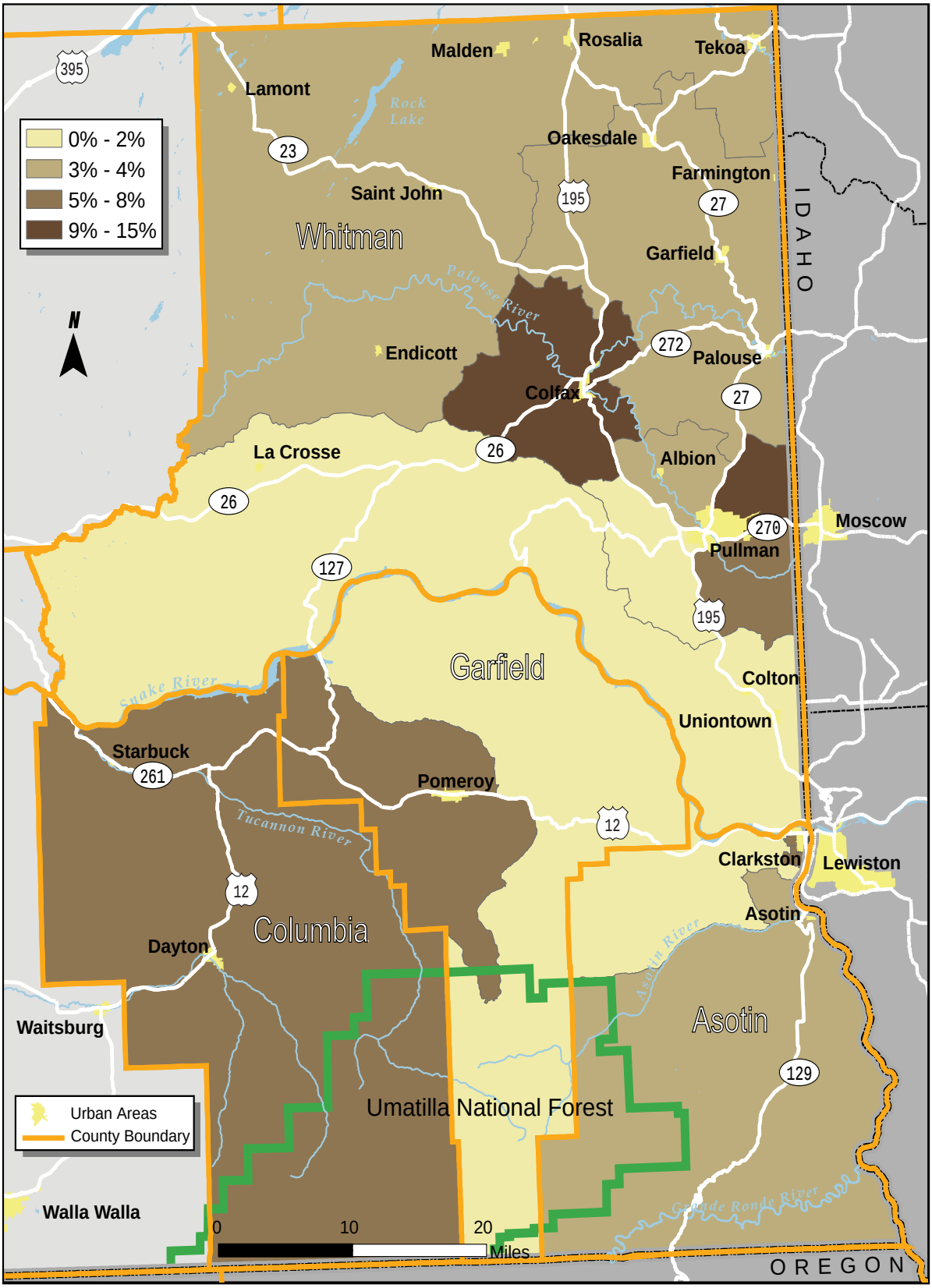
GIS Data Source: WA State GIC, Idaho DWR, Oregon GEO, ESRI
Census Data Source: US Census 2000 - Data by Census Tract
Location: Southeastern Washington State

Figure 3-8 Percent of Housing Units with No Vehicles



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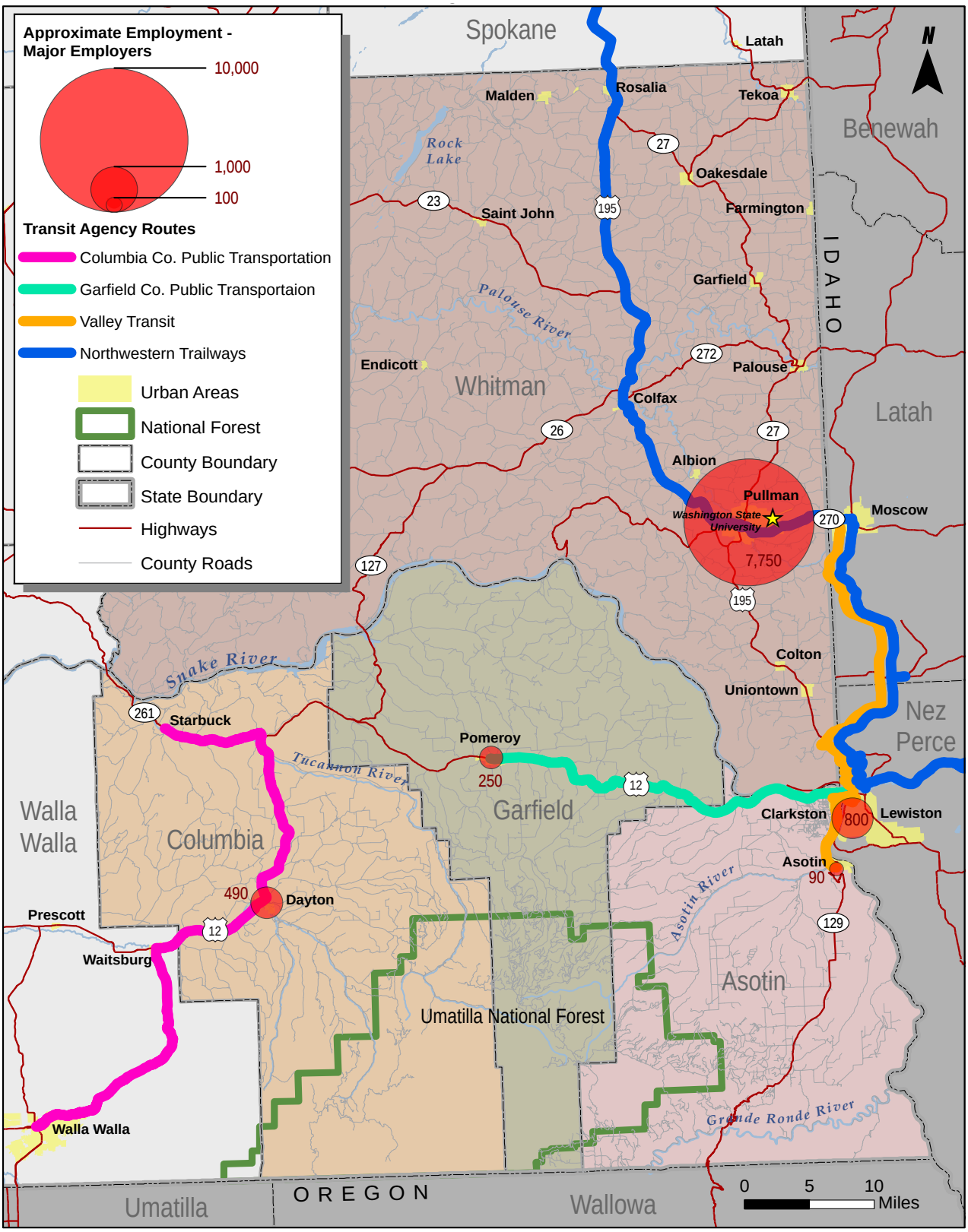
GIS Data Source: WA State GIC, Idaho DWR, Oregon GEO, ESRI
Census Data Source: US Census 2000 - Data by Census Tract
Location: Southeastern Washington State

Figure 3-9 Palouse Transit Coordination Project Area



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GIS Data Source: WA State GIC, Idaho DWR, Oregon GEO, ESRI
Employment Data Source: Palouse Economic Development Counsil
Location: Southeastern Washington State

Chapter 4 Stakeholder Participation and Public Outreach

County Commissioner Dean Burton points to a key destination during the Garfield County Stakeholders Workshop.

A Steering Committee of nine stakeholders is directing the overall plan development and setting the priorities for funding applications to the Washington Department of Transportation. The Steering Committee is composed of the six transit providers, a representative of the metropolitan planning organization, a representative of a bi-state council of up to 50 human service providers, and an elected county commissioner. Appendix I contains the names and organizations of the Steering Committee members.

A project kickoff meeting was held with the Steering Committee, during which they expressed their views on the transportation gaps and unmet needs. Members also provided contact lists for the Stakeholder Workshops held in each of the four counties and made all meeting arrangements.

Stakeholder Workshops for Phase 1 of this project occurred on October 16-17, 2006. A powerpoint describing the goals of the project was followed by an interactive exercise using maps to identify key destinations and gaps in services. Consultant staff facilitated the meetings, which resulted in:

- Education of stakeholders on new federal requirements generated through SAFETEA-LU
- Identification of key points of origin and destination
- Identification of gaps in service
- Identification of potential solutions and strategies

The number of participants in each workshop is listed in Figure 4-1. They represented transit operators, the Department of Social and Health Services (DSHS), developmentally disabled centers, school districts, child care providers, human service agencies, local and county elected officials, a chamber of commerce, a senior housing apartment, and riders. A list of participants and their agencies can be found in Appendix II.

Figure 4-1 List of Workshops and Their Location

Time	Location	Number of participants
October 16, 10 am - Noon	Garfield County	11
October 16, 2 - 4 pm	Columbia County	15
October 17, 9 am - Noon	Whitman County	12
October 17, 2 - 4 pm	Asotin County	8

Chapter 5 Description of Existing Transportation Services

Special Multi-County Service: COAST

COAST serves nine counties in Washington and Idaho, including Whitman, Asotin, Garfield, and southern Spokane County in Washington. COAST operates 11 vehicles, nine of which are wheelchair accessible. COAST is a broker for transportation services with a significant number of human service providers in Washington, as well as the state-authorized Medicaid broker for this area. COAST is also a direct provider of transportation services in Washington and Idaho, with a team of trained drivers. COAST leases several of its vehicles to various programs in Whitman County: Community Child Care Center, Palouse Industries, and the YMCA. COAST also provides technical assistance, risk management services, and certified driver training for area providers. Last year COAST provided 57,030 one-way trips and 706,600 miles of service.

COAST has a bi-weekly schedule serving selected rural communities in both Washington and Idaho. COAST calls this service, "scheduled vans." The services enable residents of these very rural communities to access larger urban service centers. The services are "demand response" because the riders make individual reservations. If there are no reservations, the van does not operate. The services are also "deviated-fixed route" because the van travels through one or more small communities picking up riders and then travels to a specific urban destination (e.g. Spokane). From the reservation list, the driver has a general idea of where the riders want to go and when. On arrival at the urban service center, the van operates as a "multiple charter" or "taxi," whereby the riders and the driver cooperate so that the various needs are met—for example visiting a spouse in a nursing home, shopping for groceries, keeping a medical appointment, and lunching with friends at a downtown restaurant. Frequently family and friends or public transportation services provide some of the one-way trips that are needed so that the rider can reconnect with the van and driver. There is a fixed time to pick up riders in the origin community and a general "target" departure time from the urban center, but this time can vary by an hour or more.

During the last 21 years several agencies have merged their volunteer driver programs into COAST's program. These agencies include: Inland Empire Muscular Sclerosis Society, Washington State Division of Social and Health Services (DSHS), and the Community Action Center. In addition, these services are coordinated with other volunteers from Alternatives to Violence, the Cancer Society and the Disabled American Veterans. Volunteers drive their own vehicles to serve Whitman County transportation needs. The volunteers are recruited, registered, trained, monitored, insured and reimbursed for mileage by COAST or the other sponsoring organizations. In 2005 COAST's own volunteer drivers provided 4,647 one way trips and drove 168,143 miles. At $10.00 per hour the 7,907 hours they donated had a value of $79,070.

COAST is the sponsoring agency for two "Community Vans," one in Palouse and the other in Garfield. The vans are owned and insured by COAST, but operated by a local community board which is responsible for scheduling use of the vehicle, financing operation of the vehicle, providing volunteer drivers, and maintaining the van. In Palouse, the local agency is the Chamber

of Commerce, and in Garfield the agency is a rural hospital district that operates a small assisted living facility. COAST screens and trains the volunteer drivers. The community vans can be used to meet any transportation need as long as a trained driver operates the vehicle. In addition, COAST contracts with Palouse and Garfield to provide services in other communities, just as COAST would broker a trip to any other private or public provider. In this way the community van becomes a transportation provider in the region and can earn funding so that other trips can be provided free to local groups, such as a group of senior citizens attending the theater.

- Garfield: An accessible 9-passenger, 1991 Ford conversion, operated by nine volunteer drivers, provided a total of 400 one-way trips last year. This van is the primary support to the Assisted Living Center opened two years ago by the Hospital District. In addition, the van is used to meet general public transportation needs.
- Palouse: This community van is a ramp-equipped accessible 6- passenger, 1992 Dodge minivan conversion. Thirty drivers have been recruited, screened and trained. This van currently operates once or twice a week primarily for medical purposes, but other needs are accommodated as well.

Asotin County

Valley Transit provides public transportation in Clarkston and Asotin under contract to the Asotin Public Transportation Benefit Area.

Valley Transit operates a fixed-route system with two routes, one in Clarkston and one in Asotin, on one-hour headways from 6 a.m.- 6 p.m. Monday through Friday. Fares on the fixed-route system are $0.75 one-way, with a monthly pass available for $20. See Appendix C for the schedules.

Valley Transit also operates a Dial-a-Ride service. Riders are scheduled in groups to efficiently provide as many rides as possible within the community. Advance notice is required. Fares are $1.50 one way, and passes are available for $30.00 for 30 trips. Passes are valid for three months from date of purchase.

A county sales tax of 0.2% was passed in November 2004. Collection of the tax began in January 2005, providing a dedicated funding source for operations in Asotin County. This sales tax sunsets in January 2010 unless renewed. The state of Idaho does not allow such local taxes, and this limits funding for service in Lewiston.

Federal Section 5307 funds provide a 1:1 match to the local sales tax measure, and state sales tax provides additional funding. In 2005, the local sales tax and Federal match each provided $380,986 and the state sales tax entitlement provided $92,000.

In 2005, Valley Transit provided 23,049 rides on its fixed-route system and 7,321 rides through its Dial-a-Ride service.

Columbia County

Columbia County Public Transportation (CCPT) is the only public transportation provider in Columbia County, covering the entire county. CCPT also provides services to the adjacent Walla Walla County communities of Waitsburg and Prescott, taking residents into Walla Walla or Dayton. It is also the Medicaid provider for the county through a contract with the Medicaid broker, People for People. Staff consists of the General Manager, the Operations Manager, two full-time drivers, and six part-time on-call drivers. CCPT had a budget of $348,727 in 2005. CCPT is a member of the Washington State Transit Insurance Pool.

Both demand-response (dial-a-ride) and vanpool services are provided. One 14-passenger mini-bus is used within the city of Dayton and four are used for out of town trips. All vehicles are wheel-chair accessible. Hours are Monday

through Friday from 7 a.m. to 5 p.m., with 24 hour service available for Medicaid clients seven days a week. CCPT provides outings and journeys through Dayton on various weekends throughout the year. Fares are $1.50 for the general public students and adults. An adult monthly pass can be purchased for $40.00 per month for transportation in Dayton. A student monthly pass can be purchased for $25.00 per month for the first child and $5.00 per month for each additional child in the same family. The elderly and people with disabilities are charged $1 per day or $15 for a monthly pass. In 2005, CCPT delivered 30,884 demand-response one-way trips.

Transportation is available for such programs as senior nutrition, Senior Information and Assistance, Welfare to Work, and Supplemental Nutrition for Women, Infants and Children (WIC). Transportation is also available for medical and dental appointments, Blue Mountain Counseling appointments, grocery shopping, postal business, food bank, getting children to and from babysitters, getting children picked up after school as well as delivered to afternoon kindergarten classes, banking, and for any other services provided in Columbia County. School children are transported within Dayton, because the school district does not provide transportation for those residing within a one-mile radius of the school.

CCPT provides transportation to Walla Walla for medical and dental appointments given a one day notice. Weekly trips to Starbuck are available when three or more persons would like to come into Dayton to take care of their business needs. CCPT provides transportation to Waitsburg residents for medical and dental appointments, bringing them into Dayton or taking them on to Walla Walla. Weekly outings and excursions for Booker Rest Home residents are booked through CCPT as well. CCPT will also deliver prescriptions from the local pharmacy to homebound residents.

In order to expand the transportation available to Columbia County and the surrounding service area, CCPT has instituted a vanpool program. Ten 15-passenger vans and one spare were purchased through the State Investment Program. Seven vanpools are currently in service, with the remainder scheduled to be on the road within the next two years. Current vanpool routes are:

- Clarkston to Lower Granite Dam
- Pomeroy to Little Goose Dam
- Dayton to Little Goose Dam
- Walla Walla to Little Goose Dam
- Walla Walla to McNeary Dam
- Dayton to Walla Walla (two vanpools—one to Walla Walla Community College)

CCPT matches vanpool applicants by hand, with a significant number consisting of employees of the Army Corps of Engineers. Each vanpool has an average of 8-10 riders. CCPT delivered 13,982 vanpool trips from April, when the program started, through December 2005, for an average of 87.8 miles round trip.

In order to be eligible for State vanpool funds, CCPT transitioned from a county department to a Countywide Transportation Authority (CTA) last year. The CTA successfully passed a sales tax of 4/10 of one percent in November 2005, which has provided some stable funding available for transportation services in Columbia County. Collection of the tax began in April 2006. CCPT also receives $3 per person for transportation provided to patients of the critical access hospital. Patit Creek Residential Treatment Center purchases multiple passes throughout the year for their clients, at $1 per ride. The school district purchases passes for some of their programs to transport students to various destinations in Dayton during the school day when their school buses are not in operation.

Garfield County

Garfield County Transportation operates a deviated fixed route between Pomeroy and the Lewiston/Clarkston Valley, on Tuesdays and Thursdays from 9 a.m. until all appointments and errands are completed. A dial-a-ride service is available in Pomeroy during these times Monday through Friday. Both services are fully ADA accessible and available for any county resident needing transportation. Garfield County Transportation carries Medicaid clients to medical appointments, supplementing the service provided by COAST. It also provides assistance to the Garfield County Hospital District when the hospital's vehicles are not able to accommodate the medical equipment and wheelchairs.

There are no fares on either the local service or trips to Clarkston/Lewiston. The service relies on donations, with a suggested donation of $0.50 for local trips and $2.00 for trips to Clarkston/Lewiston.

Garfield County Transportation has two vans, five part -time drivers, and one part time administrator. It provided 7780 rides in 2005, with over 19,000 revenue miles. Its operating expenses in 2005 were approximately $70,000.

Garfield County Human Service Transportation Providers

- The Nazarene Church has a small van it uses to transport members to functions out of town.
- The Garfield County Hospital District has a private vehicle which is used to transport residents from its Long Term Care Facility to medical appointments.

Whitman County

Pullman Transit is the primary public transportation provider in Whitman County and is fully accessible; however, it only operates within the Pullman city limits. Pullman Transit is in full compliance with the Americans with Disabilities Act (ADA) and extends dial-a-ride services to older seniors. The service hours during the Washington State University (WSU) school year are from 6:50 a.m. to 12:30 a.m. Monday through Thursday, 6:50 a.m. to 3:00 a.m. on Fridays, and from 9:00 a.m. to 3:00 a.m. on Saturdays. Nine routes operate on weekdays, and two routes operate on Saturdays. When the university is not in session, service is offered with three routes from 6:50 a.m. to 5:50 p.m., Monday through Friday, and with two routes on Saturdays from 9:00 a.m. to 4:30 p.m. The paratransit system operates during the same hours as the fixed routes Monday through Friday, and on Saturdays from 9:00 a.m. until 5:00 p.m. One additional route linking the WSU campus with student housing areas operates Monday through Friday from 5:30 p.m. until 11:15 p.m., with Saturday day and late-night service as well. See Appendix C for the schedules.

Pullman Transit has provided contract services, also open to the public, for the Pullman Public Schools for 24 years and for Washington State University for 15 years. Last year the fixed route, provided over 1,200,000 boardings. The paratransit system provided 17,124 one-way trips.

Wheatland Express is a charter bus operator and also operates a subsidized fixed-route, public shuttle between the Washington State University and the University of Idaho campuses. **The Commuter** operates on half-hour headways seven days a week, and is free to the university's students, faculty and staff. Other riders pay $2.00 per one-way trip. Both buses used on the route are accessible and have bike racks. See Appendix C for the schedules.

Wheatland Express also operates a route traveling to the Spokane airport twice a day Monday through Friday and once a day on weekends, via Moscow, Pullman and Colfax. Fares are $34 one-way from Colfax and $39 one-way from either Moscow or Pullman.

Overall, Wheatland Express operates five 18-24 passenger buses, ten 47- passenger buses, and four 56-passenger buses. It also operates five accessible buses, carrying from 18 up to 47 passengers, all of which are nearing life expectancy. Wheatland Express operates about 800,000 miles annually.

Northwestern Trailways operates intercity routes using over-the-road coaches. The route links Boise, Idaho to Spokane, Washington. In the Whitman County area the buses make scheduled stops in Pullman and Colfax. Their terminal facilities are only open for an hour around the time of the scheduled stop. The limited schedule restricts same-day service to either of the terminal destinations.

Whitman County Human Services Transportation Providers

Palouse Industries & Early Learning Services: Palouse Industries operates a new ADA accessible mini-van and three older 14-passenger maxi-vans in support of its services, which are based in Pullman. Palouse Industries' sheltered workshop is at one facility and the Early Learning Services and Child Care programs are located at the Gladish Community Center. The maxi-van is also used by the Young Men's Christian Association (YMCA) after-school program, which is located at Gladish.

Palouse Industries makes 17,000 one-way trips a year over 22,500 miles. Staff drivers transport 50 people a day to work sites and other destinations in Whitman County.

Palouse River Counseling Center operates one van to provide supportive transportation services to group and individual clients. This van is not ADA accessible. For daily accessible service for its Harvest House clubhouse program, the Counseling Center contracts with COAST. Currently no clients need the lift van. In addition to van services, counselors from Palouse River Counseling travel to the outlying towns to provide services. The counselor's travel expenses are reimbursed by COAST. This "circuit rider" program is not a unique concept, but COAST's use of state and federal Special Needs transportation funds for reimbursement is a model for Washington State and FTA's United We Ride program.

Child Care Centers in Whitman County:

- Community Child Care Center: CCCC operates three fully accessible multi-function school activity vehicles (MFSAB). In addition to regular child-care programs, CCCC operates the state Even Start Program and the Whitman County Head Start Program.
- Building Blocks Day Care: Operates one older maxi-van for students.
- Sunnyside Pre-School: Standard 15-passenger maxi-van
- YMCA: Leases a MFSAB from COAST.

Fairfield Good Samaritan Center: Fairfield is a senior community located in southern Spokane County but provides services to Whitman County residents living in the Tekoa area. FGSC operates a 1997 Goshen 14-passenger mini-bus with two wheelchair stations and a 1997 Plymouth Voyager mini-van, with low-floor and ramp. In 2004 FGSC provided 1,382 one-way trips. The two vehicles traveled 10,700 miles.

Senior Residential Facilities: Three of Whitman County's skilled nursing and assisted living facilities operate accessible vehicles exclusively for their residents:

a. Tekoa Care Center provides two scheduled medical trips a week for residents.
b. Palouse Hills Nursing Center in Pullman provides about three scheduled trips a week.
c. Bishop Place in Pullman uses its van several times a day.

School Districts: There are ten public school districts in Whitman County and two small K-12 private schools. Each of the public school districts operates a fleet of buses including at least one lift equipped bus. Several of the rural districts outside Pullman provide complementary transportation for CCCC's Head Start Centers located in those communities. Waivers of the child restraint requirements and the bus monitor may be granted based on individual program requests to Head Start offices in Washington D.C.

Women's Transit: The Washington State University (WSU) Women's Center operates Women's Transit. Student volunteers operate three automobiles evenings and throughout the weekend. The services are designed to provide safe, one-on-one transportation for women traveling alone when Pullman Transit is not in operation. The services link WSU libraries, labs, and residences to area clubs, theaters and restaurants. A coordinator oversees 175 volunteer drivers. The hours of operation are 6:00 p.m. to 12:00 a.m. Monday - Thursday. Hours are extended to 4:00 a.m. on Friday and Saturday nights. The system does not operate during WSU's summer recess, although over 5,000 students are on campus in the summer. Last year Woman's Transit provided almost 17,000 one way trips.

Private taxi and van services: All Ways Transportation of Lewiston uses a variety of vehicles, some accessible, to provide services throughout the region. It is a COAST subcontractor. There are two or three taxi companies serving Moscow/Pullman. None of these providers routinely operates later than midnight except on weekend nights. A Good Taxi, based in Pullman, operates two vehicles in the school year, one in the summer.

Churches with Vans and Buses:

- Colfax: Nazarene Church (lift van sold by COAST and renovated by the church); Baptist Church (16- passenger van)
- St John: Christian Life Assembly (van)
- Pullman: Calvary Christian Center (30- passenger bus); Living Faith Fellowship (mid-size school bus, older standard van).

Whitman County Transition Council supports the transition from secondary school to the workforce for individuals with disabilities. The Pullman School District is the lead agency for the Council. In addition to the bus fleet, the Pullman District operates a 7-passenger van in support of students with disabilities. This van is not lift equipped. When a lift van is needed, subcontracts are negotiated with COAST and/or CCCC.

Gritman Hospital owns and operates two vans to provide transportation for patients and employees, with a third van planned for the near future. Gritman's vehicles operate on a demand response basis throughout Gritman's service area which is primarily Latah County in Idaho, but it does transport Pullman area clients to the Adult Day Health program located at the Hospital.

Chapter 6 Key Findings: Service Gaps and Unmet Transportation Needs

Participants review unmet needs at the Columbia County Stakeholders Workshop.

Service gaps and unmet transportation needs were identified through the series of workshops convened in October 2006. The workshops provided an interactive opportunity for a variety of key stakeholders to offer their insight about barriers preventing full mobility for the elderly, people with disabilities, and low-income populations.

According to federal guidelines, an unmet transportation need is defined as follows:

- Continuation of current services that would not otherwise operate without grant funds
- New service established to meet an identified need
- Extension or expansion of current services to meet an identified need

Transportation needs and gaps were identified in all three definition areas.

Continuation of Current Services that would not Otherwise Operate without Grant Funds

As indicated above, one definition of an "unmet transportation need" is the recognition that current services which rely on grant funding would be at risk should the funding not continue. The need to maintain existing service was universally identified as the top priority by workshop participants in all four counties. These services would need to be discontinued or severely scaled-back if current grant funding were no longer available. The following is a sampling of testimony from stakeholders:

Garfield County

"If it weren't for the bus I wouldn't get out of town anymore."

"I can't walk to the post office or grocery store anymore—I need the bus to get there."

Columbia County

"We (Columbia County Public Transportation) are the only provider of transportation in Columbia County."

"(The) transportation system is a major benefit to the community…can't emphasize enough how important it is to support and maintain."

Whitman County

Outside of Pullman and Colfax, "13,221 residents are scattered in the remainder of the county, most living in 16 incorporated towns, ranging in size from 1,001 (Palouse) to 61 (Ewan)…..The small rural communities are located from 15 to 20 miles apart…." Without COAST, residents of these towns would be isolated. For example, COAST provides a community van trip once a month for each town so that seniors can shop in Spokane for goods that are unavailable in their small communities.

In the City of Pullman, home of Washington State University, Pullman Transit transports more than 1,000 riders on some of its Express routes, and over 7,500 trips per day system wide. This high ridership points to the importance of transit in this community.

Asotin County:

Without Valley Transit's fixed routes, access to basic services would need to be provided by more expensive dial-a-ride trips, resulting in fewer people served and decreased mobility. The following are two examples that were cited:

"Garfield County Outreach, based in Pomeroy, provides twice weekly shuttle service to the Clarkston/Lewiston Valley area. From there, passengers are able to take advantage of Valley Transit's fixed route services."

"Many medical facilities and skilled nursing facilities in Asotin County and surrounding area use Valley Transit as their method for transporting clients and patients, in addition to their fleet of shuttle buses."

Additional funding is needed even to maintain services at their existing levels. For example, the escalating cost of fuel has been a concern to the transit operators. Transit operators cannot expand service when higher fuel costs eat into their operating budgets. A shared fuel purchase was mentioned as an idea to explore. Another funding problem is the inability to pay drivers a competitive wage or to give them full-time work. This problem inhibits transit operators from attracting enough drivers to expand services and, often, causes a struggle to keep existing services in place.

Rod Thornton of Pullman Transit at the Whitman County Stakeholders Workshop.

New Service Established to Meet an Identified Need

1. Need for transit in unserved or underserved areas

In all four counties, persons who live or work outside the core city can't easily access public transit. Only Pullman in Whitman County and Clarkston and Asotin in Asotin County have fixed route service in the cities. COAST operates a 14-passenger van for two round trips a day from Colfax to Pullman, reduced to one trip a day in the summer. Wheatland Express operates two round trips a day from Pullman and one round trip from Colfax to the Spokane Airport, where connections can be made with Spokane Transit. People living in other communities who do not drive need to rely on dial-a-ride services, which are constrained by the hours they are available.

- Daily transit for employment is needed. For example, residents in Garfield County have service to Asotin County only two days a week, which is not sufficient for transportation to jobs. In Whitman County, people move to outlying communities because of the lack of affordable housing in Pullman. Once they have moved, however, they cannot get to jobs or services on a daily basis without a car.
- Patients who are not on Medicaid have difficulty with transportation to medical services. All medical patients, including those on Medicaid, lack good transportation options to medical services outside the Palouse region, such as to Spokane and Walla Walla.

- A north/south route from Rosalia to Pullman on 195 is needed is needed to connect people with the jobs and services available in Pullman.
- Stakeholders asked that some level of fixed route service be provided throughout Asotin County. Amenities such as bus shelters or arrangements to use commercial buildings to wait for the bus should be available throughout the county.
- Human service providers requested longer hours for Pullman Transit's A, I and J-Routes to allow for later work hours for their clients.
- Head Start funding cuts may lead to discontinuation of its transportation program, which is not a mandated service. If this occurs, it will create a need for more service from the transit providers for both children and their parents. In addition, parents may jeopardize their jobs, if they then have to accompany their children to and from Head Start on buses.

2. Need for mechanisms to enhance coordination and eliminate regulatory barriers

- Eligibility and fares could be consolidated, making the disparate systems easier to use and understand. In the Asotin County meeting, the need for more simplified or streamlined fare instruments was mentioned. One eligibility card for human service clients that could be used on all systems was suggested, with a smart chip that could be used to bill the appropriate agency for the trip.
- More State examiners are needed to certify drivers for Commercial Drivers Licenses. Filling the examiner positions would erase one of the barriers to hiring more drivers, which are in short supply.
- Regulations for school buses limit flexibility to create transportation solutions with available fleets in rural areas. For example, the vehicles used by many of the child care centers are not legal as school buses to pick up or deliver children to schools. There is a need for more multi-use vehicles acceptable to all regulatory agencies.

Ken Olson of the Palouse RTPO records origins and destinations at the Asotin County Stakeholders Workshop.

- For-profit companies, such as Wheatland Express, could fill some needs but can't compete for grants that don't take into consideration the need for a profit or that require matching funds.
- The State should assist with a long-range plan to replace vehicles. Competing for vehicles does not create sustainable transit systems.
- Recognizing that rural areas have limited resources, the State should absorb the matching funds for transportation grants or modify the percent of match needed.
- The angle of curb cuts sometimes forces people in wheelchairs to make dangerous entries onto streets, as noted by a Garfield County participant. Curb cuts or pavement are needed at some origins and destinations in order to allow access to dial-a-ride vehicles.

Extension or Expansion of Current Services to Meet an Identified Need

1. Need for service expansion into weekends and evenings

The need for expanded public transit service was a concern voiced by stakeholders in all four counties. Currently, only Pullman Transit operates in evenings and on Saturdays, and that service is only available within the City of Pullman. The other communities in Whitman and in the other three counties do not have evening and weekend service. Buses generally stop running at 5-6 p.m.

Workshop participants expressed the need for evening service, because many entry level positions require employees to work during non-traditional hours. In addition, senior citizens who feel comfortable driving in the day often cannot drive at night due to poor night vision. The need for weekend service was widely expressed in all meetings, especially for recreational or shopping trips.

No taxis are available in Garfield and Columbia Counties, resulting in a lack of other options for those who do not drive.

2. Need for expanded inter-county trips

Workshop participants expressed the need for expanded service for inter-county trips, or service between communities within a county, or into Idaho. The following service gaps were identified:

- Robust service to the larger city of Lewiston, Idaho, where many key destinations are located, is limited by the lack of a local tax option to fund transit in Idaho.
- Medicaid patients must often go long distances to Pullman in Whitman County because of the over-subscribed Medicaid physicians in Asotin County. Convenient, timely service with minimal transfers was requested by stakeholders.
- Daily transportation is needed from Pomeroy in Garfield County to services in Clarkston, located in Asotin County. In particular, Work First clients need to go to the Department of Social and Health Services (DSHS).

3. Need for more marketing and outreach about available services

Some stakeholders indicated the need for better information about the transit services and programs. For example, even a few of the knowledgeable stakeholders in the county meetings were surprised to learn about some of the resources available.

- There was a general lack of awareness about the State's rideshare matching program. Ridesharing can be a transportation option in areas that are difficult or not cost-effective to serve, but there was a concern that the State program did not have the capability to meet rural communities' needs.
- Eligibility certification conducted at the senior center or in the home of a senior citizen or person with a disability was suggested as a way to help more people be aware of and have access to available services.
- The absence of a unifying medium—such as a newspaper that everyone could subscribe to or a local television station—contributes to an inability to easily reach riders and potential riders to inform them about what is available.
- Links to web pages among the human service agencies and the transit providers and among the transit providers themselves would increase information about what is available.
- Transit providers could re-institute meetings to share information and plan joint marketing among themselves.
- More could be done to incorporate transit information using the 211 phone number for human services.

At each county workshop, participants were asked to list those gaps that they considered most important to fill. Figure 6-1 summarizes by county the priorities selected by those attending the workshops.

Figure 6-1 Summary of Priorities

Stakeholder Workshops, October 16-17, 2006

County	Priority
Asotin	• Maintain existing services—top priority. • Medical trips to Pullman – provide convenient, timely service with minimal transfers. • Extend hours and operate on weekends, especially needed for social/recreational trips. • Expand fixed route to rest of county. • Provide carpool incentives and subsidize vanpool fares for welfare-to-work recipients.
Columbia	• Maintain existing services—top priority. • Add hours to accommodate health care (broadly defined) and "lifeline" trips (e.g. food, visiting family) as first priorities. Added hours must be accompanied by additional administrative support to prevent burnout of existing staff. • Provide funding for more drivers and more vehicles on the road, to reduce waiting times and expand service hours, especially adding weekend service.
Garfield	• Maintain existing services—top priority. • Add hours to accommodate more medical trips. • Fund a full-time driver as a County employee to ensure a living wage and as a means to expand service to nights and weekends. • Add regular stops to semi-weekly route, such as WalMart, Hayes Market, Banner Farms, Baskin Robbins. • Develop cost-effective ways to serve daily trips to Clarkston/Lewiston, such as to DSHS.
Whitman	• Maintain existing services—top priority. • Expand service: North-South routes beyond Pullman (e.g. Pullman to Rosalia on I-95); extended hours and frequencies beyond City of Pullman. • Improve customer service – information and outreach to customers (and potential customers), use of 211 system • Fund carpool match system for rural residents and subsidize seats in vanpools for people with special needs.

Chapter 7 Washington State Consolidated Grant Program

Starting in Fiscal Year 2007, projects funded through three programs included in SAFETEA-LU—the Job Access and Reverse Commute Program (JARC, Section 5316), New Freedom (Section 5317), and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310)—are required to be derived from a locally developed, coordinated public transit-human services transportation plan. The State of Washington has also included federal funding for non-urbanized transportation (Section 5311) in its Consolidated Grant Program. The following table illustrates the projected levels of funding for these four programs through Washington State's Consolidated Grant Program over the next three years. Actual future funding is subject to annual Congressional appropriations.

Figure 7-1 State of Washington Funding Sources/Amounts

Fund Source	2007	2008	2009
JARC	2,613,574	2,831,372	2,985,645
New Freedom	1,638,596	1,770,089	1,871,237
Elderly/Disabled Section 5310	2,211,542	2,401,029	2,524,195
Non-urbanized Section 5311	8,326,580	9,005,759	9,518,815
TOTAL	$14,790,272	$16,008,249	$16,899,892

Grants for the upcoming funding cycle will be determined according to the following schedule and process:

Figure 7-2 State of Washington Consolidated Grant Program Timeframe

Activity	Timeframe
Completion of Palouse RTPO Phase 1 Coordinated Plan	November 2006
WSDOT issues Call for Projects for Consolidated Grant Program	November 2006
Steering Committee reviews public input and ranks projects submitted from 4- county area	November 2006
Palouse RTPO Board reviews projects recommended by Steering Committee and adopts projects for submittal to WSDOT	December 2006
Applications due to WSDOT; prioritized local rankings due to WSDOT*	January 5, 2007 February 2, 2007
WSDOT selects projects and assigns appropriate fund source	Spring 2007

* Recent guidance from WSDOT staff indicates that regional rankings may consist of "categories" A, B,C and D to represent high, medium, low and not recommended, with up to four projects in each category.

Chapter 8 Prioritization & List of Projects for State's Consolidated Grant Program

The overarching goal of this planning effort is to respond to both SAFETEA-LU and the State of Washington requirements for receiving the federal funds outlined in Chapter 7. Federal guidance issued by FTA specifically requires participation by diverse groups of stakeholders to identify service gaps and/or barriers, strategize on solutions most appropriate to meet these needs based on local circumstances, and prioritize these needs for inclusion in the plan. Service gaps and unmet transportation needs were identified through the series of workshops convened in October 2006.

The Steering Committee met in November 2006 to review the results of the workshops and to prioritize projects for submittal to the Washington State Department of Transportation (WSDOT). The Steering Committee used the definition of unmet transportation needs in the federal guidelines to set priorities among the projects advanced for consideration.

> **Priority 1:** Continuation of current services that would not otherwise operate without grant funds
>
> **Priority 2:** Extension or expansion of current services to meet an identified need
>
> **Priority 3**: New service established to meet an identified need

Transportation needs and gaps were identified in all three definition areas. However, both workshop participants and the transit providers themselves ranked continuation of current services as their top priority. The providers recognize that additional funding is needed even to maintain services at their existing levels.

Based on this prioritization process, the Steering Committee selected the following projects for submittal to the Board of Directors of the Palouse Regional Transportation Planning Organization (RTPO). The RTPO will then forward applications for the projects to WSDOT.

Garfield County

Project A: General Operating Assistance for Garfield County Transportation to preserve and protect existing Dial-a-Ride levels of service.

Garfield County Transportation provides dial-a-ride service locally Monday through Friday and service to the Lewiston/Clarkston area on Tuesday and Thursday. This is the only form of public transportation in Garfield County, which provides service to the elderly, low-income families, persons with disabilities and the general public.

Project B: Provide operating assistance to expand Garfield County Transportation's Dial-a-Ride service to include Saturday and Sunday. The hiring of a full time driver would be included in this project.

The target population in Garfield County voiced a need for expanded hours covering the weekends. The scheduling would include two Saturdays to Lewiston and the remainder locally for recreational and shopping trips. Sunday service would be available so that people can attend church services.

Columbia County

Project A: Operating funding to assist Columbia County Public Transportation (CCPT) in sustaining the current levels of Demand Response transportation services now available to the citizens of Columbia County.

Project B: Capital funding for CCPT to replace two 2002, 14-passenger mini buses, which

each have over 100,000 miles, with two new 14-passenger mini buses.

Whitman County

City of Pullman

Project A: Operating assistance funding to maintain Pullman Transit's existing fixed route and paratransit services in the City of Pullman.

The City of Pullman/Pullman Transit is seeking $800,000 in operating assistance to maintain Pullman Transit's existing fixed route and paratransit services. The funding Pullman Transit is seeking is an increase of $152,000 in the operating assistance over the $648,000 it received in the 2005-2007 biennium. The additional funds are to account for the increases in labor costs, medical insurance, fuel and energy costs, as well as a general increase in all the goods purchased.

Project B: Replacement of Pullman Transit's fareboxes and outdated data collection system with new electronic fareboxes with integrated ridership data system.

Pullman Transit has been using older mechanical fareboxes since the system started in 1979. The data collection system that the system started with was an annotated clicker that was replaced in 1992 with a simple handheld data collector. Both the fare boxes and data collection system are showing obvious signs of deterioration and both need replacing. Since the replacement of each component individually would be a larger cost to the system than replacing a single unit, Pullman Transit has decided to replace them as a combined system. This reduces the overall cost and utilizes an integrated data collection system that will provide Pullman Transit the ability to expand at a later date.

Project C (1): Purchase of an ADA accessible van conversion to expand Pullman Transit's existing paratransit fleet from five vehicles to six vehicles.

Pullman Transit has been experiencing growth on its Dial-A-Ride service. Its existing fleet size is not large enough to meet the demands of its existing service and limits its potential growth. Pullman Transit currently has five paratransit vehicles in service, three full-size vans and two mini-buses. One van is seven years old and should be retired, but the demands of the Dial-A-Ride service make it impossible to take it out of service. Pullman Transit would like to keep this vehicle as a back up, but without an additional van it will stay a front-line vehicle for some time. The addition of the mini-buses has enabled Pullman Transit to expand capacity, but there are places these vehicles cannot access—thus the need for a fourth van.

Project C (2): Operating assistance to expand Pullman Transit's fixed route service during the summer break.

Pullman Transit would like to expand its summer fixed route service by eleven hours per day during the week. It would like to attempt to do something different by providing service to the residential areas on the south side of town with a mini-bus rather than the 35-foot buses it uses now. This would allow the larger buses to remain on the main arterials and provide better service in the residential areas with a smaller vehicle. The estimated cost of this additional eleven hours of service for 2007 is $68,000. Pullman Transit is seeking $140,000 in the 2007-2009 biennium to aid in providing this additional service.

Council on Aging & Human Services, d.b.a. COAST

Project A: Funding to sustain current operations in Whitman, Asotin, Garfield counties.

These services include COAST's demand responsive and route deviation van transportation services and volunteer services primarily for Whitman County residents. COAST also brokers (schedules and purchases services) for Whitman

County residents and for residents of the other two counties. Private for-profit companies, non-profit agencies, public transit systems, social service agencies and volunteers are included in the mix of providers that supply services, on contract, to the COAST brokerage.

Project B: Funding to replace a mini-bus.

In COAST's current vehicle fleet one type of vehicle is missing and is needed to respond to evolving service requests. Funding is needed for a mid-size, modified van, equipped with a heavy duty lift with extra wide lift platform. This vehicle will be used primarily for passengers who use power wheelchairs. COAST has several riders that exceed the ADA limits for combined weight of wheelchair and rider. These riders cannot be accommodated by accessible ramped mini-vans and the dual wheeled, mini-buses in the current fleet have ramp platforms that are too narrow.

Project C: Funding to expand operations with a focus on expanded Flex Route services to persons with disabilities.

Although grant requests do not target specific funding sources, the identified needs fall into those which can be served by the FTA's New Freedom funding. Specifically, persons with disabilities who live in congregate living facilities in Colfax need expanded access to jobs and training opportunities in Pullman, WA and Moscow, Idaho. Current demand exceeds the number of riders that can be served by the current schedule, necessitating the addition of another round trip each day and another vehicle being added to the schedule.

Asotin County

No projects are being submitted by Asotin for this funding cycle.

Chapter 9 Next Steps

This report summarizes results of Phase 1 of the Human Services Transportation Coordination Plan. The following actions were taken during the development of Phase 1:

- Determine the existing transportation services available to the target population of elderly, people with disabilities, and people of low income.
- Map the demographics of the target populations.
- Identify common origins and destinations.
- Conduct needs assessment workshops with stakeholders on gaps in service.

Based on the above actions, the Steering Committee recommended projects to fulfill some of the identified needs. The primary goal of Phase 1 was to receive community input and prioritize projects to submit for funding to the Washington State Consolidated Grant Program.

Phase 2 will begin in early 2007. During Phase 2, a second series of community workshops will be held. A particular focus will be the involvement of human service providers. Actions for Phase 2 include:

- Confirmation by workshop stakeholders of the findings in Phase 1
- An inventory of human service agencies, especially those who operate their own transportation program or who contract with the public service providers for transportation
- Development of strategies to improve coordination between transit providers and among transit providers and human service agencies.

The final report will incorporate key findings and strategies from both Phase 1 and 2. As a result, the Palouse RTPO Human Services Transportation Coordination Plan will be a blueprint for future coordination efforts, including potential projects for funding from local, state, and federal sources.

Appendix A Steering Committee

The Honorable Dean Burton, Garfield County Commissioner

Jan Zorb, *Transportation Coordinator*, Garfield County Transit

Stephanie Guettinger, *General Manager*, Columbia County Public Transportation

Kim Gates, Asotin County Public Transportation Benefit Area

Tom LaPointe, *Executive Director*, Valley Transit

Rod Thornton, *Transit Manager*, Pullman Transit

Karl Johanson, *Executive Director*, COAST (Council on Aging and Human Services)

Steve Watson, *Director*, Lewis Clark Valley Metropolitan Planning Organization

Deborah Winchester, *President*, Idaho Housing and Finance Association

Appendix B Workshop Attendees

Asotin County Stakeholder Workshop
October 17, 2006

Gail Griggs
COAST/Council on Aging and Human Services

Reta Newman
Aging and Long Term Care, Department of Social and Health Services

DJ Jorpino
Austin Manor Apartments

Particia Busse
Clarkston/Colfax Community Service Office-Department of Social and Health Services

Gail Mosher
Clarkston Community Service Office

Chad Pierce
Valley Transit

Kim Gates
Asotin County Public Transportation Benefit Area

Tom LaPointe
Valley Transit

Columbia County Stakeholders Workshop
October 16, 2006

Mary Durbin
People for People

Tracy Sloan
People for People

Rosanna Morgan
Walla Walla Housing Authority

Dan Goe
Dayton City Council

Roland Schirman
Dayton General Hospital

Ted Paterson
Dayton City Council

Rita Lenhart
Department of Social and Health Services

Lola Hershey
Booker Rest Home

Jennie Dickinson
Dayton Chamber of Commerce

Orinda Woods
Blue Mountain Counseling

Dwight Robanske
Columbia County Commissioner

Dick Jones
Columbia County Commissioner

Chuck Reeves
Columbia County Commissioner

Janet McQuary
Columbia County Public Transportation

Merle Myrick
Columbia County Public Transportation

Garfield County Stakeholders Workshop
October 16, 2006

David Knittel
Area Agency on Aging

Gail Griggs
COAST

Jan Waller
Blue Mountain Estates

Jan Zorb
Garfield County Transportation

Jenny O'dell
Senior Center

Rich Feider
Pomeroy City Council

Ann Heitstuman
Garfield County Inter-Coordinating Council Facilitator

Marietta Patterson
Rider

Amy Helke
Rider

Dean Burton
Garfield County Commissioner

Kathy Hazelbaker
Department of Social and Health Services

Whitman County Stakeholders Workshop
October 17, 2006

Peg Motley
Wheatland Express

Teresa Combs
Palouse Industries

Paul Sturm
Pullman School District

Sarah Rial
Gitman Adult Day Health

Karl Johanson
COAST/Council on Aging and Human Services

Gail Griggs
COAST/Council on Aging and Human Services

Dale Murphy
COAST/Project Access

Rod Thornton
Pullman Transit

Mary Tathern
Community Child Care Center

Sarah Hanhs
YMCA at WSU

Dale Miller
Community Action Center

Eric Hoyle
Palouse Industries

Appendix C Public Transit Routes & Schedules

FARES, PASSES & ID

	YOUTH (K-12)	ADULT	SENIOR & DISABLED
Standard Fare	0.30	0.50	0.30
Tokens (20)	6.00	10.00	6.00
Monthly Pass*	10.00	14.00	9.00
Semi-Annual Pass	48.00	72.00	45.00
Annual Pass	94.00	141.00	88.00
Youth School Year Pass**	72.00	N/A	N/A
Summer Youth Pass**	24.00	N/A	N/A

WSU ID CARDS

WSU issues a number of different ID cards. The examples shown can be used by riders who are currently affiliated with WSU.

It can be difficult for the drivers to read the ID cards, so please take it out of your wallet or purse when boarding. Please present your card to the driver when boarding - every time you ride Pullman Transit.

NOTE: "Community Member" ID cards are not valid for riding the bus.

LMS STUDENT

Used by all Lincoln Middle School Students, Pullman Transit Decal Required.

PHS STUDENT

Used by all Pullman High School Students, Pullman Transit Decal Required.

ID must be shown EVERY TIME you ride!

NOTE: Pullman School District passes are valid Monday - Friday only during the Public School year.

All ID Cards shown on this page are for general example only, the actual design of your card may vary.

When accompanied by an adult, all pre-kindergarten children can ride the bus free of charge. WSU students, staff and faculty can ride the bus by presenting their valid WSU ID to the driver.

*Monthly passes valid for calendar months only.
**School Yr. Passes valid for school year only.
**Summer youth pass valid June - August

TRANSFERS

When transferring, please notify the driver in advance so you are sure of making the proper connections. Most transfers take place at the Davis Way Transfer Station, but you may also transfer at other locations.

DIAL-A-RIDE

06 07

Pullman Transit's van service for senior citizens, disabled and temporarily disabled residents.

Door to door service is offered 6:50 AM to 12:30 AM Monday through Thursday, and 6:50 AM to 2:30 AM Friday.

Service is offered Saturday 9:00 AM to 2:30 AM. Call for info... 332-5471

SERVICE LEVELS

		A	I	J	EXP	PM	SAT	PULLMAN TRIPPERS	VISITOR CTR. SHUTTLE
WSU School Year	August 17, 2006 - May 4, 2007	●	●	●	●	●	●	●	■
Midnight North & South Routes	August 18, 2006 - May 5, 2007	■	■	■	■	▲	▲	■	■
Labor Day	September 4, 2006	■	■	■	■	■	▲	■	■
Veteran's Day	November 10, 2006	■	■	■	■	■	▲	■	■
Thanksgiving Week	November 20 - 24, 2006	▲	●	●	■	■	▲	P	■
Thanksgiving Day	November 23, 2006	■	■	■	■	■	■	■	■
Day After Thanksgiving	November 24, 2006	■	■	■	■	■	▲	■	■
Christmas Break	December 18, 2006 - January 7, 2007	▲	●	●	■	■	▲	P	■
Christmas Day	December 25, 2006	■	■	■	■	■	■	■	■
New Year's Day	January 1, 2007	■	■	■	■	■	■	■	■
Martin Luther King Day	January 15, 2007	■	■	■	■	■	▲	■	■
President's Day	February 19, 2007	■	■	■	■	■	▲	■	■
Spring Break	March 12 - 16, 2007	▲	●	●	■	■	▲	P	■
End of Public School Year	May 7 - June 8, 2007	▲	●	●	■	■	■	P	■
Memorial Day	May 28, 2007	■	■	■	■	■	▲	■	■
Summer Schedule Begins	May 7, 2007	?	?	?	?	?	?	?	?
Independence Day	July 4, 2007	?	?	?	?	?	?	?	?
WSU Home Football Games	See WSU Sports Schedule	■	■	■	G	■	G	■	G

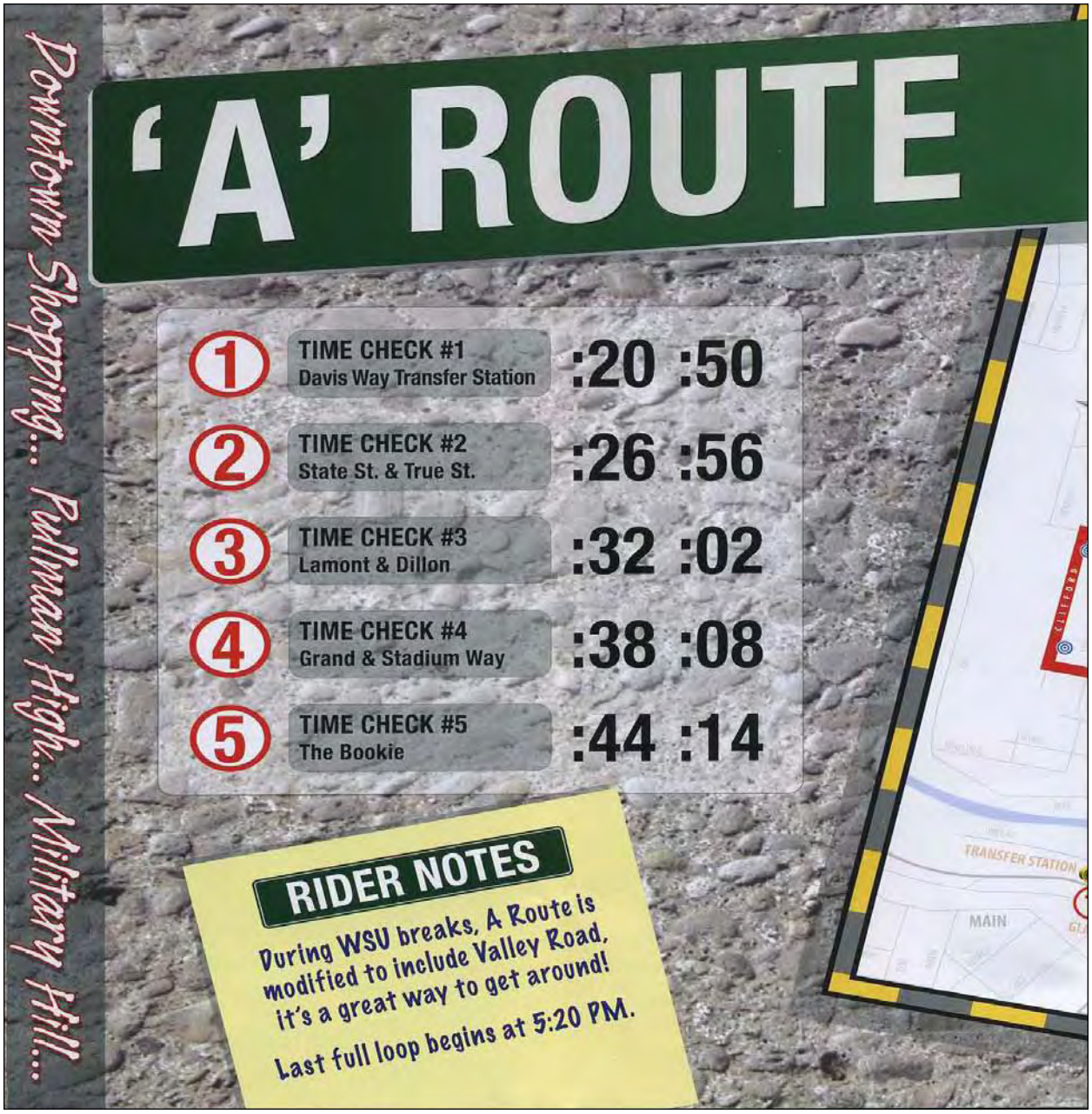
KEY: ● FULL SERVICE P FULL SERVICE (PUBLIC SCHOOL DAYS ONLY) ▲ MODIFIED SERVICE G WSU (PULLMAN) HOME GAMES ■ NO SERVICE OFFERED ? LEVELS TO BE ANNOUNCED

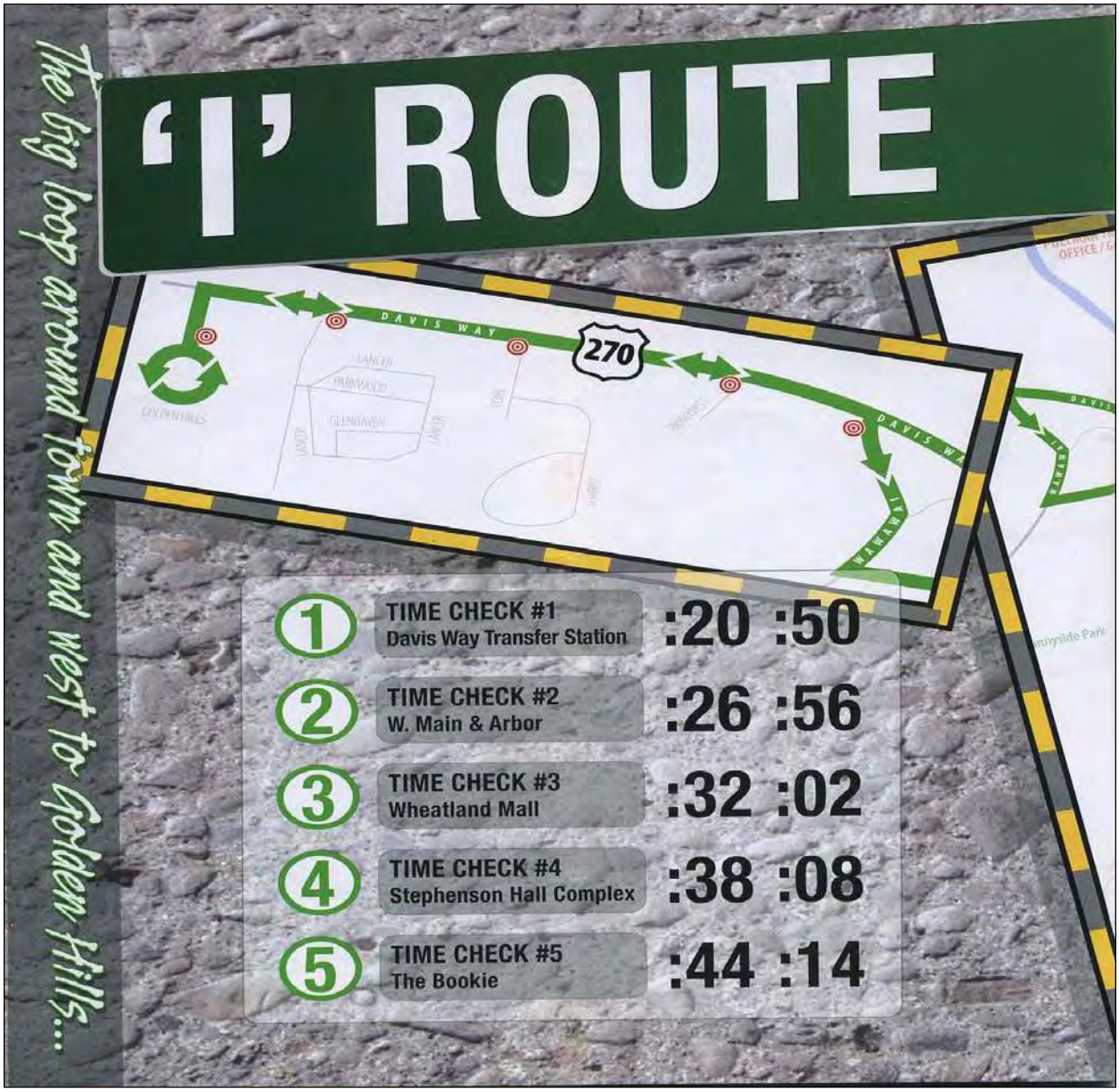
CONTENTS

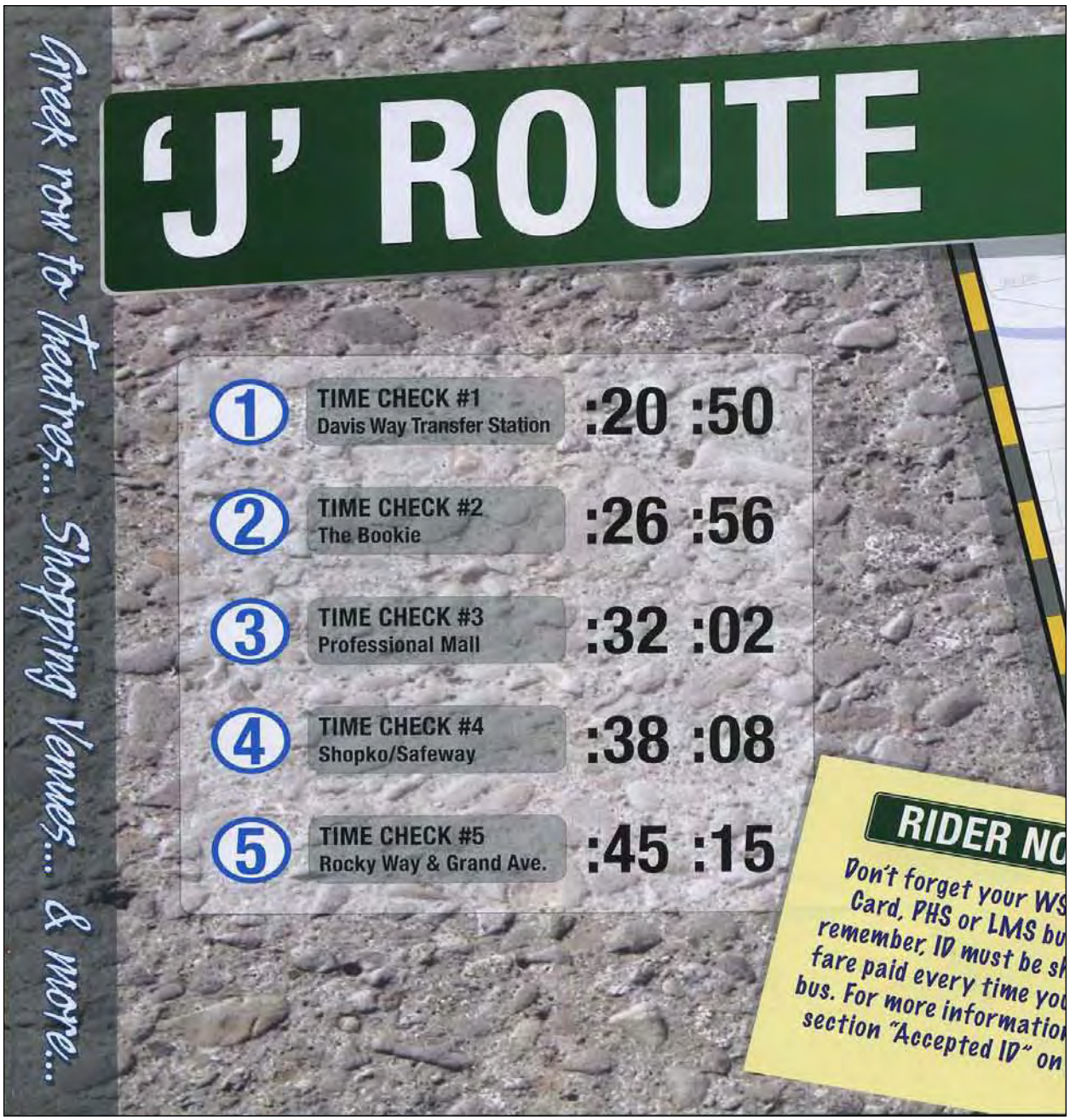
Fares & Passes ..... Page 2
Service Levels ..... Page 3
A Route ..... Pages 4-5
I Route ..... Pages 6-7
J Route ..... Pages 8-9
Express ..... Pages 10-11
Service Area ..... Pages 12-13
PM/SAT North ..... Pages 14-15
PM/SAT South ..... Pages 16-17
Midnight North ..... Pages 18-19
Midnight South ..... Pages 16-17
Trippers ..... Pages 20-23

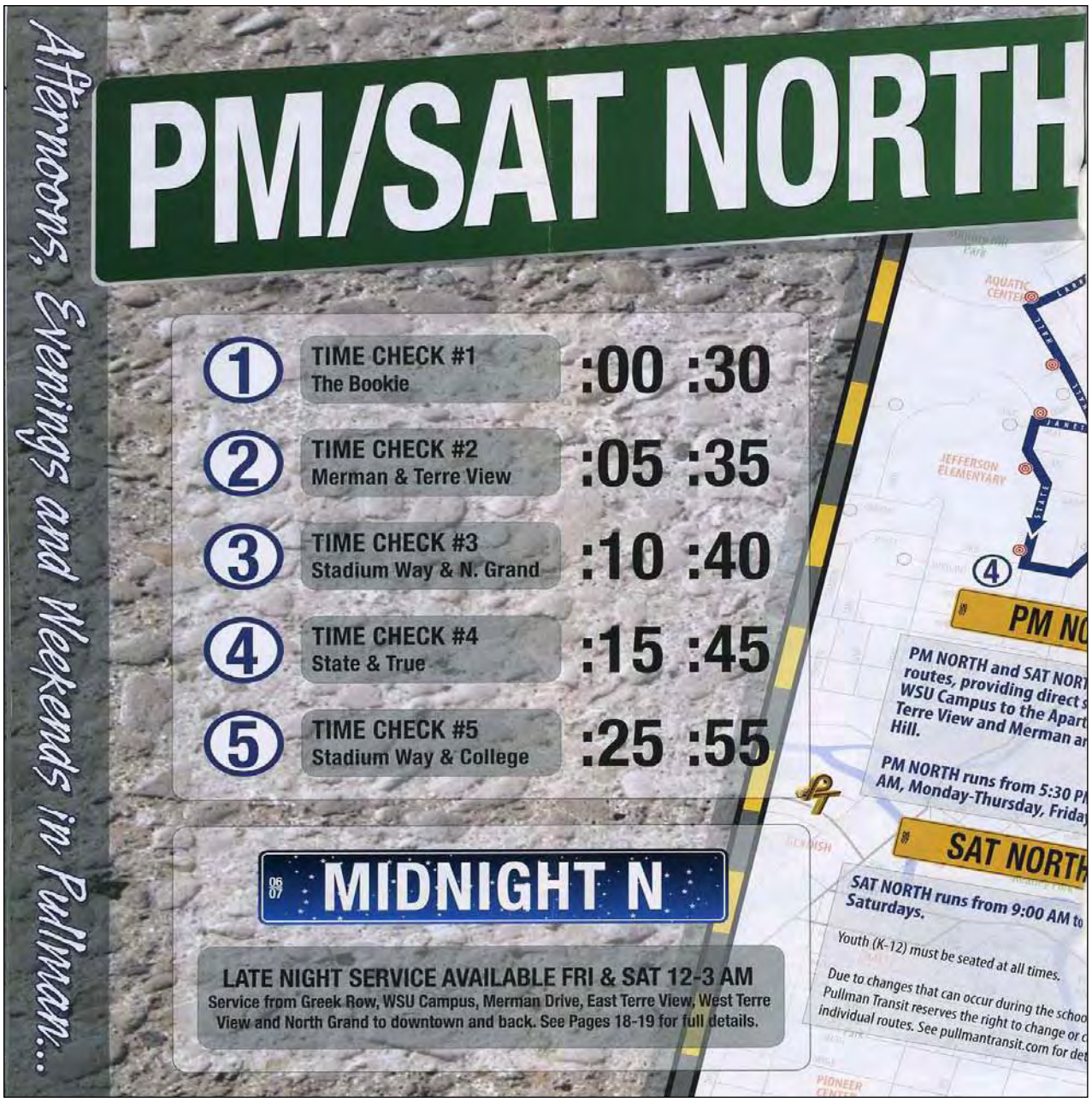
BICYCLE RACKS are available on full-day routes only. Riders are responsible for properly loading bikes on racks. Pullman Transit is not responsible for damage or loss of an improperly loaded bike or to personal property left on the bikes.

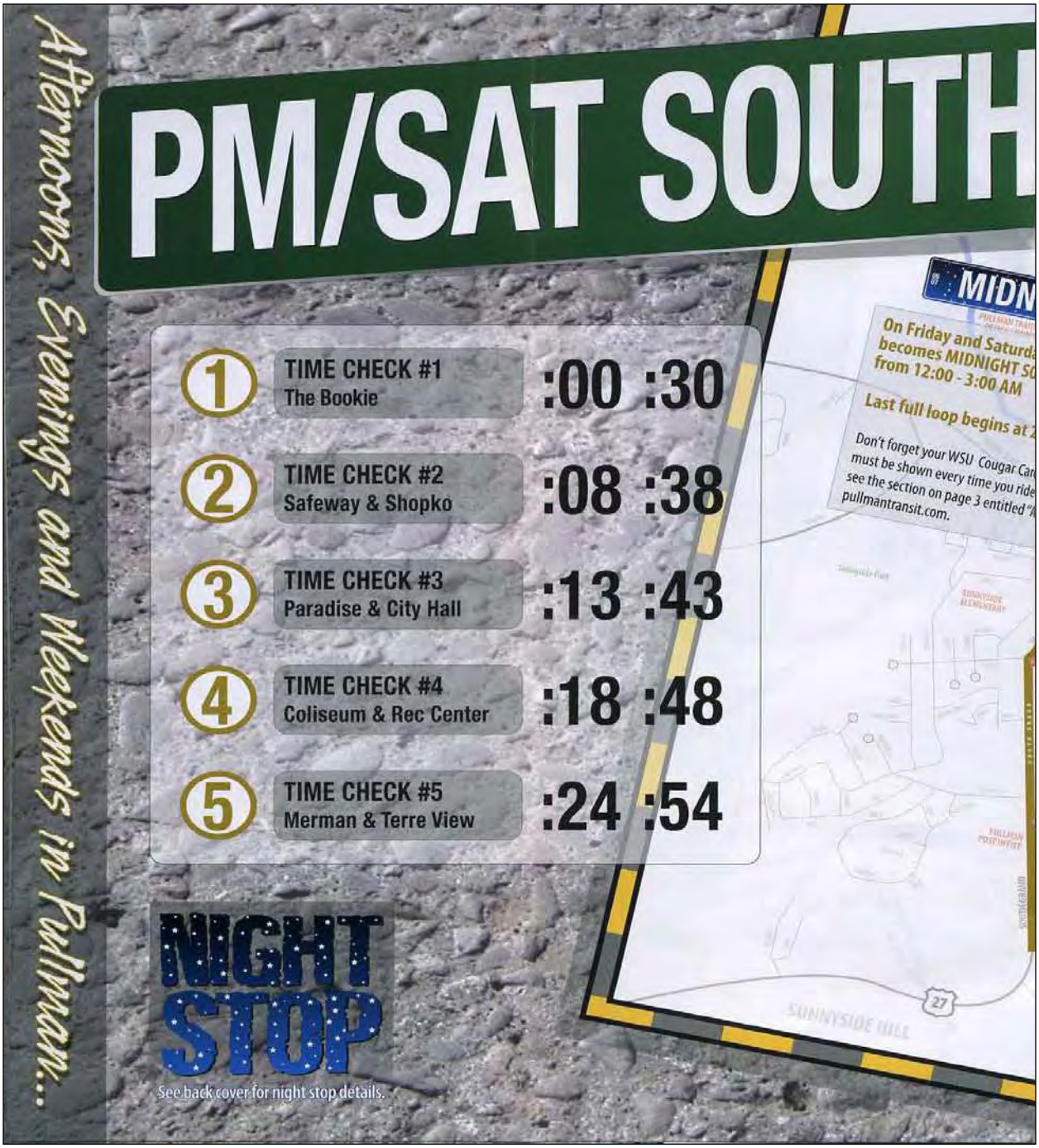
- Bike racks may be used on a first-come first-served basis. Use of the bike rack is free to all riders.
- Easy-to-use instructions are located on the bike rack. Ask your driver for assistance if needed.
- Riders are expected to load and unload their own bikes.
- Remove all loose items before placing your bike in the rack.
- Load your bike from the CURB side of the bus.
- When possible, choose a seat where you can see your bike.
- Don't forget your bike after you get off the bus!
- Please let the driver know as you exit that you will be removing your bike.

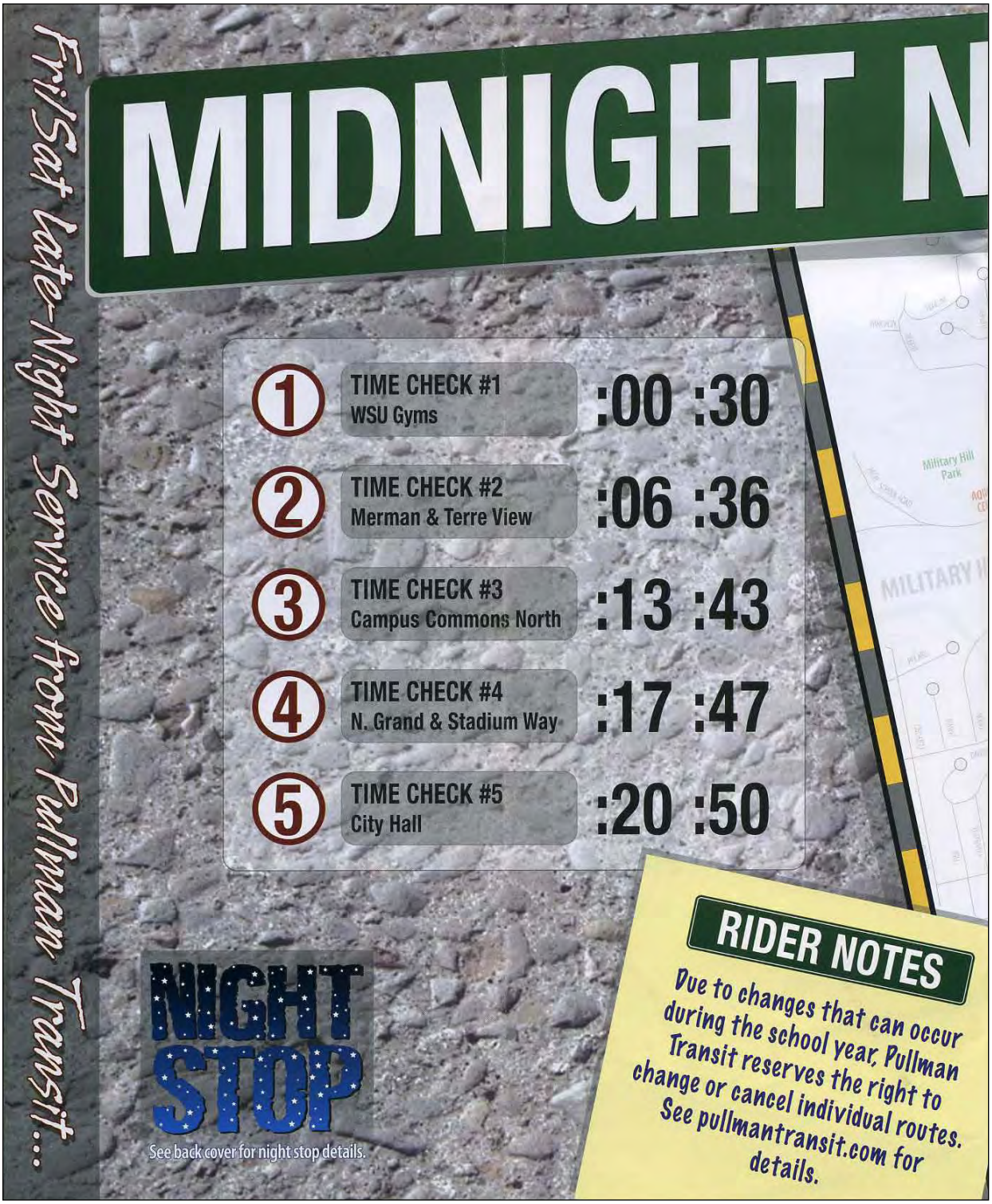

'A' ROUTE
Downtown Shopping... Pullman High... Military Hill...
1 TIME CHECK #1 Davis Way Transfer Station :20 :50
2 TIME CHECK #2 State St. & True St. :26 :56
3 TIME CHECK #3 Lamont & Dillon :32 :02
4 TIME CHECK #4 Grand & Stadium Way :38 :08
5 TIME CHECK #5 The Bookie :44 :14
RIDER NOTES
During WSU breaks, A Route is modified to include Valley Road, it's a great way to get around!
Last full loop begins at 5:20 PM.
TRANSFER STATION
MAIN


'I' ROUTE
The big loop around town and west to Golden Hills...
DAVIS WAY
270
WANAWAY
LANCER
PARKWOOD
GLENHAVEN
GOLDEN HILLS
1 TIME CHECK #1 Davis Way Transfer Station :20 :50
2 TIME CHECK #2 W. Main & Arbor :26 :56
3 TIME CHECK #3 Wheatland Mall :32 :02
4 TIME CHECK #4 Stephenson Hall Complex :38 :08
5 TIME CHECK #5 The Bookie :44 :14


'J' ROUTE
Greek row to Theatres... Shopping Venues... & more...
1 TIME CHECK #1 Davis Way Transfer Station :20 :50
2 TIME CHECK #2 The Bookie :26 :56
3 TIME CHECK #3 Professional Mall :32 :02
4 TIME CHECK #4 Shopko/Safeway :38 :08
5 TIME CHECK #5 Rocky Way & Grand Ave. :45 :15
RIDER NO
Don't forget your WS
Card, PHS or LMS bu
remember, ID must be sh
fare paid every time you
bus. For more informatio
section "Accepted ID" on


Afternoons, Evenings and Weekends in Pullman...
PM/SAT NORTH
1 TIME CHECK #1 The Bookie :00 :30
2 TIME CHECK #2 Merman & Terre View :05 :35
3 TIME CHECK #3 Stadium Way & N. Grand :10 :40
4 TIME CHECK #4 State & True :15 :45
5 TIME CHECK #5 Stadium Way & College :25 :55
06 07 MIDNIGHT N
LATE NIGHT SERVICE AVAILABLE FRI & SAT 12-3 AM
Service from Greek Row, WSU Campus, Merman Drive, East Terre View, West Terre View and North Grand to downtown and back. See Pages 18-19 for full details.
AQUATIC CENTER
JEFFERSON ELEMENTARY
PM NO
PM NORTH and SAT NORT routes, providing direct s WSU Campus to the Apart Terre View and Merman ar Hill.
PM NORTH runs from 5:30 P AM, Monday-Thursday, Frida
SAT NORTH
SAT NORTH runs from 9:00 AM to Saturdays.
Youth (K-12) must be seated at all times.
Due to changes that can occur during the schoo Pullman Transit reserves the right to change or c individual routes. See pullmantransit.com for det
PIONEER


Afternoons, Evenings and Weekends in Pullman...
PM/SAT SOUTH
1 TIME CHECK #1 The Bookie :00 :30
2 TIME CHECK #2 Safeway & Shopko :08 :38
3 TIME CHECK #3 Paradise & City Hall :13 :43
4 TIME CHECK #4 Coliseum & Rec Center :18 :48
5 TIME CHECK #5 Merman & Terre View :24 :54
NIGHT STOP
See back cover for night stop details.
MIDN
On Friday and Saturda becomes MIDNIGHT SC from 12:00 - 3:00 AM
Last full loop begins at 2
Don't forget your WSU Cougar Car must be shown every time you ride see the section on page 3 entitled "A pullmantransit.com.
SUNNYSIDE HILL
27


Fri/Sat Late-Night Service from Pullman Transit...
MIDNIGHT N
1 TIME CHECK #1 WSU Gyms :00 :30
2 TIME CHECK #2 Merman & Terre View :06 :36
3 TIME CHECK #3 Campus Commons North :13 :43
4 TIME CHECK #4 N. Grand & Stadium Way :17 :47
5 TIME CHECK #5 City Hall :20 :50
NIGHT STOP
See back cover for night stop details.
RIDER NOTES
Due to changes that can occur during the school year, Pullman Transit reserves the right to change or cancel individual routes. See pullmantransit.com for details.

VALLEY TRANSIT

MISSION STATEMENT

RPT, Inc. (Valley Transit) is a 501(c)3 non-profit corporation providing ADA accessible and affordable public transportation for the people of our region.

* * * * * * * * * * * * * * * * * * * *

We're very interested in your thoughts & ideas. If you have any questions or comments, please call.

Anyone can ride the bus...Everyone should!

Call for Times or to schedule a Dial-A-Ride Appointment

743-2545

1424 Main
P.O. Box 1102
Lewiston, ID 83501-1102

Revised: 12/1/05

VALLEY TRANSIT

Route Schedule Effective: December 1, 2005

Why Ride The Bus?

- Someone else will do the driving for you.
- Get where you want, when you want.
- Fixed route is inexpensive- only 75 cents per trip or buy a monthly pass for $20.
- Dial-A-Ride (door to door) service available upon request.
- It helps the environment.

Anyone can ride the bus... Everyone should!

Route Schedule Effective:
December 1, 2005

VALLEY TRANSIT

FIXED ROUTE TIME SCHEDULE

Serving Clarkston
& Lewiston Hourly;
Asotin 5 times daily

Anyone can ride the bus... Everyone should!

Service Hours: 6 a.m. to 6 p.m.
Office/Reservation Hours: 8 a.m. to 5 p.m.
Monday through Friday

Call for questions or to schedule a Dial-A-Ride Appointment

743-2545
1424 Main
P.O. Box 1102
Lewiston, ID 83501-1102

Fixed Route Schedules

Effective: 12/1/05

Clarkston Route

Location (6am - 5pm)	Hourly Departures
1. Lewiston Community Center 1424 Main St.	:05
2. D Street Stop 717 D Street, Lewiston	:08
3. Albertsons, Clarkston (Pickup on 5th St. by Joann's Fabric)	:12
4. Housing Authority of Asotin Co. 1212 Fair St., Clarkston	:14
5. Fair St. Apts. 1411 Fair St., Clarkston	:16
6. Walla Walla CC, Clarkston (Pickup on Bridge St.)	:17
7. 15th Street Stop, Clarkston (Corner of 15th and Elm)	:19
8. Heights Food City 5th Ave. & Appleside Blvd., Clarkston	:22
9. Sunset Heights 2115 6th Ave., Clarkston	:24
10. Sonary Crest 2015 6th Ave., Clarkston	:25
11. Highland Market, Clarkston (Corner of 13th and Highland)	:29
12. Clarkston Garden Apts. 1210 13th St., Clarkston	:30
13. Early Childhood 13th Street & Chestnut, Clarkston	:31
14. Town & Country Mobile Home Park 1265 Elm Street, Clarkston	:32
15. Foster Park, Clarkston (Pickup on Diagonal St.)	:34
16. Oakwood Manor 1241 Billups, Clarkston	:37
17. Tri-State Hospital 1221 Highland Ave., Clarkston	:39
18. Clarkston High School (Pickup on 6th St. near tennis courts)	:41
19. Asotin County Library 417 Sycamore, Clarkston	:44
20. DSHS 525 5th St., Clarkston	:46
21. Albertsons, Clarkston (Pickup on 5th St. by Joann's Fabric)	:47
22. YWCA 300 Main St., Lewiston (Pickup at 5th and Main)	:52
23. Arrival at Lewiston Community Center	:57

Asotin Route

Location	Departure Times Minutes after the hours of: 7am, 10am, 12pm, 2pm, 5pm
1. Lewiston Community Center 1424 Main St.	:05
2. D Street Stop 717 D St., Lewiston	:08
3. Port of Clarkston 9th and Port Way , Clarkston	:13
4. Asotin County Aquatics Center Dustan Loop, Clarkston	:20
5. Boys and Girls Club 1414 Highland Ave., Clarkston	:23
6. Asotin Market 204 1st St., Asotin	:33
7. 1st and Harding St., Asotin	:34
8. 3rd and Washington St., Asotin	:36
9. Asotin County Courthouse Annex 127 2nd St., Asotin	:37
10. Costly Lane & Meador St. (on Corner) in Asotin	:38
11. Downtown Clarkston 7th and Diagonal, Clarkston	:48
12. DSHS 525 5th St., Clarkston	:50
13. Arrival at Lewiston Community Center 1424 Main St.	:55

Lewiston Route

Location (6am – 5pm)	Hourly Departures
1. Lewiston Community Center 1424 Main St.	:05
2. URM/Salvation Army 1847 G St., Lewiston	:08
3. Lewiston Albertson's 1024 21st St. (on 11th Ave. by the stairs)	:11
4. Lewiston Center Mall 1826 19th Ave.	:15
5. Safeway 2330 Nez Perce Dr., Lewiston (Pickup past Petco entrance on NP Dr.)	:19
6. Wal-Mart 2981 Thain, Lewiston (Pickup on Juniper Dr. by garden center)	:23
7. Lewiston City Library 428 Thain, Lewiston (Pickup at 11th and Airway Ave.)	:27
8. Boys' and Girls' Club 1021 Burrell, Lewiston	:28
9. Highlander Apts. 616 Warner Ave., Lewiston (Pickup on Linden by turnstiles)	:31
10. Goodwill / St. Vincent De Paul, Lewiston (Pickup on Preston)	:34
11. Valley Medical Center, Lewiston (Pickup on Vineyard Ave.)	:39
12. LCSC 4th Street and 9th Ave., Lewiston (at bus stop)	:46
13. St. Joseph Regional Medical Center 415 6th St., Lewiston (West entrance by ER driveway)	:49
14. Community Action 124 New 6th St., Lewiston (Pickup on F St.)	:52
15. Lewiston City Hall / State Building 1118 F St. (Pickup on 12th St.)	:54
16. Arrival at Lewiston Community Center	:56

UI & WSU
Faculty, Students
&
Staff
Ride free
Monday-Friday with picture ID
This offer does not extend to family members

DRIVERS DO NOT MAKE CHANGE

Bicycles are welcomed if room is available on the outside racks. They will not be allowed inside the bus. We will not be responsible for any bicycle damage. You are responsible for loading/ unloading your bicycle.

FARES

$2.00 each boarding
$1.50 each boarding with purchase of 20 voucher booklet
.75 cents in town
.50 cents children under 12
.75 Senior citizens 65 or older
$5.00 Airport service

Voucher booklets available at
Moscow Food Co-op
Wheatland Express

Wheatland Express offers service to Spokane International Airport Call 334-2200 for reservations and schedules. Schedules can also be viewed at our web site:

www.wheatlandexpress.com

Call 334-2200

NO SERVICE

New Years Day
Memorial Day
July 4
Labor Day
Thanksgiving Day
Christmas Day
Human Rights Day/MLK BD
Saturday/Sunday
or
When both UI & WSU
Campuses are closed

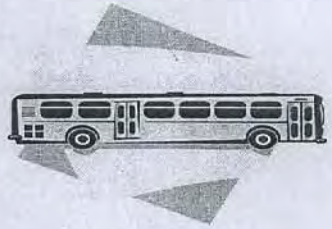
Route #1 only

During Thanksgiving, Christmas, Spring Break vacations with service terminating at 5:55 pm

SPECIAL VACATION CHARTERS OFFERED

Wheatland Express offers nonstop service prior to the start of vacations to **Seattle SouthCenter and Bremerton** area. Call **334-2200** for information.

Wheatland Express
Pullman/Moscow
FALL/ WINTER Commuter Schedule



Effective
AUGUST 14-2006
to
MAY 14-2007

Schedule can be view at
www.wheatlandexpress.com
or
call 334-2200

Scheduled times may vary due to road and traffic conditions.

PULLMAN—MOSCOW COMMUTER SERVICE

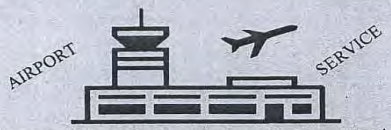
ROUTE 1

PULLMAN DEPARTURES/ARRIVALS

Stadium/Orchard	Stadium / Valley	Dissmores	Pullman City Hall	Bustad Hall on Stadium Wy	French Ad/Lighty Bldg Grimes Way
7:41	7:42	7:45	7:50		
8:52	8:53	8:55	8:59	9:05	9:06
9:52	9:53	9:55	9:59	10:05	10:06
10:52	10:53	10:55	10:59	11:05	11:06
11:52	11:53	11:55	11:59	12:05	12:06
12:52	12:53	12:55	12:59	1:05	1:06
1:52	1:53	1:55	1:59	2:05	2:06
2:52	2:53	2:55	2:59	3:05	3:06
3:52	3:53	3:55	3:59	4:05	4:06
4:52	4:53	4:55	4:59	5:10	5:12
6:12	6:13	6:14	6:17	6:19	6:20

MOSCOW DEPARTURES/ARRIVALS

Kibbie Dome	Wallace Complex	6th & Line	Railroad St	Troy Hgw/Styner	Eastside Mrkt	6th & Blaine	Mt View & D	Hayes & D	Hayes & 1st	1912 Building	6th& Jackson	Railroad St	St Augustine	LLC Bldg 6th & Line	Wallace Complex	Kibbie Dome
				7:00	7:02	7 :04	7:10	7:11	7:12	7:13	7:15	7:18	7:19	7:20	7 :22	7:25
	8:10	8:12									8:15	8:16	8:24	8:25	8:26	8:29
9:21	9:22	9:23									9:26	9:27	9:30	9:31	9:32	9:35
10:21	10:22	10:23									10:26	10:27	10:30	10:31	10:32	10:35
11:21	11:22	11:23									11:26	11:27	11:30	11:31	11:32	11:35
12:21	12:22	12:23									12:26	12:27	12:30	12:31	12:32	12:35
1:21	1:22	1:23									1:26	1:27	1:30	1:31	1:32	1:35
2:21	2:22	2:23									2:26	2:27	2:30	2:31	2:32	2:35
3:21	3:22	3:23									3:26	3:27	3:30	3:31	3:32	3:35
4:21	4:22	4:23									4:26	4:27	4:30	4:31	4:32	4:35
5:21	5:29	5:30	5:32	5:34	5:35	5:37	5:42	5:43	5:44	5:45	5:47	5:48	5:50	5:51	5:52	5:55
6:35	6:38	6:40														



Wheatland Express offers service to Spokane International Airport
Call 334-2200 for reservations and schedules. Schedules can also be viewed at our web site: **www.wheatlandexpress.com**

Transportation to the Pullman/Mocow Airport is available if boarding at one of our scheduled stops. There is a $5.00 fee. If calling from the airport call for pickup times. This service is only available during hours of scheduled operations.

ROUTE # 2 CAMPUS TO CAMPUS ONLY

Pullman Departures to Moscow

French Ad/Lighty Building—Grimes Way	Troy Hall & College Avenue
6:45	6:46
7:30	7:31
8:36	8:38
9:36	9:38
10:36	10:38
11:36	11:38
12:36	12:38
1:36	1:38
2:36	2:38
3:36	3:38
4:36	4:38

Moscow Departures to Pullman

Wal-Mart	Kibbie Dome	Wallace Complex	6th & Line	6th & Jackson	Railroad Street	St Augus Tine/SUB	LLC Bldg	Wallace Complex	Kibbie Dome	Wal-Mart
									6:15	
6:56	7 :01	7:02	7:03	7:04	7:07	7:08	7:09	7:10	7:15	
7:41	7:43	7:44	7:45	7:47	7:48	7:50	7:51	7:52	7:57	8:00
8:48	8:51	8:52	8:53	8:58	8:59	9:00	9:01	9:02	9:05	9:08
9:48	9:51	9:52	9:53	9:58	9:59	10:00	10:01	10:02	10:05	10:08
10:48	10:51	10:52	10:53	10:58	10:59	11:00	11:01	11:02	11:05	11:08
11:48	11:51	11:52	11:53	11:58	11:59	12:00	12:01	12:02	12:05	12:08
12:48	12:51	12:52	12:53	12:58	12:59	1:00	1:01	1:02	1:05	1:08
1:48	1:51	1:52	1:53	1:58	1:59	2:00	2:01	2:02	2:05	2:08
2:48	2:51	2:52	2:53	2:58	2:59	3:00	3:01	3:02	3:05	3:08
3:48	3:51	3:52	3:53	3:58	3:59	4:00	4:01	4:02	4:05	4:08
4:48	4:51	4:52	4:53	4:58	4:59	5:10	5:11	5:12	5:15	5:18

Arrival times are the same as departure times for both routes.

Arrival at French Administration/Lighty Building is approximately 15 minutes after departure from Moscow.

Last run on both routes goes downtown Pullman for drop-offs only.