

CCRider is a division of Columbia County. The County employs three full time staff members dedicated to CCRider for oversight, planning, financial management, and operations as it relates to the County. MTR Western, a contractor, handles the operation and maintenance of the buses and employees 3 dispatchers, 2 mechanics and approximately 20 drivers at our facility. CCRider pays the contractor on an hourly basis, based on bus schedules, including 20 hours of Dial-a-Ride service per day. Our contract with MTR Western expires on April 16th, 2019. Between now and April 16th, we will be searching for and retaining a new contractor to perform these services. The going rate for a new contractor will cost anywhere from \$55 to \$65 an hour, versus the current \$40. Under a new contract with no line adjustments, we estimate an additional cost of \$150k per year in operating expense on top of the existing \$250k operating deficit.

Current operating expense at \$40/hr: \$1,182,451/year

Cost of new contractor with adjustments:

Estimated Operating Expense at \$55/hr: \$813,232/year

Estimated yearly savings: \$369,219

Estimated Operating Expense at \$65/hr: \$919,672/year

Estimated yearly savings: \$262,779

Service Reductions:

The following are changes that we believe will allow us to reduce expenses to the level needed in order to operate within our current funding level.

Portland Lines 1 and 7:

We will provide seven total trips in to Portland: four in the morning beginning at 5am, and three trips in the evening arriving at 6th and Salmon around 4:15pm.

Line 1 - Four trips per day: 2 morning trips and 2 afternoon trips into Portland.

Line 7 - Three trips per day: two morning trips and one afternoon trip. This line will be limited stops to Portland, plus service Union Station, but will not continue beyond St. Helens.

PCC Rock Creek Line 2 – Changes pending student feedback:

Reduction from six trips per day to four trips per day. We will have two morning runs and two afternoon runs to accommodate classes. We would like to consider a PCC student fare reduction of 30%-50%. This will cost the system nearly \$17k, but we hope it will lead to an increase in ridership. As students have already registered for winter, we will consider holding off until the end of winter term, and we are requesting student rider feedback on what schedules would work. Please keep an eye out for this.

The Flex Line 3:

Reduced to five trips per day with removal of the noon run and the 4:30pm run. We can look at spreading the times out for better flow.

The Clatskanie/Rainier Line 4 and 5:

These lines will be combined and run twice per day. Longview will be reduced to three stops per trip. The bus will stage at Rainier transit center. Depending on the connector, this bus will likely service the St. Helens facility twice per day. If a connection cannot be made, we may have line 7 fill this gap.

Vernonia Line 6:

Changed from fixed-route service to demand response only. Service will be offered on Monday, Wednesday and Friday. We will no longer service Dial-A-Ride on Tuesday and Thursday. This will be a budget neutral change, but will allow better service in this area as this will operate similar to Dial-A-Ride.

Dial-a-Ride:

There will be no more Dial-a-Ride Tues/Thursday in Vernonia. This time will transfer to North County where demand is very high. North County Dial-A-Ride will be 5 hours a day 5 days per week. All other Dial-A-Ride will be unaffected.

Weekend Service will be eliminated

Please also see our proposed new schedule.