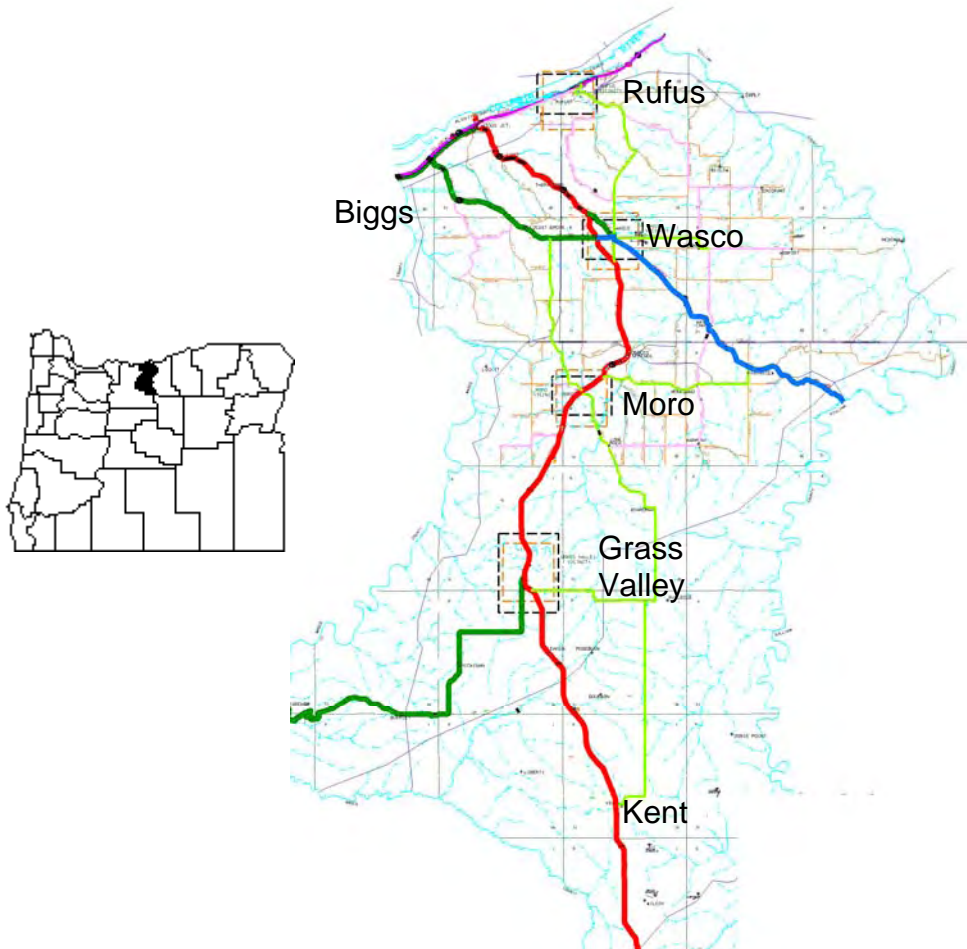


# SHERMAN COUNTY COORDINATED TRANSPORTATION PLAN

*Sherman County, Oregon*  
2009 – 2012



Prepared by Mid-Columbia Economic Development District



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# Executive Summary

The Sherman County Coordinated Transportation Plan was prepared by Mid-Columbia Economic Development District to meet state and federal requirements for Special Transportation Fund (STF) agencies to develop a coordinated transportation plan. It focuses on addressing the transportation needs of three target populations residing in Sherman County: low income individuals, individuals with disabilities, and individuals who are senior. The transportation plan looks at gaps in services and prioritizes needs to assist in:

- improving transportation services for the three target populations by identifying opportunities to coordinate existing resources;
- providing a strategy to guide investment of financial resources; and
- guiding the acquisition of future funds and grants.

This plan was developed as a tool to help local transportation providers and communities improve transportation services, increase efficiency of service delivery, and expand outreach to meet growing needs. It provides a framework to guide the investment of transportation resources. As such a resource, this plan:

- evaluates community resources;
- assesses and documents transportation needs of the three target populations;
- identifies strategies to address gaps in transportation services and efficiencies of service delivery; and
- establishes relative priorities of the strategies.

This document is an update to the 2007-2010 Sherman County Coordinated Transportation plan. Mid-Columbia Economic Development, under contract with the Association of Oregon Counties, prepared this plan update. It was updated using information collected from the previous coordinated transportation plan, data on changing transportation needs from outreach conducted by Sherman County Community Transit, and new demographic and service resource analysis.

The coordinated transportation plan is intended to define and prioritize general strategies that the transit service providers can use to develop specific projects. High priority strategies to address gaps and barriers, as prioritized by the Sherman County STF committee, fell under six categories:

**Sustain existing transportation services:**

- Maintain dial-a-ride operations.
- Maintain transportation service to The Dalles.
- Continue partnership with Veteran's Administration.
- Provide replacement for the van. This new vehicle should be lift-equipped and provide storage for groceries and frozen foods.
- Provide replacement for the Blazer with a new four wheel drive or vehicle capable of traversing rural roads in inclement weather with better mileage and lower entry.

**Operations:**

- Purchase crates to prevent spillage of groceries in existing vehicles.

**Service routes:**

- Expand services to Walla Walla and Yakima a few times per year.

**Information about services available:**

- Utilize Sherman County bi-monthly publication for regular articles and promotion.



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**Planning and coordination:**

- Continue active participation in Gorge TransLink, the Mobility Management strategy, and biannual meetings with transportation providers.

**Fares:**

- Maintain current fare system or suggested donation increase if needed.
- Establish an anonymous fare collection method.
- Offer envelope for donation.
- Provide minimal fare to cover the cost of transportation operations for senior social trips. Seek additional funding sources to minimize cost to riders.
- Investigate different options to ensure secure fare collection.

Performance measures linked to the above strategies were created to help transportation providers assess how they are meeting these strategies over time. This plan is intended to be updated in three years, or as conditions change. At that time, it will be important to gauge progress on the highest priorities and satisfaction of the performance measures. An updated community assessment will also be vital in three years to ensure transportation providers are addressing current community needs.



# Introduction

## **Federal and State Requirements**

The State of Oregon requires Special Transportation Fund (STF) agencies to prepare a coordinated transportation plan to guide the investment of STF moneys. The State directs that this plan be utilized to maximize the benefit to the elderly and people with disabilities within that area. Correspondingly, with the passage of Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation authorization, Congress required a “locally developed, coordinated public transit-human services transportation plan” intended to improve transportation services for persons with disabilities, individuals who are elderly, and individuals with lower incomes. This 2009-12 update to the Coordinated Transportation Plan serves to meet both federal and state requirements for preparation and adoption of a coordinated plan.

## **Plan Purpose and Intent**

The purpose of the 2009-12 plan update is to meet federal and state requirements and to provide a framework for transportation providers and the STF agency to maximize transportation investments to assist three target populations: individuals with low incomes, individuals who are senior, and individuals with disabilities. It covers a three year timeframe (2009-2012) and is intended to be updated at least every three years, or as conditions change.

This Sherman County Special Transportation Plan was prepared by the Mid-Columbia Economic Development District under contract to the Association of Oregon Counties, who in turn was under contract to the Oregon Department of Transportation, as an update to the 2007-2010 Sherman County coordinated transportation plan. This updated plan provides a vision and roadmap to guide policy, operations and funding priorities for transportation to serve seniors, disabled, and low income individuals in Sherman County, Oregon.

Sherman County is the area covered by this plan and coordination is developing with Gilliam, Wheeler and Wasco counties that geographically abut Sherman County and have similar needs, operations, populations and challenges.

## **Planning Area**

Sherman County is 831 square miles in area, approximately 20 miles wide east to west, and 42 miles long, north to south, with a population of 1750 residents (2.1 citizens per square mile). Incorporated cities are Rufus, Wasco, Moro (County seat) and Grass Valley. Unincorporated communities include Biggs and Kent. Major transportation corridors are US 97 running north and south which bisects the County, and Interstate 84 which runs along the northern boundary of the County parallel to the Columbia River. US 97 provides good access to the Bend area (118 miles, 2 ½ hours), and Interstate 84 provides easy travel to Pendleton (123 miles, 2 hours), The Dalles (38 miles, 40 minutes) and Portland (121 miles, 2 hours).



# Planning Process

## Stakeholder Identification and Consultation Process

Stakeholders include transportation providers, local elected officials, human service agencies, community organizations, major employers, low-income individuals, seniors, and individuals with disabilities. Stakeholders were involved in identifying needs of the target populations in the County, the transportation resources available, and strategies to address transportation needs. Information was gathered through individual interviews, public meetings, surveys, and involvement with the Special Transportation Fund (STF) Advisory committee.

Phone interviews and meetings were conducted with the majority of stakeholders in Sherman County, with additional stakeholders participating in public meetings and responding to questionnaires. Stakeholders were invited to public meetings to discuss the availability of transportation resources and the potential for coordinating and improving transportation services.

## Public Meetings

Public meetings were held on the following dates for the 2007-10 plan:

- May 14, 2007, City Hall, Wasco**
- May 14, 2007, Lean-To Café, Wasco**
- May 14, 2007, Sherman County Senior Center, Moro**
- May 15, 2007, Country Café, Grass Valley**
- June 6, 2007, Sherman County STF Committee and Sherman County Court**

The STF Committee met with the County Court on June 6, 2007 at which time they were made aware that the Sherman County Court had assumed operation of the transportation system. They met to discuss the impact of the change in operators and development of this plan. At that time, the STF Committee pledged to continue working to ensure the best possible transportation system for Sherman County residents. Future desires echoed many of the ideas presented at public meetings and included a focus on recreation to get seniors out of their homes and in contact with the community.

Public meetings were held on the following dates for the 2009-12 plan update:

- January 20, 2009, Sherman County Senior Center, Moro**
- February 18, 2009, Sherman County STF Committee**

Comments gathered from public meetings can be found in Appendix B.

## Stakeholders Contacted

Interviews and consultations were conducted with the following stakeholders in 2007 to gather information on transportation needs, services, gaps and solutions:

- **Sherman County Court:** Discussion occurred with members of the County Court during three open sessions, two executive sessions and several informal lunches and gatherings.
- **Rufus City Council**
- **Wasco City Council**
- **Moro City Council**
- **Grass Valley City Council**
- **Sherman County Senior and Community Center**





- **Mid-Columbia Producers:** Local employer
- **Morrow County Grain Growers:** Local employer
- **Azure Standard:** Local employer
- **Bob’s Texas T-Bone Restaurant:** Local employer

**Surveys**

In 2008, Sherman County Community Transit distributed questionnaires to assess transportation service needs. Low to middle income seniors, individuals with disabilities and veterans participated. The majority of responses were from those over 65 years old. Examples of the surveys can be found in Appendix A and a detailed discussion of survey results in Appendix B.

<b>Survey Distribution Location</b>	<b>Date Distributed</b>
Pioneer Potlatch, Moro	October 22, 2008
Senior Meal Site, Moro	October 22, 2008
Grass Valley Central Market	October 22, 2008
Grass Valley City Council	November 3, 2008
Now and Then Coffee Shop, Moro	November 3, 2008
Moro Senior Center, Moro	November 7, 2008

**Additional Public Involvement**

Flyers were placed throughout the County and notices put in the news media and Sherman County’s local eNews published by Sherry Kaseberg in 2007. Notices regarding the plan update were also placed in these venues. Appendix C provides examples of the notices and flyers.



# Transportation Resource Analysis

## Transportation Service Options

Sherman County’s transportation options for people with disabilities, seniors, and individuals with low income include:

Transportation Provider	Public/Private	Service Type	Hours	Days	Service Area
Sherman County Community Transit	Public	Dial-a-Ride/ Medicaid & Veteran transportation	9 a.m. to 3:30 p.m.	Monday-Friday	Sherman County
Sherman County Community Transit	Public	Fixed Route to The Dalles	8 a.m. (depart Moro) to 2 p.m. (depart The Dalles)	Monday and Thursday	Moro to The Dalles
Greyhound	Private	Bus- Fixed Route	By schedule	Monday-Sunday	I-84 corridor, station in The Dalles
Amtrak	Private	Train- Fixed Route	By schedule	Monday-Sunday	Wishram, WA to Portland

### *Sherman County Community Transit*

Sherman County Community Transit is the primary provider of public transportation in the County. Transportation services began in 1974 with the formation of the Sherman County Bus Service, more commonly known as the Senior Citizens Bus. The Bus Service worked with the Special Transportation Fund Advisory Committee and operated within ODOT’s STF rules and funding requirements. On May 31, 2007, the Sherman County Court assumed operations of this transportation system and their assets. Existing schedules and operations continued uninterrupted by the new service, Sherman County Community Transit.

Applications and contracts have been completed and approved with Mid-Columbia Council of Governments (MCCOG) to allow Sherman County Community Transit to act as a Medicaid Transporter in the Sherman County area. Ride screening is done by MCCOG and rides are offered by Sherman County Community Transit. Service began on September 10, 2007.

Sherman County Community Transit currently runs a bus on Monday and Thursday of each week from Moro to The Dalles. The bus can pick up additional passengers in Wasco, Grass Valley, Kent, Rufus and Biggs. Arrangements can be made by calling the Transit Coordinator to pick up riders at their residences anywhere in the County. Sherman County Community Transit also operates dial-a-ride service and coordinates with the Veteran’s Administration to arrange rides for veterans. As a result of changes made when ownership was transferred to the County in 2007, the level of service has increased (see table below).

Service Level Changes Since Transfer of Operations		
Service Offering	Primary Purpose	% Increase since May 2007
Regular route to The Dalles	Medical, banking, shopping	58%
Transportation for veterans	Medical appointments	11.5%
Medicaid and regular trips	Medical and shopping	40.1%
Total average increase	All trips	36.5%



***Other Services***

There are no other public transportation options in Sherman County. There are no other transportation services along US 97, the only north-south route through the County. Greyhound operates limited service along I-84 but the nearest stops are The Dalles (20 miles west) and Pendleton (125 miles east) and the nearest stop going south is Bend (130 miles south). Amtrak operates two routes per day on the Washington side of the Columbia River with a stop at Wishram (11 miles northwest).

***Greyhound***

Greyhound is an inter-city transportation provider offering service along the I-84 corridor to Hood River and Portland. Services were significantly cut back in 2004 following a major reduction in Greyhound’s route system, but a hub has been maintained in The Dalles, about 20 miles from the closest point in Sherman County. The difficulty with this transportation service for travelers in Sherman County is getting to and from The Dalles Greyhound station.

***Amtrak***

Amtrak provides passenger rail service on the Washington side of the Columbia River. A train station is located in Wishram, Washington, which is approximately 11 miles from Biggs, the closest point in Sherman County. Mileage is calculated crossing the Biggs Bridge. The difficulty with this transportation service, like Greyhound, for Sherman County travelers is getting to and from the Wishram train station.

**Inventory**

Fleet Inventory for Sherman County

<b>Operator</b>	<b>Model/Year</b>	<b>Mileage Estimate</b>	<b>ADA Accessible</b>	<b>Remaining Useful Life (Years)</b>	<b>Seating Capacity</b>
Sherman County Community Transit	2000 Ford E-450	86,000	Yes	2	20+1
Sherman County Community Transit	2001 Ford E-350	62,000	Yes	2	13+1
Sherman County Community Transit	2003 Chevy Trailblazer	96,000	No	2	6

Building Inventory for Sherman County\*

<b>Operator</b>	<b>Description</b>	<b>Date Constructed</b>
Sherman County Community Transit	Bus Barn	2006

\*Building expansion is needed if fleet increases.

**Administration**

Following Sherman County Court’s assumption of transportation operations in May 2007, Marnene Benson-Wood was appointed as the Sherman County Community Transit administrator.



**Coordination**

Sherman County Community Transit is the only transit provider offering services throughout the County, so coordination mainly focuses on regional efforts with neighboring Gilliam, Sherman and Wasco counties. Judges, Commissioners and transit staff from Sherman, Gilliam, Wasco and Wheeler Counties met in Condon on April 19, 2007 to discuss improved coordination of transit programs and also to seek assistance if Sherman County were to assume operation of their bus system. Gilliam and Wheeler Counties, Mid-Columbia Council of Governments and the Veterans Service Officer pledged their assistance.

Sherman County also participates with four other counties in Gorge TransLink, an alliance of transportation providers in the Mid-Columbia region. Gorge TransLink provides regional coordination and marketing for the participating providers in Wasco, Hood River, Sherman, Klickitat and Skamania Counties. In 2008, the main public transportation providers in each of these counties passed resolutions and Memorandums of Understanding to coordinate efforts in applying for funding a Mobility Manager. The Mobility Manager’s work would supplement existing programs by increasing coordination between the various transportation options offered in each county. The Manager would not take over existing transportation services within each county.

Finally, Sherman County receives support from the Veteran’s Administration in coordinating services. Paul Conway, the Tri-County Veteran’s Officer arranges rides for veteran’s medical appointments in conjunction with Sherman County Community Transit. A schedule of rides is updated daily by Mr. Conway who notifies Sherman County Community Transit by email. Mr. Conway also serves Gilliam and Wheeler counties. If there is an opportunity to combine rides between the three counties, it is pursued to reduce costs.

**Transportation Funding Resources**

***Local Funding for Transportation Services***

Through stakeholder interviews, a few potential local funding sources were identified for transporting the three target populations:

- Fares or donations to Sherman County Community Transit
- Contributions from Sherman County

***State and Federal Funding for Transportation Services***

The following resources are state and federal resources that are available, but not necessarily accessed by the transportation system:

- Section 5310: Elderly and Disabled Transportation Assistance. Federal funding source designed specifically to meet elderly and disabled individuals’ transportation requirements. Administered by states and available through the State of Oregon through the discretionary grant process.
- Section 5311: Rural Transit Assistance. Federal funding source designed to support rural transportation operations. Administered by states and available through the State of Oregon through a formula process.
- Medicaid Non-Emergency Transportation. Provides funding, managed by DMAP, for transportation for clients to and from medical services that are both medically necessary and covered by Medicaid.
- Non-Medical Medicaid resources for the developmentally disabled.
- Job Access and Reverse Commute (JARC). Federal funding source designed to provide funding for transportation programs which address the unique transportation challenges faced by low-income persons seeking to get and keep jobs.



- 
- New Freedoms Program. Federal funding source designed to help overcome transportation barriers facing Americans with disabilities.
  - Special Transportation Fund. State funding source distributed both by formula and through the discretionary application process.
  - Business Energy Tax Credit (BETC). State program providing tax credits for eligible energy conservation programs, including reduced driving effects offset by public transportation projects. Tax credits are available to businesses that support transportation solutions.
  - Veteran’s Administration. The medical transportation services for veterans provided by Sherman County Community Transit that are arranged by the Tri-County Veteran’s Officer are funded by the Veteran’s Administration.



# Data Analysis

## County Overview

Sherman County, created in 1889 from the northeast corner of Wasco County, was named for Gen. William Tecumseh Sherman. It was separated from Wasco County as much for its unique geological setting as for the settlers’ desire to have their own political process. The rolling hills are bordered by the deep canyons of the John Day River to the east, the Columbia River to the north and the Deschutes River and Buck Hollow to the west and south.

The county was settled in the 1870s by stockmen; by 1881 the homesteaders arrived, permanently changing the area by plowing and fencing the tall grass. Since then, the county has been a wheat-growing area with miles of waving grain on rolling hills of wind-blown glacial silt. The total absence of timber in the county exemplifies the true meaning of the “wide open spaces of the West.” Its pastoral landscape has spectacular views of canyons and rivers with mountains silhouetted in the distance. Recreation abounds on the rivers, from the famous and scenic fly-fishing and whitewater rafting stream of the Deschutes to water-skiing, wind-surfing, boating, fishing and rafting on the John Day and Columbia Rivers. Sherman County is one of Oregon’s leaders in soil and water conservation.

Isolated rural roads and inclement weather present a unique challenge in Sherman County for seniors, veterans and citizens with disabilities who must travel for medical services and need to travel for mental health and social interaction.

The Dalles is the region’s economic center and where most medical services, senior services, federal offices, shopping and education services are located. The Dalles is 40 miles from the Sherman County Seat and is accessible by US Highway 97 and Interstate 84.

## Demographics

Demographics of Sherman County are beginning to change. Approximately 150 new jobs have been created by the wind farms, a natural food distribution center and a pre-fabricated concrete house manufacturer since last plan creation. Homes available for purchase are scarce. A 30-unit affordable housing development is being planned for Moro. A 14-unit subdivision was recently completed in Wasco with another 12-lot subdivision being developed. This shift from agriculture to a more diversified economic base brings a younger generation of residents who will have transportation needs for their families, and the probability of an increasing number of aging parents who wish to be near their families. The new job opportunities also allow more adult children of residents to return home and find employment. Land use laws and urban growth boundaries will concentrate new housing into the 4 incorporated cities and 2 service districts which will enhance the ability for public transportation to serve their needs.

More detailed demographic information follows. Total population projections and senior population projections may be found in Appendix D.

<b>People QuickFacts, Source: US Census Bureau</b>	<b>Sherman County</b>	<b>Oregon</b>
Population, 2007 estimate	1,677	3,747,455
Population, percent change, April 1, 2000 to July 1, 2007	-13.3%	9.5%
Population, 2000	1,934	3,421,399



Persons under 5 years old, percent, 2007	4.8%	6.3%
Persons under 18 years old, percent, 2007	18.5%	23.0%
<b>Persons 65 years old and over, percent, 2007</b>	<b>20.6%</b>	<b>13.0%</b>
Female persons, percent, 2007	49.8%	50.3%
White persons, percent, 2007	95.2%	90.3%
Black persons, percent, 2007	0.5%	2.0%
American Indian and Alaska Native persons, percent, 2007	1.7%	1.4%
Asian persons, percent, 2007	0.5%	3.7%
Native Hawaiian and Other Pacific Islander, percent, 2007	0.0%	0.3%
Persons reporting two or more races, percent, 2007	2.0%	2.4%
Persons of Hispanic or Latino origin, percent, 2007	7.3%	10.6%
White persons not Hispanic, percent, 2007	88.9%	80.5%
Living in same house in 1995 and 2000, pct 5 yrs old & over	62.6%	46.8%
Foreign born persons, percent, 2000	2.5%	8.5%
Language other than English spoken at home, pct age 5+, 2000	8.0%	12.1%
High school graduates, percent of persons age 25+, 2000	84.3%	85.1%
Bachelor's degree or higher, pct of persons age 25+, 2000	19.0%	25.1%
<b>Persons with a disability, age 5+, 2000</b>	<b>309 (16.8%)</b>	<b>593,301(18.8%)</b>
Mean travel time to work (minutes), workers age 16+, 2000	20.6	22.2
Housing units, 2007	958	1,609,595
Homeownership rate, 2000	70.5%	64.3%
Housing units in multi-unit structures, percent, 2000	4.5%	23.1%
Median value of owner-occupied housing units, 2000	\$77,400	\$152,100
Households, 2000	797	1,333,723
Persons per household, 2000	2.43	2.51
Median household income, 2007	\$39,954	\$48,735
Per capita money income, 1999	\$17,448	\$20,940
<b>Persons below poverty, percent, 2007</b>	<b>15.5%</b>	<b>13.0%</b>

	Sherman County Total Number	Sherman County Percentage of Total	Oregon Percentage of Total
Civilian veterans	310	21.7%	15.1%

Source: US Census Bureau, Census 2000

**Origins**

The primary origins for transportation requests in Sherman County are the incorporated cities of Rufus, Moro, Grass Valley and Wasco. The Senior Center in Moro is a significant origin as it is the starting place for the fixed route service to The Dalles on Mondays and Thursdays. A map showing common origins can be found in Appendix E.



**Destinations**

The Dalles is the region’s economic center and where most medical services, senior services, federal offices, shopping and education services are located. As such, it is often the primary destination for Sherman County residents. Primary destinations in The Dalles include:

- Mid-Columbia Medical Center for hospital, doctor offices and cancer treatment
- Safeway, K-Mart, Bi-Mart, Grocery Outlet, Cash N Carry, and Fred Meyer for shopping
- Cascade Eye Center
- Columbia Hills Medical Center
- Mid-Columbia Senior Center
- State Human & Social Service Offices
- Social Security Office
- Local bank branches

In addition to The Dalles, transportation is required to the Portland area, particularly to the VA Eastside Clinic and Oregon Health Sciences University. Veterans are frequently transported to the Portland VA Medical Center and the Vancouver VA Medical Center. Feedback gathered during public comments also highlighted a need to travel to VA Centers in Walla Walla and Yakima. Data from Oregon Health Sciences University tracking patients in fiscal year 2003 - 2004 recorded 198 patient visits from Sherman County with 48 under Medicare, 38 under Medicaid and 27 uninsured.

Maps showing common destinations can be found in Appendix E.





# Needs Assessment

## Barriers

Common barriers to fully meeting transportation needs are described below.

- Communication in this rural County is a challenge. When information was first gathered for this plan update, cell phone coverage was spotty in the north end and non-existent in the south end. Since then, recent infrastructure improvements have expanded cell phone coverage to improve its range through most of the County. Spotty coverage in general presents a serious safety concern and prevents communications with the Transportation Coordinator.
- There is no concentrated population in the County. The rural nature of Sherman County is mirrored in the data gathered through the 2000 US Census and shown on the maps of population concentration in Appendix E. A dispersed population requires extended travel for dial-a-ride services in order to service the entire population and therefore increases the cost of service provision.
- The Biggs Bridge was closed during the major re-decking process. A number of medical services are located in the Goldendale, Washington area and about 60 people reside in Washington but work on the Oregon side. While the bridge is currently reopened, the barriers that its closure presented to the communities should be kept in mind.
- The existing transportation provider has a limited capacity. There is a high demand for transportation services, including services for social outings, but Sherman County Community Transit is limited in the number of vehicles and drivers available to provide transportation services.
- Existing available funding is limited. In addition to limited drivers and vehicles, there are also limited operational funds for public transportation.
- The current storage facility for vehicles presents some obstacles for new vehicles Sherman County Community Transit might purchase. The bus barn is currently two feet too short to cover the size of vehicle the group is looking to purchase. Also, the fenced area around the bus barn needs to be made larger to accommodate new vehicles. The facility as it exists today must be expanded if any new vehicles are obtained.

## Improving Coordination

### *Overlap/Duplication of Services*

Sherman County has one primary public transportation service provider: Sherman County Community Transit, so there is no duplication of services.

### *Opportunities for Coordination*

Future coordination and cooperation with Gilliam, Wheeler and Wasco counties is strongly recommended to improve service, reduce costs and improve efficiency. It is important, though, that the base of operations, administration and funding for the Sherman County Community Transit service remains in Sherman County.

## Capital Equipment

The vehicle fleet inventory indicates an aging fleet of vehicles. Transport over very rural roads (gravel and dirt) and inclement weather conditions ages these vehicles more than mileage alone would indicate. Vehicle replacement is therefore critical to maintaining operations. Preventative maintenance and repair is also necessary to ensure that current vehicles can continue to be used.



Vehicle replacement needs include:

- Replacement for the van. This new vehicle should be lift-equipped and provide storage for groceries and frozen foods.
- Replacement for the Blazer which gets the greatest usage for transportation of 1-2 individuals to medical appointments. A new four-wheel drive or comparable vehicle capable of traversing rural roads in inclement weather is needed for veteran, Medicaid and senior pickup at residences. Concern should be placed on obtaining a lower entry vehicle with better mileage.
- Replacement for the 20 passenger bus which should also have a lift and grocery storage for regular trips to The Dalles.

### **Transportation Needs**

The needs below were summarized from the public comments gathered. A full account of the public comments related to transportation needs can be found in Appendix B.

#### ***Seniors***

Transportation issues for elderly individuals include:

- Sherman County Community Transit dial-a-ride operations provide basic transportation services for elderly individuals.
- Seniors using the service to shop in The Dalles need better storage on the vehicles for purchases
- Regular and continuing outreach to seniors to build ridership and clear up misconceptions about the service.
- More options are needed for regional travel in the Mid-Columbia area.
- Expanded travel to Portland and regional VA centers is needed for medical appointments.
- Seniors desire transportation to social events and for outings.
- Expanded weekend transportation options are desired.

#### ***Individuals with Disabilities***

Transportation issues for individuals with disabilities include:

- Sherman County Community Transit dial-a-ride operations provide basic transportation services for individuals with disabilities.
- Individuals with disabilities using the service to shop in The Dalles need better storage on the vehicles for purchases.
- More options are needed for regional travel in the Mid-Columbia area.
- Travel to Portland and regional VA centers is needed for medical appointments.
- Expanded weekend transportation options are desired.

#### ***Individuals with Low Incomes***

Transportation issues for low-income individuals include:

- Sherman County Community Transit dial-a-ride operations provide basic transportation services for low-income individuals.
- Fares can be a barrier for low-income individuals and some do not want to appear to accept charity.
- Low-income individuals using the service to shop in The Dalles need better storage on the vehicles for purchases.



- 
- More options are needed for regional travel in the Mid-Columbia area.
  - Travel to Portland and regional VA centers is needed for medical appointments.
  - Expanded weekend transportation options are desired.
  - Work-related transportation between Sherman County and the Goldendale area is desired.

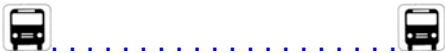


# Strategies to Address Barriers and Gaps

Based upon information gathered from public meetings, surveys and stakeholder interviews, the following non-prioritized strategies were suggested to address Sherman County’s transportation needs. Strategies affecting seniors are marked by an S, those affecting individuals with disabilities are marked by a D, and those affecting low-income individuals are marked by an L.

**Issue: Sustaining Existing Transportation Services**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
There is high demand for current dial-a-ride operations within the County through Sherman County Community Transit.	Maintain dial-a-ride operations.	High- Sherman Co. Community Transit is the primary source for public transportation in the County.	S,D,L	Administration capacity exists. Financial resources likely available through STF funding for operations
There is high demand for current operations to The Dalles through Sherman County Community Transit.	Maintain service to The Dalles.	High- Sherman Co. Community Transit is the primary source for public transportation to The Dalles in the County.	S,D,L	Administration capacity exists. Financial resources likely available through STF funding for operations
Service coordination is provided through the Veteran’s Administration for travel arrangements for Veterans.	Continue partnership with Veteran’s Administration.	High- Veterans depend on this coordination to utilize transportation through Sherman Co. Community Transit.	S,D,L	Administration capacity exists. Financial resources available through the VA.
Aging fleet of vehicles.	Provide replacement for the van. This new vehicle should be lift-equipped and provide storage for groceries and frozen foods.	High- vehicles must periodically be replaced in order to maintain current service levels.	S,D,L	Administration capacity exists. Financial resources likely available through funding for capital equipment



Aging fleet of vehicles.	Provide replacement for the Blazer with a new four wheel drive or comparable vehicle capable of traversing rural roads in inclement weather with better mileage and lower entry.	High- vehicles must periodically be replaced in order to maintain current service levels. 4-wheel drive is often necessary for travel in Sherman County.	S,D,L	Administration capacity exists. Financial resources likely available through funding for capital equipment
Aging fleet of vehicles.	Provide replacement for the 20 passenger bus which should also have a lift and grocery storage.	High- vehicles must periodically be replaced in order to maintain current service levels. Better storage for purchases and accessible transportation is needed.	S,D,L	Administration capacity exists. Financial resources likely available through funding for capital equipment
Aging fleet of vehicles.	Seek funding for vehicle repair and maintenance.	High- maintaining and repairing existing fleet reduces cost of acquiring new vehicles on a more frequent basis. All vehicles are currently used to support existing transportation options	S,D,L	Administration capacity exists. Financial resources likely available through funding for capital equipment

**Issue: Operations**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
Need for better grocery storage on the van and bus for seniors who travel into The Dalles for their primary shopping.	Purchase crates to prevent spillage of groceries in existing vehicles.	High- Groups using the transportation for shopping require secure storage for their purchases.	S,D,L	Administration capacity exists. Financial cost minimal.
Need for better driver communication options. Recent infrastructure improvements have expanded cell phone coverage in the County, but there is still spotty coverage in some areas.	Pursue purchase of cell phones using best wireless service available.	High- adequate communication is necessary for safety and efficient services.	S,D,L	Cell phones already in use. Minimal time and financial resources to identify and purchase a new plan.



<p>Need for improvements to vehicle storage facility. Bus barn is too short for future ideal vehicle. Fenced area needs to be expanded.</p>	<p>Determine if bus barn can be lengthened or if a lean-to addition would be better. Pursue the best option. Move the fence to expand the fenced enclosure.</p>	<p>Medium- This is necessary to pursue before any additional or new vehicles are purchased.</p>	<p>S,D,L</p>	<p>Administration and STF Committee together have necessary skills to develop facility. Financial resources not yet identified.</p>
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**Issue: Service Routes**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
<p>There is a need for some transportation service to Portland OHSU facilities.</p>	<p>Connect to other transportation providers, such as CAT, to provide travel to Portland.</p>	<p>Medium- medical trips to Portland could become more frequent with the aging population</p>	<p>S,D</p>	<p>Could be combined with a mobility management strategy.</p>
<p>Need for travel to Walla Walla (VA medical center) and Yakima once or twice per year.</p>	<p>Expand services to Walla Walla and Yakima a few times per year.</p>	<p>Low- the need for these trips is infrequent, distance far.</p>	<p>S,D,L</p>	<p>Would require additional coordination, administration and vehicle use. Large costs due to distance.</p>
<p>Connection to Amtrak station in Wishram</p>	<p>Expand services to Amtrak Station in Wishram.</p>	<p>Medium/Low- the need for these trips is infrequent.</p>	<p>S,D,L</p>	<p>Moderate to high costs. Could be combined with a mobility management strategy.</p>
<p>Options for regional travel in the Mid-Columbia area.</p>	<p>Enhance and develop connections to Transportation Network in conjunction with Gorge TransLink.</p>	<p>Medium- connections to Transportation Network’s Hood River and Portland service could benefit Sherman Co. residents.</p>	<p>S,D,L</p>	<p>Activities already underway to support creating connections.</p>
<p>Options for regional travel in the Mid-Columbia area.</p>	<p>Enhance and develop connections to Columbia Area Transit in conjunction with Gorge TransLink.</p>	<p>Medium- connections to CAT’s Portland service could benefit Sherman Co. residents.</p>	<p>S,D,L</p>	<p>Could be combined with a mobility management strategy.</p>
<p>Options for regional travel in the Mid-Columbia area.</p>	<p>Enhance and develop connections to Gilliam and Wheeler Transportation authorities.</p>	<p>Medium- connections to Arlington, Fossil and other towns in these counties could benefit Sherman Co. residents.</p>	<p>S,D,L</p>	<p>Could be combined with a mobility management strategy.</p>



**Issue: Information about Services Available**

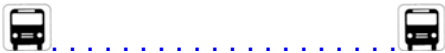
Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
Regular and continuing outreach to seniors will build ridership.	Utilize Sherman County bi-monthly publication for regular articles and promotion	Medium- better information about services could help Co. residents and Sherman Co. Community Transit.	S	Already being utilized, easy to continue.
Increase outreach to seniors to build ridership and clear up misconceptions.	Consider a 'Bus Ranger' volunteer or similar titled person in each community who provides promotion, outreach and troubleshooting services for citizens in their area.	Medium- better information about services could help Co. residents and Sherman Co. Community Transit.	S	Would require additional coordination of volunteers. Financial costs minimal.

**Issues: Access to Work**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
Multiple employees live in the Goldendale area but work in Sherman County (50), or conversely live in Sherman County and work in the Goldendale area (10).	Encourage carpool and rideshare options.	High: Reduces demand on the transportation system while still achieving an adequate level of transportation service for users. Meets an unmet demand.	L	Administration capacity could be available. Future costs could be offset by JARC program.

**Issue: Planning and Coordination**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
Meetings with the Transportation Coordinators of Sherman, Gilliam, Wheeler and Wasco counties will facilitate coordination and cooperation.	Continue active participation in Gorge TransLink, the Mobility Management strategy, and biannual meetings with transportation providers.	High: continues existing coordination effort.	S, D, L	Administrative capacity positively influenced.



**Issue: Fares**

Service Gaps/Barriers	Strategies to Address	Demand	Population Affected (S/D/L)	Resource Capacity
Donation-based fare for Sherman County Community Transit allows for operational funding and flexibility for low-income clients.	Maintain current fare system or suggested donation increase if needed.	High- Low-income people require a flexible donation system so they can continue to access the service.	L	Would require funding system in other ways to account for eliminated fares.
Fares are a barrier for low-income individuals, but they do not want to appear to accept charity.	Establish an anonymous fare collection method.	Medium- Comfort of using the system for low-income populations is important.	L	Would require additional staffing time to initiate the strategy.
Fares are a barrier for low-income individuals, but they do not want to appear to accept charity.	Offer envelope for donation.	Medium- Comfort of using the system for low-income populations is important.	L	Would require additional staffing time to initiate the strategy.
Seniors require a low-cost way to access social activities	Provide minimal fare to cover the cost of transportation operations for senior social trips. Seek additional funding sources to minimize cost to riders.	High- many seniors desire transportation to social activities but have fixed incomes.	S	Would require additional staffing time to organize trips and to seek additional funding sources.
Drivers need a secure way to manage fare collections.	Investigate different options to ensure secure fare collection.	High- drivers need to feel secure in managing the collected fares and public accountability for fare collection needs to be considered.	S,D,L	Administration could see what how other programs in the area handle this.





# Priorities

## Criteria and Methodology

The list of strategies was provided to the Special Transportation Fund Committee for prioritization. Projects were given a priority ranking of A through D. Highest priority strategies were ranked “A” and lowest priority strategies were ranked “D.” Consideration for ranking was based upon whether the strategy:

- Addressed an identified need
- Could be completed within a three year timeframe
- Increased or built upon coordination efforts
- Affected one or more of the special needs populations (elderly, disabled, low-income)
- Noted available and identified funding sources (including local match)
- Provided for adequate administrative capacity
- Had adequate vehicles to support the strategy, if applicable
- Anticipated cost/benefit ratio

## Relative Priorities of Strategies

Priorities were decided collectively by STF Committee members. Each category of priorities is outlined below.

### ***“A” Category: High Priority***

These are strategies targeted for immediate pursuit or those that are currently being done and that should be continued. They include:

Continuation of existing actions:

- Maintain dial-a-ride operations.
- Maintain transportation service to The Dalles.
- Continue partnership with Veteran's Administration.
- Utilize Sherman County bi-monthly publication for regular articles and promotion
- Continue active participation in Gorge TransLink, the Mobility Management strategy, and biannual meetings with transportation providers.
- Maintain current fare system or suggested donation increase if needed.

New actions for pursuit:

- Provide for replacement for the van. This new vehicle should be lift-equipped and provide storage for groceries and frozen foods.
- Provide replacement for the Blazer with a new four wheel drive or vehicle capable of traversing rural roads in inclement weather with better mileage and lower entry.
- Purchase crates to prevent spillage of groceries in existing vehicles.
- Expand services to Walla Walla and Yakima a few times per year.
- Establish an anonymous fare collection method.
- Offer envelope for donation.
- Provide minimal fare to cover the cost of transportation operations for senior social trips. Seek additional funding sources to minimize cost to riders.
- Investigate different options to ensure secure fare collection.



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**“B” Category: Mid-Priority**

These strategies are targeted for pursuit based upon funding availability:

- Provide replacement for the 20 passenger bus which should also have a lift and grocery storage.
- Seek funding for vehicle repair and maintenance.
- Pursue purchase of cell phones using best wireless service available.
- Determine if bus barn can be lengthened or if a lean-to addition would be better. Pursue the best option. Move the fence to expand the fenced enclosure.
- Connect to other transportation providers, such as CAT to provide travel to Portland.
- Enhance and develop connections to Transportation Network in conjunction with Gorge TransLink.
- Enhance and develop connections to Gilliam and Wheeler Transportation authorities.

**“C” Category: Low Priority**

These are long-term strategies that are not for immediate consideration:

- Expand services to Amtrak Station in Wishram.
- Enhance and develop connections to Columbia Area Transit in conjunction with Gorge TransLink.
- Consider a ‘Bus Ranger’ volunteer or similar titled person in each community who provides promotion, outreach and troubleshooting services for citizens in their area.
- Encourage carpool and rideshare options.

**“D” Category: Not Prioritized**

No strategies were prioritized at the “D” level, meaning strategies that are not targeted for completion at this time.



# Performance Measures

High priority strategies that are targeted for pursuit must be tied to performance measures in the coordinated transportation plan. These performance measures focus on assisting in determining if unmet needs are better served through the strategies implemented. Performance measures were identified in conjunction with the transportation providers after the high priority strategies were identified. It is essential that these performance measures are easy to track or already a component of the tracking already undertaken by the service providers so it is not an increased burden. The performance measures identified are listed below.

Transportation Need	Strategies	Performance Measure
<b>Sustain Existing Transportation Services</b>	<ul style="list-style-type: none"> <li>● Maintain dial-a-ride operations</li> <li>● Maintain transportation service to The Dalles</li> <li>● Continue partnership with Veteran's Administration</li> <li>● Provide for replacement of the van</li> <li>● Provide for replacement of the Blazer</li> </ul>	<ul style="list-style-type: none"> <li>○ Maintain ridership for disabled and non-disabled trips</li> <li>○ Maintain ridership to The Dalles</li> <li>○ Maintain ridership for VA medical trips</li> <li>○ Van and Blazer replaced</li> </ul>
<b>Operations</b>	<ul style="list-style-type: none"> <li>● Purchase crates to prevent spillage of groceries</li> </ul>	<ul style="list-style-type: none"> <li>○ Crates purchased</li> </ul>
<b>Service Routes</b>	<ul style="list-style-type: none"> <li>● Expand services to Walla Walla and Yakima a few times per year</li> </ul>	<ul style="list-style-type: none"> <li>○ Increase trips and ridership to Walla Walla and Yakima</li> </ul>
<b>Information about Services Available</b>	<ul style="list-style-type: none"> <li>● Utilize Sherman County bi-monthly publication for regular articles and promotion</li> </ul>	<ul style="list-style-type: none"> <li>○ Demonstrate continued use of the publication for transportation information</li> <li>○ Ridership maintained or increased as a result</li> </ul>
<b>Planning and Coordination</b>	<ul style="list-style-type: none"> <li>● Continue active participation in Gorge TransLink, the Mobility Management strategy, and biannual meetings with transportation providers</li> </ul>	<ul style="list-style-type: none"> <li>○ Connection and communication with TransLink maintained</li> <li>○ Learning opportunity utilized through connection with other established transportation systems</li> </ul>
<b>Fares</b>	<ul style="list-style-type: none"> <li>● Maintain current fare system or suggested donation increase if needed</li> <li>● Establish an anonymous fare collection method</li> <li>● Offer envelope for donation</li> <li>● Provide minimal fare to cover the cost of transportation operations for social trips. Seek additional funding sources to minimize cost to riders</li> <li>● Investigate different options to ensure secure fare collection</li> </ul>	<ul style="list-style-type: none"> <li>○ Steady or increased fare amount supports leverage for state and federal funding</li> <li>○ Alternative low income fare collection methods investigated by the STF Committee</li> <li>○ Maintain or increase ridership to senior social events</li> <li>○ Alternative fare collection methods presented to the STF Committee</li> </ul>



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## Plan Review and Adoption

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### **2007-2010 Coordinated Transportation Plan Adoption**

The new Transportation Coordinator, Marnene Benson-Wood, provided input for the finalization of this plan at a meeting on August 23, 2007. On August 28, 2007, the plan was presented to the STF Committee for their review. A workshop was held on September 6, 2007 at which time the Committee submitted recommendations for consideration which have been incorporated into the final plan. The 2007-2010 plan was adopted by the Sherman County Court on September 19, 2007.

### **2009-2011 Coordinated Transportation Plan Update**

Under contract with Association of Oregon Counties, Mid-Columbia Economic Development District began updating the plan for 2009-2012. The draft was presented for comment to the Special Transportation Fund Advisory Committee on January 20, 2009. The plan was posted on MCEDD's website (<http://www.mcedd.org>) for public review between February 2009 and March 2009. Notice of plan availability was noted in the Sherman County eNews and made available in hard copy or electronic (PDF) form. The final version was presented to the Sherman County Community Transit Coordinator, Sherman County Special Transportation Fund Advisory Committee and to the Sherman County Court for adoption in April 2009.

### **Future Plan Reviews**

This plan is designed to be reviewed and updated at least once every three years. It should be reviewed and updated in 2012 at the latest.



# Appendix A: Sherman County Transit Survey

## SURVEY & QUESTIONNAIRE

THE SHERMAN COUNTY TRANSPORTATION IS SEEKING YOUR COMMENTS ON HOW THE CURRENT BUS TRANSPORTATION IS DOING.

ARE 2 TRIPS TO THE DALLES (MONDAYS & THURSDAYS) ADEQUATE?  
YES † NO † COMMENTS \_\_\_\_\_

ARE THE TIMES FOR THE REGULAR SCHEDULED TRIPS ADEQUATE?  
IS THERE ENOUGH HOURS FOR SHOPPING AND BUSINESS?  
YES † NO † COMMENTS \_\_\_\_\_

ARE THE VEHICLES PROVIDED COMFORTABLE AND HAVE ROOM ENOUGH FOR THE GROCERY TRIP?  
YES † NO † COMMENTS \_\_\_\_\_

PLEASE SUGGEST ANY ENTERTAINMENT TRIPS THAT YOU WOULD ENJOY. \_\_\_\_\_

OTHER COMMENTS OR SUGGESTIONS \_\_\_\_\_

PLEASE PLACE INFORMATION IN THE ATTACHED ENVELOPE OR RETURN TO:  
SHERMAN COUNTY COMMUNITY TRANSIT  
P O BOX 365  
MORO OR 97039

CURRENTLY WE MAKE TWO TRIPS PER WEEK TO THE DALLES, LEAVING MORO AT APPROXIMATELY 8:00 AM. WE CURRENTLY TRANSPORT CLIENTS ON THE OREGON HEALTH PLAN PLUS, MEDICAID, VETERAN OR A SPOUSE OF A VETERAN TO OPTICAL, MEDICAL AND DENTAL APPOINTMENTS FOR NO CHARGE, BUT WE DO ACCEPT DONATION CONTRIBUTIONS AS YOU WISH.



## Appendix B: Public Comments

### Wasco Comments (gathered during public meetings in 2007):

- Service needs to be free – no fare (5 trips a month for a couple would be \$50 a month – big hit. Most people who can't pay don't ride because they don't want to be seen getting a handout)
- Consider paying mileage for family member or friend to drive in a private car for the trip rather than running whole bus and driver
- Service to VA Portland is good – keep it going
- Concern that County Court may try to 'kill' service
- \$20 to \$25 fare to Portland VA is excessive
- Some veterans need transport to Walla Walla and Yakima once or twice per year
- Want service to continue even if there is only one veteran in need
- Hard to plan shopping trips – bus goes to various stores
- Better coordination is needed for scheduling medical appointments
- VA needs to coordinate appointments by area so several vets can come together to a particular VA facility
- Seniors interested in tours of wind farms
- More riders are needed in general to utilize the system

### Moro Comments (gathered during public meetings in 2007):

- Some riders use the service all the time – excellent service
- Would like additional trips to visit housing office in The Dalles
- Want trips to bingo at Rufus Community Center and to Senior Center for pinochle on Friday nights and for bingo in Wasco during Memorial Day Celebration
- Need pickup service for lunch at the Senior Center
- Two men have caused problems in the past – need better supervision
- Would like weekend service
- Would like Christmas tours of lights in The Dalles
- Fare now \$5, used to be \$2, too high
- One person attends Columbia Gorge Community College and uses the bus when available
- Would like to go to the Hermiston Wal-Mart
- Storage for groceries on the bus is a problem (rolling grapefruit)

### Grass Valley Comments (gathered during public meetings in 2007):

- Physicians Assistant in Moro moving to Arlington – many patients want to follow and need bus service to Arlington
- Would like bus service to:
  - 'Round up folks' for the Sherman County Fair
  - Poker group in Moro on Thursday night
  - Kah-Nee-Ta (Warm Springs)
  - Memorial Day Parade in Wasco
  - Baseball and Basketball games
  - Cherry Blossom Parade in The Dalles
  - Imperial River Company in Maupin
  - Sherar's Bridge to watch fishing



- Shaniko days (first week of August)
  - Transit system needs a ‘promoter’ – maybe a ‘bus ranger’ in each community to promote and help arrange service

STF Committee Comments (gathered during the 2007 meeting):

- Organized rides for the County Fair
- Organized rides for local school sports (to see grandkids in action)
- Increased recreation to encourage seniors to continue community involvement

Employer Comments (gathered during stakeholder involvement in 2007):

- Employers’ major concern is the negative impact on the employees by the Biggs Bridge closure.

2008 Survey Comments:

- Local excursions have been made available and should continue
- Funding to replace vehicles
- Funding to add vehicles, particularly a lower entry vehicle with better mileage
- Add a 20 passenger bus

2009 Meeting Comments:

- Bus barn is 2 feet too short to cover the van they’d like to purchase
- Fenced area around bus barn needs to be larger
- Need to make sure there’s no question about honesty with fare collection and that fares are safely kept while on the bus



## Appendix C: Publicity

Newsletter mailed to every Sherman County resident announcing the transportation plan.

# The Citizen-Reporter



A Sherman County Government Publication — June 2007

## Sherman County Community Transit

**NOTICE.** Effective June 1, 2007, the Sherman County Court will assume operation of the County's special transportation service to be known as ***Sherman County Community Transit.*** Marnene Benson will serve as our Transit Coordinator. Call **541-565-3553.**

No immediate changes to the weekly transportation schedule are planned.

### **CHANGE.**

Changes and improvements in the special transportation system will include:

- Regularly scheduled dispatch hours maintained by Community Transit Coordinator Marnene Benson.
- Rides for persons with Medicaid coverage (OMAP Plus) provided locally at no cost to the rider through the Medicaid Brokerage in The Dalles.

### **SHERMAN COUNTY.**

Sherman County's Special Transportation Fund Advisory Committee, representing appropriate population segments, makes recommendations to the County Court for the allocation of STF program dollars.

Sherman County is expected to have a Coordinated Human Service Transportation Plan in place in the near future.

### **PLANNING .**

Special Transportation planning is underway by Link Shadley of Mid-Columbia Economic Development District. Please contact him if you have ideas, suggestions or comments about the future of Sherman County Transit. 541.296.2266 or [link@mcedd.org](mailto:link@mcedd.org) or mail to Link Shadley, MCEDD, 515 East 2nd Street, The Dalles, OR 97058.





**ODOT SPECIAL TRANSPORTATION.**

Oregon Department of Transportation [ODOT] Special Transportation Fund [STF] dollars provide public transportation for seniors, disabled persons and others as space allows.

Funding is secured in two ways: (1) through a formula based primarily on service-area population, and (2) through a biennial discretionary grant program that combines multiple state and federal funding sources. The formula-based service funding for Sherman County is \$40,000 per year.

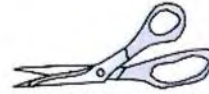
Other funds may be secured to provide transportation training and maintenance expenses, technical assistance, vehicles, facilities, and office and communications equipment.

The current fleet includes a 2000 Ford bus, a 2001 Ford van and a 2003 Chevrolet Trailblazer. The public transit bus barn located next to the Road Department shop was constructed in 2006.



**VETERANS' TRANSPORTATION.**

Tri-County Veterans' Services Officer Paul Conway is listening to veterans to determine their needs, including transportation for medical appointments. Sherman, Gilliam and Wheeler county veterans and transportation stakeholders met to discuss affordable, collaborative transportation for veterans. Call 1-541-565-3408.



Sherman County Community Transit  
Call for a ride!  
1-541-565-3553

**MONDAY**

Monday passengers are picked up starting at 8 a.m. in Moro for shopping in The Dalles. The bus begins the return trip no later than 3 p.m.

**THURSDAY**

Thursday passengers are picked up starting at 8 a.m. in Moro for appointments in The Dalles—medical, dental, legal, banking or business.



500 Court Street,  
P.O. Box 365  
Moro, Oregon 97039  
<http://www.sherman-county.com>

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## NOTICE



**ATTENTION: Bus riders, Seniors, Vets and everyone who has a need for special public transportation...**

### **WE NEED TO HEAR FROM YOU**

Please help us with the Special Transportation Fund planning for the Oregon Department of Transportation. We need to hear what you, Sherman County residents, want and need for transportation, where and when do you want it, and how can we improve service!

Please drop by:

Wasco: Monday, May 14th, 9 to 11 AM, Wasco City Hall/Library.

Moro: Monday, May 14th, 12:30 to 2:30 PM, Sherman County Senior Center (right after their wonderful lunch)

Grass Valley: Tuesday, May 15th, 3 to 5 PM, Lisa's Country Café.

For an informal meeting with Link Shadley, Mid-Columbia Economic Development District (and I promise to be a good listener!).

...or call anytime, Link Shadley 541.296.2266, or email to [link@mcedd.org](mailto:link@mcedd.org) or write,  
Link Shadley, MCEDD, 515 East 2nd St., The Dalles, OR 97058

MCEDD is under contract to the Association of Oregon Counties for the Sherman County STF Plan for ODOT. We will finalize the plan and submit prior to June 30th, 2007. Thank you for your assistance!



August 2007

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THE CITIZEN-REPORTER

## Sherman County Community Transit



Please call for your ride 24 hours in advance.  
1-541-565-3553  
Office hours are 9:30-3:30 mon.-thurs.  
Fare: \$5 per trip.

- **Monday**—Moro to and from The Dalles for shopping.
- **Thursday**—Moro to and from The Dalles for medical, dental, legal, banking and business appointments.

**Bingo, anyone?** If you're interested in going to The Dalles Senior Center to play Bingo at 6 p.m. on Thursday evenings, please call by 5 p.m. on Wednesdays. Participants must be 19 years of age.

**By Order of the  
Sherman County Fire Defense Board:  
Until further notice there will be  
NO outdoor burning . . .  
in barrels, incinerators or  
on agricultural lands.**

## Veterans' Services


Veterans Service Officer Paul Conway is providing services to veterans and their families, including benefits and transportation.

During his quarterly report to Sherman, Gilliam & Wheeler county commissioners, Conway reported that he conducted 72 office interviews with veterans, 17 out-of-office interviews, filed seven original claims, reopened one claim, submitted three veterans' medical applications, filed three appeals, made seven referrals, attended 34 outreach activities/meetings [Mitchell, Fossil, Service Creek, Summit Springs Village/Condon, Spray, Arlington, Wasco & Moro] and training in Salem and Portland; submitted news releases; and sent 53 personal letters to veterans or their families.

Here's how you can reach him:

- P.O. Box 168, Moro, OR 97039
- 1-800-982-1172
- Tuesdays, Courthouse in Condon 8-5
- Wednesdays, Fossil Family Services 8-5
- Thursdays, Senior Center in Moro 8-5—565-3408
- [pconway@ncesd.k12.or.us](mailto:pconway@ncesd.k12.or.us)

# Newcomers! Welcome to Sherman County!



## SHERMAN

COUNTY

Presorted Standard  
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Permit No. 4

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P.O. Box 365  
Moro, Oregon 97039  
<http://www.sherman-county.com>

## Postal Patron



## Appendix D: Demographic Tables

### Senior Population Projections

An aging population is projected for the State and Sherman County. (Source: Oregon Office of Economic Analysis. April 2004.)

#### Year 2000

Area	Total	Age Group						
		55-59	60-64	65-69	70-74	75-79	80-84	85+
Oregon Total	3,436,750	174,245	132,447	112,759	106,421	95,329	66,828	58,423
Sherman County	1,950	117	99	87	111	72	47	41

#### Year 2010

Area	Total	Age Group						
		55-59	60-64	65-69	70-74	75-79	80-84	85+
Oregon Total	3,843,900	268,023	228,279	159,820	112,772	85,347	67,733	76,272
Sherman County	1,933	166	146	113	90	73	82	77

#### Year 2020

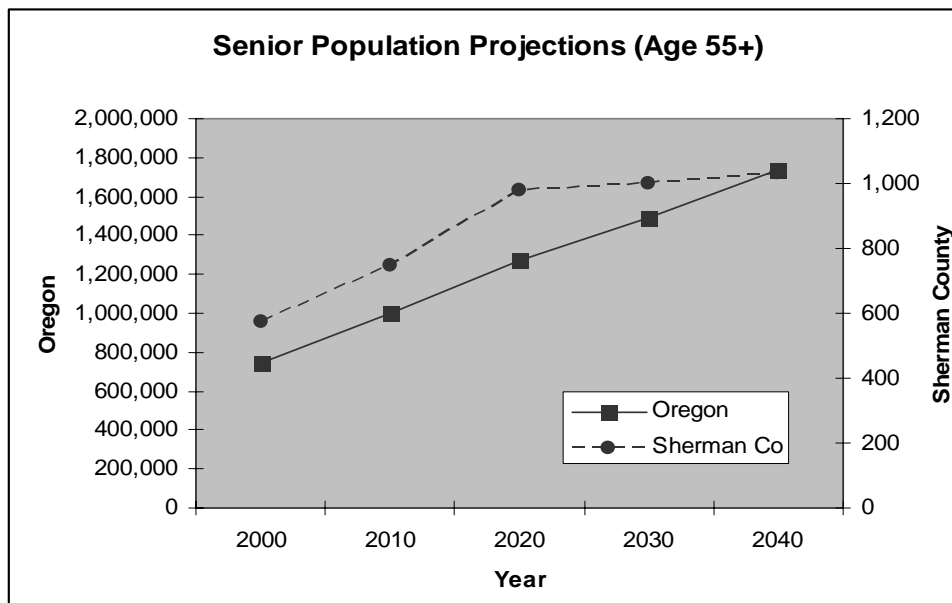
Area	Total	Age Group						
		55-59	60-64	65-69	70-74	75-79	80-84	85+
Oregon Total	4,359,258	267,168	267,583	251,301	198,776	124,275	74,495	84,909
Sherman County	2,043	173	203	173	140	100	70	119

#### Year 2030

Area	Total	Age Group						
		55-59	60-64	65-69	70-74	75-79	80-84	85+
Oregon Total	4,891,225	280,047	261,311	253,683	237,821	201,648	137,799	119,971
Sherman County	2,102	106	127	181	194	150	104	139

#### Year 2040

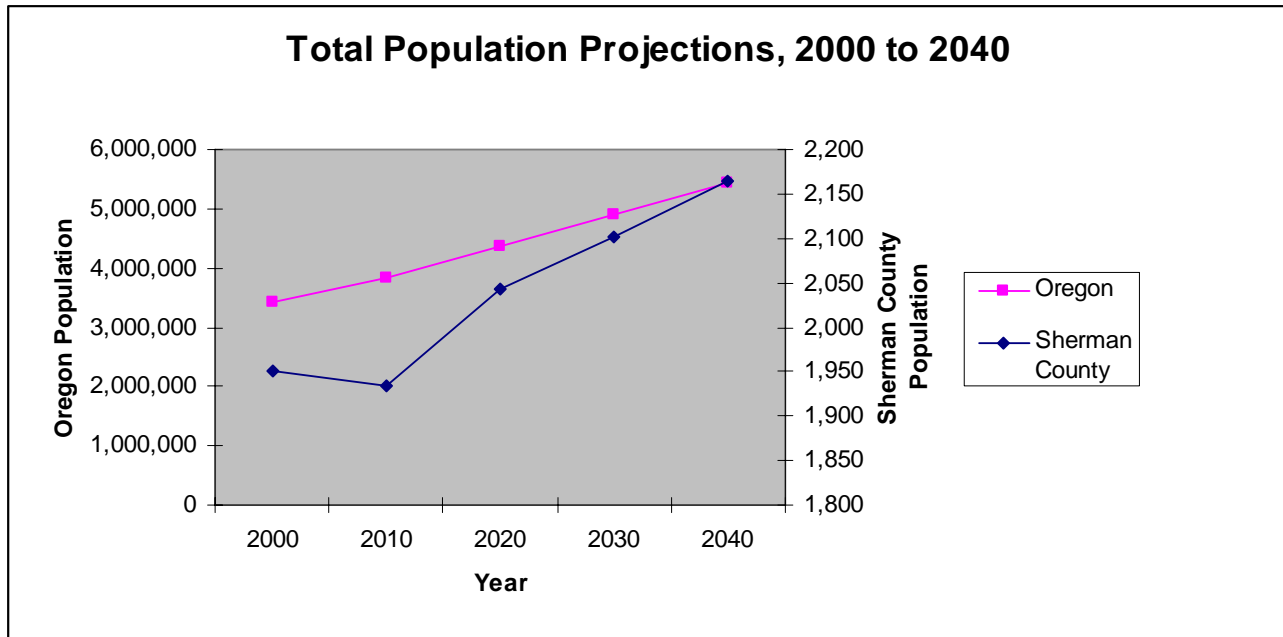
Area	Total	Age Group						
		55-59	60-64	65-69	70-74	75-79	80-84	85+
Oregon Total	5,425,408	337,313	297,787	268,516	235,769	208,589	171,551	213,094
Sherman County	2,165	156	116	115	126	163	151	203



### Population Projections

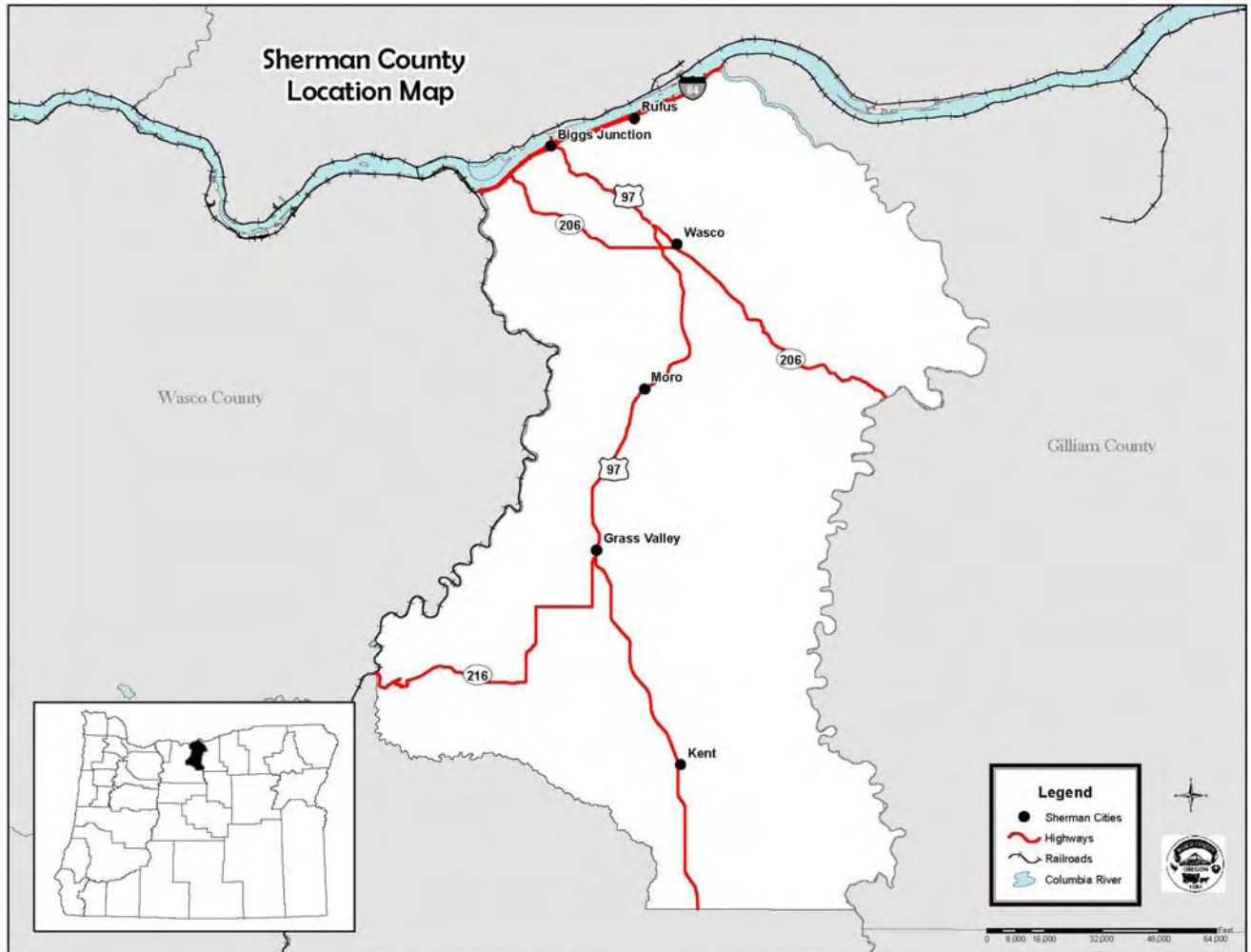
An increasing population is projected for the State and the County, which will further put demands on public transportation systems. (Source: Oregon Office of Economic Analysis. April 2004.)

Total Population Projections for Oregon and Sherman County, 2000 - 2040					
Area	Actual		Forecast		
	2000	2010	2020	2030	2040
Oregon	3,436,750	3,843,900	4,359,258	4,891,225	5,425,408
Sherman	1,950	1,933	2,043	2,102	2,165

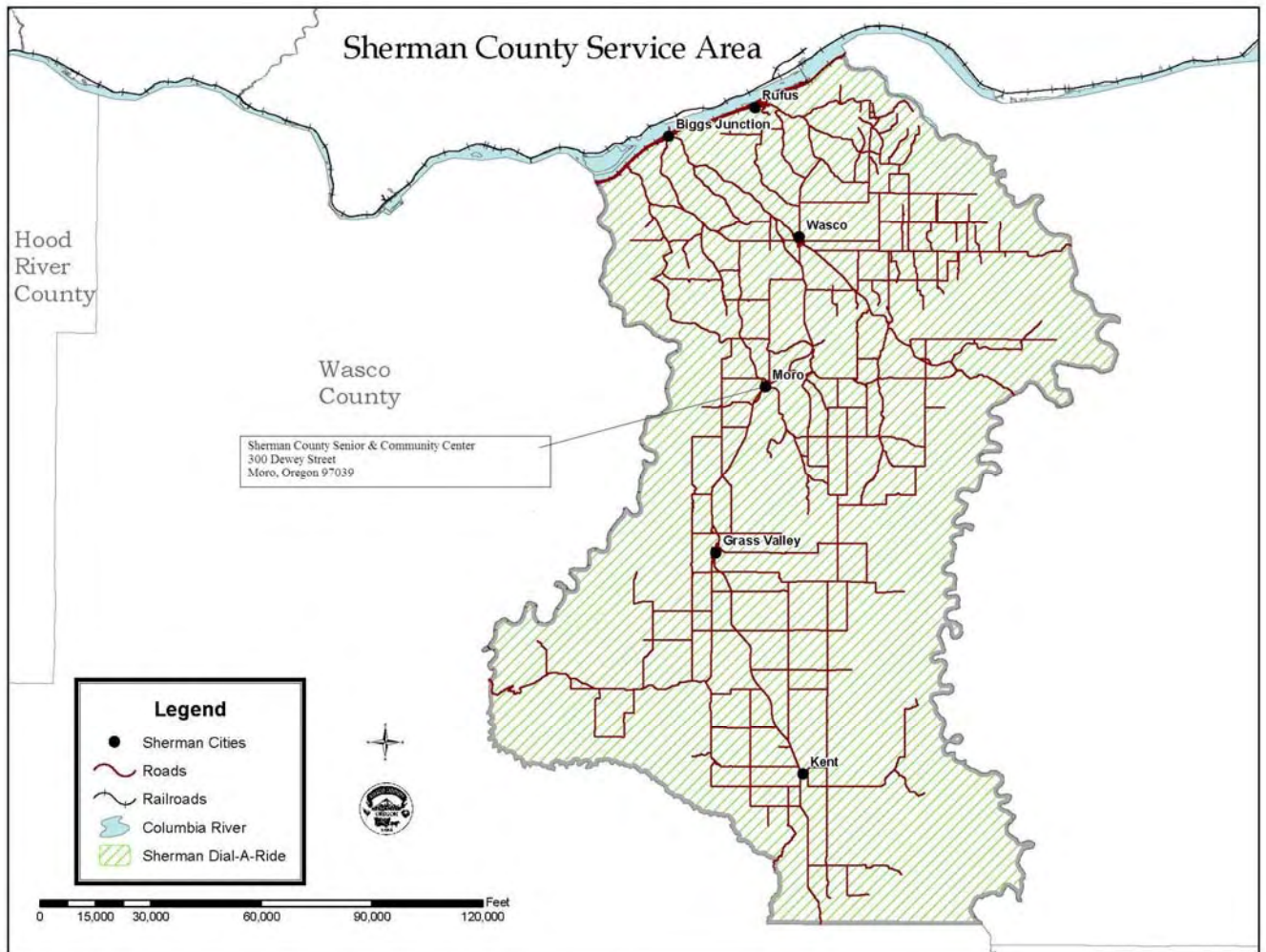


# Appendix E: Maps

## Sherman County Locator Map



Current Service Areas and Origins Map



The primary origins in Sherman County include the incorporated cities of Rufus, Wasco, Moro, and Grass Valley. The Sherman County Senior and Community Center in Moro is of particular note because it acts as the point of origin for the fixed route to The Dalles offered on Mondays and Thursdays by Sherman County Community Transit.



## Destinations in The Dalles

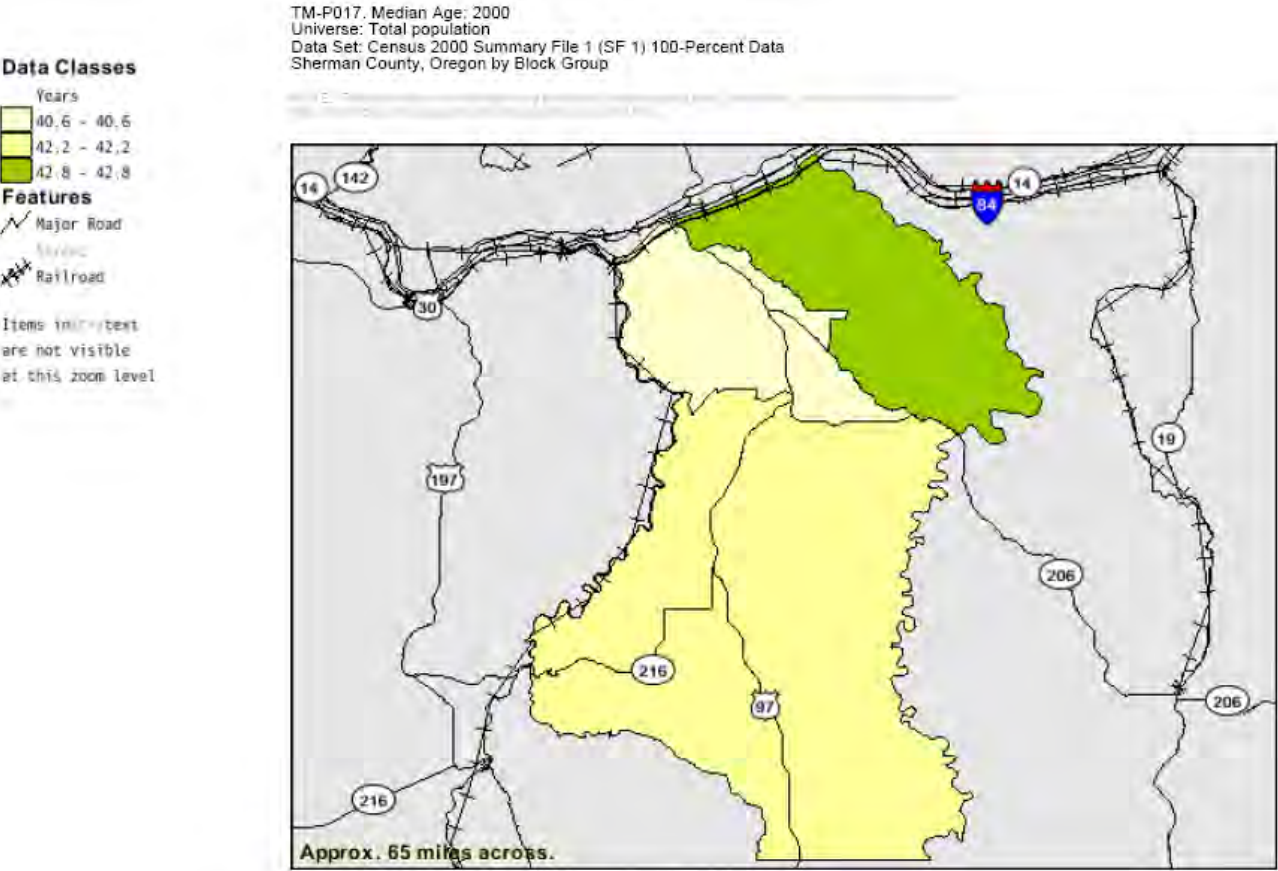


## Veterans Destinations





Population Distribution Map



# Elderly Population Distribution Map

TM-P020. Percent of Persons 65 Years and Over: 2000  
Universe: Total population  
Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data  
Sherman County, Oregon by Block Group

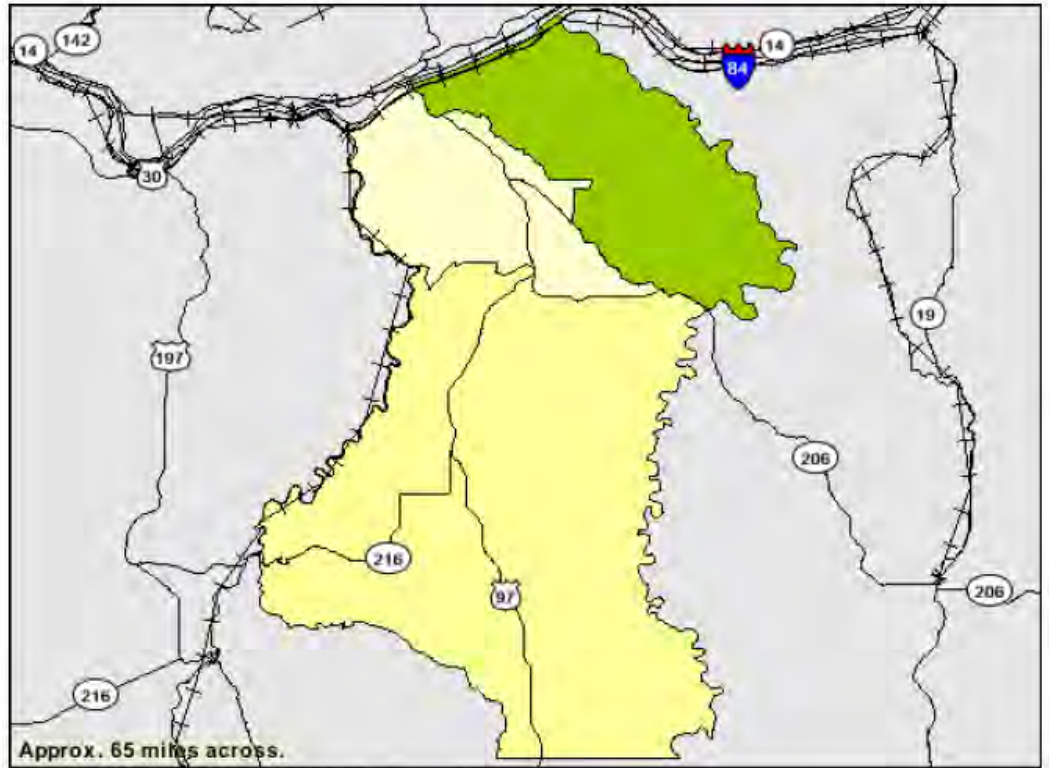
### Data Classes

Percent	
16.1 - 16.1	18.7 - 18.7
18.7 - 18.7	20.4 - 20.4

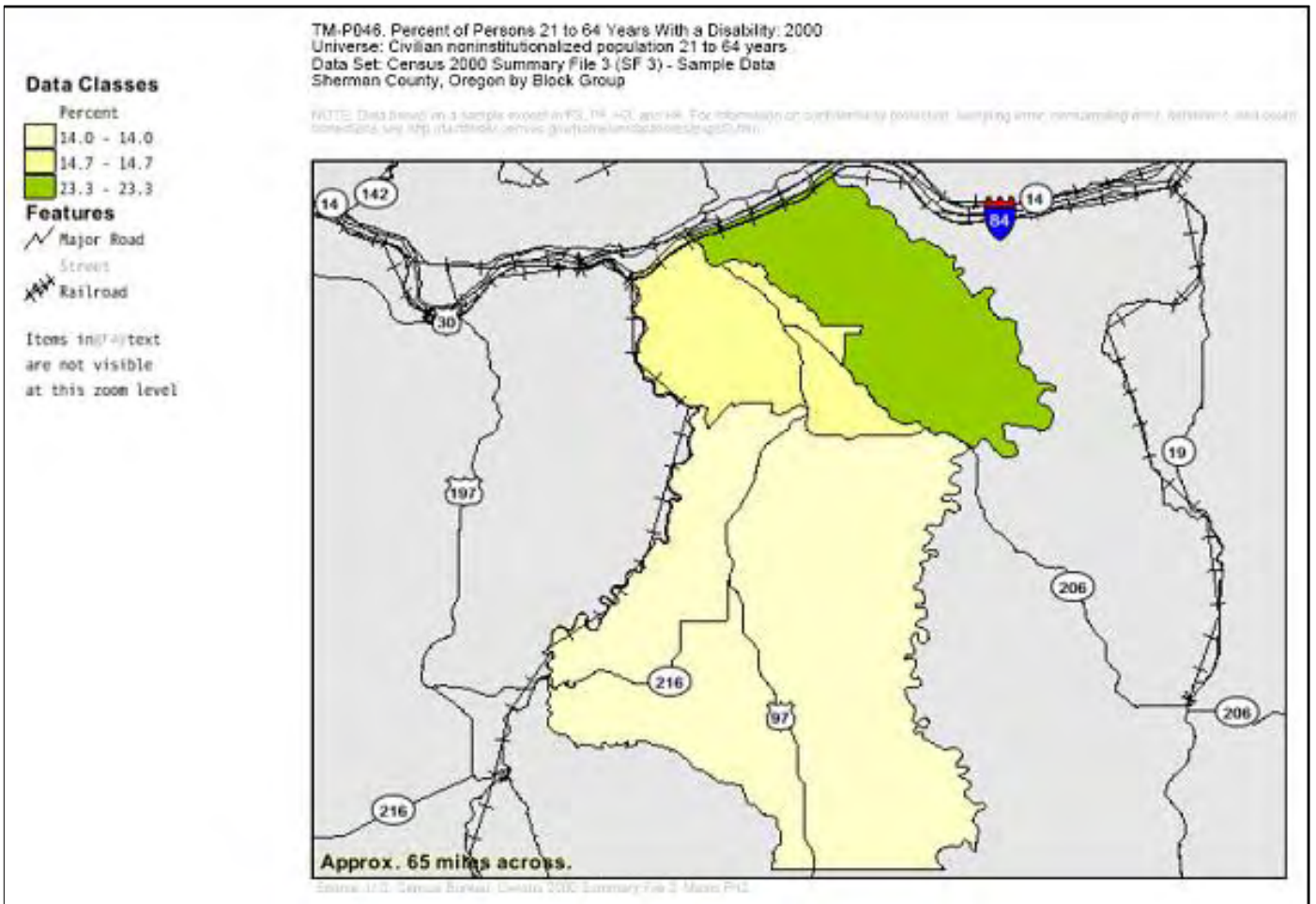
### Features

- Major Road
- Railroad

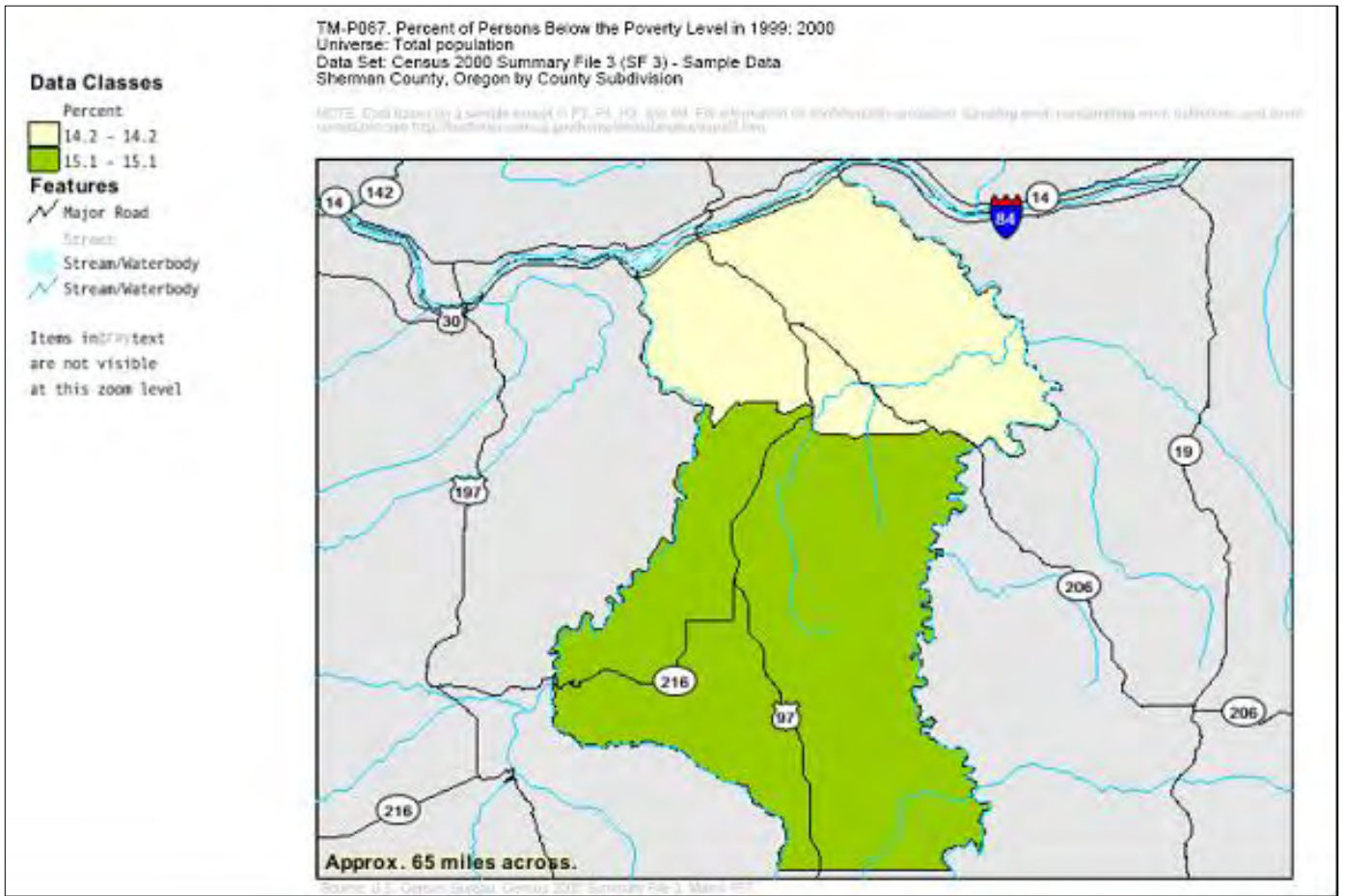
Items indistinct  
are not visible  
at this zoom level



Individuals with Disabilities Population Distribution Map

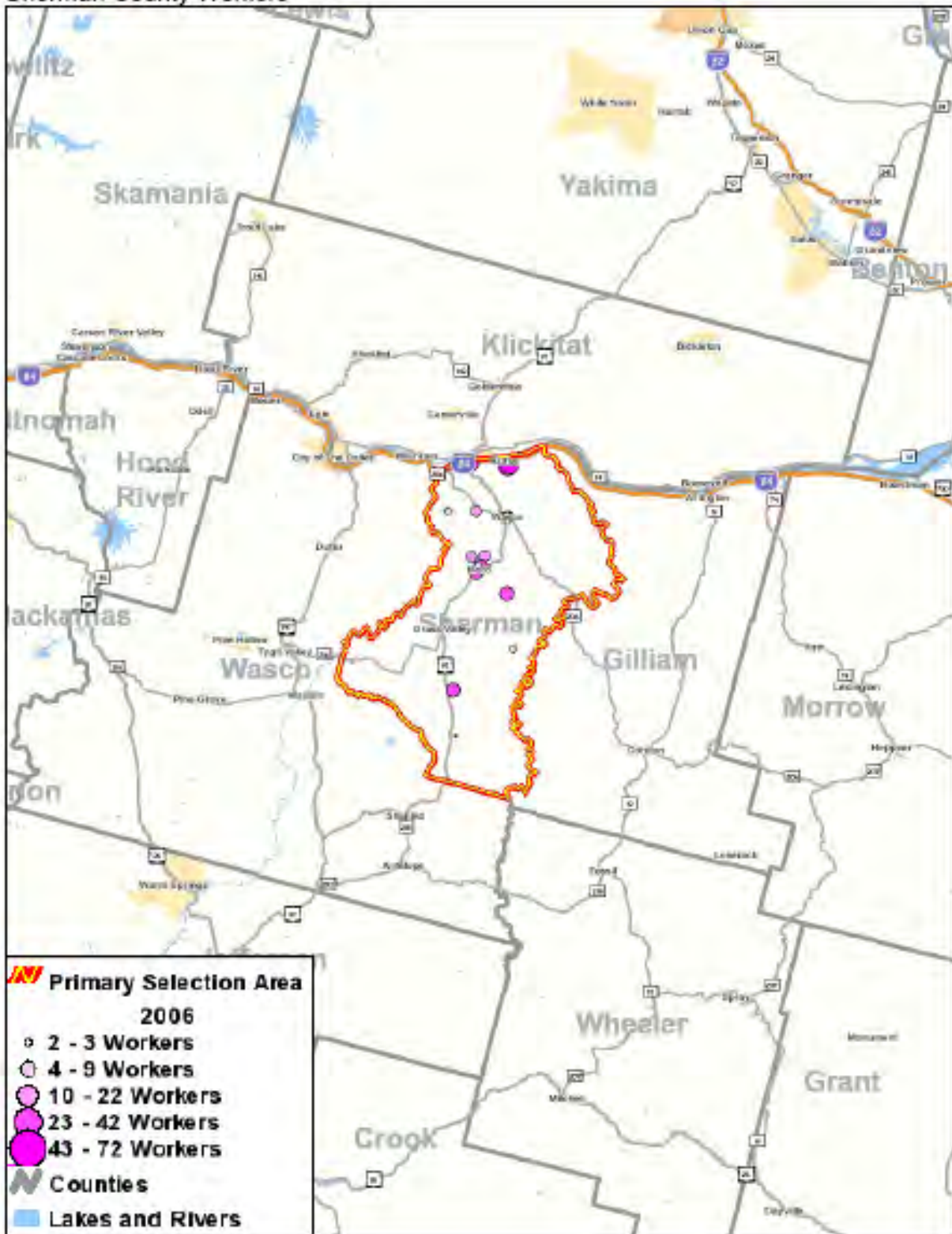


Low Income Population Distribution Map



Work Place Distribution Map

Source: US Census Bureau, Center for Economic Studies



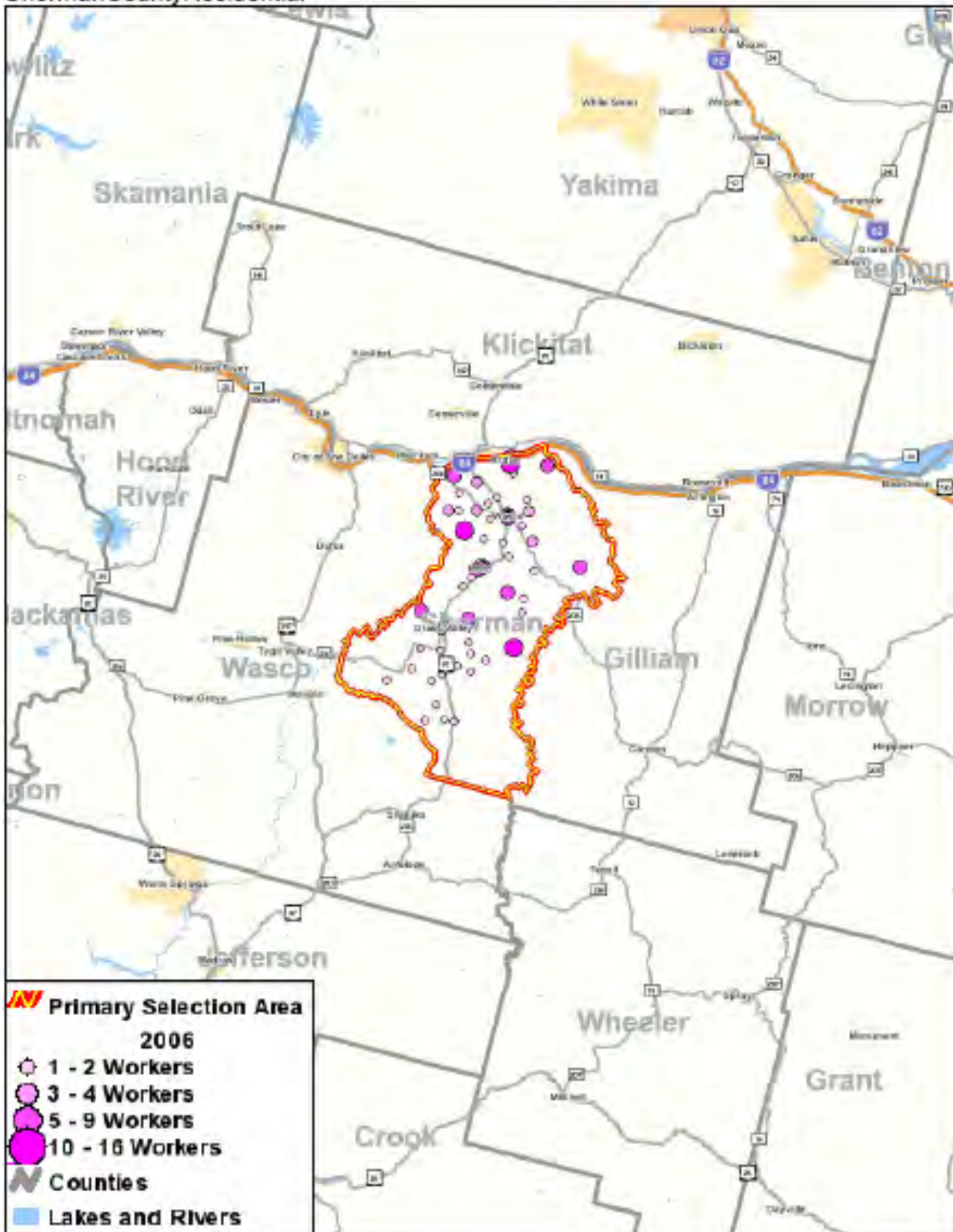
Low-Income Work Place Distribution Map

Source: US Census Bureau, Center for Economic Studies



Home/ Residential Area Distribution Map

Source: US Census Bureau, Center for Economic Studies



Low-Income Home/ Residential Area Distribution Map  
Source: US Census Bureau, Center for Economic Studies





# Appendix F: STF Advisory Committee Bylaws

SHERMAN COUNTY

SPECIAL TRANSPORTATION FUND ADVISORY COMMITTEE

AMENDMENT TO THE BYLAWS

ARTICLE I – NAME

The name of this Advisory Committee shall be Sherman County Special Transportation Fund (STF) Advisory Committee.

ARTICLE II – PURPOSE

The Advisory Committee is established in the interest of elderly and disabled persons in the Sherman County area. Its purpose is to advise Sherman County Court on matters that pertain to the transportation needs of persons who are elderly or disabled, to encourage and promote services that meet those needs, and to advocate for a range of services that directly affect the welfare of those who desire or require those services.

ARTICLE III - MEMBERSHIP

1. The Advisory Committee shall consist of a minimum of five (5) voting members.
2. An Advisory Committee member shall be appointed for a period of four (4) years after staggering two (2) voting members positions for two (2) year terms first.
3. Advisory Committee appointments will be by the Governing Body in January.
4. The Advisory Committee shall consist of: a) users of elderly and disabled transportation; b) providers of elderly and disabled transportation; c) elderly or disabled persons living in a district or county where there are no transportation services; and d) a representative of elderly persons; or e) a representative of disabled persons.
5. Interim vacancies on the Advisory Committee shall be filled by Sherman County Court without undue delay. The replacement shall service the remainder of the predecessor's term.
6. Members of the Advisory Committee may be reimbursed for expenses incurred relative to Business of the Organization. Reimbursement requests will be submitted on the required form to the STF Coordinator for Sherman County within the month the expenditure occurs or the beginning of the next month.
7. Regular meetings of the Advisory Committee shall be held quarterly, January, April, July and October.
8. Special meetings may be called by the chair or any other three members upon a 24-hour written notice to members and news media requesting notification.
9. A quorum of the Advisory Committee shall consist of a majority of all the members. A quorum must be present for any business to be conducted. A majority of vote of those members present is needed to approve any action. No member may vote unless physically present.
10. In points of question, the proceedings of the Advisory Committee shall be governed by Roberts Rules of Order, as revised (or approved method of conducting business).
11. All meetings of the Advisory Committee shall be open to the public.
12. The Advisory Committee may recommend removal of a member by the Sherman County Court by a vote of two-thirds of the majority of all its members. Such removal shall be for cause.



ARTICLE IV – OFFICERS

1. At its first meeting of the calendar year, the Advisory Committee shall elect by majority vote a chairperson, a vice-chair and a secretary.
2. The duties of the chair are as follows:
  - a) Preside at all regular and special meetings of the Advisory Committee.
  - b) Appoint standing and ad hoc committees and committee members.
  - c) Act as the official spokesperson for the Advisory Committee.
  - d) Notify the County Court along with the STF Coordinator of all actions taken by the Advisory Committee.
  - e) Perform such other duties as the Advisory Committee and County Court shall direct.
3. The duties of the Vice-chair are as follows:
  - a) In the absence of the Chair or during his or her incapacity to act, shall perform the duties of that office.
  - b) Shall perform such other duties as may, from time to time, be assigned by the Chair or the County Court.
4. The duties of the Secretary are as follows:
  - a) Shall issue notices of all Advisory Committee meetings.
  - b) Shall keep accurate minutes of all Advisory Committee meetings.
  - c) Shall along with the Chair, sign all official documents and correspondence of the Advisory Committee.
  - d) Shall perform other duties of that office as may be assigned by the County Court or Advisory Committee Chairperson.
5. All officers shall be elected for one year or until their successors are elected.

ARTICLE V - STF COORDINATOR

The STF Coordinator shall act as an advisor to the Advisory Committee. The duties of the STF Coordinator shall be as follows:

1. Shall act as the official liaison of the STF Advisory Committee to the County Court.
2. Notify the County Court of all actions taken by the Advisory Committee.
3. Shall attend meetings and trainings as required to enable Sherman County to receive STF funding from grants and other transportation resources.
4. Administrator for stf formula program application.

The STF Coordinator shall be appointed by the Sherman County Court. The STF Coordinator may participate in meetings in the same manner as any other member, but shall not have a vote or be counted toward the establishment of a quorum.

ARTICLE VI – BYLAW AMENDMENTS

The STF Advisory Committee shall recommend to the Sherman County Court alterations or amendments to the By-Laws of the organization, except as prohibited by law, by two-thirds vote of all the members at any regular or special meeting of the Advisory Committee provided that such notice of intention to make, alter,



or amend, the By-Laws shall have been given in writing to all committee members ten days prior to such meeting.

ARTICLE VII – FISCAL YEAR

The Fiscal Year of the Sherman County Special Transportation Fund Advisory Committee shall be a twelve (12) month period from July 1 to June 30.

We, the Sherman County STF Advisory Committee, have executed these By-Laws this 26<sup>th</sup> day of January, 2005.

OFFICERS OF THE ADVISORY COMMITTEE

Cassie Steyer  
Chairperson

Natie Wooderson  
Vice Chairperson

James R. Biliby  
Secretary

APPROVED BY THE SHERMAN COUNTY COURT ON February 15, 2005.

Gary Chapman  
County Judge

Sherry Kaschberg  
County Commissioner

Steve Buret  
County Commissioner



## Appendix G: 2009-2012 Plan Adoption

The 2009-2012 Sherman County Coordinated Transportation Plan was presented to the Sherman County Community Transit Coordinator, the Special Transportation Fund Advisory committee and the Sherman Court in April 2009.

Notice of plan availability was also noted in the Sherman County eNews and is available in hard copy or electronic (PDF) form.

Adopted by the Sherman County Community Transit Coordinator:

Marnene Benson-Wood                      4-13-09  
Marnene Benson-Wood                      Date

Adopted by the Sherman County Community Transit STF Advisory Committee:

John Hilderbrand                      4/15-09  
John Hilderbrand, Advisory Committee Chairman                      Date

Adopted by the Sherman County Court:

Gary Thompson                      4/15/09  
Judge Gary Thompson                      Date

