



Union County



Wallowa County

UNION & WALLOWA COUNTIES COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

December 2022

**Transportation Partnership
Teresa Dutcher and Staci Kunz**



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Acronyms

ACS – American Community Survey

CCNO – Community Connection of Northeast Oregon, Inc.

CCNO Transit Council

CHSP – Coordinated Human Services Transportation Plan

DHS – Department of Human Services

FTA – Federal Transportation Administration

FY – Fiscal Year

HRTG – Highly Rural Transportation Grant

NEMT – Non-emergency Medical Services

NEO – Northeast Oregon Public Transportation

ODOT – Oregon Department of Transportation

ODOT/RPTD – Oregon Department of Transportation/Rail & Public Transit Division

OHP – Oregon Health Plan

STIF – Statewide Transportation Improvement Fund

STIP – Statewide Transportation Improvement Projects

STF – Special Transportation Fund

UCTAC – Union County Transportation Advisory Committee

VTS – Veteran Transportation Service

UCTAC – Union County Transportation Advisory Committee

WCTAC – Wallowa County Transportation Advisory Committee

INTRODUCTION

Union and Wallowa Counties have prepared this Coordinated Human Services Transportation Plan (CHSP) within the regulations and guidance of both FTA (Federal Transportation Administration) and ODOT-RPTD (Oregon Department of Transportation/Rail & Public Transit Division).

The purpose of the CHSP is to broaden the dialogue and support coordination between public transportation and human services transportation focused on target populations; older adults, people with disabilities and persons of low-income. The FTA and ODOT-RPTD have expectations and requirements for a coordinated planning process. As the designated recipient of federal funds, ODOT-RPTD is required to conduct a competitive selection process to determine use of the funds, and to certify that projects were derived from a coordinated plan.

Coordinated Human Services plans are locally developed, coordinated public transit-human services transportation plan which identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Required elements of the CHSP are assessments of available services, assessments of transportation needs, assessments of targeted population, strategies, activities and/or projects, and priorities for implementation of the assessments based upon resources, time, and feasibility.

The intent of the CHSP is for it to be a document identifying needs and investment priorities. Transit providers in Union and Wallowa counties will use the CHSP to allocate funding, and along with local partners, will use the plan to develop and enhance transit services.

Although this Plan document includes two counties, the information disseminated within the plan will show Union and Wallowa Counties separately as they both have unique characteristics, topography, demographics and needs.



DEMOGRAPHICS

DEMOGRAPHICS

An analysis of the demographic and socioeconomic conditions highlights the transportation needs of community members throughout both counties. This includes the particular needs of older adults, persons with disabilities, and individuals with low income.

AREA PROFILE

Union and Wallowa Counties are both located in Northeastern Oregon. The regions are bordered by the Snake River and Idaho on the east, Baker County directly south, Grant County is southwest with Umatilla County northwest. Interstate 84 runs central through Union County with several smaller Oregon state highways that provide connections throughout the more remote areas. U.S. State Forests comprise the majority of land in the regions.

Figures 1 and 2 show population and land values. The County seat of Wallowa County is Enterprise, and the county seat of Union County is La Grande. La Grande is the region’s most populous city with more than 13,000 residents. Wallowa County has approximately 7,300 residents.

Figure 1 Population

Year	Union	Wallowa	Oregon	USA
1990	23,598	6,911	2,858,547	248,083,732
2000	24,530	7,226	3,429,708	282,398,554
2010	25,748	7,008	3,837,614	311,182,845
2020	26,196	7,391	4,241,544	335,943,003

Resources: U.S. Census Bureau – Quick Facts

Figure 2 Land Mass

County - City	Mass Miles ²	2020 Population	Population Miles ²
Union	2,039 m ²	26,196	12.8
Wallowa	3156 m ²	7,391	0.4
LaGrande	4.59 m ²	13,026	2837.9
Enterprise	1.47 m ²	1,994	1356.5

Resources Land Mass: Wikipedia

Resources Population: U.S. Census Bureau-Quick Facts for La Grande
U.S. Census Bureau-Estimates for cities under 5,000 for Enterprise

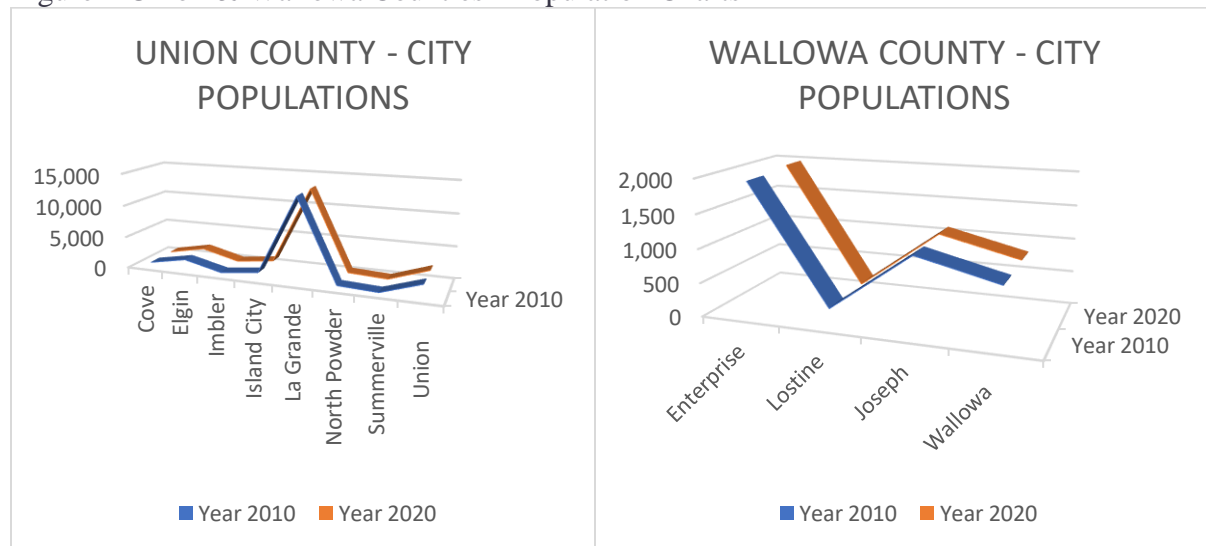
As presented in Figure 1, populations in Union and Wallowa Counties, as a whole, have only changed marginally. Union County has less than a 2% growth from 2010 to 2020. We do, however, take into consideration that the 2020 census was taken at the height of the pandemic, and therefore was not as thorough as it had been in previous census years due to the safety of their employees. Figure 2 shows population per square mile and Figure 3 shows estimated populations for cities in Union and Wallowa Counties.

Figure 3 Union & Wallowa Counties - Population Cities

Union			Wallowa		
City	2010	2020	City	2010	2020
Cove	624	652	Enterprise	1,944	1,994
Elgin	1,714	1,801	Joseph	1,094	1,111
Imbler	306	321	Lostine	214	225
Island City	989	1,024	Wallowa	808	831
La Grande	13,082	13,026			
North Powder	432	458			
Summerville	136	144			
Union	2,120	2,207			

Resource: U.S. Census Bureau Quick Facts, La Grande
 U.S. Census Bureau Estimates for cities under 5,000

Figure 4 Union & Wallowa Counties - Population Charts



Charts formatted from population figures above.

In Figure 4 we can see the population changes between the historic census (2010) and for the most recent census year (2020). Though there are small changes in population numbers, populations in both counties are relatively stable, which provides a firm foundation for planning.

Socioeconomic Conditions

Demographic and socioeconomic conditions are strong indicators of the propensity for transit use, as specific population segments are considerably more likely to utilize transit for their transportation needs. Recent data from the U.S. Census Bureau’s American Community Survey (ACS) were collected to analyze geographic distribution of older adults, people with disabilities, and people with low income. Socioeconomic data regarding job growth by sector also paints a picture of when and where transit service may be needed.

Transit Supportive Demographics

Human services transportation focuses on older adults, persons with disabilities, and low-income populations because these are typically segments of the population that have lower rates of automobile access and use. These populations still require transportation to meet their everyday needs, but may not have the means or the ability to drive an automobile.

Figure 5 summarizes vulnerable populations in the nation, Oregon, and in Wallowa County study areas, and by incorporated communities. Both Union and Wallowa Counties house greater numbers of older adults, persons with disabilities and low-income persons than the state and country overall. These demographics indicate that transit service is especially critical in these regions of the state. Figure 6 summarizes vulnerable populations in Union County.

Figure 5 Wallowa County Population Demographics

Places	Population 2010	Population 2020	Percent of County	Percent Population 65+	Percent Population Poverty	Percent Population Disability	Population Growth
Enterprise	1,944	1,994	26.98%				3%
Joseph	1094	1111	15.03%				2%
Lostine	214	225	3.04%				5%
Wallowa, City of	808	831	11.24%				3%
Wallowa County	7,008	7,391		29.60%	11.60%	15.0%	3%
OREGON	3,831,074	4,234,256		18.60%	11.00%	9.90%	10%
USA	308,745,538	331,449,281		16.50%	11.40%	8.70%	7%

Sources: U.S. Census Bureau - Quick Facts

Data not available due to low population centers under 5,000

Data available for Wallowa County

Figure 6 Union County - Population Demographics

Places	Population 2010	Population 2020	Percent of County	Percent Population 65+	Percent Population Poverty	Percent Population Disability	Population Growth
Cove	624	652	2.49%	23.60%	13.20%	14.90%	4%
Elgin	1714	1801	6.88%				5%
Imbler	306	321	1.23%				5%
Island City	989	1024	3.91%				4%
La Grande	13082	13026	49.73%	17.40%	19.10%	11.60%	-1%
North Powder	432	458	1.75%				6%
Summerville	136	144	0.55%				6%
Union, City of	2120	2207	8.42%				4%
Union County	25,748	26,196		21.30%	12.60%	19.90%	2%
OREGON	3,831,074	4,234,256		18.60%	11.00%	9.90%	10%
USA	308,745,538	331,449,281		16.50%	11.40%	8.70%	7%

Sources: U.S. Census Bureau - Quick Facts

Data not available due to low population centers under 5,000

Data available for Union County & La Grande

Remix is a good source to see census tracts showing where populations reside and where seniors, poverty, persons with disabilities reside and where employments clusters exist. The following maps will show census tracts for population clusters in both La Grande and Enterprise. The Resource is through Maps by Remix/Mapbox, Statistics are estimated by geospatial intersections. Figures 7-10 show census tracts in La Grande for jobs, poverty, seniors and persons with disabilities. Figures 11-14 show census tracts in Enterprise for jobs, poverty, seniors and persons with disabilities.

Figure 7 La Grande Population Map-Jobs (work)

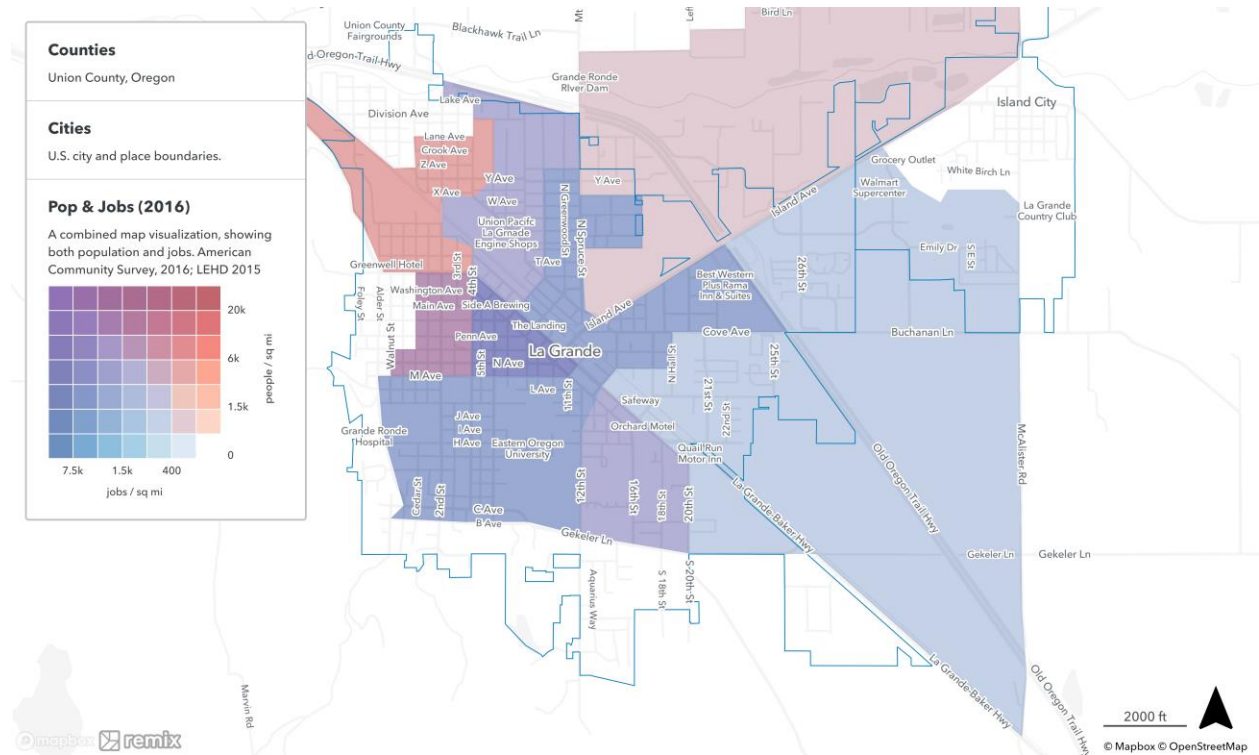


Figure 8 La Grande - Population Map - Poverty 200%

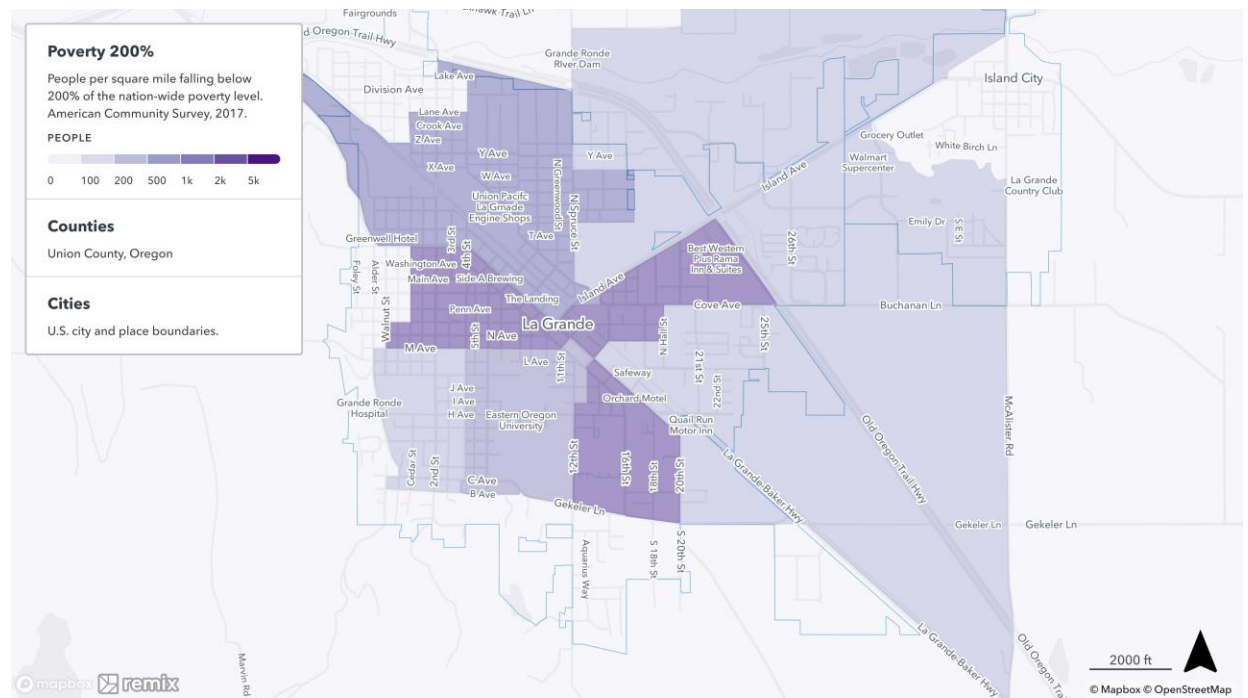


Figure 9 La Grande - Population Map - Seniors

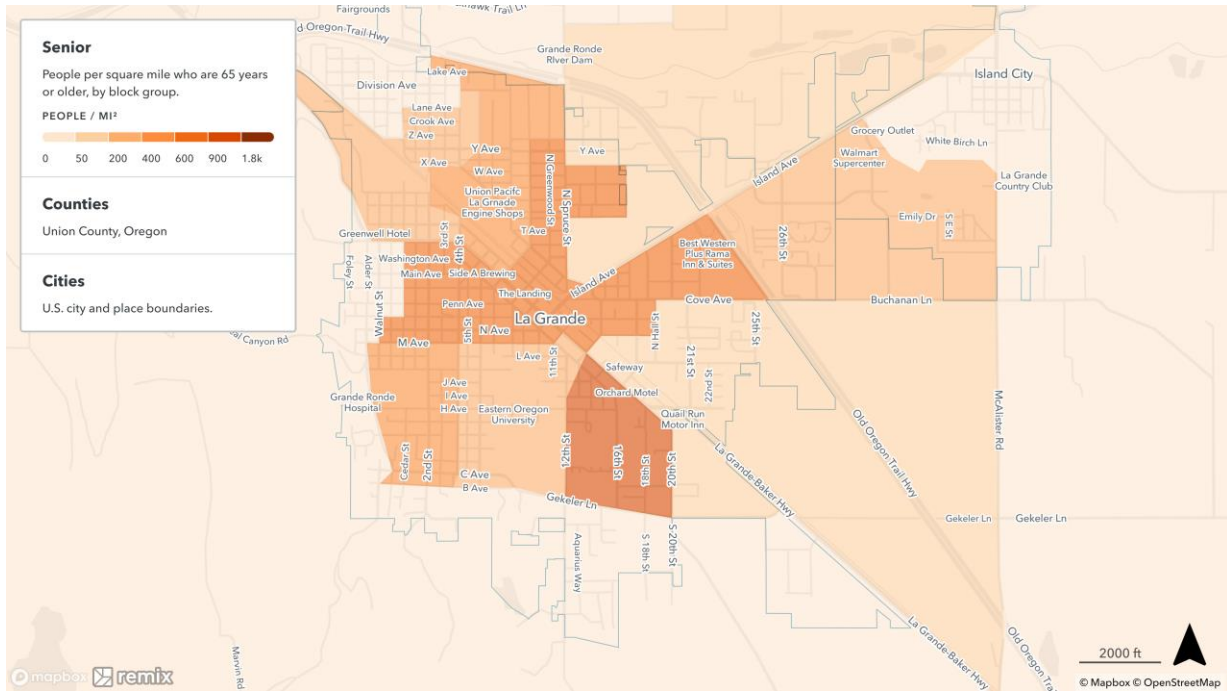


Figure 10 La Grande - Population Map - Persons with Disabilities

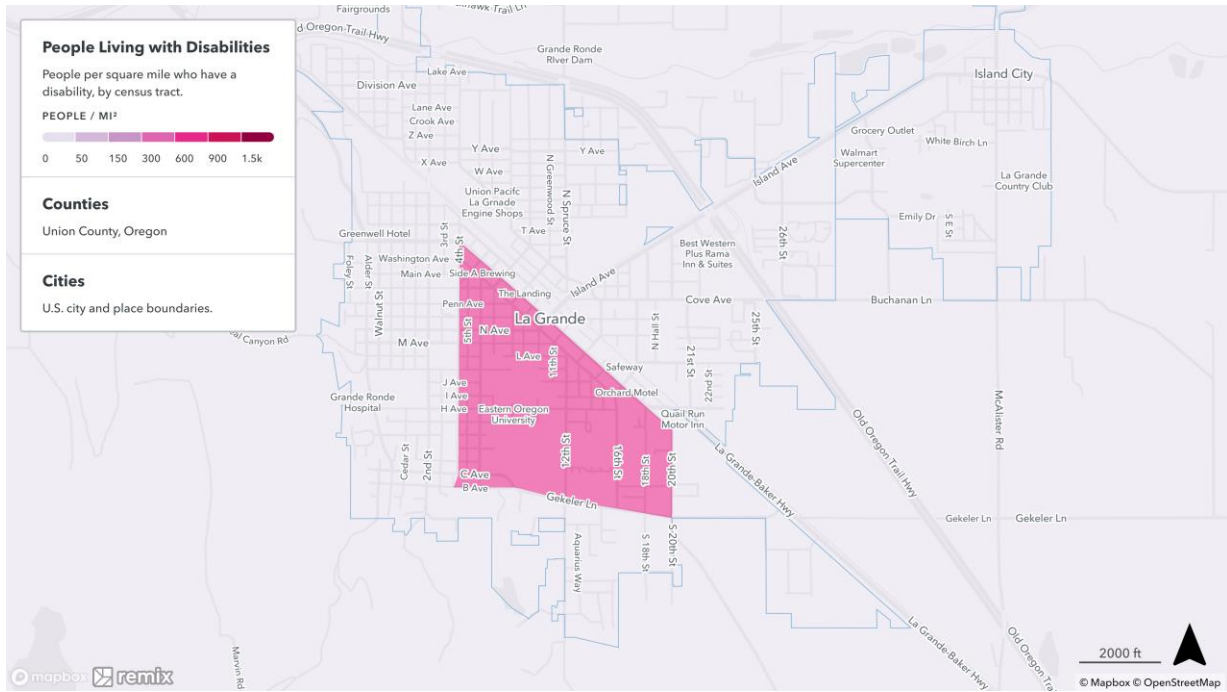


Figure 11 Enterprise - Population Map - Jobs (work)

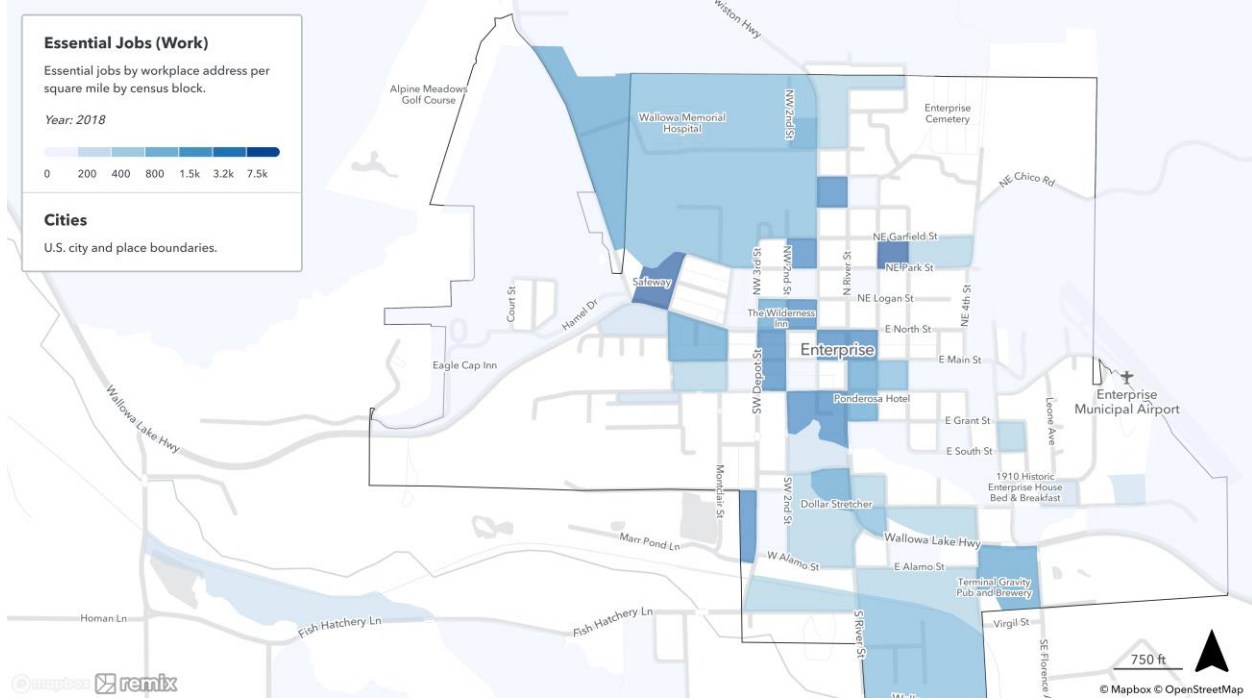


Figure 12 Enterprise - Population Map - Poverty 200%

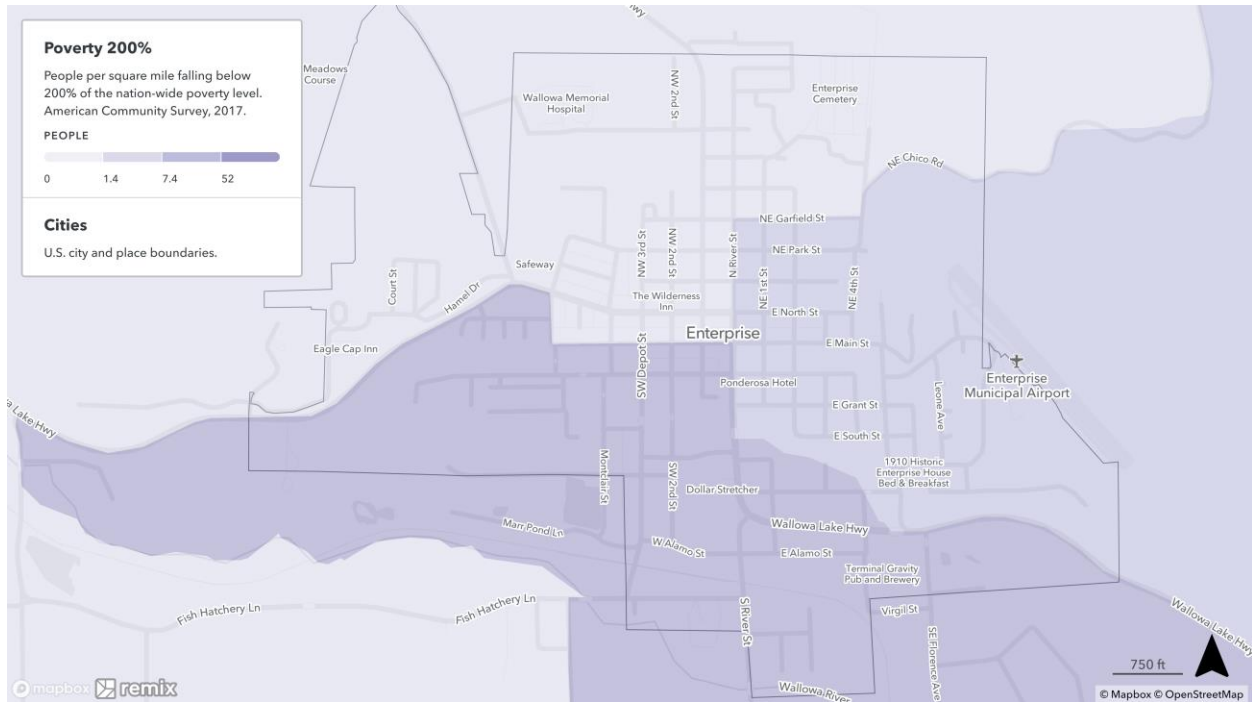


Figure 13 Enterprise - Population Map - Seniors

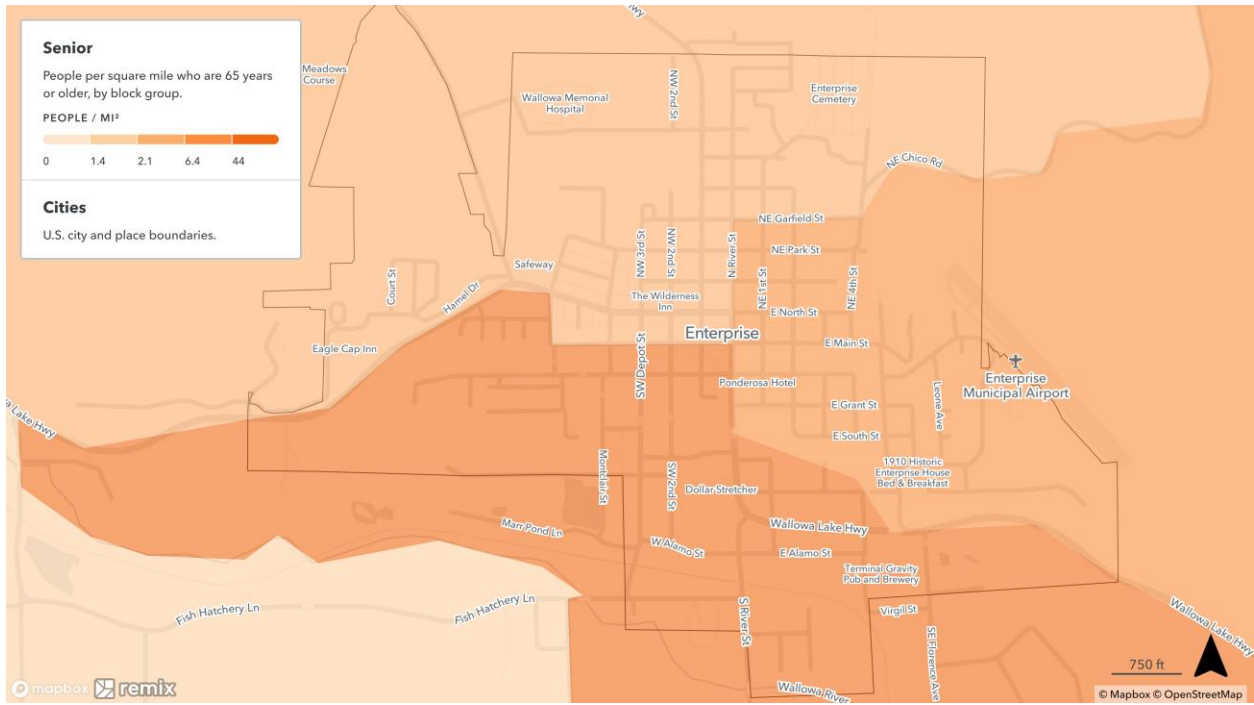


Figure 14 Enterprise - Population Map - Persons with Disabilities



These maps are general, based upon census information by census tracts. But looking at census-tract clusters, we can determine defining areas, especially for employment, seniors and low-income. This information can be beneficial when determining bus stops for fixed-route or deviated fixed-route services. They can also be beneficial for any planning or marketing projects.

Many in Oregon have had the privilege of using Remix through ODOT for many years. **This will end on December 31, 2022, unless ODOT can renew a contract with them.**

Figures 15 and 16 show population, percent employed, number of families, median income, Bachelor’s Degree or higher and percent without healthcare. Many without healthcare are well within the low-income citizenry rate.

Figure 15 Union County - Household Income & Healthcare

Union County Cities	2020 Population	Employment	Families	Median Income	Bachelor’s Degree or Higher	Without Health-care
Cove	652	41.1%	310	\$ 53,333	27.7%	13.9%
Elgin	1,801	45.3%	688	\$ 42,083	7.0%	5.5%
Imbler	321	61.9%	121	\$ 62,361	28.2%	4.8%
Island City	1,024	52.4%	511	\$ 54,583	24.7%	7.8%
La Grande	13,026	53.9%	5,378	\$ 45,573	24.5%	5.8%
North Powder	458	50.7%	230	\$ 59,063	10.4%	5.7%
Summerville	144	43.7%	55	\$ 53,750	32.1%	16.0%
Union	2,207	53.9%	828	\$ 50,417	13.2%	8.9%

Sources: U.S. Census Bureau, 2020 American Community Survey

Figure 16 Wallowa County - Household Income & Healthcare

Wallowa County Cities	2020 Population	Employment	Families	Median Income	Bachelor’s Degree or Higher	Without Health-care
Enterprise	1,994	55.8%	901	\$ 45,637	27.1%	6.9%
Joseph	1,111	46.7%	527	\$ 45,313	20.7%	3.6%
Lostine	225	46.4%	119	\$ 64,375	5.7%	2.1%
Wallowa	831	65.1%	314	\$ 42,000	16.4%	3.5%

Sources: U.S. Census Bureau, 2020 American Community Survey

Veterans

Veterans tend to have a higher propensity for using transit, relying on public transportation for work, education, healthcare, and other trip purposes. The proportions of the population that are veterans in Union and Wallowa counties and the State of Oregon are presented in Figure 17.

Figure 17 Estimated Veteran Populations

Demographic Area	Population 2020	Percent Population Veteran	Veteran Population
United States	331,449,281	7.5%	24,868,696
Oregon State	4,237,256	9.0%	381,353
Union County	26,196	9.1%	2,384
Wallowa County	7,391	10.4%	769

Source: 2020 American Community Survey 5-Year Estimates (Union & Wallowa Counties)
2014-2018 American Community Survey for Oregon State and United States

Union County is nearly the same percentage as Oregon State with Wallowa County higher. Both counties are higher than the country as a whole. These estimates indicate the need to focus on Veteran transportation as a specific market in the coordinated planning effort.

Limited English Proficiency

It is the purpose of Union County, Wallowa County, and Community Connection of Northeast Oregon, Inc. to encourage meaningful access to its programs and activities by persons with limited English proficiency (LEP) pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166. It is the goal of the local management team to ensure that language assistance is reasonable, timely, and effective.

Regulations stipulate that, if a recipient provides written translation of vital documents for each LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations.

CCNO uses the latest census data for Union and Wallowa counties population research to identify minority populations at risk of being underserved due to language barriers. The 2020 ACS 5-Year Estimates for Limited English speaking households shows approximately 2.4% of the population speak Spanish as the primary language in limited English speaking households and 01.6% of the population speak Asian and Pacific Island as the limited speaking English household.

CCNO relies predominantly upon the written translation of vital documents to deliver information to people of limited English proficiency. When more in-depth conversation is needed the agency utilizes multilingual staff (if available) and Language Line Solutions interpretation call center.

Language Line services provides instant telephonic translation in more than 240 languages and over 40 languages in video interpretation. <https://www.language.com/interpreting/personal-interpret>

Migrant Workers

Migrant workers represent a proportion of local populations on a seasonal basis and may not be captured in Census statistics. Migrant workers are typically employed in agriculture, manufacturing, or other low-income employment sectors, and are likely to utilize transit if available. These populations are not consistent throughout the year and complex to estimate. Many may be working in the county during different seasons, depending upon the nature of their employment. It is literally a transit society. Yet, their need for public transportation is great while they are here. Some of these individuals do not have a personal vehicle, so they rely on public transit for community events, daily shopping for basic needs, and general use. According to the Oregon Health Authority’s report on Migrant and Seasonal Farmworkers and non-farmworkers, including migrant labor in livestock production, Oregon State has an estimated 172,611 workers, and Union County has 2,177 with Wallowa County having only 14.

Employment

From the information garnered in Figure 18, both Union and Wallowa Counties did very well, especially since the data is directly in the midst of the worldwide Covid-19 pandemic. Figure 18 below represents the Employment Structure by major NAICS Industries in both Union and Wallowa Counties.

Figure 18 Major Industries by Sector

Major Industry	Union County	Wallowa County
Farm Employment	1044	631
Forestry/Fishing & Related Jobs		197
Manufacturing	1250	198
Retail Trade	1764	392
Information	133	27
Finance and Insurance	443	101
Real Estate & Rental/Leasing	444	499
Health Care and Social Assistance	2008	
Arts, Entertainment & Recreation	242	101
Accommodation & Food Services	900	315
Other Services	693	248
Federal Civilian	244	87
State Government	374	77
Local Government	1451	466
Other/Suppressed Industries	3152	774

Sources: Oregon Regional Economic Analysis Project

Figure 19 Union County Major Employers

MAJOR EMPLOYERS - UNION COUNTY	
Grande Ronde Hospital	441
Eastern Oregon University	432
Wal-Mart Associates Inc	261
Northwood Manufacturing Inc	259
Outdoors RV Manufacturing Inc	242
TN Elgin Plywood	224
Woodgrain Inc	218
Union County	152
Safeway Stores, Inc	120
Barreto Manufacturing, Inc	117
ODOT Region 5 Administration	113
Center for Human Development Inc	107
Rise Inc	103

Source: Oregon Employment Department – Research Division

Figure 20 Wallowa County Major Employers

MAJOR EMPLOYERS - WALLOWA COUNTY	
Viridian Management Inc	193
Wallowa County Health Care District	180

Source: Oregon Employment Department – Research Division

Major employers are highlighted in Figures 19 and 20, with the majority of employees employed by the hospital and the university. Wal-Mart, manufacturing, and wood companies employ hundreds of individuals in Union County. Property Management (Viridian) and the County Health Care District are the major employers in Wallowa County. Major employers were determined to be employers employing 100 or more individuals.

Union
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Oregon



EXISTING SERVICES AND RESOURCES

EXISTING SERVICES AND RESOURCES

Union County

The largest transit agency serving both Union and Wallowa Counties is Northeast Oregon Public Transportation, operated by Community Connection of Northeast Oregon, Inc. Significant destinations include target populations such as senior centers, medical clinics, and social services.

Community Connection of Northeast Oregon, Inc. (CCNO)

Community Connection of Northeast Oregon, Inc. (CCNO) is a non-profit community service organization in Northeast Oregon advocating for and assisting seniors, children, low-income households, and persons with disabilities throughout the four-county area of Baker, Grant, Union, and Wallowa. One of CCNO's programs is Northeast Oregon Public Transportation (NEO Transit), which provides public transit services in Union, Wallowa, and Baker counties.

CCNO headquarters and the Regional Food Bank are located in La Grande Oregon. CCNO operates Senior Centers in a variety of cities and locations. The program provides weekly lunches on-site or delivered, including deliveries to surrounding cities, social, health and fitness activities, transit ride programs, in home caregiver support and counseling to help Seniors live independently.

Northeast Oregon Public Transportation (NEO Transit)

NEO Transit in La Grande operates local fixed routes in La Grande and an indoor transit hub for riders to make connections to Baker City Intercity Connector, Wallowa Link, Greyhound Bus Lines, and Kayak Public Transit. Tickets for Greyhound Bus can be purchased at the transit hub. NEO Transit in Union County operates the following transportation services:

Fixed Routes

Yellow route and Blue route are fixed routes servicing the city of La Grande and operates weekdays during business hours in La Grande and a portion of Island City. STIF Funding has allowed both routes to be fare-free and NEO Transit is currently planning to expand services through Island City. Riders can access route information and location through Spot, a phone app showing real-time arrival and departure schedule and notifications.

Yellow route starts at the NEO Transit Hub in La Grande and loops to the southwest of the Transit Center. Important stops along this route include Safeway, Grande Ronde Hospital, Eastern Oregon University, and Max Square. The average time to complete the loop is 30 minutes. Both routes meet at the NEO Transit Hub for timed departures and pick up riders.

Blue route starts at the NEO Transit Hub in La Grande and loops to the north of the Transit Center. Important stops along this route include Walmart, Riveria Activity Center, Safeway, and

Max Square. The average time to complete this loop is 30 minutes. Both routes meet at the NEO Transit Hub for timed departures and pick up riders.

Deviated Fixed Route – Saturday

This route operates similarly to a fixed-route but will take pre-scheduled requests to go off route (up to $\frac{3}{4}$ of a mile) for a pick-up. Schedule the pre-scheduled requests by 3 pm on Friday afternoon. Saturday route starts at the NEO Transit Hub in La Grande and makes a large loop through the entire town. Important stops along this route include Max Square, Safeway, Eastern Oregon University, and Walmart. The average time to complete this loop is 1 hour but can vary based on deviation.

CAT Link

CAT Link rides are provided anywhere in Union County with no rider restrictions. Transfers can be made to the Fixed Route or Paratransit for trips within La Grande. Ride schedule is available for Paratransit or medical transportation services. Riders must schedule to/from rides at least one day before the trip. The service does not allow for flexible or will-call trips. A one-hour cancellation notice is required.

Demand Response

NEO Transit in Union County will offer incidental services to persons with disabilities who have a need for transportation that is not met through existing programs such as Paratransit or Rides to Wellness. Demand Response differs from Paratransit (see description of paratransit below) in that it is open to the public without an eligibility process. This distinction is important because Demand Response is considered incidental use (reported separately from Paratransit). Demand Response is a common mode for contract services such as Medicaid and Coordinated Care.

Paratransit

Paratransit services are for persons with disabilities or with conditional or temporary disabilities that cannot access or utilize fixed-route bus services within the designated route service areas. Individuals using paratransit must go through a simple, eligibility process. Paratransit services are curb-to-curb and vehicles are wheelchair accessible. Individuals are encouraged to use regular fixed-route bus service whenever possible. Fixed-route bus service is not to be confused with a Deviated Fixed-route bus service as the Deviated service does not provide paratransit.

Ride to Wellness

Rides to Wellness is intended to provide demand-response to improve access to medical care for individuals not able to drive, or either do not qualify for Medicaid services, or has been turned down for Medicaid services. Reservation for this service is required.

Medicaid Contract

Delivery of Medicaid/Affordable Care Act service is considered incidental to our existing operation. A Medicaid assignment can be provided any day, at any time, to any authorized destination, from any authorized pickup address. This is operated through a brokerage, Greater Oregon Behavioral Health, Inc., or GOBHI. The brokerage will pay the fully allocated cost of each Medicaid trip.

Dispatch

CCNO-NEO Transit uses Adept by Stratagen for trip reservation, dispatch, and accounting. CCNO secured by a Federal 5339 Funds through ODOT to purchase a new dispatch software system called Trip Spark, which is Cloud based, user friendly and reporting options.

TRANSIT FACILITIES & FLEET INVENTORY – UNION COUNTY

NEO Transit Hub in La Grande Oregon

NEO Transit operates a Public Transit Hub in La Grande Oregon which provides a warm and inviting waiting room and restrooms for riders as they wait for connections with local and regional routes. Regional transportation providers access the Transit Hub for riders to connect throughout Northeast and Eastern Oregon. Connections can be made with the following routes and providers:

- **Intercity Connector - Baker City to/from La Grande**
NEO Transit in Baker County operates the intercity connector route which runs weekdays and two times a day. The Westbound route leaves Baker City at CCNO, with stops in Haines, North Powder with a final stop at the NEO Transit Hub in La Grande. The Eastbound route leaves La Grande to return to Baker City.
- **Wallowa Link – Joseph to/from La Grande**
NEO Transit in Wallowa County operates the intercity connector route, three days per week. The Wallowa Link starts in Joseph with stops in Enterprise, Lostine, Wallowa, Elgin, and Imbler with a final stop at the NEO Transit Hub in La Grande. There are a few hours layover to allow riders to access other amenities in the city of La Grande.
- **Fixed Routes – La Grande and Island City**
NEO Transit operates two local routes throughout La Grande and a portion of Island City along with mobility services for riders to access medical and shopping amenities.
- **Greyhound Bus**
Greyhound Bus service stops at the NEO Transit Hub in La Grande Oregon. NEO Transit provides Greyhound tickets sales and extended lobby hours for passengers. Transit Hub is open for passengers to escape the weather and prepare for the trip.

- **Kayak Public Transit**

Kayak Public Transit operated by Confederated Tribes of the Umatilla Indian Reservation (CTUIR) operates a regional route from Pendleton to La Grande Oregon for drop off locations at the NEO Transit Hub, Eastern Oregon University, and Adams Avenue and 2nd Street. Kayak Public Transit is fare free.

Bus Barn

Union County owns a bus barn to store transit vehicles out of the weather in La Grande. The bus barn is located across the street from the Public Transit Hub.

Fleet Inventory

Figure 21 Union County - Northeast Oregon Public Transportation Fleet Inventory

County	Vehicle Type				Total
	Transit Bus	Cut Away	Straight Van	Mini-Van/Sedan	
Union County	1	3	3	3	10
ADA accessibility	1	3	3	3	10

Source: Community Connections of Northeast Oregon, Inc. Northeast Oregon Public Transportation in Union and Wallowa Counties Operations Plan (2022)

Special Events

Special Events within Union County, CCNO-NEO Transit will offer special routes and hours on a Route Deviation basis. Special events include Union County Fair, Shrine week, Timber Cruiser Car Show, and hospitality accommodations. All expanded services will remain open to the public. All access services are open to the public. We will in each instance strictly comply with the provisions of 49 CFR 604.

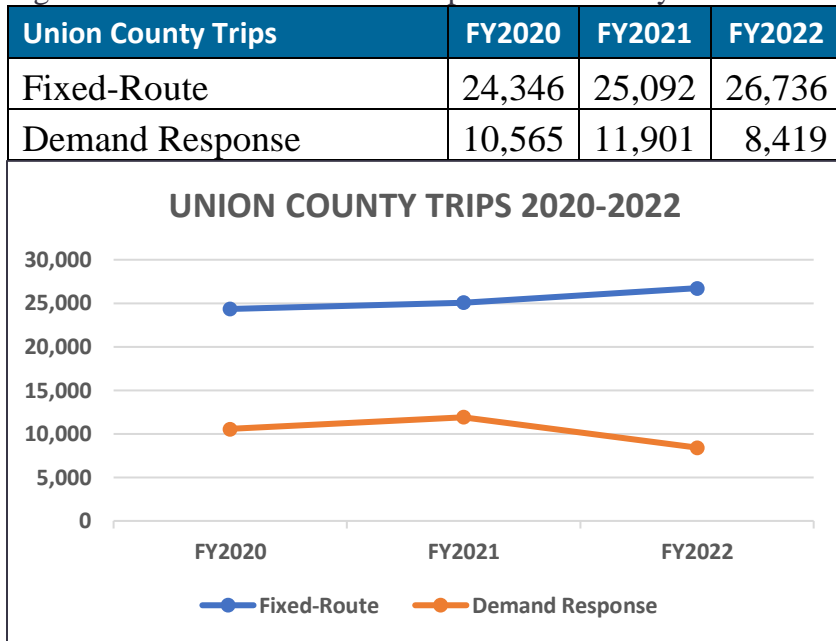
Emergency Services

In the event of a declared emergency, our services may be mobilized by County, State or Federal emergency management officials. We will comply and prioritize such requests if we are called upon.

Ridership

Annual ridership is shown in Figure 22 with the chart below. FY22 is reduced, but this may be due to the SPOTapp. SPOT is the app that gives information on the fixed-route in real-time, making the fixed-route service more accessible.

Figure 22 Annual Transit Ridership - Union County with Chart below



CLIENT-BASED TRANSPORTATION SERVICE UNION COUNTY

Alpha Taxi

Alpha Taxi is a small independent taxi service based in La Grande Oregon, serving Union County and the surrounding area. The taxi services include medical rides, rides to employment, shopping, prescription and fuel deliveries, pickups from regional airports.

Greater Oregon Behavioral Health, Inc. (GOBHI)

Greater Oregon Behavioral Health is a department located under Mid-Columbia Council of Governments (MCCOG) coordinates and reimburses Non-Emergent Medical Trips or (NEMT) dial-a-ride trips for riders covered under the Oregon Health Plan (i.e., Medicaid). NEO Transit provides rides through GOBHI.

School Bus Service

Mid-Columbia Bus Company (MIDCO) provides bus service to the LaGrande School District, Union School District and North Powder Charter School and charter transportation services.

Shelter from the Storm

Shelter from the Storm is a non-profit domestic violence and sexual assault support organization and serves Union County.

Union County Airport

Union County operates a publicly owned municipal airport located four miles Southeast of LaGrande, Oregon. The U.S. Forest Service has a fire center and a retardant base at the airport.

Veterans Transportation Service (VTS)

Veterans Transportation Service (VTS) provides free transportation services to Union County Veterans to the Jonathan Wainwright Memorial VA Medical Center in Walla Walla Washington. Prearranged rides are provided one day per week. Veterans meet at the La Grande VA Clinic. Vans are equipped with wheelchair and scooter capabilities and a caregiver may accompany the Veteran. Trips will take all day to complete.

SENIOR, LOW-INCOME, AND VETERANS HOUSING

Grande Ronde Retirement Residence

Grande Ronde Retirement Residence is a retirement and assisted living facility in La Grande. Transportation is provided for residents by the facility, GOBHI (Medicaid), or NEO Transit.

La Grande Post Acute Rehab

La Grande Post Acute Rehab is a skilled nursing facility that offers high levels of care services and a variety of therapies to individuals for health conditions requiring 24/7 monitoring by medical staff. GOBHI (Medicaid) or NEO Transit provides transportation for residents by appointment.

New Day Enterprise

New Day Enterprise is a private, non-profit community mental health facility in La Grande serving adults with intellectual and developmental disabilities. The facility provides transportation for their residents.

RISE Services

RISE Services has residential group homes located in La Grande providing practical, professional, and personal growth opportunities for children, adults with disabilities, and their families. The facility provides transportation for residents or public transportation may be arranged.

Wildflower Lodge

Wildflower Lodge offers an assisted living facility and Embrace Memory Care in La Grande. GOBHI (Medicaid) or NEO Transit provide rides.

Veteran's Village, LLC

Veteran's Village, LLC opened in December 2021 with 10-unit apartments for Veterans in La Grande. Public transportation is available for all residents.

Timber Ridge – opening soon!

Northeast Oregon Housing Authority and Community Development Partners has broken ground on a new housing development called Timber Ridge. Timber Ridge will be a 82-unit, affordable housing development located in La Grande, and is designed to foster community and intergenerational living while providing the services and support needed for low-income households to thrive.

See article at Community Development Partners website:

<https://www.communitydevpartners.com/timber-ridge-groundbreaking>

Community Development Partners

Community Development Partners (CDP) develops and operates sustainable, life-enhancing, affordable housing with a focus on long-term community engagement and innovative design. CDP is focused exclusively on creating vibrant, affordable housing communities that incorporate art, public parks, gardens, fresh food, and cultural and social programming. CDP has successfully built or preserved over 3,500 units throughout Oregon, California, Nevada, and Arizona.

Northeast Oregon Housing Authority (NEOHA)

Northeast Oregon Housing Authority provides quality and affordable housing programs to low-income persons. Programs include Voucher Housing Program, low-rent public housing, family self-sufficiency program, homeownership program, transitional housing program, housing for the seriously mentally ill, rent-to-own homeownership program, and property management.



EXISTING SERVICES AND RESOURCES

EXISTING SERVICES AND RESOURCES

Wallowa County

The largest transit agency serving both Union and Wallowa Counties is Northeast Oregon Public Transportation, operated by Community Connection of Northeast Oregon, Inc. Significant destinations include target populations such as senior centers, medical clinics, and social services.

Community Connection of Northeast Oregon, Inc. (CCNO)

Community Connection of Northeast Oregon, Inc. (CCNO) is a non-profit community service organization in Northeast Oregon advocating for and assisting seniors, children, low-income households, and persons with disabilities throughout the four-county area of Baker, Grant, Union, and Wallowa. One of CCNO's programs is Northeast Oregon Public Transportation (NEO Transit), which provides public transit services in Union, Wallowa, and Baker Counties.

CCNO headquarters and the Regional Food Bank is located in La Grande Oregon. CCNO operates Senior Centers in a variety of cities and locations. The program provides weekly lunches on-site or delivered, including deliveries to surrounding cities, social, health and fitness activities, transit ride programs, in-home caregiver support and counseling to help Seniors live independently.

Northeast Oregon Public Transportation (NEO Transit)

Northeast Oregon Public Transportation (NEO Transit) is located in Enterprise Oregon offering a variety of transportation services to residents of Wallowa County. NEO Transit provides a dial-a-ride, Intercity Wallowa Link, and Summer Shuttle. NEO Transit coordinates Veterans rides accessing the US Department of Veterans Affairs Highly Rural Transportation Grants (HRTG). NEO Transit is a recipient of public transit funds from Wallowa County to support services. Riders can make connections to public transportation and regional providers at the NEO Transit Hub in La Grande Oregon.

Demand Response

NEO Transit in Wallowa County operates a Dial-A-Ride service providing a demand-response service to the general public and Seniors/Disabled residents. Reservations are encouraged at least one day in advance. Two days a week, the services begin in Wallowa and serve the cities of Wallowa and Lostine or the lower valley of Wallowa County connecting to the city of Enterprise.

Dial-a-Ride operates weekdays to serve residents in Enterprise and Joseph. The route is referred to by residents as the “*Shopping Bus*” and operates as a public Dial-A-Ride, demand-response basis. Patrons are encouraged to make reservations at least one day in advance. A rider can

request an adjustment, to allow for an early drop off. With the implementation of Special Transportation Improvement Funds (STIF), this service began fare-free effective July 1, 2019.

Intercity Bus - The Wallowa Link

NEO Transit in Wallowa County operates the intercity connector route, three days per week, which runs from Wallowa County to La Grande with scheduled stops along the way. The Wallowa Link starts in Joseph with stops in Enterprise, Lostine, Wallowa, Elgin, and Imbler with a final stop at the NEO Transit Hub in La Grande. There are a few hours layover to allow riders to access other amenities in the city of La Grande. Fares are collected as you board.

This route is designed to meet at the NEO Public Transit Hub in La Grande to connect with regional providers such as Greyhound Bus, Kayak Public Transit, Intercity route to/from Baker City, and local fixed routes in La Grande.

Summer Shuttle

The Summer Shuttle bus begins running June 1st through September 30th. The shuttle makes six round trips with six (6) predetermined stops from Enterprise to the Wallowa State Park Marina Monday through Saturday. This system features route deviation upon request to accommodate hospitality locations, airport pick-up, and special needs. Thanks to the Special Transportation Improvement (STIF) Plan this service is fare free.

Through Stakeholder Surveys, it was discovered that individuals were providing transportation for employment once the Summer Shuttle is shut down.

Medicaid Contract

Delivery of Medicaid/Affordable Care Act service is considered incidental to our existing operation. A Medicaid assignment may be provided any day, at any time, to any authorized destination, from any authorized pickup address. The brokerage, Greater Oregon Behavioral Health, Inc (GOBHI) provides this service and pays the fully allocated cost of the trip.

Rides to Wellness

Wallowa County Public Transit works with Winding Waters Medical Clinic to provide Rides to Wellness trips to clients who qualify through that program.

Highly Rural Veterans Transportation

Highly Rural Veterans Transportation is a grant-based program that assists Veterans in rural transit jurisdictions characterized by less than 7 people per square mile access the Veterans Administration (VA) authorized health care facilities. The service can run any day, at any time, to any authorized destination. Highly Rural Veterans Transportation is subject to grant funding. Services may be limited or suspended in the absence of resources or between allocation cycles.

Dispatch

CCNO-NEO Transit uses Adept by Stratagen for trip reservation, dispatch, and accounting. CCNO secured ODOT 5339 Funds to purchase a new dispatch software system called Trip Spark, which is Cloud based, user friendly and reporting options.

TRANSIT FACILITIES and FLEET INVENTORY – WALLOWA COUNTY

Bus Barn

CCNO owns the land and bus barn to store transit vehicles out of the weather in Enterprise.

Fleet Inventory

Figure 23 Wallowa County - Northeast Oregon Public Transportation Fleet Inventory

County	Vehicle Type				Total
	Transit Bus	Cut Away	Straight Van	Mini-Van/Sedan	
Wallowa County	0	6	1	6	13
ADA accessibility	0	6	1	4	11

Source: Community Connections of Northeast Oregon, Inc. Northeast Oregon Public Transportation in Union and Wallowa Counties Operations Plan (2022)

Special Events

Special Events within Wallowa County, CCNO-NEO Transit will offer special routes and hours on a Route Deviation basis. Special events include Chief Joseph Days, Main Street Show and Shine, Oregon Mountain Cruise Car Show, and hospitality accommodations. All expanded services will remain open to the public. All access services are open to the public. We will in each instance strictly comply with the provisions of 49 CFR 604.

Emergency Services

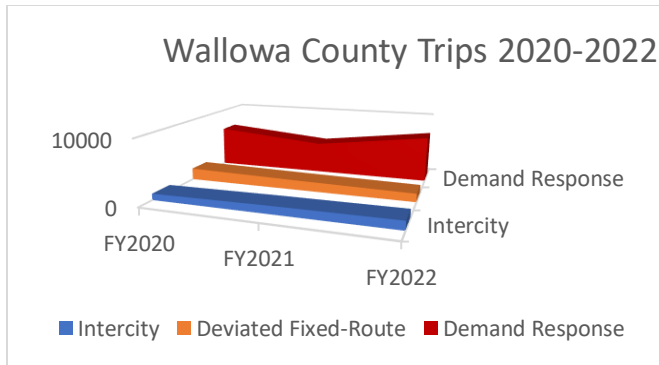
In the event of a declared emergency, our services may be mobilized by County, State or Federal emergency management officials. We will comply and prioritize such requests if we are called upon.

Ridership

Annual ridership is shown in Figure 24 with the chart below:

Figure 24 Wallowa County Ridership with Chart below

Wallowa County Trips	FY2020	FY2021	FY2022
Intercity	989	1220	1346
Deviated Fixed-Route	1836	1529	1292
Demand Response	6536	4997	7264



CLIENT-BASED TRANSPORTATION SERVICE – WALLOWA COUNTY

Greater Oregon Behavioral Health, Inc. (GOBHI)

Greater Oregon Behavioral Health is a department located under Mid-Columbia Council of Governments (MCCOG) coordinates and reimburses Non-Emergent Medical Trips or (NEMT) dial-a-ride trips for riders covered under the Oregon Health Plan (i.e., Medicaid). NEO Transit provides rides through GOBHI.

School Bus Service

Moffit Brothers provides bus service to Enterprise and Wallowa School Districts and charter transportation services.

Safe Harbors

Safe Harbors is a non-profit domestic violence and sexual assault support organization and serves Wallowa County.

Taxi or Ride Hail Service

There are no taxi or ride hail services located in Wallowa County.

Wallowa County Airports

There are municipal, state and several other private airports serving Wallowa County in an area of 3,146 square miles. Forest Service and Life Flight use the airports to conduct their services. Private owners have access to these airports, but none are used for public transportation services.

Source: [Airports - Wallowa County, OR \(Arrivals, Departures & Terminals\) \(countyoffice.org\)](https://www.wallowacounty.org/airports)

Wallowa Valley Center for Wellness

Wallowa Valley Center for Wellness is a mental and behavioral health care provider and the developmental disabilities program in Wallowa County. They offer a full range of integrated services from nationally recognized Assertive Community Treatment, grief support to crisis interventions, counselling, substance use disorder, and more.

Through the Stakeholder survey responses, the following information was garnered: Wallowa Valley Center for Wellness provides transportation services for their clients in Wallowa County with a reservation system. They operate a fleet of 16 vehicles with an estimated 500 rides annually.

FUTURE DEVELOPMENT FOR WALLOWA COUNTY

Commissioner John Hillock is coordinating with Wallowa Resources to secure land and develop Workforce family housing to assist new workers with the cost to relocate to Wallowa County. Wallowa County is in a crisis with the need of trade industry and general employees. The cost of land in Wallowa County starts at \$90K for a city-size lot and \$200/foot² to build. To attract workers, Commissioner Hillock is collaborating with local and state agencies to develop an affordable, shared equity, housing option to assist with their housing and employment crisis. NEO Transit will be involved with providing public transportation.

There is the development of two new clinics in the City of Wallowa. NEO Transit will provide public transportation on a demand-response basis, for patients at these clinics.

REGIONAL TRANSPORTATION SERVICES



REGIONAL TRANSPORTATION SERVICES

Greyhound

Greyhound bus tickets can be purchased at the NEO Transit Hub in La Grande Oregon. Service is open to the general public. Residents can use the Intercity routes from Baker City, Wallowa Link, and regional routes from Eastern Oregon to connect at the NEO Transit Hub.

The People Mover – Grant County Transportation District

The People Mover located in John Day Oregon serving the residents of Grant County offers routes from John Day to Baker City with intercity connections to La Grande Transit Hub to connect to local and regional providers Greyhound Bus and Kayak Public Transit.

Kayak Public Transit

Confederated Tribes of the Umatilla Indian Reservation (CTUIR), which is headquartered in Mission, Oregon in Umatilla County, operates Kayak Public Transit. Kayak Public Transit operates a weekday route called the Arrow from Pendleton to NEO Transit Hub and two additional stops in La Grande.

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STAKEHOLDER AND USER INVOLVEMENT

STAKEHOLDER AND USER INVOLVEMENT

Stakeholder and user involvement is essential for a successful Coordinated Plan. Engaging the appropriate organizations and individuals in this planning efforts was critical to identifying the needs of the target populations, the public transportation resources, and prioritization of strategies.

Stakeholder & User Approach and Outreach – Union & Wallowa

The Project Approach was composed of reaching out to members from community organizations to answer questions about the current public transit services, user needs, and future trends.

Meetings were held to orientate and gather route information to update the coordinated plan. A list of Stakeholders was recruited to answer a survey about public transit.

- Consultants met with CCNO staff and NEO Transit (Public Transportation Service Provider) to orientate about public transit in the communities and county
- Gathered agency information from the Four County Community Resource Guide published by Community Connections of Northeast Oregon, Inc. (CCNO) to identify Stakeholders
- Gathered public transit routes from CCNO – NEO Transit Union County and Wallowa County Operations Plans
- Rode the public transit system to complete user surveys and engage in conversations
- Engage Stakeholders by phone and email to respond to a Stakeholder Survey questions regarding public transit in the County
- Invited Stakeholders to attend public meetings to discuss the plan updates, needs and prioritize strategies

Stakeholder Outreach – Union and Wallowa County

The primary means for capturing input on needs and potential gaps included:

- Survey administered to the Union and Wallowa County Transportation Advisory Committee members, CCNO Transportation Advisory Council members and selected community stakeholders by email, whose agency serves residents located in the County.
- Phone and in-person interviews conducted with key identified stakeholders
- Held a public meeting on November 9, 2022, at the NEO Transit Hub for Union County Stakeholders were invited to attend in-person or Zoom.
- Held a public meeting on November 10, 2022, at the CCNO Enterprise Center for Wallowa County Stakeholders were invited to attend in-person or Zoom.
- Stakeholders were invited to participate in a discussion of the updated plan information, needs and prioritize transportation services strategies.

Union County Stakeholders

LeBailey, Eastern Oregon University
Brian Blais, CHD, Union County Veterans Officer/UCTAC Member
Michael Boquist, City of La Grande/UCTAC Member
Shelley Burgess, Union County
Shannon Cleveland, Grande Ronde Hospital/CCNO Transit Council
Chris Evans, State of Oregon DHS/CCNO Transit Council
Tiffanie Green, State of Oregon DHS
Rod Harwood, GOBHI
Cheryl Jarvis-Smith, ODOT/UCTAC member
Jamie Landa, Shelter from the Storm
Kane Lester, CCNO/UCTAC Member
Monica McLaughlin, Executive Director, Main Street
Jeff Poppe, Community Member/rider/CCNO Transit Council
Tricia Webster, CCNO
Gregory Wilding, State of Oregon DHS
Matt Willson, Employment Department
Jessie Wilson, City of La Grande/CCNO Transit Council

Wallowa County Stakeholders

Kris Boler, MBA, EOCCO/GOBHI
Richard Burch, Community Member
Amy Busch, Wallowa Valley Center Wellness
Lisa Dawson, Northeast Oregon Economic Development District
Tiffanie Green, State of Oregon DHS
Jennifer Hayslip, CCNO and WCTAC member
John Hillock, Commissioner and WCTAC
Dan Larman, City of Joseph
Caprice Locke, WCTAC member
Gloria McCrae, Community Member
Lacey McQuead, City of Enterprise
Andrea Mildrexler, Building Healthy Families
Vixen Radford, NEON Oregon
Mel Sharp, Safe Harbors
Glenn Smith, Wallowa Memorial Hospital and WCTAC member
Ted Thorne, County Veterans Officer and WCTAC member
Jeanne Vice, WCTAC member
Angelica Zurita, Community Member

User Outreach Union County

The primary means for capturing input on needs and potential gaps included:

- Riding the public transit system to complete user surveys and engage in conversations
- The results are as follows:

Reason for using public transportation: 57% said no vehicle

If public transportation were not available: Only 29% said they would walk & 14% bicycle

How often are the services used: 57% daily, 43% weekly

How often are the services used to connect to other services: 14% Kayak & 86% between the Blue & Yellow fixed-routes

User Outreach Wallowa County

The primary means for capturing input on needs and potential gaps included the following:

- Riding the public transit system to complete user surveys and engage in conversations
- The results are as follows:

Reason for using public transportation: 60% said no vehicle

If public transportation were not available: Only 20% said they would drive self

How often are the services used: 100% weekly

How often are the services used to connect to other services: 20% Distant Shopping with 80% not using the services to connect to other services.

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NEEDS & STRATEGIES UNION COUNTY

UNION COUNTY NEEDS & STRATEGIES

PRIORITY	STRATEGY
HIGH	Preserve Existing Services
HIGH	Replace Vehicles Timely
	Includes: Preventative Maintenance, General Maintenance
HIGH	Information & Marketing
HIGH	Coordinate Medical Trips
HIGH	Expand to High Need Areas
HIGH	Coordinate Veteran Trips
	Track Veteran Trips
HIGH	Employment Recruitments
HIGH	Shelters - Bus Stops - Signage
MEDIUM	Bilingual information and website
MEDIUM	Expand weekend/evening service
MEDIUM	New Technology to enhance services
LOW	Service Employment Clusters
	Ride Expansion - Island City
	Airport & Trailer Parks
	Ride-match, Carpool, Vanpool
	CAT Link provides 9-12 High School trips - STIF
LOW	Mobility Manager position
LOW	Infrastructure for Alternative Vehicles
	Electric, Hydrogen or other alternative vehicles

Sustainable funding for all projects would be under 5310, 5311, 5311(f), 5339, STIF, or other grant programs ODOT offers, whether it be additional state funding or federal funding passed through Oregon State.



NEEDS AND STRATEGIES WALLOWA COUNTY

WALLOWA COUNTY NEEDS & STRATEGIES

PRIORITY	STRATEGY
HIGH	Preserve Existing Services
HIGH	Replace Vehicles Timely
	Includes: Preventative Maintenance, General Maintenance
HIGH	Information & Marketing
	Includes: Shelters, Bus Stops, Signage
HIGH	Expand to High Need Areas
	Expand Shuttle Shopping Bus
	Expand Shuttle to outlying areas - Wallowa Lake
	Expand Weekend/Evening trips
	Develop Deviated Fixed-Route
HIGH	Employment Recruitments
MEDIUM	Increase Intercity - Enterprise to La Grande
MEDIUM	Service to Employment Clusters
MEDIUM	Expand weekend/evening service
MEDIUM	Coordinate Medical Trips - Special Transportation
MEDIUM	Ride-match, carpool, vanpool
MEDIUM	New Technology to enhance services
LOW	Bilingual information and website
LOW	Coordinate Veteran Trips
	Track Veteran Trips
LOW	Mobility Manager position
LOW	Infrastructure for Alternative Vehicles
	Electric, Hydrogen or other alternative vehicles

Sustainable funding for all projects would be under 5310, 5311, 5311(f), 5339, STIF, or other grant programs ODOT offers, whether it be additional state funding or federal funding passed through Oregon State.

Challenges in Wallowa County:

- Finding drivers that can pass the required, federally accepted drug screenings
- Marketing the services to increase ridership
- 2-Way radio access to drivers (spotty access in Wallowa County)
- Phone apps may not work-need more broadband services
- Nearly 50% of riders are Seniors, and nearly 50% are disabled
- Senior citizens are working into their 80s
- Need Demand-Response service – S&Ds can spend a full hour in Safeway.

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STATEWIDE TRANSPORTATION IMPROVEMENT PROJECTS STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROJECTS - STIP

Statewide Transportation Improvement Projects (STIP) are projects not directly related to public transit, but projects nonetheless that may have a major impact on public transit. These projects are through Oregon Department of Transportation to build and repair trails, roads, highways, and interstates. Figure 25 lists projects for Union County that can be identified by number if the needs should arise to gather information as to the project itself, estimated timeline, or other information needed to adjust public transit routing. Figure 26 lists projects for Wallowa County.

Figure 25 Union County STIP Projects

Key Number	Project Name	Project Year
20494	I-84: Upper Perry Interchange to Richland Interchange	2021-2024
20786	North Powder River LN reconstruction (Union County)	2021-2024
21754	I-84: Ladd Canyon - North Powder	2021-2024
21794	I-84: Bridges over OR237 (North Powder Interchange)	2021-2024
21838	I-84: Hilgard - Baker City culvert repair	2024-2027
21838	I-84: Hilgard - Baker City culvert repair	2021-2024
21874	Morgan Lake Road safety improvements	2021-2024
21878	I-84: La Grande-Baker City sign upgrades	2024-2027
21898	Baker & Union counties traffic signal safety improvements	2021-2024
21920	Eastern Oregon operations	2024-2027
21920	Eastern Oregon operations	2021-2024
21939	OR203: Union to Catherine Creek	2021-2024
22012	Woodruff Lane: Catherine Creek Bridge (Union County)	2024-2027
22012	Woodruff Lane: Catherine Creek Bridge (Union County)	2021-2024
22018	N. College Street: Little Creek Bridge (Union)	2024-2027
22018	N. College Street: Little Creek Bridge (Union)	2021-2024
22019	Courtney Lane: Willow Creek Bridge	2021-2024
22454	City of La Grande Critical Link Project Refinement	2021-2024
22534	Motorized avalanche awareness and education	2021-2024
22541	Riverside Greenway trail extension	2021-2024
22546	Joseph Branch trail-with-rail	2021-2024
22930	I-84: Bridges over North Spruce Street (La Grande)	2024-2027
22980	US30: Adams Avenue & OR82/Island Avenue signal	2024-2027
22994	I-84: Roadway Illumination project	2024-2027

Figure 26 Wallowa County STIP Projects

Key Number	Project Name	Project Year
20499	OR82: Bear Creek (Wallowa River) Bridge	2021-2024
22375	Eagle Cap Nordic Winter Trail Grooming	2021-2024
22377	Southern Imnaha Heavy Trails Restoration	2021-2024
22402	OR82 curb ramps (Wallowa/Lostine)	2021-2024
22403	OR82/OR351/OR350 curb ramps (Joseph)	2021-2024
22661	Lostine River-Caudle Ln bridge	2021-2024

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PUBLIC MEETINGS

PUBLIC MEETINGS

Public meetings were held in each county – Union and Wallowa. All stakeholders and members of the transportation committees were invited to attend public meetings to discuss the updates to the plan.

Public Meeting - Wallowa County – November 9, 2022

Public meeting was held at Community Connections in Enterprise, Oregon on November 9, 2022, at 2pm. This meeting was also held in-person and via Zoom.

Meeting participants were first introduced and included:

Teresa Dutcher, Public Transportation Consultant

Staci Kunz, Public Transportation Consultant

Jennifer Hayslip, CCNO Assistant Transportation Manager

Diana Wright, CCNO Executive Assistant

Erin Donovan, NEO Economic Development District

Power Point presentation was provided on the screen for all attendees. The consultant team highlighted the following:

This plan is for Union and Wallowa County only.

Updates include Demographics; Local, Regional, Client Transportation Services

New sections – Public Transit Funding in Union and Wallowa Counties Oregon
STIP Projects

Stakeholder and User Involvement

Transportation Needs and Strategies

Strategies for Wallowa County were discussed and prioritized at the meeting:

Preserve Existing Services – High

Replace Vehicles Timely – High - PM & Maintenance of vehicles included

Information & Marketing – High - Not using SPOT map, due to no Fixed Route

Expand to High Need Areas – High

Employment Recruitment – High

Coordinate Medical Trips – Medium

Expand weekend/evening service – Medium

Increase Intercity – Enterprise to La Grande - Medium

Ride-match, Carpool, Vanpool – Medium

Service Employment Clusters – Medium

NEW STRATEGY - New Technology – Medium

Bilingual information and websites – Low

Coordinate Veteran Trips – Low

Infrastructure of Alternate Vehicles – Low

Mobility Manager Position – Low

Public Meeting – Union County – November 10, 2022

Public meeting was held at Community Connections of Northeast Oregon Public Transportation Hub in LaGrande, Oregon on November 10, 2022, at 2pm. This meeting was held in-person and via Zoom.

Meeting participants were first introduced and included:

Teresa Dutcher, Public Transportation Consultant

Staci Kunz, Public Transportation Consultant

Kane Lester, CCNO Transportation Program Manager

Diana Wright, CCNO Executive Assistant

Brian Blais, CHD, Union County Veterans Services

Shelley Burgess, Union County Administration Officer

Allison Moore, Union County Senior Department Specialist

Aiden X. Chavez, Grande Ronde Hospital

Sandra Meredith, Grande Ronde Hospital

Shannon Cleveland, Clinic Coordinator Grande Ronde Hospital

Angie Jones, ODOT Region 5 Regional Transportation Coordinator

Monica McLaughlin, Executive Director, Main Street Downtown

Power Point presentation was provided on the screen for all attendees. The consultant team highlighted the following:

This plan is for Union and Wallowa County only.

Updates include Demographics; Local, Regional, Client Transportation Services

New sections – Public Transit Funding in Union and Wallowa Counties Oregon
STIP Projects

Stakeholder and User Involvement

Transportation Needs and Strategies

Strategies for Union County were discussed and prioritized at the meeting:

Coordinate Medical Trips – High

Coordinate Veteran Trips – High

Employment of staff & driver Recruitment – High

Expand to High Need Areas – High

Explore options for Outlying Areas – High

Information & Marketing – High - Current SPOT map, going to Trip Spark

Preserve Existing Services – High

Replace Vehicles Timely – High - PM & Maintenance of vehicles included

Ride Expansion – Island City

Shelters & Bus Stops & Signage – High

Bilingual information and websites – Medium

Expand weekend/evening service – Medium

NEW STRATEGY - New Technology – Medium

Currently using SPOT mobile app

Infrastructure of Alternate Vehicles – Low

Mobility Manager Position – Low
Ride-match, Carpool, Vanpool – Low
Service Employment Clusters – Low (for the updated plan)

Public Meeting – Wallowa County Commissioner – November 21, 2022

In Attendance:

Susan Roberts, County Commissioner
Todd Nash, County Commissioner
John Hillock, County Commissioner
Diana Wright, CCNO Executive Assistant
Jennifer Hayslip, CCNO Assistant Transportation Manager
Teresa Dutcher, Public Transportation Consultant
Staci Kunz, Public Transportation Consultant

This meeting was a special session of the Wallowa County Commissioners. Strategies and their prioritized projects were presented to the Commissioners and after a brief discussion, Strategies were approved unanimously.

Public Meeting – Union County Commissioner – December 7, 2022

In Attendance:

Paul Anderes, County Commissioner
Donna Beverage, County Commissioner
R. Matthew Scarfo, County Commissioner
Shelley Burgess, Union County Administration Officer
Allison Moore, Union County Senior Department Specialist
Kane Lester, CCNO Transportation Program Manager
Patrick Heman, CCNO Union County Public Transit Manager
Suzannah Moore-Heman
Scott Newman, Union County Chamber of Commerce
Dick Mason, The Observer
Rick Robinson
Andrew Hughey
Annette Powers
Staci Kunz, Public Transportation Consultant

This meeting was a regular session of the Union County Commissioners. The draft copy of the Coordinated Human Services Plan was presented to the Commissioners for approval (Union County Strategies were within the plan) and after a brief discussion, the Coordinated Human Services Transportation Plan was adopted by motion of the Board of Commissioners unanimously on this date, December 7, 2022.

Public Meeting – Wallowa County – December 7, 2022

In Attendance:

John Hillock, County Commissioner

Susan Roberts, County Commissioner

Brenda Micka, Administrative Services Director

Tera Elliott, Executive Assistant

Caprice Locke, Grant Administrator

Diana Wright, CCNO Executive Assistant

Teresa Dutcher, Public Transportation Consultant

This meeting was a regular session of the Wallowa County Commissioners. The final draft plan was presented to the Commissioners at this meeting for final approval. After a brief discussion, the Coordinated Human Services Transportation Plan was approved unanimously and entered into record by Wallowa County Resolution No. 2022-033 dated December 7, 2022.