APPENDIX G

2018 Regional Transportation Plan

Coordinated transportation plan for seniors and people with disabilities

December 6, 2018

oregonmetro.gov/rtp

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 that requires that no person be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination on the basis of race, color or national origin under any program or activity for which Metro receives federal financial assistance.

Metro fully complies with Title II of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act that requires that no otherwise qualified individual with a disability be excluded from the participation in, be denied the benefits of, or be subjected to discrimination solely by reason of their disability under any program or activity for which Metro receives federal financial assistance.

If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit oregonmetro.gov/civilrights or call 503-797-1536.

Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at trimet.org.

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Regional Transportation Plan website: **oregonmetro.gov/rtp**

Tri-County Metropolitan Transportation District of Oregon (TriMet)

COORDINATED TRANSPORTATION PLAN FOR SENIORS & PERSONS WITH DISABILITIES

June 2016

Table of Contents

List of Figures

List of Attachments

Attachment A: Common Acronyms

Attachment B: Glossary of Terms

Attachment C: STFAC Membership Roster

Attachment D: STFAC Meeting Summaries

Attachment E: Transit Providers Fleet Data

Attachment F: Ride Connection Partner Network

Attachment G: Performance Measures and Reporting

Attachment H: Demographic Data

Attachment I: Summary of Stakeholder Workshop

Attachment J: Peer Review on Strategies

Attachment K: Summary of STFAC Workshop on Priorities and Strategies

Attachment L: Summary of STFAC Workshop on Funding Process and Application Criteria

Attachment M: Proposed Application Funding Process

Attachment N: Draft Funding Application

1. INTRODUCTION

Decisions we make today on how best to invest in transportation options for seniors and persons with disabilities will affect the future quality of life for thousands of tri-county residents. By 2040, there is expected to be approximately 230,000 more people 65 years and older in the tri-county area, growing from a 13.2 percent share of the population today to a 20.0 percent share in 2040. According to the 2010 US Census, over 10 percent of the region's population reported that they had a disability.

Seniors will represent the fastest growing segment of population in years to come, far outpacing the rate of population growth. As the Portland metro region is projected to become proportionally older, many seniors are likely to become disabled due to physical frailty caused by the effects of aging. Existing resources are inadequate to meet the growing demand for services for these populations.

Transportation is a key determinant of health. The World Health Organization has developed a "Checklist of Essential Features of Age-friendly Cities" (2007) as a tool for a city's assessment and map for charting progress. All of the data indicates that 80-90% of individuals want to stay in their home as long as possible. One of the key elements of a Livable Community is adequate transportation to access medical care and other essential services. The concept of Age-friendly Communities or Livable Communities is being actively promoted by AARP, The National Council on Aging and the National Association of Area Agencies on Aging. The Institute on Aging at PSU is a leading expert in Age-friendly Communities.

These changing demographics challenge the conventional solutions of more buses, light rail service, and paratransit vans. While such traditional modes of transportation will surely be needed, there is a limit to how much the region can afford. Improved coordination among existing services, innovative collaboration to deliver new types of services and a regional commitment to placing public facilities and social services at locations served by public transit will also be needed. The 2016 update to the Coordinated Transportation Plan for Elderly and Persons with Disabilities (CTP) builds upon the foundation of the 2012 CTP as well as the 2009 update, known as the Tri County Elderly and Disabled Transportation Plan (EDTP), both of which described the region's vision of a continuum of transportation services that takes into account people's abilities as they transition through various stages of age and disability.

Figure 1-1 illustrates a Continuum of Transportation Options beginning with transportation for seniors and persons with disabilities who have no difficulty with mobility, through the life stages where they need some accommodation, to services for people who stay at home because of limited mobility or fragile health, either temporarily or long-term. This continuum recognizes the different stages that every resident of the region may experience at some point in their lives. It also recognizes the different transportation-related needs at different points along the continuum. Because both expectations and costs vary along the continuum, it is useful to help guide thinking about service standards as well as action items.

Since the development of the 2006 EDTP, the region has made significant advances and implemented new programs, such as creating new low cost or no cost transportation options, starting new community based shuttle services, and launching a new paratransit certification process. The region will continue to focus on developing an innovative continuum of services, one that takes in to account individuals' abilities throughout life. Additional paratransit services will be needed to take seniors and/or persons with disabilities customers to fixed route, particularly in areas without sidewalks and safe pedestrian crossings. As a result, new sources of funding will need to be identified and the Special Transportation Fund Advisory Committee (STFAC), which provided guidance and oversight of this plan update, has recognized such efforts as a high priority. During this update, the STFAC advised TriMet on updates to the application processes for State of Oregon's Special Transportation Funds (STF) grant and the Federal Transit Administration's Enhanced Mobility of Seniors & Individuals with Disabilities Section 5310 (§5310) grant , to streamline the process and better support funding decisions. Other strategies of particular interest for this update focus on taking steps to encourage use of regularly scheduled transit, and to continue the regional commitment to placing new public facilities and social services near transit services. To implement these strategies, the STFAC supports the reinstitution of a subcommittee to help implement the actions laid out in the CTP.

Figure 1-1.Continuum of Transportation Options for Seniors and People with Disabilities
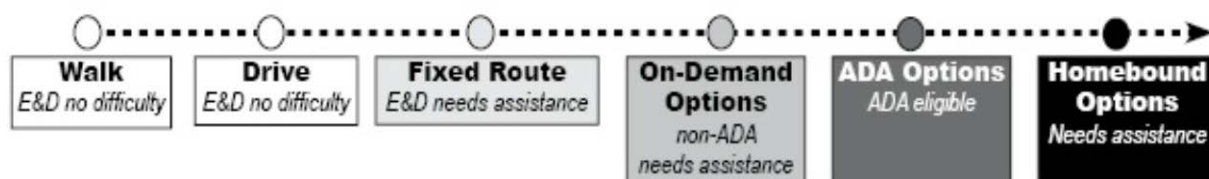
DEVELOPMENT OF THE CTP

The CTP was developed under the guidance and oversight of the STFAC, a 27-member group appointed by the TriMet Board of Directors who reside in the tri-county area, are knowledgeable about the transportation needs of seniors and persons with disabilities, and are users of or familiar with public or community based transportation services. The STFAC convenes to advise TriMet in making recommendations about formula and discretionary grant distributions funded by the State of Oregon's STF funds and federal §5310 funds, all of which are focused on meeting transportation needs of seniors and/or persons with disabilities. All STFAC meetings are open to the public, formally noticed by TriMet, and accessible by Americans with Disabilities Act (ADA) standards.

In 2016, one of the STFAC's main charges was to also help update the Coordinated Transportation Plan for seniors and/or persons with physical and/or cognitive disabilities. More than one-half of the committee is comprised of seniors and/or persons with disabilities representing geographic diversity in the tri-county area, both within and outside of the TriMet service district. This includes members of the TriMet Committee on Accessible Transportation (CAT). The remaining members are staff representing organizations such as the County Aging and Disability agencies; TriMet, which is the regional transit agency; transit systems in the City of Sandy and the City of Wilsonville; and Ride Connection, which is a network of over 30 partners delivering transportation for seniors and persons with disabilities. TriMet coordinates planning efforts with the South Clackamas Transit District (SCTD) and Canby Area Transit (CAT), though those organizations are not represented on the STFAC. *Attachment C lists the STFAC members.*

Over the course of six months, the STFAC met seven times to review the progress made since 2012 and revise elements of the previous plan to reflect current circumstances. The rest of this document reflects the results of this work. *Attachment D includes the meeting summaries for each of the STFAC meeting related to the CTP update.*

In addition to updating the STFAC on a regular basis, the following steps were taken to develop the key findings included in this Plan Update:

- A survey was distributed to transit service providers and social service providers to learn more about the perceived needs and gaps, potential coordination opportunities and what types of services, programs or advances in technology could help address service gaps or offer new and

innovative services. In addition, transit service providers provided fleet vehicle information.

- One-on-one meetings were conducted with transit and social service providers, including representatives of Oregon Project Independence (OPI) services, to review information, learn about existing services and/or identify any major changes since the 2012 CTP update.

- Providers were contacted to ensure their program information is accurate and up-to-date;

- A regional stakeholder workshop was convened to (1) discuss the transportation needs, gaps and challenges specific to seniors and persons with physical and/or cognitive disabilities; (2) Identify geographic, regulatory and structural barriers to addressing these needs; and (3) share ideas for new and innovative services. Workshop invitees included transportation providers, community organizations, senior centers and human and health service agencies, representing a diverse group of services and geographies.

- A peer review was conducted of eleven transit agencies that are similar in size to TriMet and have recently updated their coordinated transportation plans for seniors and persons with disabilities.

The CTP fulfills the planning requirements of the State's STF administrative rules and the federal requirement for a coordinated human services plan. The federal Fixing America's Surface Transportation (FAST) Act requires that transportation providers and human service agencies plan jointly in order to be eligible for Enhanced Mobility of Seniors and Individuals with Disabilities Program (§5310), Formula Grants for Rural Areas (§5311), Public Transportation Innovation (§5312), and other sources of federal funds. Federal guidance specifies four required elements of a coordinated plan, as follows:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit).

- An assessment of transportation needs for individuals with disabilities, seniors, and persons with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service.

- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.

- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

The CTP is divided into seven chapters, as outlined below:

- Chapter 1 introduces the CTP and sets forth a vision and priorities for the Plan.

- Chapter 2 highlights the existing transportation services currently available to seniors and persons with physical and/or cognitive disabilities in the tri-county region.

- Chapter 3 presents service goals that providers should strive to meet and evaluates how well the region is meeting these goals.

- Chapter 4 presents a demographic profile and summary of stakeholder outreach to identify the transportation needs, gaps and challenges specific to persons with cognitive and/or physical disabilities and seniors.

- Chapter 5 presents a set of prioritized actions for the STFAC and the region's transit and social-service providers to implement to improve the delivery of transportation services.

- Chapter 6 describes the current funding climate and outlines the process the STFAC will follow in making funding recommendations to implement the initiatives and strategies outlined in Chapter 6.

- Chapter 7 concludes the CTP with an overview of the types of projects that the STFAC has funded since the original Elderly and Disabled Transportation Plan was completed, and sets forth an updated process and evaluation criteria for considering funding decisions in the future.

PRINCIPLES OF THE CTP

Vision: Guide transportation investments toward a full range of options for seniors and people with disabilities, foster independent and productive lives, strengthen community connections, and strive for continual improvement of services through coordination, innovation and collaboration, and community involvement.

Coordinate. To make best use of service hours and vehicles, assure that services are coordinated and well organized. Assure that customer information is useful and widely provided throughout the region. Work with others to achieve results.

1. **Innovate and Collaborate.** Increase options available to seniors and/or persons with disabilities by providing innovative, collaborative, flexible, attractive and cost-effective alternatives to standard fixed route buses, rail and paratransit. Expand outreach and education on how to use services.

2. **Involve the Community.** Include seniors and/or persons with disabilities, social services staff, private non-profit providers, and other community partners in the dialogue and decisions about services. Advisory committees working on issues for seniors and/or persons with disabilities should have over 50% representation of seniors and persons with disabilities.

3. **Improve the Service Foundation.** Fixed route service frequencies and coverage in some suburban areas, as well as ways to get to the fixed routes, need continuous improvement. Continually improve the total fixed route transit system including the waiting area, customer service of the operators, priority seating, security and accessibility. Include performance measure.

4. **Integrate Land Use and Transportation Decisions.** Communicate importance of land use and transportation for seniors and/or people with disabilities. Advocate at the local, state and federal level for facilities for seniors and/or persons with disabilities and work to encourage local zoning and regulations to incentivize placement of essential destinations for seniors and/or persons with disabilities to be in fully accessible locations with frequent fixed transit service. Seek opportunities to influence land use decisions and eliminate environmental barriers to using transit.

5. **Improve Customer Convenience.** Minimize physical and psychological impediments to using fixed-route transit services relative to other modes. Make transit system and trip planning tools easy to understand and use. Facilitate transfers between transit services with the use of wayfinding information and high-amenity transfer facilities.

6. **Improve Safety.** Assure that real and perceived safety concerns are addressed at passenger waiting areas and on board transit vehicles. Utilize transit provider staff, volunteers and other riders to increase sense of security along with investments in physical infrastructure where appropriate.

7. **Measure Performance.** Strive to implement performance measures to create baselines for tracking progress on improvements to service, customer convenience and safety, and to evaluate the effectiveness of funding decisions.

The CTP includes a series of attachments which provide additional detail to supplement the report text. Two attachments are intended to guide the reader with respect to common acronyms, and to provide a Glossary of Terms. *These are included as Attachment A and Attachment B, respectively*.

OVERVIEW OF RELEVANT GRANT PROGRAMS

The STFAC reviews applications and makes funding recommendations to the TriMet Board for the following two grant programs.

§5310 Federal Funds

The 49 U.S.C 5310 program (§5310) provides formula funding to states and metropolitan regions for the purpose of assisting private nonprofit groups in meeting the transportation needs of seniors and persons with disabilities. Funds are apportioned based on each state's share of the population for these two groups. The purpose of the program is to improve mobility for seniors and persons with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

The Federal Transportation Bill, also known as the Fixing America's Surface Transportation (FAST) Act, replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21) which previously merged the New Freedom program (49 U.S.C. 5317) into the §5310 program. As a result, activities eligible under the New Freedom program, including operating expenses, are eligible under §5310. Consistent with Section 5317, funds are apportioned among large urbanized areas, small urbanized areas, and rural areas instead of only to states (see C_9070.1G, p.I-6 and II-1). MAP-21 also repealed the Job Access and Reverse Commute (JARC) program, under 49 U.S.C. 5316. Under the FAST Act, JARC activities are eligible under Section 5307 and are covered under TriMet's Employment Transportation Services Plan.

Traditional Section 5310 project examples include:

- o Purchasing buses and vans for providing service to seniors and/or persons with disabilities
- o wheelchair lifts, ramps, and securement devices for such vehicles

- o transit-related information technology systems, including scheduling/routing/one-call systems
- o mobility management programs
- o acquisition of transportation services for seniors and/or persons with disabilities under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- o travel training to help seniors and/or persons with disabilities make transit trips on fixed-route where they have more convenience in choosing when to travel and more independence
- o volunteer driver programs
- o building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- o improving signage, or way-finding technology
- o incremental cost of providing same day service or door-to-door service (compared to curb-to-curb with 24 hours notice)
- o purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- o mobility management programs

The federal share of eligible capital costs may not exceed 80 percent. The federal share of eligible operating cost assistance may not exceed 50 percent.

State Special Transportation Funds (STF)

The Special Transportation Fund (STF) was created in 1985 by the Oregon Legislature. It is funded by cigarette tax revenue, excess revenue earned from sales of photo ID Cards, and other funds from Oregon Department of Transportation. The STF Program provides a flexible, coordinated, reliable and continuing source of revenue in support of transportation services for people who are senior and persons with disabilities of any age. The Oregon Legislature intended that STF funds be used to provide transportation services needed to access health, education, work, and social/recreational opportunities so that seniors and persons with disabilities may live as independently and productively as possible. The funds may be used for any purpose directly related to transportation services, including transit operations, capital equipment, planning, travel training and other transit-related purposes.

TRIMET ROLE AS THE SPECIAL TRANSPORTATION FUND AGENCY

TriMet is the federally-designated agency to disburse the Federal Transit Administration's (FTA) 49 U.S.C. 5310 (§5310) Enhanced Mobility of Seniors and Individuals with Disabilities funds for Clackamas, Multnomah, and Washington Counties portion of the Urbanized area. TriMet administers the §5310 program and coordinates with other providers in the region to ensure coordinated, effective provision of service that meets federal and state requirements. TriMet also receives funds through the Oregon Department of Transportation (ODOT) §5310 program for urban and rural projects.

TriMet is also the designated "STF Agency" to receive and distribute STF funds from the State of Oregon. Both of these sources of funds are focused on supporting transit service for seniors and persons with disabilities.

TriMet develops a coordinated public transit-human services transportation plan (CTP) and updates the plan at least every four years to meet the Federal Transit Administration's (FTA) requirement that projects selected for funding under the §5310 program be included in such plans. Federal law requires these plans to be "developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public." TriMet develops the Coordinated Transportation Plan for Seniors and Persons with Disabilities (CTP) in coordination with the STF Advisory Committee (STFAC) and members of the public who engage in the STFAC process.

TriMet Board of Directors

The TriMet Board of Directors receives STFAC recommendations and is responsible for approval of the STFAC recommended funding levels to endorse federal §5310 and STF funds disbursement to support coordinated transportation services for seniors and persons with disabilities in the three-county region. This action also authorizes the TriMet General Manager to enter into funding agreements with transportation providers.

COORDINATION WITH METRO AND JOINT POLICY ADVISORY COMMITTEE (JPACT)

Metro is the Metropolitan Planning Organization (MPO) for the greater Portland, Oregon metropolitan area and includes twenty four cities surrounding Portland in Clackamas, Multnomah, and Washington Counties. Metro is also a regional governing body and includes a Metro Council which includes an elected president and six elected councilors. The Metro Council is advised by JPACT.

JPACT is made up of mayors, city councilors, county commissioners, that represent the cities and counties of the region as well as executive staff from TriMet, the Port of Portland and ODOT. JPACT recommends priorities and develops plans for the region. The Metro Council must adopt the recommendations before they become transportation policies.

Metro is the federally mandated MPO designated by the governor to develop an overall transportation plan and to manage the decision making process on how federal funds are spent in the region. TriMet coordination with Metro staff ensures that all projects funded with §5310 funds (see description of §5310 funds below) are listed in the Metropolitan Transportation Improvement Program (MTIP), the federally mandated four year schedule of expenditures of federal transportation funds as well as significant state and local funds in the Portland metropolitan region. JPACT and Metro Council coordinate with ODOT and transit (TriMet and SMART) prioritization processes for the MTIP adoption, including §5310 and STF funding distribution.

Metro has many regional planning documents that the CTP must consider, complement, and fill in the gaps for seniors and persons with disabilities including the Regional Transportation Plan (RTP), the Regional Transit Strategy within the RTP, and Metro's Growing Transit Communities strategy.

2. EXISTING TRANSPORTATION SERVICES

TriMet operates fixed-route and ADA paratransit services within Clackamas, Multnomah, and Washington County. South Metro Area Rapid Transit (SMART) in Wilsonville; Canby Area Transit (CAT) in Canby; Mount Hood Express and Sandy Area Metro (SAM) in Sandy; Yamhill County Transit providing service to Hillsboro and Tigard; and Columbia County Rider providing service to Hillsboro and central Portland are the other fixed-route transit agencies in the tri-county area. In addition, Tillamook WAVE connects to Banks and North Plains on its way to serving Tillamook County on the Oregon Coast and connecting to Union Station in downtown Portland. Deviated fixed-route service is operated by South Clackamas Transit District (SCTD) in Mollalla, Mount Hood Express in the "Villages at Mount Hood" (Brightwood, Welches, Wemme, Zig Zag and Rhododendron), Washington County Community Bus in Banks and North Plains, and Ride Connection contracts to provide GroveLink in Forest Grove, Tualatin Shuttle in Tualatin and North Hillsboro Link in Hillsboro.

The Ride Connection partner network of over 30 private nonprofit and volunteer service providers complements the services provided by the region's transit agencies. The Ride Connection network provides more than a quarter of the region's door-to-door rides for seniors and persons with disabilities. TriMet also provides funding to Ride Connection to support the provider network and provide volunteer transportation and local shuttle services for seniors and persons with disabilities.

This chapter provides a summary of the regional transit agency service providers and community-based transit providers operating in the plan area, the transit providers that provide statewide service or provide connections to and from areas outside of the plan area, and takes note of new services that have been established since the 2012 CTP. Table 2-1 identifies the existing transportation providers in each of the three counties. A map of the service areas is provided in Figure 4-1. *Information on each agency's fleet of vehicles is included in Attachment E.*

Table 2-1. Continuum of Transportation Services

Service Areas			Regularly Scheduled Fixed Route		Deviated-Fixed Route	Shuttle Service	Paratransit Service (1)			
			TriMet District	Other Transit Agency			ADA Paratransit	Medicaid	Non-Medical Medicaid	Community Based Transportation (includes RideWise) (2)
Washington County	Incorporated Cities	King City	TriMet District		RC-King City		LIFT	DMAP Broker	Ride Connection	Ride Connection
		Hillsboro		Yamhill City Transit Columbia County Rider	RC-North Hillsboro Link					
		Tigard		Yamhill City Transit						
		Tualatin		SMART	RC-Tualatin Shuttle					
		Beaverton		SMART		RC-Beaverton RideAbout				
		Forest Grove		Yamhill City Transit	RC-GroveLink					
		Rivergrove								
		West Linn			West Linn Community Center					
		Sherwood								
		Durham								
		Cornelius		Yamhill City Transit						
		Banks		Tillamook WAVE	RC-Wash Co. Community Bus					
		North Plains		Tillamook WAVE	RC-Wash. Co Community Bus					
		Gaston		Yamhill City Transit						
	Rural Communities	Other								

Service Areas			Regularly Scheduled Fixed Route		Deviated-Fixed Route	Shuttle Service	Paratransit Service (1)			
			TriMet District	Other Transit Agency			ADA Paratransit	Medicaid	Non-Medical Medicaid	Community Based Transportation (includes RideWise) (2)
Multnomah County	Incorporated Cities	Portland	TriMet District	CC Rider SMART Portland Streetcar Tillamook WAVE Columbia Gorge Express		MFS Project Linkage Gateway Shuttle N/NE RideAbout Neighborhood House – Downtown RideAbout MFS Project Linkage- Mid-County RideAbout Swan Island Shuttle Washington Park Shuttle	LIFT	DMAP Broker	First Transit	N/NE - MFS Project Linkage, Urban League, African American Chamber of Commerce SE - Impact Northwest SW - Neighborhood House Downtown - Northwest Pilot Project
		Gresham							First Transit	Ride Connection
		Troutdale							First Transit	Ride Connection
		Fairview							First Transit	Ride Connection
		Wood Village							First Transit	Ride Connection
		Maywood Park							First Transit	Ride Connection
	Unincorporated Urban Areas	Other								Ride Connection
	Rural Communities	Other				Columbia Gorge Express				
Clackamas County	Incorporated Cities	Lake Oswego	TriMet District			Mary's Woods	LIFT	DMAP Broker	TRP	TRP & Lake Oswego Adult Comm. Ctr.
		West Linn							TRP & Pioneer Community Ctr.	TRP & Pioneer Community Ctr.
		Happy Valley/Damascus							TRP, Milwaukie Ctr. & Estacada Comm. Ctr.	TRP, Milwaukie Ctr. & Estacada Comm. Ctr.
		Gladstone							TRP & Gladstone Sr. Ctr.	TRP & Gladstone Sr. Ctr.
		Oregon City							TRP & Pioneer Community Ctr.	TRP & Pioneer Community Ctr.
		Milwaukie							TRP & Milwaukie Ctr	TRP & Milwaukie Ctr
		Johnson City								
		Wilsonville		SMART			SMART		TRP	SMART & TRP
		Molalla			SCTD		SCTD		TRP & Molalla Adult Comm. Ctr.	TRP & Molalla Adult Comm. Ctr.
		Estacada		SAM			STAR		TRP & Estacada Comm. Ctr.	TRP & Estacada Comm. Ctr.
		Sandy		SAM			STAR		TRP & Sandy Sr. Ctr.	TRP & Sandy Sr. Ctr.
		Canby		CAT			CAT		TRP & Canby Adult Ctr.	TRP & Canby Adult Ctr.

Service Areas			Regularly Scheduled Fixed Route		Deviated-Fixed Route	Shuttle Service	Paratransit Service (1)			
			TriMet District	Other Transit Agency			ADA Paratransit	Medicaid	Non-Medical Medicaid	Community Based Transportation (includes RideWise) (2)
	Unincorporated Urban Areas	Other				CCC Xpress Shuttle	LIFT		TRP	TRP
	Rural Communities	Villages at Mount Hood		Mount Hood Express	Mount Hood Express				TRP & Hoodland Sr. Ctr.	TRP & Hoodland Sr. Ctr.
		Other							TRP	TRP
	(1) Ride Connection (RC) is noted where they manage the program and/or the service uses a combination of RC paid and volunteer drivers and cab companies. RC satellite offices run as their own community-based program and exist in most communities.									
	(2) Client-based programs serving by eligibility over geography include: Tualatin Valley Workshops, Maryville, Michael's Place, David's Harp, Providence Elder Place, Edwards Center, Albertina Kerr, American Cancer Society									

REGIONAL TRANSIT SERVICE PROVIDERS

The following describes the transit agency service providers in the three county area and, as applicable, describes their services and programs, structure and advisory committees, background, future plans. The agencies include:

- Tri-County Metropolitan Transportation District (TriMet);
- City of Portland;
- Canby Area Transit (CAT);
- Mount Hood Express;
- Sandy Area Metro (SAM);
- South Clackamas Transit District (SCTD);
- South Metro Area Regional Transit (SMART);

TriMet

Fixed Route Service

TriMet operates a fixed-route network consisting of 89 bus lines, a 60-mile, 97-station MAX light rail system and a 14.7 mile commuter rail service. By 2017, all fixed-route buses will have low floors, allowing people to conveniently board the bus without climbing stairs or using a lift. All MAX trains have at least one low-floor car and all WES commuter rail trains have level boarding with accessible platforms.

In the TriMet district, 89.7 percent of people 65 years and older live within one-half mile and 73.4 percent live within one-quarter mile of fixed-route bus or MAX service.[1] 13.5 percent of weekday rides (approximately 40,000 trips per day) are taken by seniors and persons with disabilities. During the 2013 fiscal year (FY13), Seniors and persons with disabilities boarded TriMet bus and MAX approximately 10.7 million times a year out of a total of 99.3 million boardings.

Trips by persons with disabilities under age 65 have increased 5.6 percent per year on average since 1999 (through FY15). Trips by seniors and persons with disabilities increased 3.6 percent annually during the same period, an average of 359,000 more boardings every year (based on the fare survey completed in Fall 2012).

---

[1] ACS 2015 5-year summaries: Table B01001, Oregon Metro/RLIS: master address point & tax lots, TriMet: service district polygon, route geometries.

During FY15, TriMet's cost to provide each fixed route originating ride on bus was approximately $3.77. On MAX, it was $2.52. For comparison, the average cost per ride on LIFT was $32.49.

TriMet is committed to continually improving the total transit system with enhanced customer information, access to transit, amenities at bus and rail stops, frequency, reliability, passenger comfort, enforced priority seating, safety and security.

TriMet Complementary Paratransit

TriMet LIFT Paratransit Service provides origin to destination ADA (Americans with Disabilities Act) paratransit service for persons with disabilities who are unable to ride regular buses or trains. TriMet operates 253 LIFT buses and 15 LIFT vans.

The LIFT paratransit service area and hours of operation match nearby bus/MAX service. There are six time-of-day LIFT paratransit service boundaries that coincide with different fixed route coverage areas: weekdays, weekday evenings, Saturdays, Saturday evenings, Sundays, and Sunday evenings. As allowed under the ADA, LIFT trips are only provided if there is nearby fixed-route bus or rail service in operation during that time. These requirements for complementary paratransit do not apply to commuter bus, commuter rail, or intercity rail systems.

Rides must be reserved by 5 p.m. the day before and can be reserved up to seven days in advance.

There are 1.1 million annual boardings on TriMet LIFT service. The cost to TriMet is approximately $33 per one-way trip, net of fares.

New TriMet Fixed Route Service

Orange Line

On September 12, 2015, the Orange Line opened providing 7.3 miles of light rail service from Portland to Milwaukie between Portland State University in downtown Portland and Oak Grove in north Clackamas County. The Orange Line includes a total of 10 new stations. Two new stations are west of the Willamette River and eight are located on the east side of the river. East side stations are located in inner Southeast Portland, Milwaukie and north Clackamas County. The line crosses the river via a new bridge named Tilikum Crossing – Bridge of the People. The bridge spans the river from OHSU's future South Waterfront campus on the west side to OMSI on the east side. Along with light rail trains, the bridge also serves pedestrians, bicyclists,

emergency vehicles, buses and Portland Streetcar. With the opening of the Orange Line, TriMet added Bus Line 99, which provides weekday rush-hour service between Clackamas Community College and Portland City Center via Oregon City, Gladstone, Milwaukie, Sellwood and inner SE Portland.

Line 97–Tualatin/Sherwood

In June 2016, TriMet will start a new weekday morning and evening bus line operating during commute hours between Tualatin and Sherwood along Tualatin-Sherwood Road. This is TriMet's first new bus line in many years and it will be the first connection between Tualatin and Sherwood - which are five miles apart, but have never had a direct transit connection.

TriMet's Advisory Committee on Accessible Transportation (CAT)

TriMet's Committee on Accessible Transportation (CAT) was formed in 1985 to advise the TriMet Board of Directors and staff on plans, policies and programs for seniors and persons with disabilities. CAT has 15 community members: eight seniors and/or persons with disabilities who use TriMet, six representatives of seniors and/or persons with disabilities and one member of the TriMet Board of Directors. The remaining members are consumers of TriMet transportation services or representatives of consumers. All CAT members are appointed by the TriMet Board president for a two-year term. The CAT has a business meeting every two months, an executive committee, and ad-hoc committees to address special issues as needed. Together with TriMet staff, CAT develops an annual work plan to identify major issues and prioritize the year's activities.

TriMet Operator Training

TriMet operators and supervisors receive ADA information and updates through Training Bulletins and as part of the yearly Bus Operator Recertification Training program. New operators receive nearly 20 hours of ADA and disability awareness training as part of their initial training. Much of this training focuses on procedural issues, but also includes experiential exercises.

Disability awareness and ADA training is given to new operators during their 6-month probationary period. Over 4,300 operators, supervisors, managers and others have attended since 2012. Riding Together makes use of procedural and experiential exercises, including interaction with a panel of persons with disabilities. Panel members provide information about the nature of their disability and the challenges they face in riding public transit. One of TriMet's challenges in providing this training

has been to secure panel members who are consistently willing to attend the training and including updated mobility devices to be used for training purposes.

Pedestrian Network Analysis (PNA) Project [www.trimet.org/walk]

Through the Pedestrian Network Analysis Project, TriMet partnered with cities and counties to identify areas around the region where pedestrian improvements will provide safer and more comfortable access to transit. In particular, TriMet looked at areas where sidewalks are missing, traffic volumes are high, speed limits are high and pedestrian crashes have occurred in the past and where destinations more likely to be used by seniors and/or persons with disabilities were located among other measures. This work continues to guide TriMet and their partners for continued investment in access to transit. This study included a focus of maintaining independence, and included objectives such as addressing the needs of seniors, persons with disabilities, the economically disadvantaged, and school children; and making existing transit customers walking trips safer, more direct, and comfortable.

TriMet Bike Plan [www.trimet.org/bikes]

TriMet is currently creating the TriMet Bike Plan — a roadmap that will help guide future investments in biking infrastructure and amenities. This includes improving bike access to transit stops, expanding bike parking options, and accommodating bikes onboard buses and trains. The goal of the plan is to make bike + transit trips easier, safer and more convenient for more people. One of the efforts within the plan is to provide more bike parking at stops and stations and encourage more riders to leave their bikes in secure storage so more riders will not feel the need to bring their bikes on board, leaving more space for other users including seniors and persons with disabilities. The plan is currently underway, and is expected to be completed bysummer of 2016.

TriMet Funding

TriMet receives the majority of its funding from an employer payroll tax. Passenger fares are another significant revenue source, making up 24 percent of the total funding. To meet the demand for more service, the TriMet Board increased the employer payroll and self-employment tax by 1/10th of one percent, phased-in over 10 years. This phasing began in January 2016.

The additional payroll tax revenue will be dedicated to new and expanded bus, rail and innovative community and job-connector services that are outlined in TriMet's

comprehensive and strategic Future of Transit plans. With the 10-year increase in revenue, they will be able to implement about a third of the 20-year visions for the future of transit that were developed over four years of meetings with stakeholders, businesses, residents and riders.

The Future of Transit

The following describes several of TriMet and Metro's on-going transit planning projects.

Service Enhancement Plans

Between 2011 and 2016, TriMet engaged Portland area communities in a process to envision a 20-year expansion of TriMet's bus service. The process divided the region into five sub-areas – Eastside, Westside, Southeast, Southwest, and North/Central – and developed Service Enhancement Plans for each area. The process relied on significant stakeholder outreach including current riders, neighborhood associations, business organizations and large companies, social service providers, institutions like schools, colleges, and hospitals, and jurisdictions. In addition, TriMet staff looked at demographic and trip pattern data for the region. Finally, individual jurisdictions provided short and long-term growth and redevelopment plans. The Service Enhancement Plans identified gaps in the system – both geographic and service related. The following are brief summaries of the service needs in each sub-area of the region.

Westside, consisting of Beaverton, Hillsboro, Cornelius, Forest Grove, and unincorporated Washington County:

- More north/south service to serve the intra-county travel between residents in the south and employment opportunities in the north.

- Last mile connections to reach many jobs located just beyond a reasonable walking distance from transit.

- Improved frequency as development on the Westside continues and urban amenities are provided, the opportunity to serve more persons with more frequent bus service increases.

Southwest, consisting of SW Portland, Tigard, Tualatin, Sherwood, King City, Durham, Lake Oswego, and West Linn:

- Route reconfigurations that serve growing job centers areas other than Downtown Portland. This is especially true for east/west service.

- Increased service levels where existing bus service significantly lacks frequency and service only runs during commuter hours.

- Community Shuttles for some communities where traditional fixed route service is not cost-effective to offer, yet some demand for bus service still exists.

North/Central, consisting of the majority of the land area within the City of Portland (I-205 to the east, the Multnomah County/Washington County border to the west, Division Street to the south on the east side of the Willamette River, and I-405/US 26 to the south on the west side of the Willamette River):

- New routes and more coverage on existing routes for the neighborhoods not served as comprehensively as others.

- More frequency and hours of service on existing routes to help relieve overcrowding and to add more service at the beginning and ends of the day.

- Community Shuttles for some communities where traditional fixed route service is not cost-effective to offer, yet some demand for bus service still exists.

Eastside, consisting of East Portland (east of I-205), Gresham, Troutdale, Fairview, and Wood Village:

- More north/south service that improve regional connections to jobs, education, health care, affordable housing, and essential services.

- Improving service on existing routes to provide more frequency, longer hours of service, and better schedule adjustments.

- Community Shuttles for some communities where traditional fixed route service is not cost-effective to offer, yet some demand for bus service still exists.

Southeast, consisting of Southeast Portland (South of SE Division), Estacada, Gladstone, Happy Valley, Milwaukie, Oregon City, and Clackamas County:

- More east/west service to provide new access for growing communities and employment centers

- Community Shuttles for some communities where traditional fixed route service is not cost-effective to offer, yet some demand for bus service still exists.

- ▪ Improving service on existing routes to provide more frequency, longer hours of service, and better schedule adjustments.

Hop Fastpass

Arriving in 2017, Hop Fastpass is a new electronic fare system that will make it faster, easier and more convenient to ride the bus or train. Hop will work with a fare card, smartphone or your credit/debit card. It will also work with C-TRAN and Portland Streetcar. It will have benefits for Honored Citizens and LIFT Riders as well.

The Hop Fastpass system will be integrated with TriMet's LIFT software (Trapeze) with development activities occurring in 2016 and testing occurring in 2017. Honored Citizens and LIFT riders will be able to link payment with the LIFT reservation process. This will provide additional convenience to seniors and persons with disabilities during the payment process. Linking the two systems will allow the customer to use their Hop Fastpass account to pay for their LIFT ride. The fare for their LIFT trip would be deducted from their account at the time the ride is performed. Riders that qualify for LIFT paratransit service are eligible to pay the reduced Honored Citizen fare on fixed-route. The fixed-route system will recognize a LIFT paratransit card and automatically deduct the correct reduced fare amount. Additional information can be found at www.myhopcard.com.

Southwest Corridor Plan

Light rail will improve the transportation system in the corridor that includes Southwest Portland, Tigard, Tualatin, and neighboring cities. Additional information can be found at www.swcorridorplan.org.

The Powell-Division Transit and Development Project

Arterial on-street Bus Rapid Transit (BRT) has been chosen as the transit solution in the busy corridor that stretches from Portland State University (PSU) and Oregon Health Sciences University (OHSU) on the westside to Mt. Hood Community College on the eastside. Additional information can be found at www.oregonmetro.gov/powelldivision.

Canby Area Transit (CAT)

CAT Service

Canby Area Transit (CAT) provides service within Canby and to Oregon City, Aurora, Hubbard, and Woodburn from the Canby Transit Center, the central transit terminal

in Canby. Route 99 is the only commuter fixed route currently in operation and provides circulation within the city along the Highway 99E corridor between the Canby Market Center (Fred Meyer), Canby Transit Center, and Canby Square (Safeway) areas with headways between 30 and 90 minutes. Service is provided between 5:00 a.m. and 9:00 p.m. Monday through Friday and does not operate on major holidays. Route 99 makes 20 daily trips from Oregon City to the Canby Transit Center, and continues on to Aurora, Hubbard, and Woodburn eight times per day. The route provides connections to TriMet at the Oregon City Transit Center, Woodburn Transit and CARTS Routes 10 and 25 in Woodburn, SMART Route 3 at The Canby Transit Center. CAT service on Route 99 costs $1.00 for a one-way ride, and is free for children six years old and younger. A monthly pass may be purchased for $20.00.

The CAT Dial-A-Ride program provides a variety of services. These services require either advance registration or eligibility approval. The following provides a brief overview of these services.

- **Complementary Paratransit Service** (for eligible seniors and persons with disabilities) is provided within ¾ mile of the local Canby Fixed-Route and extends to all locations within the Canby Urban Growth Boundary.

- **Premium Dial-A-Ride Service** is available to customers who are eligible for complementary paratransit services. This service transports individuals to and from destinations within the Oregon City limits. It is limited by trip purpose to medical, education, employment, legal services and social service appointments.

- **General Public Dial-A-Ride Service** provides morning and afternoon shopping shuttles and local demand responsive rides to the general public. This service is open to anyone traveling in Canby and is provided on a space available basis (first-come first-served).

CAT Advisory Committee

A seven member Transit Advisory Committee (TAC) advises Canby Area Transit Staff and the Canby City Council. The TAC meets monthly and is made up of seniors, persons with disabilities, Canby residents, CAT customers and members of the business community.

CAT Funding

Canby Area Transit receives operating revenue from local resources including payroll tax, the State's STF funds, federal §5311 Non-urbanized area formula program, the federal §5339 Buses and Bus Facilities Grants Program and capitalized preventive maintenance funding from the federal §5310 program.

City of Portland

PORTLAND STREETCAR LOOP SERVICE

With the opening of Tilikum Crossing: Bridge of the People on September 12, 2015, Portland Streetcar riders will see a change in service on both sides of the river. Instead of the old Central Loop (CL) from SW Clay to OMSI, riders will board the A Loop, which will operate clockwise around the Central City connecting the Pearl District, Lloyd District, OMSI and PSU, or the B Loop, which will operate in the opposite direction, or counter-clockwise.

The new A & B Loops will double up service with the North/South (NS) Line from NW Johnson south to SW Moody & Meade, providing 7.5 minute frequency Monday through Saturday, 10:00am to 7:00pm, and 10 minute frequency all day Sunday.

The City of Portland developed a City-wide Streetcar System Concept Plan which identifies corridors for consideration for future expansions of the Streetcar system. This planning effort was managed by the Portland Office of Transportation in coordination with both the Metro/TriMet regional High Capacity Transit System Plan and the Portland Plan.

Portland Aerial Tram

The Portland Aerial Tram is part of Portland's public transportation system and operates in coordination with TriMet and Portland Streetcar. The tram operates load-n-go. The lower tram terminal is at the intersection of SW Moody & Gibbs. The upper terminal is located on Marquam Hill at Oregon Health and Sciences University. Including travel and boarding time, cabins typically depart every 6 minutes. A trip is 4 minutes each way.

Mount Hood Express

Mount Hood Express Service

The Mount Hood Express is a general public transit service operating on Mount Hood. This service in its former incarnation, the Mountain Express, provided only point-deviated fixed route services to residents between Sandy and the "Villages at Mt Hood" (Brightwood, Welches, Wemme, Zig Zag and Rhododendron) for access to work, school, medical and other needs. In 2014, after an extensive planning process, the service expanded to include commuter service going to destinations such as Government Camp and Timberline Lodge. Approximately 40 percent of the riders are commuters, of which the vast majority works entry-level positions. All vehicles are lift equipped and operators announce stops. The service offers flag stops and ADA eligible deviations on the Villages shuttle routes only.

Mount Hood Express Advisory Committee

The Mount Hood Express service has been managed by Clackamas County's Social Services Division for over eight years. The service is governed by the Board of County Commissioners for Clackamas County but also has an informal advisory board (Mt Hood Transportation Advisory Group) that includes public and private partners.

Mount Hood Express Funding

The service is currently funded with a public-private partnership model and includes grant funds through the Federal Lands Access Program (FLAP), §5311, and §5310 programs, as well as STF funds, along with county funds and funding provided by large employers at Mt Hood.

Sandy Area Metro (SAM)

Sandy Service

Sandy Area Metro (SAM) provides service within the City of Sandy via a fixed route in the commercial corridor and a dial-a-ride service which is available to the general public up to and within a 3 mile radius of the city. SAM also operates 2 commuter routes and an Elderly and Disabled program that provides out of town non-emergency medical rides to Medicaid ineligible frail elderly and disabled persons.

The SAM Gresham route operates along Highway 26 to the Gresham Transit Center. This is a vital connector between the TriMet system in the greater Metro area and the Eastern region of Clackamas County. SAM Gresham makes 30 weekday trips to the Gresham Transit Center, 17 Saturday trips and 8 trips Sundays and most holidays.

The SAM Estacada route travels south along Highway 211 via Sandy, Eagle Creek and Estacada where SAM connects with the TriMet bus service. This is an important connector for the Eastern region of Clackamas County to Oregon City, the county seat. SAM Estacada provides 5 daily trips to Eagle Creek and Estacada Monday through Friday.

Sandy's Advisory Committee

A Transit Advisory Committee (TAC), comprised of individuals from the greater Sandy area, advises the City of Sandy. TAC members represent the business community, students and youth, seniors, persons with disabilities, minorities, and Sandy City Council members. Quarterly meetings are advertised and open to the public. The Committee forwards transit service recommendations to the Sandy City Council, where final decisions are made in a public forum.

Sandy Funding

Sandy Transit receives operating revenue from several resources. Locally, the City collects a payroll and self-employment tax and as of October of 2013 Sandy charges a fare on all system services. Other sources include the State's Special Transportation Funds (STF) funds, capitalized preventative maintenance funds from the Federal §5310 Enhanced Mobility of Seniors & Individuals with Disabilities, Federal §5311 non-urbanized formula funds, Federal §5339 Buses and Bus Facilities Grants Program, and Federal Highway Access Program Funds.

South Clackamas Transit District (SCTD)

SCTD Service

South Clackamas Transportation District (SCTD) operates 3 routes. The Molalla City bus is a fareless deviated route which makes 10 weekday trips throughout Molalla and connects with 2 SCTD commuter routes. Seven of the City bus trips connect with the Clackamas Community College (CCC) commuter route.

The CCC bus terminates at the Clackamas Community College campus. The CCC bus makes 22 weekday and 9 Saturday trips to the campus where it connects with the TriMet bus system. The CCC bus service also makes 8 weekday connections to the Canby bus service, a commuter route that is a vital connection to both the Canby (CAT) bus service and Wilsonville (SMART) bus service. Both the CCC and Canby commuter routes charge a $1.00 fare.

SCTD Advisory Committee

The SCTD Board of Directors consists of seven members elected from the District. The District is a free-standing Transportation District organized under Chapter 267 of the Oregon Revised Statutes (ORS). Seniors and persons with disabilities are serving on the board. SCTD also has an advisory committee that is called on as needed.

SCTD Funding

SCTD is funded with a payroll and self-employment tax, passenger revenue, federal 5311 Non-urbanized area federal assistance, state STF funds, interest and other sources.

South Metro Area Regional Transit (SMART)

SMART Service

SMART, operated by the City of Wilsonville, maintains a fleet of over 35 vehicles and has nine fixed routes, including one late night service, operating routes within Wilsonville and to the Barbur Transit Center, Salem and Canby (which overlaps with some of YCTA's transit service). SMART also operates Dial-a-Ride, which provides door-to-door service within Wilsonville and medical transport services to Portland and other nearby cities for the elderly and people with disabilities. SMART transportation services are free within Wilsonville, but charge a fee for intercity services. The service costs $1.50 per trip for adults and $0.75 for seniors (60+), disabled, and youth outside of the CAT and SMART fareless zones. A transfer to TriMet WES Commuter Rail is possible at SMART Central at Wilsonville Station. SMART operates on weekdays from 5 am to 9 pm, Saturday from 7:30 am to 5:30 pm, and select holidays. Pre-scheduled service is provided to the Wilsonville Community Center. Transportation to Portland area medical appointments for seniors and persons with disabilities is provided with STF funds.

SMART Advisory Committee

SMART is advised on services through a citizen/stakeholder Task Force, as well as public input, City Council. SMART also actively solicits input from seniors and persons with disabilities through the Wilsonville Community Center. SMART also works directly with Clackamas Community Health (formerly Clackamas Mental Health) to coordinate transportation services.

SMART Funding

Business and self-employment tax provides 62 percent of SMART's operating revenues. Federal grants provide 12 percent and STF and other operating grants represent 22 percent of SMART's budget. Fares make up three percent of SMART's current budget and miscellaneous revenue is one percent

Future of SMART Transit

SMART is currently updating their master plan which was last updated in 2008.

COMMUNITY-BASED TRANSIT PROVIDERS

The following describes the community-based transit operators in the study area and, as applicable, describes their services and programs, structure and advisory committees, background, future plans. The organizations include:

- Ride Connection;
- Clackamas County Social Services Division;
- Clackamas Community College;
- Washington County Disability, Aging and Veteran Services;
- Multnomah County Aging, Disability, and Veteran Services;
- Swan Island Transportation Management Association; and,
- Washington Park Transportation Management Association

Ride Connection

Background

Ride Connection is a private non-profit organization, located in Portland, Oregon, that coordinates transportation operations, mobility management activities provided by community-based organizations and groups and provides direct service when a partner cannot be found.

The partner network includes a variety of human service organizations serving seniors, persons with disabilities and other individuals who experience barriers to accessing the transportation system in the Portland metropolitan region and nearby rural areas. Each transportation service is individually designed to serve the unique needs of communities including geographically based services, as well as services based on specific levels of service or cultural affinities. The majority of Ride Connection customers are seniors or persons with disabilities. In recent years, Ride Connection services have also expanded to include more community-connector shuttle services and fare assistance for low-income individuals. A list of Ride Connection's partners is included in *Attachment F*.

In areas where there are no private non-profit partners with the capacity to provide door-to-door transportation services, Ride Connection directly operates services. Currently, this includes East Multnomah County, Northwest Portland and all of Washington County. In areas where additional door-to-door capacity is needed, beyond Ride Connection network capacity, Ride Connection contracts with established taxicab companies to provide additional service.

Ride Connection services continue to expand and grow to meet more community needs. In July of 2014, Ride Connection moved to its new Resource and Operations Center located at 9955 NE Glisan Street in the Gateway district of Portland. The Resource and Operations Center is home to the Ride Connection Customer Service Center, Fleet Management, Training Programs and Administrative Support services. In addition, direct service operations are coordinated from six satellite offices located in Beaverton, Forest Grove, Gresham, Hillsboro, King City and Tualatin.

Fleet management for the network includes a fleet of 100+ accessible mini-buses and minivans, along with six sedans to provide additional capacity for special programs and needs. Service is provided by approximately 800 drivers, of whom approximately two-thirds are volunteers. In Fiscal Year 2014-15, nearly 500,000 trips were provided by Ride Connection door-to-door and community connector services and Ride Connection volunteers provided 42,965 hours of service.

Ride Connection provides the following support services for its partners:

- Service coordination between partners

- Service scheduling and centralized call center services

- Travel Options Counseling for individual customers

- Driver, partner and staff training and development

- Accessible fleet acquisition

- Preventative maintenance program and fleet management

- Technical assistance and support service to service partners and other community organizations

- Outreach and joint marketing of regional transportation services

- Advocacy for individuals with transportation needs and for community-based service partners who help meet those needs

- Volunteer recruitment assistance

- Data management and reporting support

- Web-based tools for daily operations and reporting

- Contract administration, compliance and performance monitoring

- Grant writing, fundraising and serving as a conduit for state and federal funding

- Service planning, including coordination of existing services for efficiency and creation and implementation of new services and innovative programs that meets transportation needs identified by local and regional communities.

Partnership Support

Ride Connection recognizes and supports the uniqueness of individual service partners and community organizations in the region. As the coordinating organization in the region, Ride Connection works diligently to provide collaborative opportunities for planning, funding, contract management, reporting tasks, fiscal monitoring, and volunteer management, so that service partners can focus on what they do best: providing transportation options to the communities they serve.

The Ride Connection coordination model is a hybrid of centralized and decentralized activities. Many of the direct service activities happen at the local neighborhood

level, where knowledge of the community and its needs support a customer-focused, needs-based philosophy. Where centralization allows economies of scale to be achieved, functions are consolidated and managed by Ride Connection. Ride Connection is committed to enhancing support and strengthening network service partners while creating transportation solutions in accordance with the Coordinated Transportation Plan.

Transportation Services

Ride Connection has been instrumental in the development of regional information and referral service, driver training and travel training services, and a broad range of transportation services to address a variety of needs identified by the communities and individuals who receive service. It provides key connections to social service organizations and County aging and disability services, a role that urban transit agencies have not traditionally emphasized within their organizations. The following provides an overview of services:

Door-to-Door Services: Depending upon location, Ride Connection links the customer to a service partner or one of its direct service outlets. They are picked up at their door and taken to their destination.

- **Rides Upon Request** – Rides are provided at no cost for seniors (age 60+), persons with disabilities and veterans who need a lift to places like the grocery store, medical appointments and social activities.

- **Non-Medical OHP** –Ride Connection is the provider for non-medical transportation for Oregon Health Plan members (as authorized by Medicaid long-term case managers) in Washington County. To be eligible, the customer must be on the Oregon Health Plan (OHP). These services provide access to destinations beyond medical appointments, such as community services, activities and supportive services that are specified in the customer's OHP service plan.

- **Shared and Retired Vehicle Program** – Organizations that need a vehicle occasionally can borrow Ride Connection's accessible vehicles without having the expense of owning a vehicle. Ride Connection provides driver screening and training and they or one of its partners provides the vehicle. The borrowing organization provides the fuel and driver. Through the Retired Vehicle Program, Ride Connection places retired vehicles with community organizations throughout Clackamas, Multnomah and Washington counties. Nonprofit organizations as well as government entities and jurisdictions serving persons with disabilities and/or individuals

over the age of 60 are eligible to apply to receive a retired vehicle. All vehicles are wheelchair accessible and applications are accepted year-round.

- **Ride Together** –Riders recruit their own driver and once the driver is approved, Ride Connection provides mileage reimbursement for rides given. This program is intended to empower riders to ask for rides from a loved one or neighbor without feeling like they have nothing to offer in return.

- **RideAbout (Community Shuttles)** – A number of shuttles were designed for specific communities where many customers request similar trips (i.e. grocery stores). By implementing fixed route services (that can deviate with advance notice) that make stops at popular destinations, Ride Connection decreases the cost per ride.

- **Dahlia: Dialysis Transportation** – In 2013, Ride Connection received a grant from the Administration for Community Living to further investigate the needs of individuals who regularly receive dialysis treatments. Ride Connection is working with one dialysis clinic, with an expansion to two in 2016 and with a cadre of customers and volunteers to provide rides for individuals to and from treatment. A new process has been instituted in order to address wait times and overall customer comfort and have developed a one-of-a-kind training program specifically for drivers who provide rides to and from dialysis.

- **Veteran Transportation Services** – designed to meet the needs of Veterans through the use of volunteer drivers who are veterans as well.

Provide Access to Public Transit: Ride Connection collaborates and acts as a liaison between public transit agencies and service partners to develop community based transportation services and programs that offer solutions for customer needs, leverage community resources, and expand the capacity of the regional transportation system.

- **Fare Relief** – Using TriMet funds, Ride Connection provides matching funds to nonprofit organizations to supplement funding used to purchase transit fare for seniors and persons with disabilities. As a new program, it was created to encourage human service agencies and community non-profit partners to include transportation for seniors and persons with disabilities in their program planning, funding applications and program operational budgets.

- **RideWise Travel Training –** Promotes independent travel of seniors and persons with disabilities by providing free access to information, one-on-one training and support. The RideWise program is designed to provide mobility support ranging from trip planning assistance to intensive one-on-one travel training and is based solely on an individual's need and ability level.

- **Information and referral (Travel Options Counseling) –** Ride Connection's Travel Coach provides a personalized mobility planning system that is easy to access and addresses the individual mobility needs of each customer. This personalized service provides customers with information and services that best meet their mobility needs.

- **Rider's Clubs –** Group trips are designed to encourage comfort in using the public transit system by creating fun adventures that include riding fixed route to and from. Volunteers called "Ride Ambassadors" lead these trips.

Last-Mile Services provide deviated, fixed-route transportation services in areas underserved by transit.

- **GroveLink** is a free "deviated, fixed route" public transit service and is designed to help the community access employment opportunities, local destinations, and regional transit services: specifically TriMet bus line 57 and Ride Connection's Washington County Community Bus.

- **North Hillsboro Link** is a free "deviated, fixed route" service linking Orenco MAX Station to suburban employment centers in North Hillsboro. While specifically designed for transit-dependent employees, job-seekers, and low-income individuals, service is open to the public.

- **Tualatin Shuttle** is a free "deviated, fixed route" service linking Tualatin WES Station to employment destinations in the Tualatin area. While specifically designed for transit-dependent employees, job-seekers, and low-income individuals, service is open to the public.

- **Washington County Community Bus** connects the general public with the cities of Forest Grove, Banks, North Plains, and the Hillsboro Transit Center. This bus also connects to Tillamook's WAVE bus and GroveLink.

Board/Advisory Committee

Ride Connection's Board of Directors oversees and directs the organization's activities. Board membership is comprised of a diverse group of individuals who provide insight from different geographic areas of the region, different professional

backgrounds, and individuals who use and benefit from the services that Ride Connection provides. This provides a variety of skill sets needed to ensure proper oversight of Ride Connection's non-profit, mission-based operations. Advisory committees (e.g. Audit and Finance Committee, Program and Provider Services Committee) report to the board and monitor business practices, service delivery methods, fund development activities and core accountabilities to ensure the stability, adaptability and resilience of the organization and its network.

Ride Connection Funding

Ride Connection programs are funded with §5307, §5310, §5311 federal rural assistance, State STF funds, Aging and Disability Services, fare donations, fund raising, interest income, private, Business Energy Tax Credit, charitable contributions and other local funding resources. Ride Connection provides services within TriMet's service boundary that are beyond TriMet's minimum complimentary paratransit requirements as they are able to provide those services more cost effectively than TriMet's LIFT program.

Non Emergency Medical Transportation

Non Emergency Medical Transportation is provided through funding from Oregon Health Plan and operated by Ride To Care. Trips can be scheduled for medical visits with at least two days notice.

Clackamas County Social Services Division

Clackamas County Social Services Division is the county's Area Agency on Aging, Community Action Agency, Development Disabilities Program and the Veteran's Service office. They offer two internal transportation services for seniors and persons with disabilities:

- Catch-a-Ride (CAR): This program is provided with paid drivers, and also has a small job access program for individuals with disabilities.

- Transportation Reaching People (TRP): This program is provided with a combination of paid drivers and volunteer drivers who receive mileage reimbursement.

The Social Services Division provides rides throughout Clackamas County, including with volunteers who are dispatched out of their local senior centers. Rides are provided for a variety of needs but medical and life-sustaining medical (including dialysis) rides are prioritized. The Division also works with volunteers for the Vets

Driving Vets and Ride Together programs. Medicaid Waivered Non-medical Rides for the county are provided as well.

In addition to the two internal transportation programs, Clackamas Social Services is the lead organization in the Clackamas County Transportation Consortium, a partnership of senior and community centers that provide community-based services to seniors and persons with disabilities. The county's senior and community centers provide a variety of services to help individuals age in place, including home delivered meals and other essential supports. Centers currently providing transportation services include Pioneer (Oregon City), Milwaukie, Gladstone, Lake Oswego, Canby, Estacada, Molalla, Hoodland and Sandy. Most of the rides provided by center vehicles are for nutrition or local services. However, most centers dispatch TRP volunteers or their own volunteers to provide expanded medical ride services, including over significant distances such as to OHSU.

Clackamas Community College

Clackamas Community College (CCC) provides an express service, the CCC Xpress Shuttle, between CCC's Oregon City and Harmony campuses and the Green Line MAX at the Clackamas Town Center. The CCC Xpress Shuttle is free and open to the general public. Elderly riders and persons with disabilities using TriMet or the South Clackamas Transportation District rural service can transfer at the Oregon City campus to the CCC Xpress for direct service to the Harmony campus and Clackamas Town Center. Shuttles run fall, winter, and spring terms, but do not run during breaks, summer term, or during college closures resulting from inclement weather or other local emergencies.

Washington County Disability, Aging and Veteran Services

Washington County Disability, Aging and Veteran Services (WCDAVS) provide services through the Older Americans Act to individuals over 60 years of age. Services are designed to keep individuals independent and living in their home in the local community. Transportation needs for WCDAVS clients range from medical appointments, grocery shopping, socialization, and entertainment or service appointments with other social service agencies. In addition the Tillamook WAVE service, WCDAVS has contracts with Ride Connection to cover the full range of transportation needs for its clients. This includes the North Hillsboro Link, GroveLink, King City RideAbout, Tualatin Shuttle, Beaverton RideAbout and the Washington County Community Bus.

Multnomah County Aging, Disability, and Veteran Services

Multnomah County Aging, Disability, and Veteran Services provide services through the Older Americans Act to individuals over 60 years of age. Services are designed to keep individuals independent and involved in their local community. Transportation needs for MCADVS clients range from medical appointments, grocery shopping, socialization, and entertainment or service appointments with other social service agencies. MCADVS has contracts with Ride Connection, Radio Cab, TriMet, and First Transit to cover the full range of transportation needs for its clients.

Transportation Management Associations

Swan Island Transportation Management Association

The Swan Island Shuttle is run by the Swan Island TMA. The shuttle is intended to serve the island's graveyard shift employees after regular fixed-route transit service to this area ends. The shuttle operates between Swan Island and Rose Quarter from approximately 6:30 p.m. to 11:30 p.m. The last trip from Swan Island continues through Rose Quarter TC to downtown Portland for connection to MAX and late night buses. "By Request" service for Mock's Bottom and the Shipyards is available.

Washington Park Transportation Management Association (WPTMA)

The WPTMA operates the "Explore Washington Park" free shuttle transports people to all major attractions in the park from the main parking area and the MAX station. It operates daily June through August and on the weekends only in May, September, and October. There is no service November through April.

STATEWIDE TRANSIT PROVIDERS

The following is a list of other transit providers and services that connect to the Tri-county Area.

AMTRAK

Amtrak operates their Cascades train service between Vancouver, British Columbia and Eugene, Oregon, with a stop at Portland's Union Station. There are six trains operating in each direction on each day of the week. The Coast Starlight operates one daily train in each direction between Seattle, Washington and Los Angeles, California, with a stop at Portland's Union Station.

Cascades POINT

The Cascades POINT provides seven round trips daily from downtown Portland to and from the University of Oregon in Eugene, making a total of seven stops. Tickets are sold by Amtrak and are $28.00 for adults, $23.80 for seniors 62 years and older, and $14.00 for children between the ages of 2 and 15.

Clark County Public Transit Benefit Area Authority (C-TRAN)

C-TRAN offers convenient Limited service to downtown Vancouver, Delta Park/Vanport and Parkrose/Sumner MAX light rail stations. From these locations, riders can transfer to other C-TRAN routes, MAX, or TriMet bus routes for continued travel to destinations including Rose Quarter, Lloyd District, Swan Island, and downtown Portland. Service is provided weekdays only, except on the 65 Parkrose Limited, which provides service on Saturdays. The adult All-Zone one-way fare is $2.50 or $100.00 for a monthly pass. The Honored/Youth fare for children 7-18 years of age, senior citizens 65 years or older, disabled individuals, and Medicare card holders is $1.25 ($34.00 for a monthly pass).

C-TRAN offers Clark County residents convenient Express service to Lloyd District, the downtown Portland Transit Mall, and the OHSU campus on Marquam Hill. Express service is available only during weekday peak commute times from all major park and ride and transit center locations in Clark County, except on the Route 105 I-5 Express which provides service throughout the day, Monday through Friday. The adult, Honored/Youth fare for children 7-18 years of age, senior citizens 65 years or older, disabled individuals, and Medicare card holders is one-way fare is $3.85 or $125.00 for a monthly pass.

Coastal CONNECTOR

The North by Northwest CONNECTOR system is an alliance of the transit providers across five counties in northwestern Oregon including Benton, Clatsop, Columbia, Lincoln, and Tillamook Counties. The partner agencies, including Tillamook County Transportation District, Lincoln County Transit, Columbia County Rider, Sunset Empire Transportation District, and Benton County Rural and Special Transportation, offer a 3-day joint pass for $25.00 or a 7-day pass for $35.00.

As part of the CONNECTOR, TCTD operates the Coastal Connector route from Lincoln City to Spirit Mountain and Salem (TCTD Route 6) where transfers can be made with Cherriots. At Spirit Mountain, connections can be made with YCTA which provides seven round trips per day between Spirit Mountain and McMinnville. From

McMinnville YCTA provides connections to Hillsboro (MAX), Newburg, Sherwood, Tigard, and West Salem.

While TCTD is the designated service operator, the service is subsidized by an ODOT §5311(f) Intercity Grant. The grant's local matching funds are provided by the Confederated Tribes of the Grand Ronde (CTRG) and the Confederated Tribes of the Siletz Indians (CTSI).

Columbia County Rider (CCR)

Columbia County Rider (CCR) provides public transit services in Columbia County and connections to TriMet. CCR has three lines that connect riders to TriMet routes. Line 1 operates Monday through Friday with 13 round trips between downtown Portland and the St. Helens Transit Center. Line 2 operates Monday through Friday with six round trips between Portland Community College's Rock Creek campus and the St. Helens Transit Center. Fares on Line 1 and Line 2 are as follows: one-way fares are $5.00 for the general public and $4.00 for Honored Citizens and students. A monthly pass is $75.00 ($60.00 for Honored Citizens and students). Line 7 is the Lower Columbia Connector which provides two daily trips every day of the week from downtown Portland to the St. Helens Transit Center. Round trip fare from Portland to the St. Helens Transit Center is $12.00.

Columbia Gorge Express Pilot

ODOT will operate a seasonal pilot transit service during summer months in 2016 and 2017, using accessible vehicles. Visitors to the Gorge can take the Columbia Gorge Express Fridays through Sunday (and federal holidays) from the Gateway Transit Center in Portland to Multnomah Falls May through September. In addition, regular weekend bus service will transport visitors for free between an overflow parking lot at Rooster Rock State Park and Multnomah Falls. [Visit the Columbia Gorge Express website for more information and to buy tickets](.).

Northwest POINT

The NorthWest POINT provides twice daily bus service between downtown Portland and Astoria, making a total of nine stops, including Cannon Beach. The NorthWest POINT service connects with TCTD Bus Route 3 in Cannon Beach. Service from Portland to Astoria arrives in Cannon Beach at 11:00 a.m. and 7:50 p.m. and costs $4.50 for an adult (16-61 years of age), $3.85 for seniors, and $2.25 for a child. Service from Astoria to Portland arrives in Cannon Beach at 9:05 a.m. and 6:45 p.m.

and costs $17.00 for an adult (16-61 years of age), $14.45 for seniors, and $8.50 for a child. More information on this service can be found online at: http://www.oregon-point.com/nw_point.php.

Salem-Keizer Transit (Cherriots)

Salem-Keizer Transit (SKT) is the primary public transit and complementary paratransit provider to the Salem-Keizer area and Marion and Polk counties. Operating Monday through Friday, Cherriots buses provide service in the Salem-Keizer area, and connections to other metropolitan regions such as Portland.

Cherriots Route 1X provides service between the Wilsonville Transit Center and Salem. Riders from the Portland metropolitan area can reach Wilsonville via WES commuter rail or South Metro Area Regional Transit (SMART) buses. Route 1X operates 13 round-trips a day, with six trips in each direction during the morning and seven in the afternoon and early evening hours. The adult one-way fare is $3.00 or $85.00 per month. The Reduced & Youth fare for children 6-18 years of age, senior citizens 60 years or older, disabled individuals, and Medicare card holders is $1.50 ($42.50 for a monthly pass). The monthly pass also provides free connections to Cherriots and CARTS.

Tillamook County Transportation District (TCTD)

Tillamook County Transportation District (TCTD) provides a twice-daily service from Tillamook to Portland's Union Station downtown where passengers may connect with Amtrak and Greyhound. Prior to downtown Portland, the service stops at Banks, North Plains, NW 185th Ave and the Sunset Transit Center to connect with TriMet's MAX light rail system, which provides connections to Portland International Airport as well as all destinations in TriMet's bus, light rail, and commuter rail system. Bus service runs from 8:00 a.m. to 6:00 p.m. All vehicles are accessible and can accommodate wheelchairs. The one-way fare is $15.00 between Tillamook and Portland and the one-way reduced fare is $7.50. The round trip fare is $20.00 the round trip reduced fare is $10.00. There is no charge for passengers from Banks to North Plains and from North Plains to TriMet stops in Hillsboro. However, TCTD records the number of pickups and reports them to Ride Connection. Ride Connection then compensates TCTD for the trips at a rate of $5.00 per one-way trip from Banks/North Plains to Hillsboro ($2.50 one-way reduced fare) and $2.50 for a one-way trip from Banks to North Plains ($1.25 one-way reduced fare).

Yamhill County Transit Area (YCTA)

Yamhill County Transit Area (YCTA) provides local public transit service in Yamhill County and connections to the TriMet system. Local service is provided in McMinnville and Newberg on weekdays only. In addition to local services, Yamhill County Transit provides several routes connecting communities in the area to TriMet services in the Portland metropolitan area.

Route 33 (McMinnville - Hillsboro): Connects McMinnville to Carlton, Yamhill, Gaston, Forest Grove and to the MAX light rail (Blue Line) in Hillsboro with two morning, a midday, and two afternoon round trips on weekdays.

Route 44 (McMinnville – 99W): Connects McMinnville to Lafayette, Dundee, Newberg, Sherwood, and Tigard. Route 44 operates ten weekday round trips, which includes an express route (Route 45x), and four Saturday round trips (Route 46s).

Fixed route one-way regular fare is $1.25 and a single day-pass is $2.50. Unlimited monthly passes are $35.00. Service runs from 5:00 a.m. to 9:00 p.m.

3. SERVICE GUIDELINES

HISTORY

The 2006 tri-county Elderly and Disabled Transportation Plan (EDTP) adopted a Land Use Concept as the strategy to guide the delivery of transportation services. This concept states that:

"A higher level of transportation services for the seniors and/or- persons with disabilities community is available in areas where the concentration of the seniors and persons with disabilities population is the greatest. In this strategy, an urban area, city, town or small community would receive more services than those living outside those jurisdictional boundaries—for example, on a farm or in a rural area."

During the development of the EDTP update in 2009, the TriMet STFAC reaffirmed the Land Use Concept and most of the service standards that flow from it, and changed the language of a service "standard" to a service "guideline" to clarify that the guidelines are goals that providers should strive to meet given the variance among individual communities.

Originally, the 2006 EDTP divided the service delivery plan between communities within the Urban Growth Boundaries (UGB) and those outside it. This was later changed by the STFAC during the 2012 CTP update. The UGB designation was removed to create guidelines that apply inside and outside the TriMet Service District as the STFAC recognized that it was not cost-effective or necessary for some of the smaller communities within the UGB to provide a 20-24 hour service span. Within the TriMet Service District, the new guidelines defined Frequent Service corridors and standard service areas and reduce the span of service for fixed routes. These guidelines better corresponded to TriMet's current bus and rail service standards but still may be higher than current service to reflect the aspiration of more service in the future. In addition, the new guidelines reduced the span of service goal inside the district for paratransit provided to non-ADA eligible riders to better balance priorities.

In the small communities and rural areas, where the guidelines recommended that service be available five days a week, language in the 2012 CTP was added to clarify that the guideline does not require only weekday service, but that service could be offered on a Saturday or Sunday, as community needs dictate.

The 2016 update version of the CTP has removed the large community, small community, and rural designations for classifying communities outside of the TriMet Service District but retains the associated population thresholds. The three categories are communities with 1) more than 2,500 people, 2) communities between 500 and 2,500 people, and 3) communities with less than 500 people.

SERVICE GUIDELINES

Service guidelines are used as a tool for assessing the level of service currently provided and identifying unmet needs or gaps. While each recommended guideline may not be achieved, it should remain a target for ongoing improvement. The public and policy-makers should not view these guidelines as guaranteed levels of service but rather as ways to measure progress toward an ideal continuum of transportation service.

This updated version of the plan has retained the categories of service available for people with varying degrees of ability to use fixed-route transit. The guidelines address the following categories:

Fixed Route—No to Some Difficulty

This category refers to days and hours of service available to seniors and persons with disabilities who have moderate or no difficulty using fixed route transit. Outside the TriMet Service District, this service may be provided by fixed route or paratransit service.

Paratransit

No Difficulties: This category refers to days and hours of paratransit service available to seniors and/or persons with disabilities in large, small and rural communities outside the TriMet Service District who have no difficulty using fixed route service, but where fixed route service may not be available.

Non-ADA with some difficulty: This category refers to days and hours of paratransit service available to seniors and persons with disabilities who are not ADA-eligible but who have some difficulty riding fixed route service.

ADA eligible: This category refers to the days and hours of complementary paratransit service available to ADA-eligible customers, which must coincide with the days and hours that fixed route transit is available in the area.

Needs Assistance: This category refers to days and hours of paratransit service for seniors and persons with disabilities who are unable to utilize fixed route service and cannot use demand response services without enhanced assistance, such as: an escort or travel assistant, door through door assistance or similar specialized services. This service exceeds that required by the ADA.

The following are the service guidelines recommended by the STFAC.

Within the TriMet Service Area

The following aspirational service guidelines apply within the TriMet service area and can be seen in Table 3-1.

Seniors and persons with disabilities who are able to use fixed route transit should have these fixed-route services available to them:

- **Frequent Service Corridors.** Bus and rail Frequent Service, serves main streets and connects regional and town centers identified in Metro's 2040 Plan. Frequent Service corridors have population and employment densities that can support 15 minute service most of the day, with a full span of service of at least 18 hours a day, seven days a week.

- **Standard Service**. Standard service helps meet the need for basic community mobility and provides connections to Frequent Service routes. Standard service operates on corridors or in communities with population and employment concentrations that can generate at least 15 boarding rides per vehicle hour with a span of at least 15 hours a day, seven days a week.

Seniors and persons with disabilities who are unable to use fixed route services, or who have moderate or major difficulty riding the fixed route system should have these services available to them:

- Additional local curb-to-curb or door-to-door services available 10-15 hours a day on weekdays and 8-10 hours a day on weekends. These services provide local transportation to shopping, nutrition sites, and medical clinics, for example, as well as to fixed route service. Services should generate at least four boarding rides per vehicle hour.

- ADA Paratransit service is available to people whose disability prevents them from using regular bus and rail service for some or all of their trips and who live within a three quarter mile radius of fixed route service. Service is limited to only those persons who have been determined as eligible according to criteria specified in the ADA law.

- Needs Assistance customers should have service available 10-15 hours a day on weekdays and 8-10 hours a day on weekends. These services may or may not be client specific, but provide local transportation for a variety of different trip purposes.

Outside the TriMet Service Area

The following service guidelines apply outside the TriMet service area and can be seen in Table 3-1.

Communities with more than 2,500 people

Seniors and persons with disabilities with major, moderate, or no difficulty using the fixed route system should have access to fixed-route, curb-to-curb, or door-to-door services 10-15 hours a day, six days a week. Needs Assistance passengers should have access to service 8-10 hours a day, five days a week.

Communities with between 500 and 2,500 people

Seniors and persons with disabilities with major, moderate or no difficulty using the fixed-route system should have access to regularly scheduled, deviated fixed-route, curb-to-curb or door-to-door services 8-10 hours a day, five days a week, which may include a Saturday or Sunday. Needs Assistance passengers should have access to service 6-8 hours a day, five days a week for medical, work and nutrition trips, and 2-3 days a week for all other trips. This level of service exceeds that required for complementary paratransit under the ADA.

Communities with fewer than 500 people

Generally, these areas are small developments surrounded by large tracts of farmland or forests. Because of the sparse population, neither fixed routes nor complementary ADA-paratransit are anticipated under these guidelines. Seniors and persons with disabilities living in rural areas, including Needs Assistance passengers, should have access to demand response service a minimum of 6-8 hours a day, five days a week for medical, work and nutritional trips, and 2-3 days a week for all other trips. The service may include a Saturday or Sunday.

Table 3-1. Aspirational Service Guidelines Summary

	Fixed Route	Paratransit			
	No to Some Difficulty	E&D No Difficulty	Non ADA Eligible (some difficulty)	ADA Eligible	Needs Assistance
TriMet Service District High Frequency Corridors	≥ 18 hrs/7 days	N/A	Localized curb-to-curb 10-15 hrs weekdays; 8-10 hrs weekends	Same as fixed route	10-15 hrs weekdays; 8-10 hrs weekends
TriMet Service District Standard Service	≥ 15 hrs/7 days	N/A	Localized curb-to-curb 10-15 hrs weekdays; 8-10 hrs weekends	22 hrs/7 days	10-15 hrs weekdays; 8-10 hrs weekends
Community with more than 2,500 people	10-15 hrs/6 days	10-15 hrs/6 days	10-15 hrs/6 days	10-15 hrs/6 days	8-10 hrs/5 days
Community between 2,500 and 500 people	8-10 hrs/5 days	8-10 hrs/5 days	8-10 hrs/5 days	8-10 hrs/5 days	6-8 hrs/5 days for medical, work and nutrition; 2-3 days for other trips
Community with less than 500 people	N/A	6-8 hrs/5 days for medical, work and nutrition; 2-3 days for other trips	6-8 hrs/5 days for medical, work and nutrition; 2-3 days for other trips	6-8 hrs/5 days for medical, work and nutrition; 2-3 days for other trips	6-8 hrs/5 days for medical, work and nutrition; 2-3 days for other trips

Conformance to Service Guidelines

Table 3-2 and Table 3-3 provide an evaluation of how well the service guidelines are being met. Table 3-2 provides the results for areas located within the TriMet Service District and Table 3-3 provides the results for areas located outside the TriMet Service District. Gaps in service exist primarily in the Needs Assistance category, and in local on-demand services for ADA and non-ADA-eligible customers. This evaluation is based on conformance to service guidelines which are aspirational but that should be worked towards in the long-term.

CAPACITY GUIDELINES

Guidelines based on the hours that a service is *offered* does not address whether adequate service is available. For this reason, in 2009 the STFAC recommended that a new guideline to address *capacity* be developed.

To identify what capacity problems exist, TriMet previously sent a survey to the network of providers who deliver non-ADA service to seniors and/or persons with disabilities. The providers responded by listing the following issues:

- There are a limited number of vehicles and drivers to serve large areas over a long span of service.

- Providers cannot always supply the requested ride. They may need to refer a caller to a different service, deny the ride altogether, or renegotiate the time or day of the requested service.

- Providers have had to change scheduled service to meet more pressing ride requests.

- Providers are reluctant to promote their service, because they are at capacity and cannot serve new requests.

- Customers are requesting services for which there is no capacity, such as early morning and evening trips, a shorter scheduling window to request trips, fewer referrals to LIFT, and weekend trips.

In 2009, two Capacity Guidelines were discussed but not adopted:

- **Paratransit Guideline:** Set a limit on the number of unfilled requests per month to determine if additional capacity is needed.

- **Regularly-scheduled Shuttle Guideline:** Count the number of customers compared to the maximum capacity of the vehicle to determine if additional capacity is needed.

Table 3-2. Conformance to Service Guidelines inside the TriMet Service District Boundary

TriMet Service Area		Place	Classification	Regularly Scheduled Fixed Route	Paratransit		
					Non ADA Eligible (Curb-to-Curb)	ADA Eligible (Door-to-Door)	Needs Assistance (Door-through-Door)[1]
Washington County	Incorporated Cities	King City	Frequent & Standard	Shuttle short 13 hrs weekdays & No service weekends	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Hillsboro	Frequent & Standard	+	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Tigard	Standard	+	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Tualatin	Standard	Short 5 hrs. Sundays	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Beaverton	Frequent & Standard	+	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Forest Grove	Frequent & Standard	+	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Rivergrove	Standard	Short 3 hrs. service weekdays, No service weekends	No Service	+	No Service
		West Linn	Standard	Short 5 hrs. weekends	Short 4.75 hrs. weekdays & No weekend service	+	Short 4.75 hrs. weekday & No Sat. service
		Sherwood	Standard	+ Along Hwy 99	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
		Durham	Standard	Short 5 hrs. Sundays	Short 2.5 hrs. weekdays & No weekend service	+	Short 2.5 hrs. weekday & No Sat. service
Multnomah County	Incorporated Cities	Portland	Frequent & Standard	+	Short 2 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
		Gresham	Frequent & Standard	+	Short 12 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
		Troutdale	Standard	+	Short 2 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday &No Sat. service
		Fairview	Standard	+	Short 2 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
		Wood Village	Standard	+	Short 2 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
		Maywood Park	Frequent & Standard	+	Short 12 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
Clackamas County	Incorporated Cities	Lake Oswego	Standard	Short 5 hrs. weekends	Short 0.5 plus hrs. weekdays & No weekend service	+	No Sat. service
		West Linn	Standard	Short 5 hrs. weekends	Short 4.75 hrs. weekdays & No weekend service	+	Short 4.75 hrs. weekday & No Sat. service
		Happy Valley	Standard	Short 3 hrs. service M-Sa, No service Sundays	Short 2 hrs. weekdays & No weekend service	+	Short 2 hrs. weekday & No Sat. service
		Gladstone	Frequent & Standard	+	Short 4 hrs weekdays service & No M/Sat/Sun service	+	Short 4 hrs weekdays service & No M/Sat service

TriMet Service Area		Place	Classification	Regularly Scheduled Fixed Route	Paratransit		
					Non ADA Eligible (Curb-to-Curb)	ADA Eligible (Door-to-Door)	Needs Assistance (Door-through-Door)[1]
		Oregon City	*Frequent & Standard*	+	*Short 3 hrs. weekdays & No weekend service*	+	*Short 3 hrs. weekday & No Sat. service*
		Milwaukie	*Frequent & Standard*	+	*Short 2 hrs. weekdays & No weekend service*	+	*Short 2 hrs. weekday & No Sat. service*
		Johnson City	*Standard*	*Short 1.5 hrs. service weekdays, No service weekends*	*No Service*	+	*No Service*
	Unincorporated Urban Areas	*Clackamas*	*Standard*	*Short 4 hrs. Sundays*	*Short 2 hrs. weekdays & No weekend service*	+	*Short 2 hrs. weekdays & No Sat. service*
(1) Ride Connection Network service provides door-through-door assistance in some circumstances							

Table 3-3. Conformance to Service Guidelines Outside the TriMet Service District Boundary

Area		Place	Fixed Route	ON DEMAND			
				No Difficulty (Public DAR)	Non ADA Eligible (Curb-to-Curb)	ADA Eligible (Door-to-Door)	Needs Assistance (Door-through-Door)[1]
Washington County	Incorporated Cities	Banks	+	+	+	+	+
		North Plains	+	+	+	+	+
		Cornelius	NA	+	+	No Service	+
		Gaston	N/A	+	+	No Service	+
	Unincorporated Rural Communities	Other	N/A	+	+	No Service	+
Multnomah County	Incorporated Cities	Other	N/A	+	+	No Service	+
	Unincorporated Rural Communities	Other	N/A	+	+	No Service	+
Clackamas County	Incorporated Cities	Wilsonville	No Sun Service	N/A	No Weekend Service	+	
		Canby	No Weekend Service				
		Molalla	No Sun Service, Sat Service for Molalla-CCC route only				
		Sandy	+	+	+	+	Short 3 hrs. service weekdays
		Estacada	+	Short 3.5-6 hrs. weekdays, only volunteer service 1 weekday	Short 3.5-6 hrs. weekdays, only volunteer service 1 weekday	+	Short 1.5-4 hrs. weekdays, only volunteer service 1 weekday
	Unincorporated Rural Communities	Mount Hood Villages (Shuttle)	No Weekend Service	N/A	No Weekend Service	No Weekend Service	N/A
		Other	N/A	Based on volunteer driver and vehicle availability		No Service	See non-ADA service note
(1) Ride Connection Network service provides door-through-door assistance in some circumstance							

At the time, the STFAC recommended that a capacity guideline should be set. However, they determined that not enough information and input from providers was currently available to set the guideline and this is still the case. The following items need to be considered when setting such a guideline:

- Determine whether the guideline should focus only on denials or include referrals and renegotiations.

- The terms should be well-defined and used consistently across providers.

- Consider using the ADA definition for denials.

- Data collection for the guidelines should be easy to collect.

- Decide if data should be collected for requests when the provider is not in operation, such as evenings and weekends, in order to document unmet needs.

- Consider how lack of promotion could be factored into a capacity guideline.

- Allow for flexibility in applying the guideline to areas with different population levels.

PERFORMANCE MEASURES AND REPORTING

During the review of the Priorities for the 2016 update to the Coordinated Plan, the STFAC identified the desire to incorporate performance measurement into the funding application process, to utilize these to assess the success or impact of funded projects, and to provide regular reports to the STFAC that provide more useful information than the monthly data currently provided. The list of Priorities in Chapter 1 has been expanded to include the following priority on performance measurement: Strive to implement performance measures to create baselines for tracking progress on improvements to service, customer convenience and safety, and to evaluate the effectiveness of funding decisions.

Many different types of performance measures are pertinent to various types of programs and projects. How the different types of performance measurements, including evaluations of previous funding decisions, would be incorporated into the updated funding application process were discussed and are described in Chapter 7. A strategic initiative identified in this plan update is to update the agency reports to more directly relate to the measures in the funding applications. *Attachment G includes a list of potential performance metrics that can be used to evaluate different service elements related to the CTP priorities.*

4. NEEDS ASSESSMENT

Developing a comprehensive and updated needs assessment is an important part of the planning process. The Coordinated Transportation Plan for Seniors and Persons with Disabilities focuses on the transportation needs, gaps and challenges specific to persons with disabilities and seniors; therefore, this chapter articulates those needs. Chapter 5 identifies actions intended to address these needs, and will also serve as the basis and rationale for potential future applications to the STFAC for federal and state funding.

The needs assessment was developed using demographic analysis, stakeholder outreach, and by evaluating available service to the Service Guidelines included in Chapter 3.

The demographic analysis of the tri-county area used 2010 data from the U.S. Census, 2010-2014 data from the most recent five-year American Community Survey (ACS), and population estimates from the most recent publication of the State of Oregon's Office of Economic Analysis in 2013. The analysis outlines recent and future trends for the total population and seniors in the tri-county area as well as ACS data for persons with disabilities.

The stakeholder outreach component of the needs assessment included outreach and coordination with the key stakeholders involved in planning for and delivering transportation services and social services to articulate and share their experiences, perceptions and opinions about which needs are most critical to meet. This outreach was conducted utilizing a survey, one-on-one meetings, and a regional stakeholder workshop.

The evaluation of availability of service to the recommended Service Guidelines in Chapter 3 identified locations where there are significant gaps in service per the recommended service levels by type of service.

DEMOGRAPHIC ANALYSIS

The following provides an overview of the tri-county area based on data from the 2010 United States Census and the 2010-2014 American Community Survey 5-year estimate dataset. The tables and maps identify the areas of population most likely to face mobility challenges. There are 33 incorporated cities in addition to the three counties that make up the local governance within the tri-county area. Both Washington and Clackamas Counties include a significant amount of urbanized and

densely populated land in their unincorporated areas, but within the Urban Growth Boundary. The transit service area in the plan area is shown in Figure 4-1. It is based on a ¾ mile area from fixed route transit service which is the minimum required area for complimentary paratransit services.

General Population Profile

The 2010 U.S. Census included 1,641,036 people in the tri-county area. The American Community Survey estimates the 2014 population to be 1,689,519 which would indicate a regional annual growth rate of 0.7 percent from 2010 to 2014. This growth is not reflected equally throughout the region with some cities showing a decline in overall population during this period. The highest estimated growth rates were assigned to smaller communities. The City of Barlow, the City of Maywood Park, the City of Happy Valley, the City of Rivergrove, and the City of Gaston all had growth rates in excess of two percent per year. The City of Banks, the City of North Plains, and the City of Durham all had an estimated population loss.

The greatest absolute increases in population were in the City of Portland (over 22,000 people), Unincorporated Washington County (over 7,300 people), the City of Hillsboro (over 4,100 people), the City of Beaverton (over 2,700 people), and the City of Gresham (over 2,600 people).

Approximately 1,560,803 people lived within the current TriMet service area in 2010 representing over 95 percent of the tri-county population. Population information for each jurisdiction is shown in *Table H1 in Attachment H*, and a map of population density is provided in Figure 4-2.

By 2035, the tri-county population is forecast to be approximately 2,200,000, which represents a 34 percent increase over 25 years, or a 1.4 percent annual increase.

Figure 4-1. Portland Metropolitan Area Transit Service Coverage Map
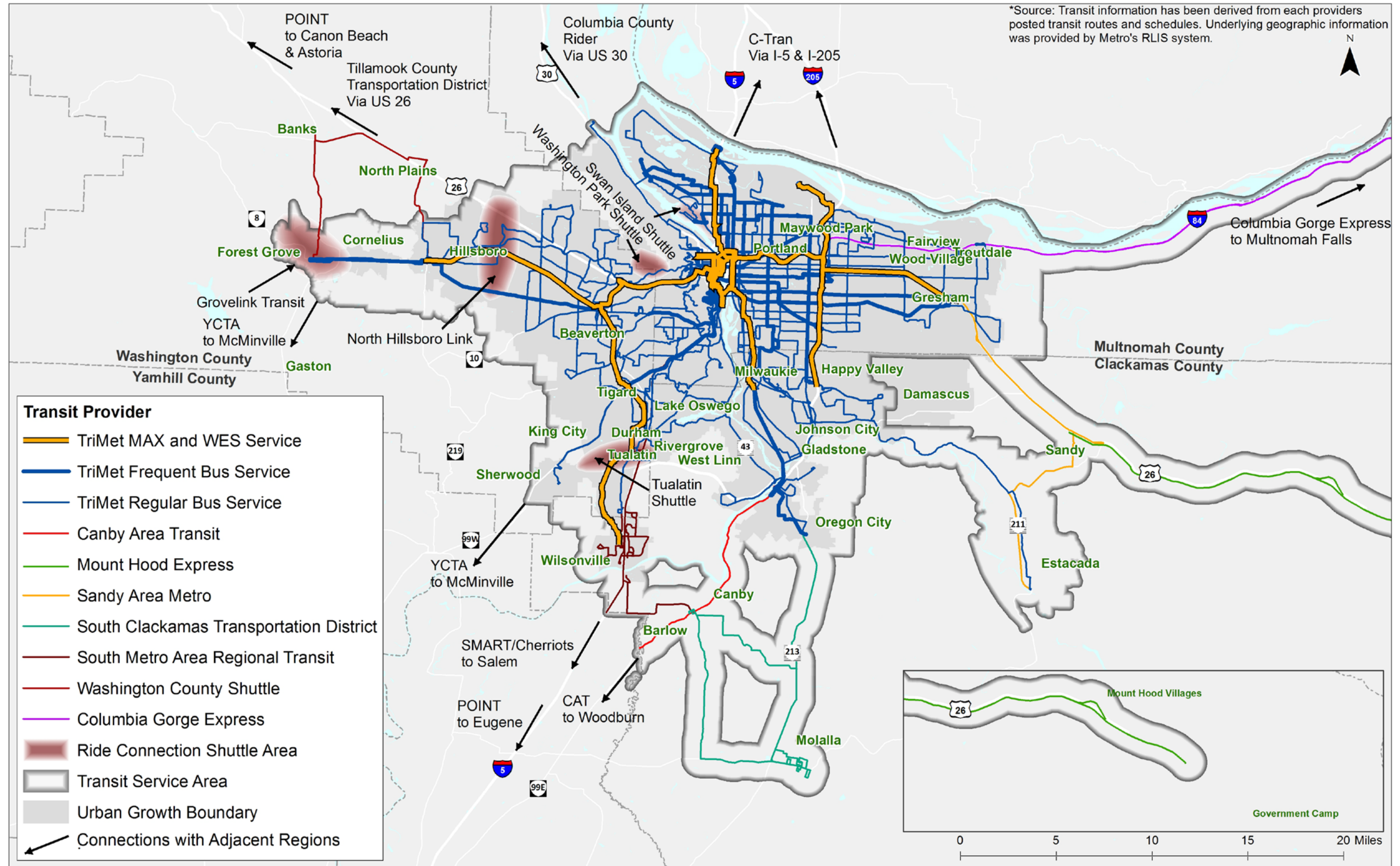
Employment and Income

The tri-county area is the economic center of Oregon. According to the Longitudinal Employment and Housing Dynamic's (LEHD) 2014 reporting, there are approximately 888,500 jobs in the three counties. The largest concentration of employment is found in central Portland. Other large employment concentrations are found along the I-205 corridor through Multnomah and Clackamas Counties, and along US-26, OR 217, and I-5 in Washington County. *Table H2 in Attachment H* lists the largest localized employment hubs in the region and Figure 4-3 shows regional employment densities.

As of December, 2015, the Portland metropolitan area had an unemployment rate of 4.7 percent according the Bureau of Labor Statistics. The highest unemployment rates are generally found in the smaller communities further from the major central employment hubs such as downtown Portland and the business campuses in Washington County. The cities of Gaston, Barlow, and Cornelius have eight percent or more of their workforce unemployed, while the cities of Gresham and the City of Wood Village, and the City of Troutdale have near to or more than six percent unemployed. The lowest unemployment rates are found in northwest Clackamas County and southern Washington County.

Communities in Clackamas County have generally higher travel times to work, particularly those further to the south such as the City of Estacada and the City of Molalla.

Household incomes are typically highest in northwest Clackamas County communities while the lowest median incomes are generally in Multnomah County communities east of the City of Portland and in the smaller outlying cities.

At least 15% of the populations of the City of Cornelius, the City of Barlow, and the City of Johnson City have limited English Proficiency (LEP). Communities with greater proportions of LEP populations typically have lower median household incomes, and generally have higher than average population densities, but have shorter commutes.

Employment and income information by jurisdiction is provided in *Table H3 in Attachment G* and a map showing concentrations of people earning below poverty level incomes and those who do not speak English very well is shown in Figure 4-4. A map showing concentrations of minority populations is shown in Figure 4-5.

Vehicle Access

Riders are considered transit dependent when they can't drive or do not have the means to buy/maintain a car. Approximately 14.7% percent of households in the tri-county area have no or limited vehicle access according to the 2010-2014 American Community Survey. Low vehicle access means their household either has no vehicles or there are more workers than available vehicles.

A map showing concentrations of low vehicle access households is shown in Figure 4-6.

Figure 4-2. 2014 Population Density

*Source: Transit information has been derived from each providers posted transit routes and schedules. Underlying geographic information was provided by Metro's RLIS system. Population information is from the American Community Survey's 2014 5 year estimate.

Total Population

- 1 Dot = 200 People per Block Group
- Transit Service Area
- Urban Growth Boundary
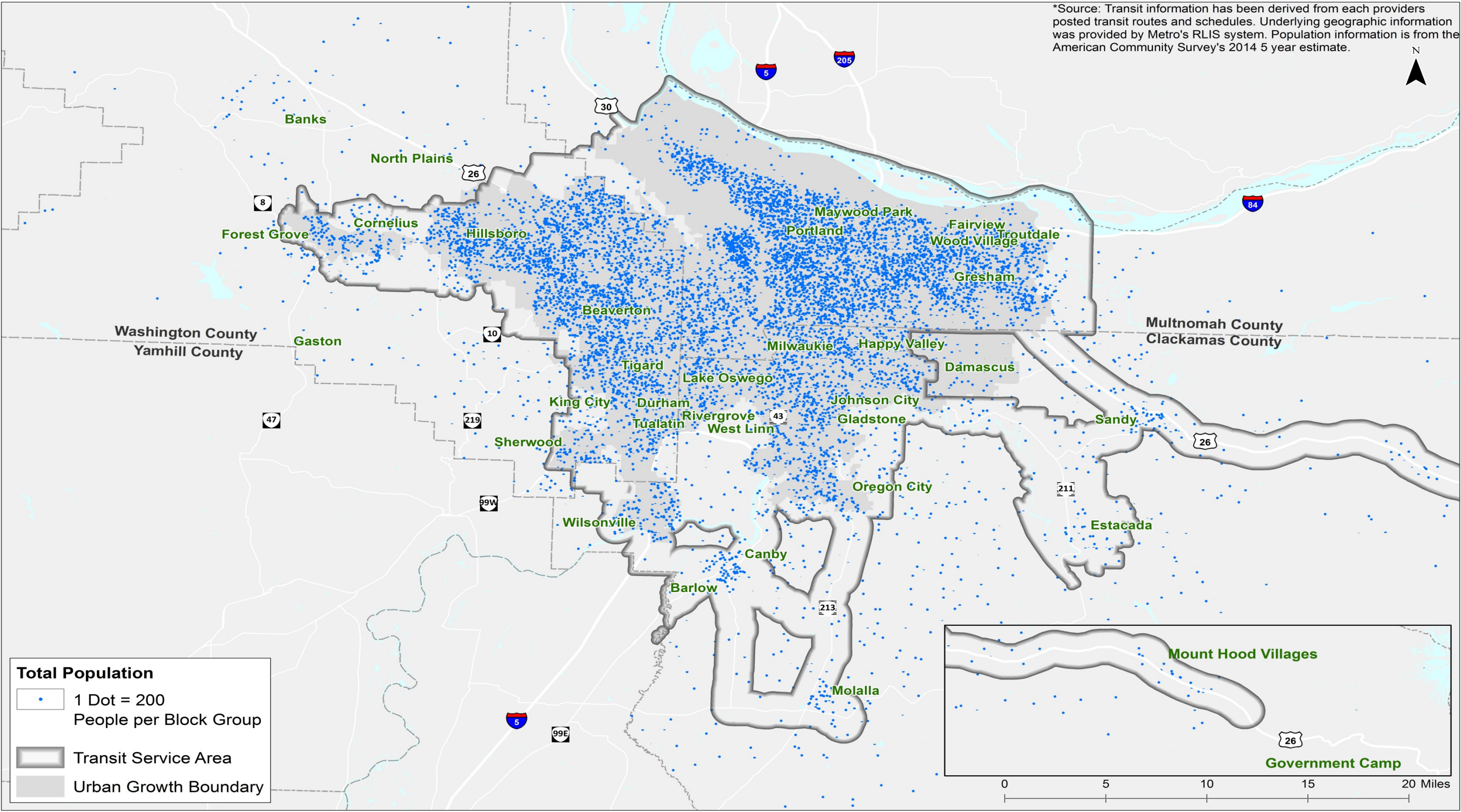
Figure 4-3. Regional Job Density
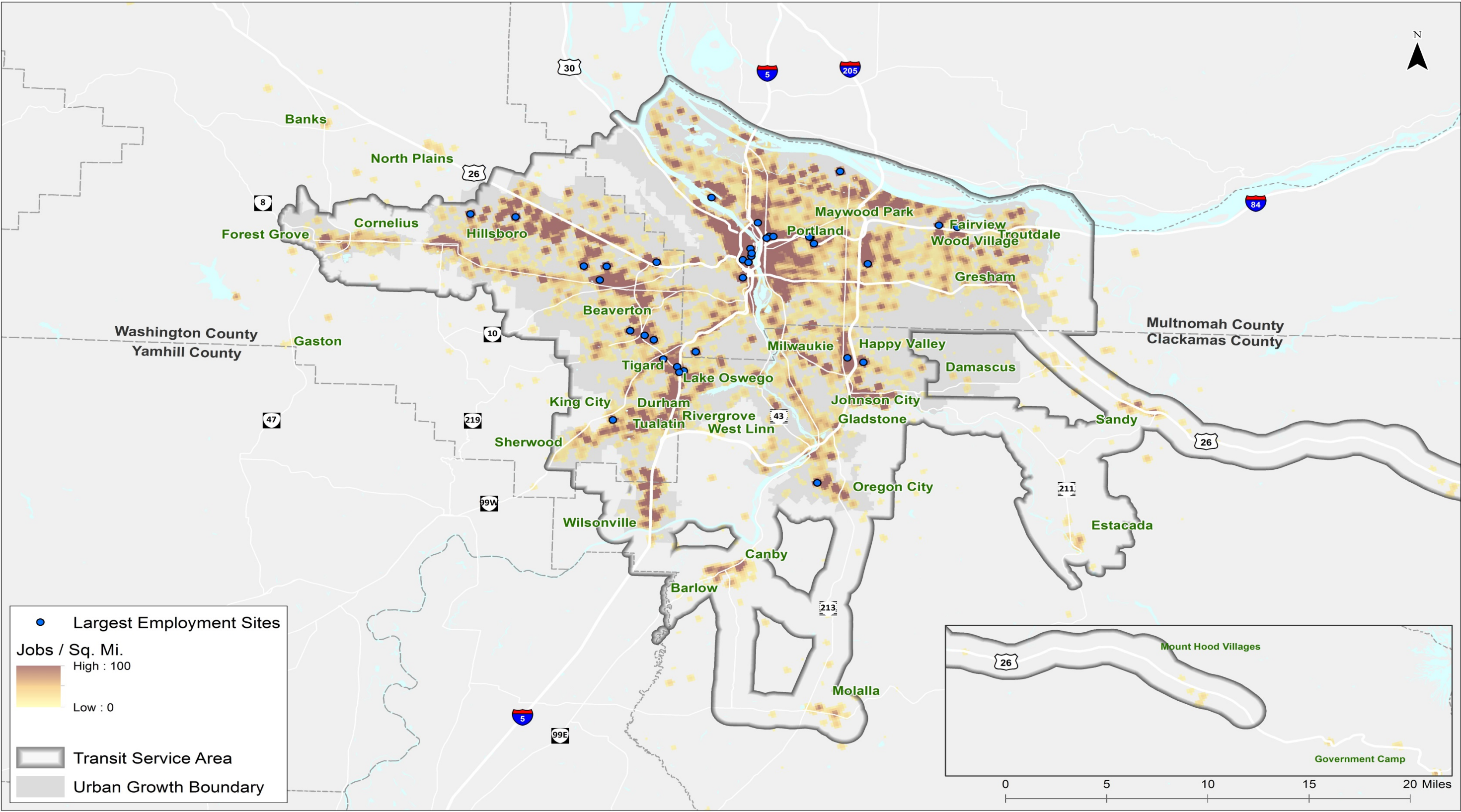
Figure 4-4. Low Income and Non-English Speaking Population

*Note: The American Community Survey counts seniors and persons with disabilities separately. Therefore, seniors reporting a disability are represented twice in this map.
*Source: Transit information has been derived from each providers posted transit routes and schedules. Underlying geographic information was provided by Metro's RLIS system. Population information is from the American Community Survey's 2014 5 year estimate.

Low Income and Non-English Speaking Population

- 1 Dot = 200 People with below poverty income or with low english proficiency

Transit Service Area

Urban Growth Boundary

Mount Hood Villages

Government Camp

0   5   10   15   20 Miles

Figure 4-5. Minority Population

*Source: Underlying geographic information was provided by Metro's RLIS system. Population information is from the American Community Survey's 2014 5 year estimate.

Racial and Ethnic Minority Population

• 1 Dot = 200 Non-White or Latin/Hispanic People

Urban Growth Boundary

Transit Service Area
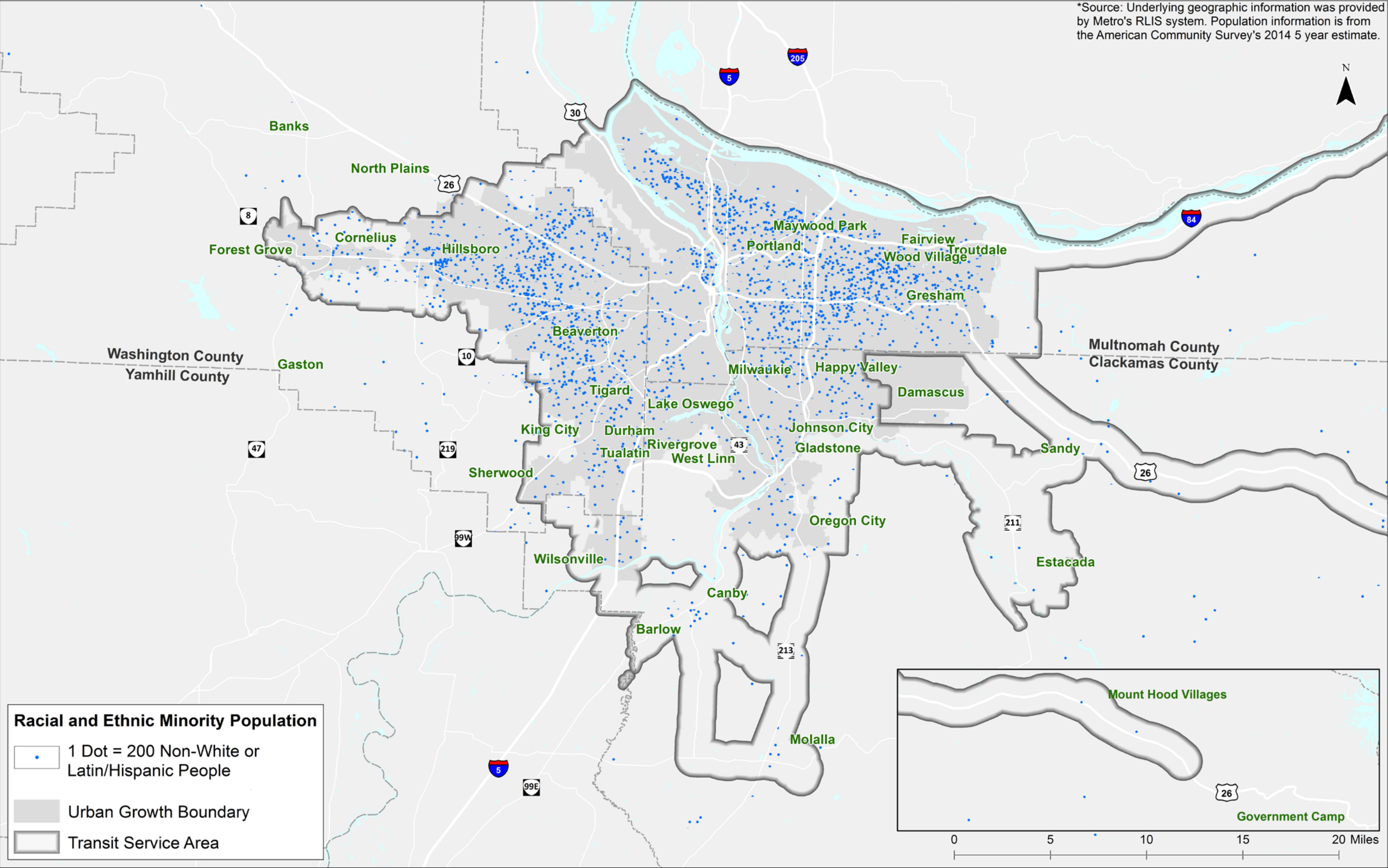
Figure 4-6. Households with Low Vehicle Access
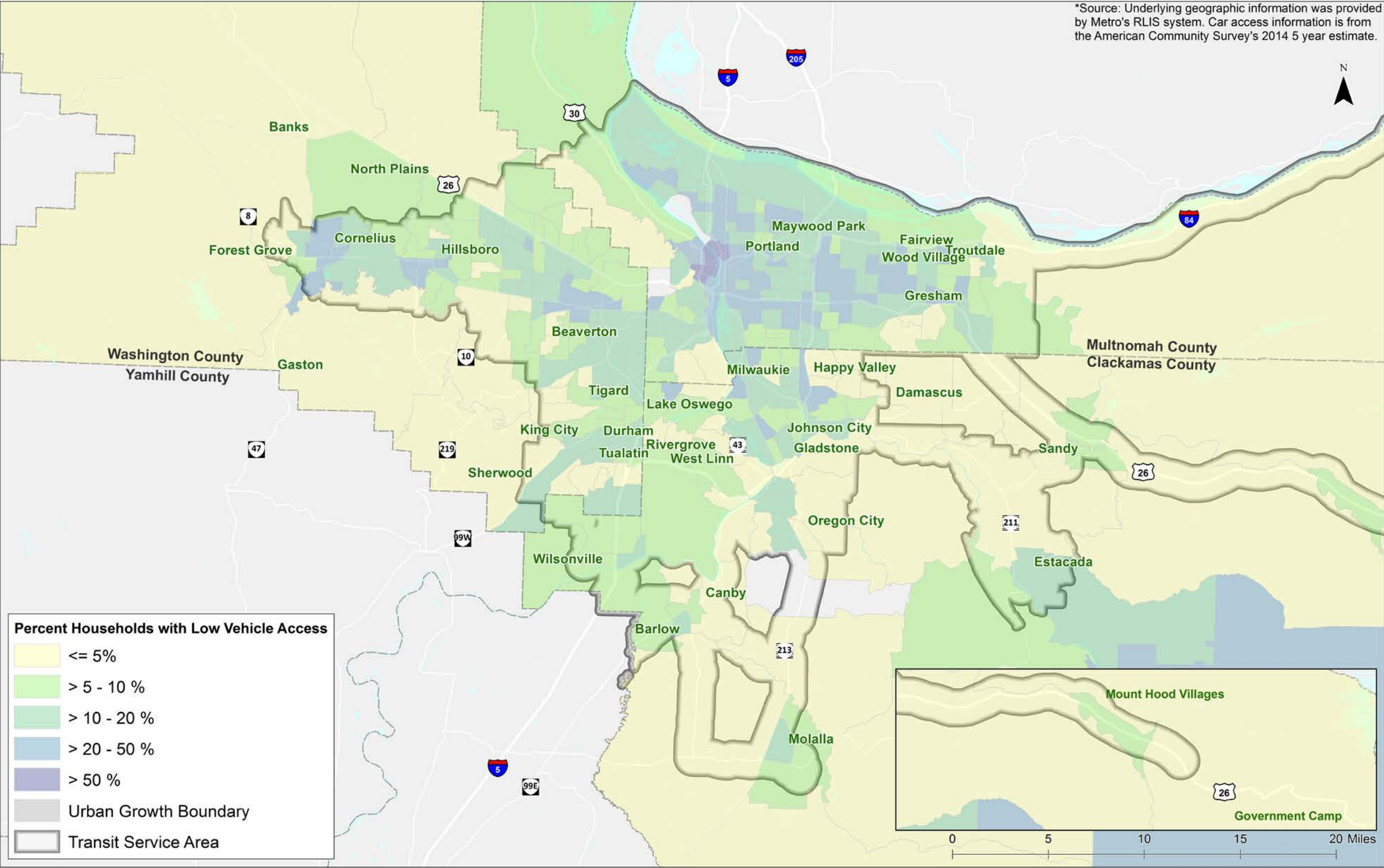
Seniors and/or Persons with Disabilities

Seniors and/or Persons with disabilities are very vulnerable populations and often times they are not able to drive due to disability or are on a fixed income and cannot afford to buy and maintain a vehicle.

There were 181,780 seniors in the tri-county area representing approximately 11.1 percent of the general population at the 2010 census. The American Community Survey estimates that there are 193,352 persons with disabilities as of 2014 representing 11.4 percent of the general population. The City of King City stands out with over 48 percent of its population aged 65 and over. The next highest concentration of seniors is Johnson City at 18.6 percent and the City of Rivergrove at 18.3 percent. Communities in Washington County have fewer seniors than those in Clackamas and Multnomah Counties. Population for seniors and persons with disabilities for each jurisdiction is shown in *Table H4 in Attachment H*, and a map of seniors and persons with disabilities population density is provided in Figure 4-7.

As of 2015, it was estimated that 73.4 percent of the 177,217 persons aged 65 years or more within the TriMet service district lived within ¼ mile of fixed-route bus or MAX service, and 89.7 percent lived within ½ mile.

Persons with disabilities are most concentrated in the City of Fairview (19.4 percent), the City of Molalla (19.0 percent), Johnson City (18.3 percent), and King City (18.2 percent). The lowest proportion of persons with disabilities can be found in the higher income communities south of the City of Portland such as Lake Oswego, Sherwood, Happy Valley, and West Linn.

The highest densities of seniors and persons with disabilities living outside of the existing TriMet service area are along the US-26 corridor to the City of Sandy, the OR 99E corridor to the City of Canby, along the OR 8 corridor further into the City of Forest Grove, and the parts of Washington County adjacent to the Cities of Cornelius and Forest Grove.

As of 2010, approximately 95% of the tri-county population lived within the TriMet service area (approximately 1,561,000 people). Approximately 88% of the tri-county senior population is in the TriMet district, and approximately 92% of the tri-county population with disabilities is in the TriMet district.

Affordable Housing

Lower income households are sometimes eligible for regulated affordable housing. Affordable housing stock is distributed throughout the region with most communities having at least some. Figure 4-8 shows the locations where affordable housing is most concentrated.

Access to Internet and Smart Phones

Every year, TriMet conducts an Attitudes and Awareness survey of the region's residents to gauge public approval and understanding of the agency's services, including new or future projects. According to TriMet's 2015 Attitudes & Awareness Survey of 800 Portland Metro residents, including 116 seniors ages 65 and older shows that while internet access is very high for seniors, low-income individuals, and people of color, the majority of seniors do not have a smart phone. Seniors who either choose to not have a smart phone or have challenges in acquiring or using smart phones and apps may have limited access to mobile transit tools like app-based trip planning, real time vehicle location, and mobile ticketing that are offered through smart phones. As our population ages, a larger percentage of the senior population will be more adapted to smart phone technology; therefore, it is important that transit agencies acknowledge current challenges for seniors to access smart phone information but also plan for the future and make efforts accommodate these current senior population with access and training for tools offered through smart phones. Exhibits 4-1, 4-2, 4-3, and 4-4 provide an overview of smart phone access by income and by race according to TriMet's *2015 Attitudes & Awareness Survey.*

Exhibit 4-1. Internet Access by Age
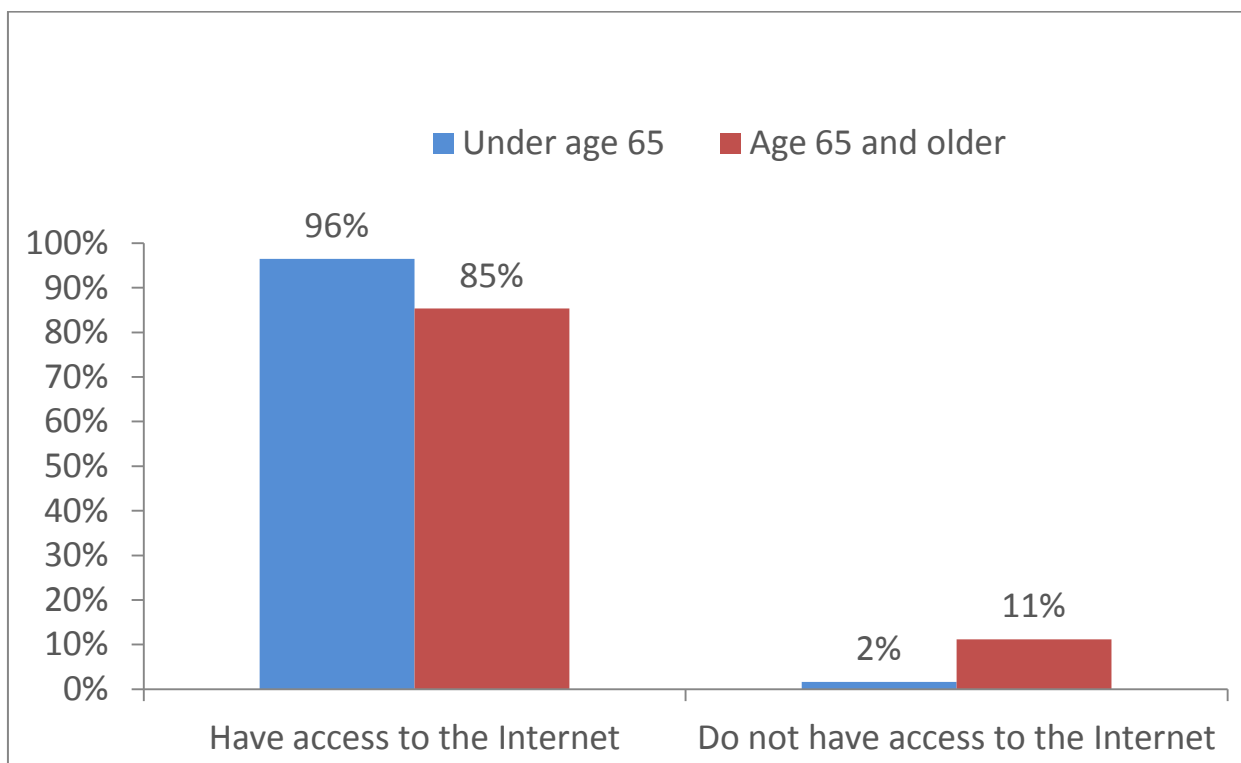
Exhibit 4-2. Smart Phone Access by Age
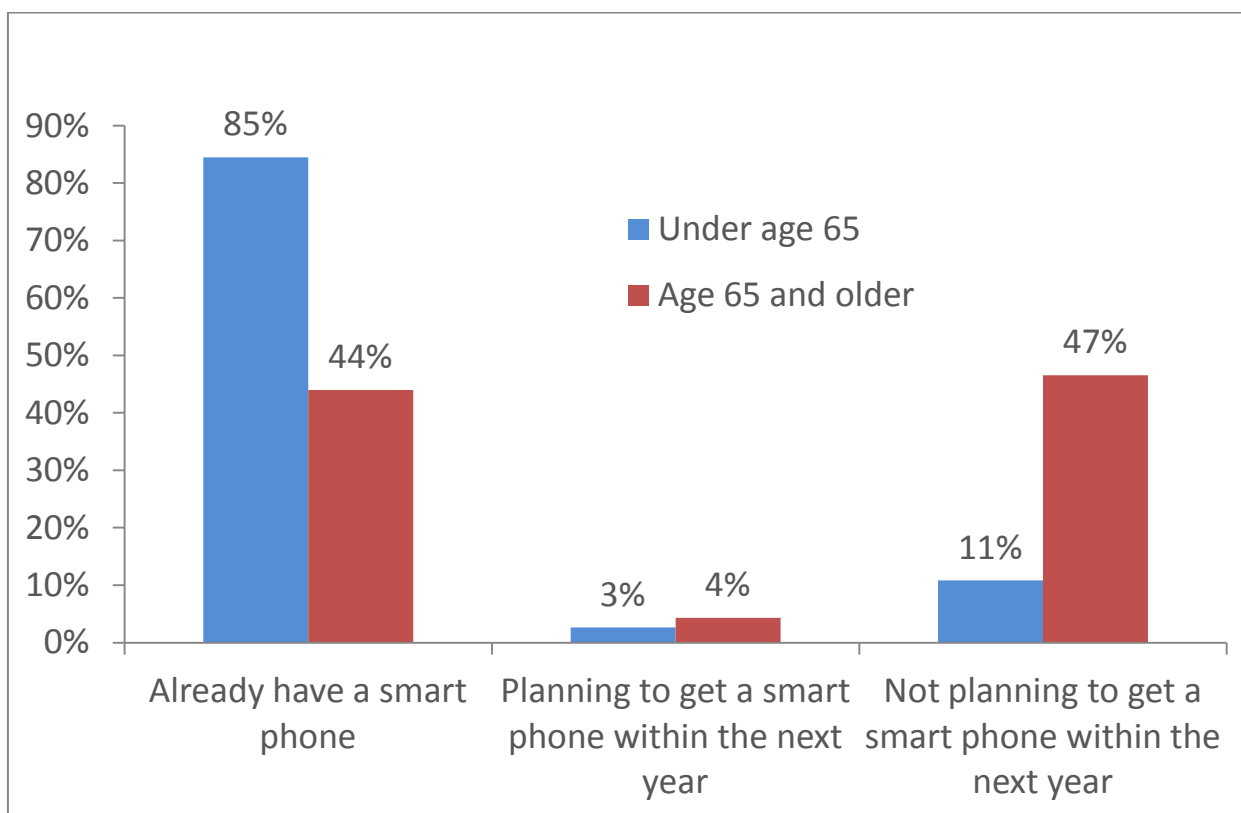
Exhibit 4-3. Smart Phone Access by Income

Legend: Low Income, Higher Income

	Already have a smart phone	Planning to get a smart phone within the next year	Not planning to get a smart phone within the next year
Low Income	63%	6%	30%
Higher Income	85%	2%	13%
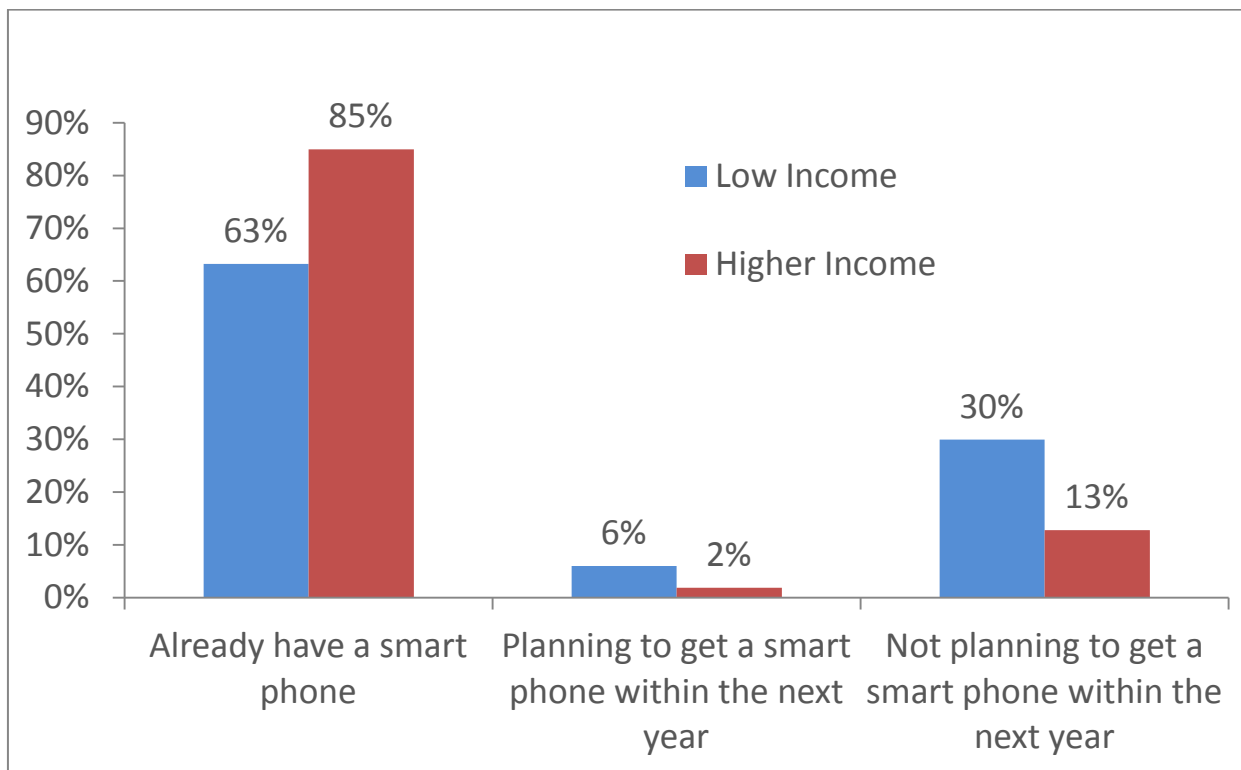
Exhibit 4-4. Smart Phone Access by Race

Legend: People of Color, White

	Already have a smart phone	Planning to get a smart phone within the next year	Not planning to get a smart phone within the next year
People of Color	84%	2%	14%
White	79%	3%	17%
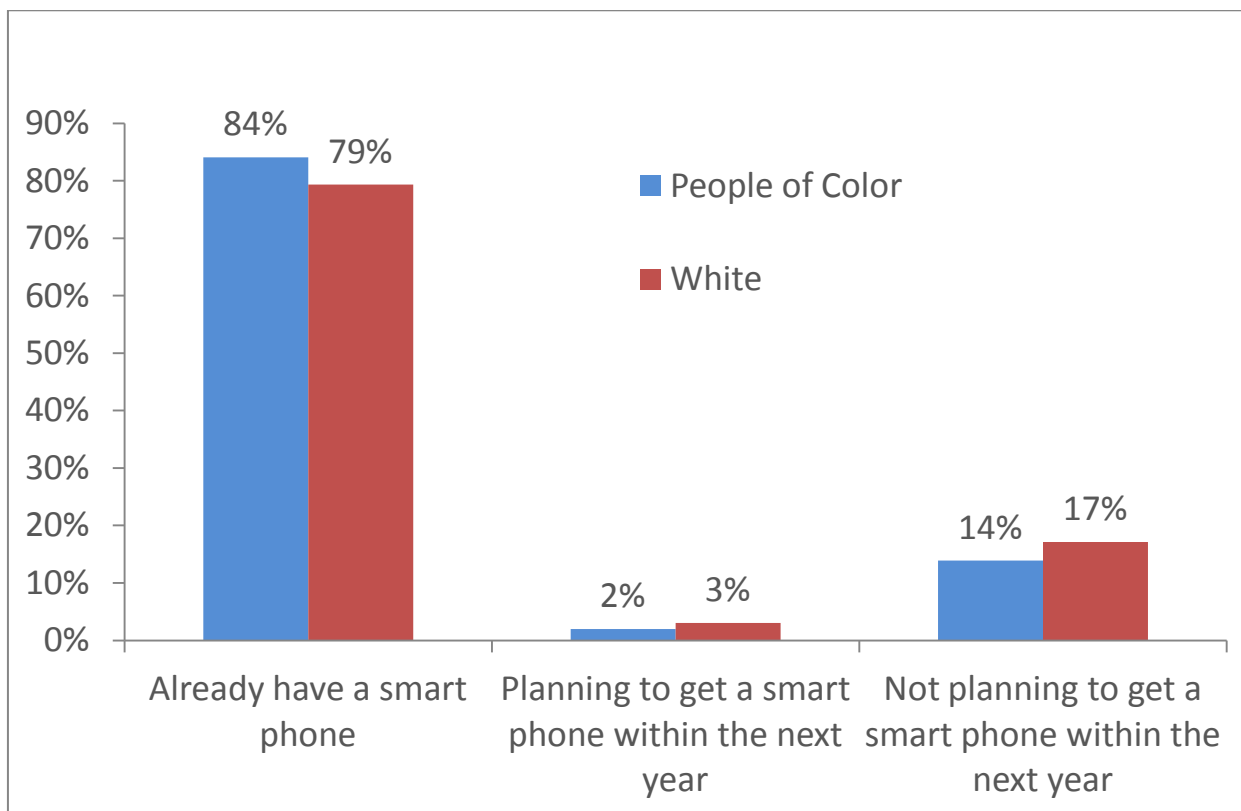
Figure 4-7. Location of Seniors and/or Persons with Disabilities

*Note: The American Community Survey counts seniors and persons with disabilities separately. Therefore, seniors reporting a disability are represented twice in this map.
*Source: Transit information has been derived from each providers posted transit routes and schedules. Underlying geographic information was provided by Metro's RLIS system. Population information is from the American Community Survey's 2014 5 year estimate.

65 or Older and Disabled Population

· 1 Dot = 200 People 65 years or older or persons with disabilities

Urban Growth Boundary

Transit Service Area

Figure 4-8. Affordable Housing Stock

Regulated Affordable Housing

Units / sq. mi.

High : 1000

Low : 0

Transit Service Area

Urban Growth Boundary
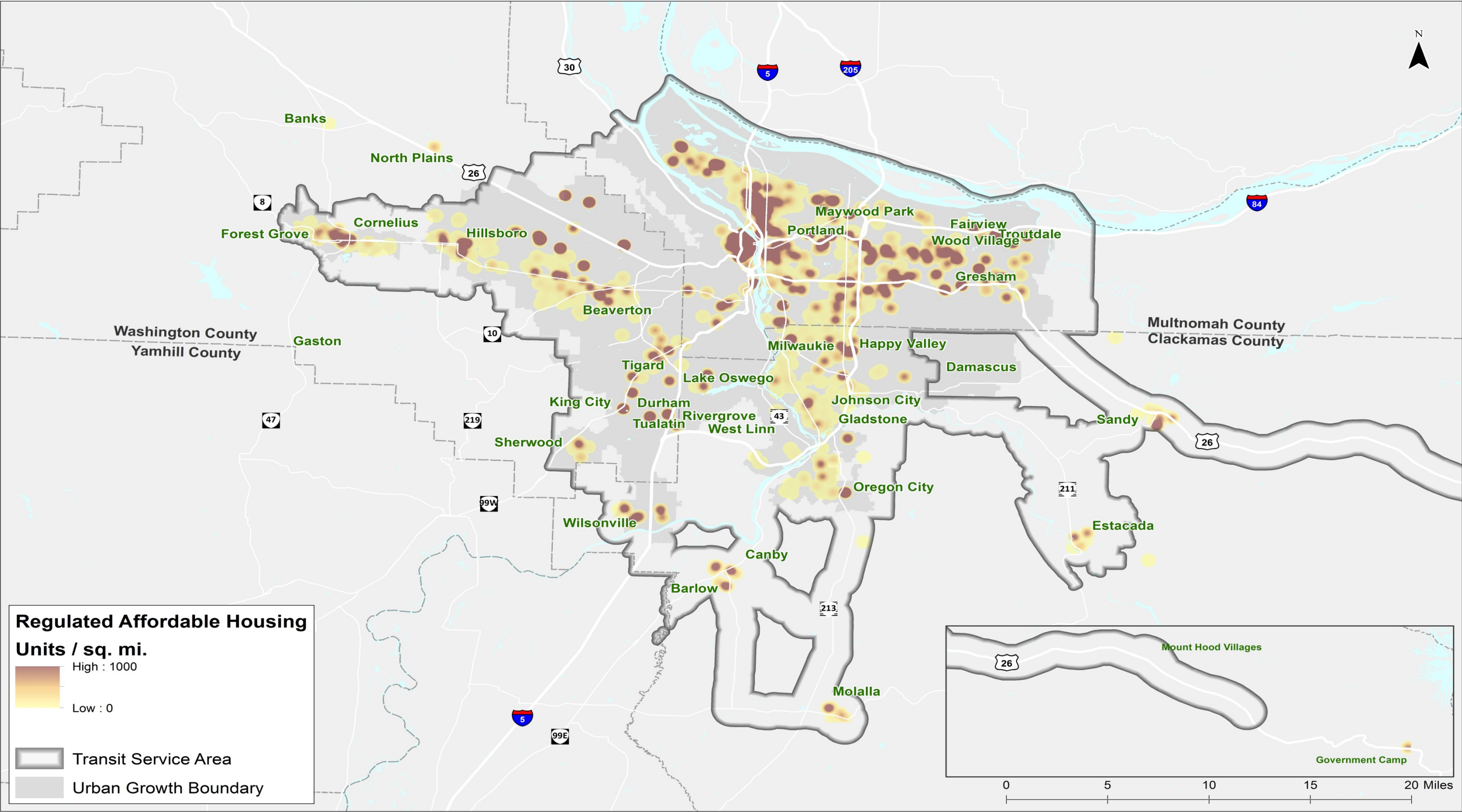
Summary of Demographic Based Needs

The need for specialized transit services is not limited to the urban centers or even to the TriMet service district. The surrounding rural communities have pockets of potential paratransit riders, including those that do not currently have fixed route transit service.

The vast majority of seniors and persons with disabilities living in the TriMet service district are in close proximity to existing fixed route services. This provides the opportunity to investigate options for making the fixed route system more accessible for people who might otherwise have difficulty accessing the system while allowing paratransit services to be focused on those with the greatest need or those that are truly not within a convenient distance to the fixed route system.

There are several clusters of employment and affordable housing that are not currently well connected to the fixed route transit system in the Tualatin, Hillsboro, and Happy Valley areas which could force some eligible people to rely on the paratransit system unnecessarily. Additional shortfalls in the provided transit service are identified in the Transportation Service Needs discussion.

The tri-county area's population has been growing and is forecast to continue to grow for the foreseeable future. Similarly, the population continues to age increasing the number of seniors who are eligible for paratransit services. It can also be expected that the population of persons with disabilities will increase proportionally with the overall population increase.

The overall demographic trend is that transit needs will continue to grow, and spread farther out geographically.

STAKEHOLDER OUTREACH

The stakeholder outreach component of the needs assessment included outreach and coordination with the key stakeholders involved in planning for and delivering transportation services and social services. They were asked to articulate and share their experiences, perceptions and opinions about which needs are most critical to meet. This outreach was conducted in the following ways:

- A survey was distributed to transit service providers and social service providers to learn more about the perceived needs and gaps, potential coordination opportunities and what types of services, programs or

advances in technology could help address service gaps or offer new and innovative services.

- One-on-one meetings were conducted with transit and social service providers, including representatives of Oregon Project Independence (OPI) services, to review information, learn about existing services and/or identify any major changes since the 2012 CTP update, and supplement the information received in the survey.

- A regional stakeholder workshop was convened to (1) discuss the transportation needs, gaps and challenges specific to seniors and persons with physical and/or cognitive disabilities; (2) Identify geographic, regulatory and structural barriers to addressing these needs; and (3) share ideas for new and innovative services. Workshop invitees included transportation providers, community organizations, senior centers and human and health service agencies, representing a diverse group of services and geographies. *A summary of this workshop can be found in Attachment I.*

A summary of needs resulting from this outreach, as identified by the stakeholders, is provided below. It is summarized in four major themes including Transportation Service Needs, Infrastructure Needs, Coordination and Organizational Needs, and Technology.

TRANSPORTATION SERVICE NEEDS

The following describes areas that have current unmet transportation needs or needs for new or improved transportation service, specifically considering the needs and challenges of seniors and persons with physical and/or cognitive disabilities. This list is purposefully created without regard to current funding levels. Whether the improvements could be made soon or would need substantial more funding to be possible, the intention is to document all identified needs and then prioritize as needed with available funding and use the identified needs to support seeking additional funds.

- New transit services in areas without existing service such as:
  - Summertime hours for the CCC Xpress Shuttle
  - For-hire service (taxis, Lyft, Uber) availability, especially in rural areas
- Improved transit services in areas with existing service

- o Additional frequency and extended (longer, evening, weekend) service hours are needed in many locations, including rural and suburban areas.

- o Specific locations that have identified needs are:
    - Mt. Hood Villages (Rhododendron, Government Camp)
    - Clackamas County (Boring, Oregon City, Clackamas Community College, Clackamas Industrial Area)
    - Washington County (Bethany, Aloha, River Terrace in Tigard, Villebois)
    - Multnomah County (East Columbia Corridor)

- o More frequent intercity connections such as:
    - Between Canby and Woodburn, Wilsonville and Oregon City
    - The 99E corridor between Oregon City and Salem
    - Express bus service between Wilsonville WES and downtown Portland via TriMet Line 96 extension, connecting to Salem-Keizer Area Public Transit at SMART Central
    - New SMART Express Service between Wilsonville and the MAX Green Line
    - Canby to the MAX Green Line via Clackamas Community College

- o Meet dial-a-ride (DAR) service needs such as the STAR DAR service, rural DAR service, and reduce wait time for DAR services

- Improve "first" and "last" mile service

    - o To/from urban and rural residential areas and to/from service businesses (health care, shopping, banks)

    - o Minimize on-board vehicle time (especially for medical transport and those with significant care needs), more point to point transportation

    - o Additional community/job connector shuttle services similar successful Grove Link and Tualatin Shuttle

    - o Need to integrate last-mile services with demand-response service in suburban areas.

    - o Meet transportation needs of riders living more than ¾ mile from a transit stop

- Eliminate or reduce service gaps and geographic gaps

    o Close the gaps in LIFT/paratransit services as fixed routes service has been removed in rural areas

    o Rural weekend service (including demand-response), better local service, and re-implementation of local deviated fixed routes

- More capacity in the following areas:

    o Staffing/drivers/training, such as:

        - Recruit additional volunteers for Ride Connection's Ride Together service, Clackamas County's Senior Companions, and other programs.

        - At least two additional paid drivers for CCSSD's TRP and CAR programs to help meet the needs for medical and dialysis appointments.

        - CCSSD organizational capacity for additional volunteer driver recruitment and training, including mileage reimbursement funds

        - More Ride Connection volunteers to increase capacity

    o Additional vehicles, including accessible vehicles

- Additional funding is required to meet the following needs:

    o To fund operations, accessible and general vehicle purchases, maintenance, service and geographic area expansion.

    o Specific agencies that have identified additional funding needs include: Ride Connection, Clackamas County Social Services Division, Multnomah County, TriMet LIFT service, and Mt. Hood Express

    o Specific needs for service include: group trips (shopping, exercise, recreation), an expanded TRP program for medical trips, federal funds (or other sources) to create Community/Job Connectors shuttle services, and for rural/suburban service and operations

    o Discounted fares; mileage reimbursement; paid drivers; and driver recruitment and training.

    o Rural and suburban infrastructure needs.

- Unmet medical needs including:

    o Coordination/collaboration with house-call service for routine medical and life sustaining treatments like dialysis

- o Additional flexibility for trips to/from medical and/or dialysis facilities

- o Veteran medical service transportation (such as Vets Driving Vets)

- o Mobility management

- o Increase the number of personally owned vehicles (POV) volunteer rider service

- o Explore the need for medical shuttles between key hubs (e.g. Sandy Senior Center) and medical facilities in greater Portland metro area and for persons who do not qualify for Medicaid medical rides

INFRASTRUCTURE NEEDS

The following describes current infrastructure needs associated with providing transportation service for seniors and persons with disabilities.

- ▪ Improve transit infrastructure

  - o Accessible bus stops, bus stop facilities (seats, shelters, "level of comfort"), security (lighting and safe places to wait), signage

- ▪ Improve pedestrian infrastructure and network

  - o Sidewalks, completing pedestrian network gaps, crosswalks, mid-block crossings, pedestrian connections to bus stops, ADA compliance, improve safety, pedestrian signals, wayfinding, curb cuts, reduce out of direction travel

- ▪ Improve street networks and connectivity

- ▪ A land-use/transportation planning program for elder-districts and siting of residential communities, care facilities, and public housing.

COORDINATION AND ORGANIZATIONAL NEEDS

The following describes the needs for improved coordination and organization between social service providers and transit providers.

- ▪ Continue to strengthen partnerships within and adjacent to service areas with such organizations as:

  - o Transit providers: Ride Connection, Honored Citizen program, TriMet, TriMet LIFT, CAT, SCTD, SMART, SAM, SKT, Woodburn Transit (WTS), Mt. Hood Villages, CCC Xpress Shuttle

- o Counties, cities, and other public agencies

- o Community based organizations: senior centers, religious organizations, community centers

- o Social service partners

- o Medical partners such as hospitals and clinics

- o Other private partners

- Inter-agency coordination needs to be addressed include:

  - o Service expansions, improvements, and modifications

  - o Service and schedule coordination (transfers between services in/out of service areas, route sharing)

  - o Coordination of fare policies, fare sharing and/or fare reciprocity between transit systems.

  - o Coordination of vehicle maintenance and facilities

  - o Coordination of and funding on projects that improve safety, service, and infrastructure.

  - o Shuttle services, which take customers to fixed route (bus, rail) service on request.

  - o Travel training (RideWise) and transportation options programs, including improved regional carpool matching program.

- Regular meetings between regional and local transportation providers and service agencies coordinators to discuss resources and services.

- Transportation co-operative programs with retirement communities to coordinate and share resources

- Acceptance of other paratransit providers ADA eligibility processes

- Possibly reduce number of transportation providers

TECHNOLOGY NEEDS

The following describes technology gaps in providing transportation services to meet the needs of seniors and persons with disabilities.

- Real-time information technology

- Electronic fare systems

  - o Reloadable fare cards

- o Regional fare system

- o Common fare media

  - Automatic stop announcement

  - Automatic appointment reminders (calls, texts)

  - "Texting" stops (rider notification system)

  - Ride scheduling technology

    - o Software to match customer needs and volunteer availability/ability in real-time

    - o Dispatch technology

  - Unified communication, web-based routing and scheduling systems across regional service providers for urban and rural trip planning and to communicate/share trips with other demand response providers or ADA services

  - Finalization of rural transit providers GTFS data into Google Maps to help riders plan trips - SCTD is not currently in Google Maps.

  - TriMet LIFT customer access to trip information through IVR or web

  - Technology designed for use on the Internet, phones, and mobile devices

  - Cabbie-cam in all cabs, searchable and viewable from a central website

  - Volunteer ride connection software

DEFICIENCIES TO SERVICE GUIDELINES

Table 3-2 and Table 3-3 summarize locations which fall short of meeting the aspirational service guidelines. Highlights include:

- Cities within the TriMet service district, such as Clackamas, Durham, Happy Valley, Johnson City, Lake Oswego, Rivergrove, Tualatin, and West Linn are mostly well served with fixed-route service and complimentary ADA paratransit throughout the week, but are short by 3+ hours during the weekend.

- King City, which is classified as a high frequency location, fixed route-service is short 13 hours on weekdays and has no service on weekends.

- Communities within the TriMet service district are short of complying with service standards for the Non-ADA Eligible (Curb-to-Curb) and Needs

Assistance (Door-through-Door) categories, with most short at least a few hours on weekdays and many lacking weekend service.

- Most cities and unincorporated areas outside of the TriMet service district do not have fixed route service. However, most of these locations do meet service standards for Dial-A-Ride (DAR) services including: No Difficulty (Public DAR), Non-ADA Eligible (Curb-to-Curb), and Needs Assistance (Door-through-Door). Most cities and unincorporated areas in Clackamas County are short of the service standards for those DAR services.

5. PRIORITIES, STRATEGIES AND ACTIONS

This chapter presents a set of strategies and actions based on the CTP priorities that the tri-county region can pursue to improve transportation services for seniors and persons with disabilities. Each of the strategies support one or more of the plan's Priorities.

PRIORITIES

The Principles from the 2012 CTP were updated through the CTP Update process by the STFAC and are referred to as Priorities in this plan. The Priorities will guide the decisions made by the STFAC to implement the Plan including how to evaluate funding applications. *Chapter 7 has information on how the Priorities were used to develop evaluation criteria for funding applications.* The Priorities, not listed in any particular order, include:

1. Provide transit service throughout the tri-county area for seniors and persons with disabilities consistent with the CTP Service Area Standards and Guidelines (see Table 3-1). This can be achieved in the following ways:

   a. Maintain existing services and programs that meet the needs of seniors and/or persons with disabilities

   b. Expand service to areas that don't currently have service (either in new areas or areas where service was previously cut)

   c. Increase capacity and improve service quality of existing services (such as providing additional or larger buses, right-sizing buses, reducing headways, increasing span of service)

   d. Improve stop accessibility

2. Provide for adequate capital replacements and maintenance of vehicles and other fundamental requirements to provide service.

3. Consider how projects are cost-effective and meeting specified goals when making funding decisions (such as $ per ride, % match) but balance that with the need to provide accessibility throughout the tri-county area.

4. Strive for strategic and equitable distribution of funding to address the needs of the region's seniors and persons with disabilities.

5. Advocate for increased funding and partnerships for transit and investment in transit supportive infrastructure.

6. Seek out new and innovative partnerships and funding opportunities.

7. Implement new and innovative initiatives related to technology and different service models.

8. Support new and collaborative partnerships that improve service to underserved communities and people.

9. Enhance rider experience and sense of dignity by being sensitive and attentive to the varied needs of individuals and by emphasizing a customer service model.

STRATEGIES AND ACTIONS

The strategies and actions presented and discussed below are intended to address or mitigate transportation needs for seniors and persons with disabilities as identified in Chapter 4 (Needs Assessment). This is an important element of the Coordinated Transportation Plan for Seniors and Persons with Disabilities in that it responds to federal planning requirements; in addition, it provides an opportunity to document regional service priorities as well as to identify lead entities responsible to implement them.

The methodology used to develop the actions included taking the following steps:

▪ Strategies and actions included in previous plan were reviewed with the responsible parties to assess whether they have been completed, or are more appropriately considered ongoing agency activities.

▪ A peer review was conducted of similar sized metropolitan areas throughout the country to identify new and innovative strategies being implemented throughout the country. *A summary of the peer review can be found in Attachment J.*

▪ Strategies and actions to address needs and move toward a future vision of enhanced transportation for seniors and persons with disabilities were discussed with the STFAC members and with stakeholders through surveys, interviews, and workshops. *A summary of the STFAC workshop on strategies can be found in Attachment K.*

This Plan update has streamlined the number of actions by removing those that are considered completed and, in some cases, those that are considered ongoing tasks and responsibilities of local service providers. Several new actions, especially related to implementing the plan and measuring performance, have been added.

The actions are assigned a "tier" ranking. Tier 1 projects are those considered of high priority to the region and the most feasible to implement. Tier 2 projects are considered short-medium term with potential funding sources to implement them. Tier 3 projects are those that will require long-term implementation efforts, and where funding is not secured.

Table 5-1 identifies the strategies and the CTP Priority that the strategy helps implement. Table 5-2 through Table 5-7 identify actions to implement each strategy, suggested lead agency or agencies to assume responsibility for implementation, the timeframe for completion, and the suggested tier. It should be noted that while some actions will require an initial investment to implement them, over the long term they may result in cost-savings to public transit programs.

Table 5-1. Strategies and CTP Priorities Addressed

Strategies	CTP Priority Addressed											
	1a – Maintain Service	1b – Expand Service	1c – Increase Capacity and Quality of Service	1d – Improve Stop Accessibility	2 – Capital Replacements and Maintenance	3 – Balance cost-effectiveness and accessibility	4 – Equitable Distribution of Funds	5 –Increased funding	6 – New/Innovative Partnerships and Funding	7 –New and Innovative Technology and Service Models	8 - New Partnerships to serve underserved communities	9 – Enhance rider experience
Develop a committee to oversee implementation of the plan								X	X	X	X	
Measure performance						X						
Enhance access and increase system efficiency			X	X							X	
o Encourage use of fixed route transit			X									
o Manage ADA service demand			X									
o Enhance pedestrian access/land use improvements				X								

Strategies	CTP Priority Addressed											
	1a – Maintain Service	1b – Expand Service	1c – Increase Capacity and Quality of Service	1d – Improve Stop Accessibility	2 – Capital Replacements and Maintenance	3 – Balance cost-effectiveness and accessibility	4 – Equitable Distribution of Funds	5 –Increased funding	6 –New/Innovative Partnerships and Funding	7 –New and Innovative Technology and Service Models	8 - New Partnerships to serve underserved communities	9 – Enhance rider experience
Provide service to meet recommended guidelines	X	X			X		X		X	X	X	
o Maintain existing services and programs that meet the needs of seniors and/or persons with disabilities	X				X							
o Expand or establish new services and programs		X							X		X	
Improve customer experience			X							X		X
o Improved Information and referral/program outreach			X									X
o Address safety and security concerns at transit facilities and on vehicles			X									X
Promote coordination among service providers and innovative partnerships										X	X	

PLAN IMPLEMENTATION COMMITTEE

Through the CTP Update process, the STFAC identified many actions that could or should be implemented by the STFAC or that require participation, coordination, and collaboration from multiple transportation providers represented on the STFAC and in the plan. In years past, there had been a Regional Transportation Coordination Committee (RTCC) that had performed some of these functions but it was discontinued. To assist in plan implementation, the STFAC desires to create a Plan Implementation Sub-Committee to help oversee, advance, and implement strategies and actions identified in the Plan. This could include actions related to evaluating system and project performance, estimating costs to implement actions in the plan, seeking new sources and advocating for additional funding, and facilitating and pushing for innovative partnerships. The sub-committee needs representation from transit providers as well as members from TriMet's Committee on Accessible Transportation (CAT).

Table 5-2. Actions to Develop a Committee to Oversee Plan Implementation

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
1. Develop a STFAC sub-committee to assist with plan implementation	STFAC to create sub-committee charter, work plan, nominate members and chair	STFAC, TriMet	2017	x		
2. Estimate costs to implement CTP actions	Identify in sub-committee work plan	STFAC sub-committee	2017	x		
3. Develop an advocacy white paper related to the need for additional funding	Identify in sub-committee work plan	STFAC sub-committee	2017	x		
4. Periodically review CTP to evaluate progress	Identify in sub-committee work plan	STFAC sub-committee	2017	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
5. Review funding application process and application materials on biennial basis	Recommend updates to STFAC prior to announcement of biennial STF formula funds	STFAC sub-committee	2017	x		

MEASURE PERFORMANCE

Through the CTP Update process, the STFAC identified the need to modify the monthly reports they receive from transit providers to provide data more relevant to their decision making. The STFAC expressed a desire that the reports help them evaluate progress implementing the plan, understand if they are increasing the amount of people being served, and evaluate the effectiveness of the projects they have funded. Additionally, the STFAC recognizes the connection between health and transportation and has expressed interest in exploring standards and models for evaluating the performance of health benefits generated as a result of transit investments.

Table 5-3. Actions to Measure Performance

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
6. Update the monthly reports from the providers to the STFAC and develop a plan to evaluate CTP progress and document outcomes of funding applications	Identify in sub-committee work plan	STFAC sub-committee, TriMet	2017	x		

ENHANCE ACCESS AND INCREASE SYSTEM EFFICIENCY

As shown in Chapter 4, the population in the tri-county areas is projected to continue to grow as is the portion of the population that are seniors and/or persons with disabilities. This will result in steadily increasing demand for transit service of all types. With limited funding for transit, key to serving the most people is encouraging and helping seniors and persons with disabilities to access fixed route service where available. This is the most cost-effective form of transit and also frees capacity in demand-responsive services for those that are unable to utilize fixed-route service due to lack of availability or physical or cognitive ability. Encouraging and helping people utilize fixed-route transit requires:

- addressing the issues that prevent people from using fixed-route service when available;

- managing demand for demand-responsive services through a conditional eligibility process; and,

- addressing systemic issues related to transit supportive land uses and complete accessible pedestrian networks.

The financial benefits of this approach accrue over time, as each person that transitions to fixed route potentially takes many trips.

Encourage use of Fixed Route Transit

The 2012 CTP update process included a regional workshop and peer agency review to explore barriers that may prevent people from using fixed route services, as well as strategies which, if implemented, could encourage use of regularly scheduled transit services.

Many people who currently use paratransit services for all their travel needs may be able to used fixed-route, or other regularly scheduled transit service for some or all of their needs. The following services and initiatives will help encourage the use of more efficient modes of travel where appropriate.

Implement Trip Screening and Path of Travel Review

TriMet has an ADA paratransit eligibility process and opened a Certification Center in 2010 for in-person interview and functional assessment of abilities to ensure applicants for paratransit are accurately assessed for their eligibility to use ADA paratransit services, and conditions under which they are eligible. The implementation of the in-person eligibility determination process has provided an

opportunity for TriMet staff to discuss the application of conditionally eligibility with the applicants and educate the community in general on the appropriate use of the LIFT service. The new eligibility process has also enabled staff to complete a more thorough evaluation of the applicant's functional abilities and identify more accurate conditions that may apply.

TriMet established a recertification period of three years and has completed the initial recertification of approximately 10,000 existing customers within that three years. TriMet's eligibility determination process has been recognized as a national model and there are no plans or apparent needs for implementing any process improvements at this time.

As a next step, TriMet, as well as other regional providers, could consider implementing trip screening for persons who are determined "conditionally" eligible, or able to use fixed route transit for at least some of their trips. This step should be taken in tandem with a path of travel review process, which would evaluate an individual's ability to get to or from a bus stop or rail station. STFAC member concerns with trip screening include consideration of weather conditions in the eligibility assessment as well as advance notification of a denied trip.

Bus Stop Improvements

TriMet has a strategic plan to improve many of its bus stops to ensure they are better accessible for seniors and persons with disabilities. The Pedestrian Network Analysis (PNA at www.trimet.org/walk) identifies priority locations for sidewalk, curb ramp and crossing improvements. Since the PNA was released, cities and ODOT have made such improvements in many locations and TriMet has partnered with cities and ODOT to secure grant funding totaling over $15 million that is now going into such improvements in various parts of the region. Efforts should continue to identify locations with high ridership and the most potential for improvement. Making improvements such as adding benches or seats, providing real-time scheduling information, ensuring that the path of travel to the bus stop can be navigated by persons with disabilities, ensuring the bus stop platform can accommodate persons in wheelchairs, and making sure shelters are transparent to promote personal security are tangible steps that can be taken.

Paratransit Feeder Services

Customers who are able to use the fixed route but have trouble accessing bus stops can be picked up and taken to the nearest transit center to access the fixed route services to other local destinations. Feeder service can greatly reduce trip lengths on

paratransit services and free up resources for other trip requests. Transfers to fixed-route services should only be done at improved transit centers to assure customers are not overly inconvenienced by the transfer. Also only customers capable of making the transfer should be required to feed into the fixed-route service. This would require an assessment of the customer's capability to use fixed-route for the trip, and their ability to access their final destination from their destination stop/station. This assessment can be part of the trip screening and path of travel review steps described in the following ADA Demand Management section.

The lack of restroom facilities at transit centers has been identified as a barrier to customer's comfort at utilizing paratransit feeder services as well as making fixed-route transit trips that require transfers. On-time performance of these trips is critical for customers to make their connections and arrive at their destinations on time.

Most of Ride Connection's community connectors link to a transit center and anyone who qualifies for door-to-door services can request a trip to a transit center rather than their final destination. However, it is rare that customers request this due to the transfer penalty associated with their fare. Ride Connection does not currently require door-to-door trip requests to link to fixed route service even if an assessment of their ability would indicate they are able to do so.

Route Deviation

In a route deviation, a bus goes off its course to go to a specific location on a pre-scheduled request. By surveying riders using paratransit services to travel to community centers and supported employment sites, transit operators can determine if a route deviation would allow many of the riders to instead use the less-expensive fixed route buses. Riders could be given incentives to make the switch to fixed-route buses.

Ride Connection provides deviated route service within ½ mile of the routes for the Washington County Community Bus, GroveLink, Tualatin Shuttle, King City RideAbout, and North Hillsboro Link. These services are free and open to the public. The South Clackamas Transportation District and Mount Hood Express also offer deviated fixed-route service.

Address Safety and Security Concerns at Transit Facilities and on Vehicles

Improving access to bus stops and rail stations can remove physical barriers preventing riders from using fixed-route services, but customer perceptions about

their personal safety may limit the use of these services. See the section on Improving Customer Experience for actions that can improve safety and deter crime, and address the perceptions of transit as unsafe, which are often not the case.

Manage ADA Service Demand

Review paratransit service standards

In 2012 TriMet LIFT ADA service boundaries and fares were modified to better align with TriMet fixed route. Previously service throughout the ADA service area was offered—this was adjusted to six service areas (Weekday, Weekday Evening, Saturday, Saturday Evening, Sunday and Sunday Evening. And as changes are made to Fixed Route service, ADA boundaries are now expanded or contracted on an individual route basis.

Prior to 2012, TriMet LIFT fares were less than fixed route. In 2012, a resolution was passed to gradually equalize LIFT fares with the adult TriMet fare. There was a proposal to eliminate the LIFT monthly pass, but ultimately the pass was retained. Currently LIFT fares and TriMet adult fares are equivalent.

Providers besides TriMet may need to review their service standards. As with the action to revise the paratransit certification process, it is important to carefully review options and to assess the potential impacts revisions of service standards would have on customers and potential customers of paratransit services. To the extent possible, these impacts should be quantified; that is, the eventual outcomes predicted and measured (i.e. number of trips that would not be provided). A range of scenarios should be reviewed with advisory committees and other stakeholders with the goal of prioritizing those most feasible to implement.

Likewise, a "safety net" should be developed in parallel to implementation of this action to allow for customers to access transportation in limited cases when they have no other option. The voucher system, described below, may be one way to provide this safety net of limited services, or through volunteer or other programs administered through Ride Connection.

This action could apply to other operators as well.

Develop Comprehensive ADA Paratransit Eligibility Process

Since the development of the last Plan Update, TriMet has taken significant steps to refine its ADA paratransit eligibility process, and has opened a Certification Center.

Other service providers may be interested, as well, in making revisions to their certification processes.

There are two primary goals for this action:

- To ensure that persons are accurately and appropriately provided with the best mobility option based on their needs and conditions; and

- To ensure that ADA paratransit costs and resources are directed to those who meet eligibility standards as defined in the ADA.

Certification staff from other cities/programs that transitioned to an in-person assessment have emphasized the need for public outreach and education to current and potential users of the system, as well as to social service agencies.

Community-Based Accessible Vans

Making accessible vans available to community-based organizations often provides a lower cost, and more customer-focused alternative to traditional ADA complementary paratransit service. Transit providers can provide new or retired vehicles to the organizations for use with their staff or volunteer drivers. Some programs require a commitment from the community-based organization that they will take a quantifiable number of rides off of the ADA system.

Ride Connection offers these programs, which could be expanded because they currently run out of vehicles to share and place.

Enhance Services for People Who Stay at Home

Another way of looking at mobility is to think of ways to instead bring the services to the person. This type of service can be particularly important to people who temporarily stay at home because of limited mobility, fragile health, etc.—for example, after surgery—or people whose mobility has become very restricted over the long-term, such as those with a debilitating illness. The goal is to help people who stay at home "age in place"—that is, help them to remain in their homes rather than institutionalize them. Currently, the following services are available:

- Grocery deliveries

- Meals on Wheels

- Library book deliveries

Ride Connection works with Travel Options Counselors and Travel Navigators to provide them tools to make referrals to non-transportation programs in the course of working with customers.

Enhance Pedestrian Access/Land Use Improvements

Pedestrian-Friendly Environment

It is human nature to want to be self-reliant. Self-reliant citizens make a stronger and more resilient community. Our society should take advantage of this desire to be independent by fostering ways for seniors and persons with disabilities to remain healthy and active. Transportation is one of many social determinants of health. Providing a pedestrian-friendly environment increases access to essential destinations and to fixed-route transit. By improving transportation access in this way not only will the result be happier individuals, but also the limited funds for transportation seniors and/or persons with disabilities will last longer and be available for those who truly need assistance.

This CTP encourages jurisdictions within the tri-county area to make their communities more pedestrian friendly for seniors and/or persons with disabilities populations. In keeping with the Land Use Concept, the plan advocates for more age-friendly communities, expanding wheelchair capacity on all transit vehicles, and locating housing for elders and persons with disabilities near services, such as grocery stores, pharmacies and support services, so that residents could walk instead of drive to obtain their basic needs. Specific resources to implement these innovations include:

Livable Communities Evaluation. This American Association of Retired Persons (AARP) evaluation guide includes a "walkability survey" to assess sidewalks, crosswalks, resting places and similar issues.

Pedestrian Master Plan. The City of Portland has adopted a 20-year *Pedestrian Master Plan* for pedestrian improvements, which can serve as a model for other communities. The plan includes a process for prioritizing improvements. The *Portland Pedestrian Design Guide* that was produced in conjunction with the pedestrian plan is used in the development review process.

Other cities, counties and ODOT have varying levels of pedestrian-oriented plans and design criteria.

Table 5-4. Actions to Enhance Access and Increase System Efficiency

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
Encourage Use of Fixed Route Transit						
7. Support and expand travel training programs	Continue support for Ride Wise and other programs.	STFAC, Ride Connection, transit providers	Ongoing	x		
8. Implement or expand upon feeder services to fixed route transit	Identify most popular destinations visited by seniors and persons with disabilities utilizing LIFT or other paratransit service. Implement community connectors identified in TriMet's SEPs.	Transit agencies and Ride Connection partners	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
9. Consider incorporating public restrooms into transit center designs and look for options to retrofit existing transit centers to include public restrooms	Identify most critical transit centers for retrofit, comment on all future proposed transit centers	STFAC, Transit agencies	Ongoing			x
Manage ADA Service Demand						
10. Implement trip screening as appropriate for ADA paratransit users	Prepare a plan, conduct research, develop preliminary goals	TriMet and other transit agencies, if interested	Ongoing			x
11. Coordinate path of travel improvements with LIFT eligibility center	Prepare a plan, identify key locations needing improvement	TriMet and other transit agencies, if interested, Ride Connection	Ongoing		x	

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
12. Create interface (web portal) that allows riders with conditional LIFT eligibility to see their trip options and (a) choose to purchase fare through Hop Fastpass and the fixed route system and ride right away or (b) schedule out a LIFT trip a day in advance and pay for trip through Hop Fastpass	Upgrading LIFT scheduling software to allow online scheduling	TriMet	2016-2019		x	
Enhance Pedestrian Access/Land Use Improvements						
13. Advocate for aging and disability-friendly streets and roads	Advocate for funding sources to be applied to projects that fill gaps in system providing sidewalks, lighting, paths, crosswalk and other improvements	TriMet and other transit agencies to coordinate with cities, counties, and ODOT; work with local planning staff	Ongoing		x	

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
14. Implement recommendations from TriMet's Pedestrian Network Analysis and other agencies and local jurisdiction plans (Pedestrian Master Plans, safe routes to transit) to encourage walking by seniors and persons with disabilities	Prioritize impacts of improvements to benefit persons with disabilities, seniors	TriMet and other transit agencies to coordinate with cities, counties, and ODOT	Ongoing		x	
15. Develop strategies (i.e. incentives, mutual planning requirements, etc.) to influence the siting of facilities that provide services to seniors and/or persons with disabilities.	Conduct assessment of current zoning and permit processes that influence facility siting practices	Transit Agencies with Metro and local jurisdictions	Ongoing	x		
16. Continue to pursue advocacy and partnerships to improve access consistent with the Pedestrian Network Analysis		TriMet and local jurisdictions	Ongoing	x		

MAINTAIN AND EXPAND SERVICE TO MEET SERVICE GUIDELINES

The Service Guidelines in Chapter 3 are a tool for assessing the level of service currently provided and identifying unmet needs or gaps. While each recommended guideline may not be achieved, it should remain a target for ongoing improvement. A Guiding Principle of the CTP is to provide service throughout the tri-county areas, in urban and rural areas, consistent with the recommended Service Guidelines which take into account the needs and feasibility of providing different service levels in different areas. Strategies to meeting the Service Guidelines include maintaining service, expanding service, enhancing service, and maintaining and providing appropriate vehicles and facilities to support the service. Implementing these strategies requires funding for operations as well as a supply of vehicles and drivers.

The following programs help increase the availability of vehicles and drivers.

- **Taxicab or TNC Vouchers.** Taxi or Transportation Network Company (TNCs, such as Uber of Lyft) discount programs for seniors and persons with disabilities allow residents to purchase vouchers at less than the face value and use them to pay for taxi rides.

- **Driver Pools.** Agencies could share drivers by establishing a pool among the three counties. Paid drivers who have free hours or days could enter the pool, as well as volunteer drivers willing to dedicate additional hours. The region has consistently supported this approach. *Ride Connection currently has an "on-call" driver pool that is shared across the region. Drivers are employed by Ride Connection and generally provide on-call service capacity, but can also be assigned to partner programs as needed to cover vacations/sick time etc.*

- **Volunteer Driver Programs.** Volunteers have long been relied upon in the delivery of public transit services in small communities and rural areas. Public agencies and non-profit organizations often oversee programs to recruit, train, schedule, and/or reimburse volunteer drivers. Volunteer drivers can sign up to drive organization vehicles or their personal cars. Similarly they can volunteer to drive any customer needing a ride or just friends or family members based on the program parameters.

- **Peer and Cause Based Programs.** The recruiting and retaining of volunteer drivers is often difficult and expensive. Involving peers of the program participants (e.g. seniors and veterans) has proven beneficial in reaching out to new volunteers as they can relate to the needs of their peers and are more motivated in helping out. *Ride Connection has an established*

veteran's transportation program and is doing additional "cause based" volunteer recruitment for dialysis.

Additional strategies to maintain and expand service that were identified during the CTP Update process include:

- Seek additional dedicated state funding for transit providers (i.e. e-cigarette taxes ear mark funds for senior programs)

- Revisit design of fixed-route transit buses to accommodate growth of mobility devices and other needs

- Develop an advocacy white paper for legislators/statewide advocacy effort to increase funding sources.

- Utilize crowd source funding for special projects to expand service.

- Evaluate potential role of Transportation Network Companies (TNCs) such as Uber and Lyft to provide first- and last-mile services to seniors and persons with disabilities.

Table 5-5. Actions to Maintain and Expand Service to Meet Service Guidelines

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
Maintain Existing Services and Programs						
17. Preserve existing services and provide vehicle maintenance for services that meet the needs of seniors and/or persons with disabilities	Identify additional revenue and prioritize services	Transit agencies and Ride Connection	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
18. Advocate for adequate capital replacements	Identify and prioritize funding sources	Transit agencies and Ride Connection, STFAC	Ongoing	x		
19. Seek stable funding in upcoming legislative session to support ongoing operations and capital expenses	Develop and participate in regional and statewide advocacy and education efforts	Transit agencies, human service agencies, Ride Connection	2017-18 legislative session	x		
Expand or Establish New Services and Programs						
20. Address service gaps in public transit services	Prioritize service gaps; seek additional funding	Transit agencies, Ride Connection	Ongoing		x	
21. Implement new services including the additional community connectors identified in TriMet's Service Enhancement Plans	Implement new services including the additional community connectors identified in TriMet's Service Enhancement Plans	Transit agencies, Ride Connection, TMAs, private providers	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
22. Increase capacity of existing volunteer programs by increasing the fleet of accessible vehicles for community-based services	Increasing capacity requires increasing the vehicle fleet.	Ride Connection and county departments of social services	Ongoing	x		
23. Develop back-up driver pool for existing volunteer driver programs	Ride Connection has a successful volunteer recruitment program (Iwanttodrive.org). Address issues for paid drivers.	Ride Connection	Ongoing	x		
24. Develop and implement new or revised no cost/low cost community services projects	Prepare a community needs assessment and develop partnerships outside of network.	Ride Connection, transit agencies, human services departments, county agencies	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
25. Develop and implement new transportation services to assist low-income individuals access employment and training opportunities in rural areas	Track federal legislative action on transportation authorization bill; monitor 2017 and 2019 state legislative session for opportunities	Transit agencies, Ride Connection, private sector	Ongoing		x	
26. Develop and test new technology to improve service efficiencies	Ride Connection - Implement technology to support deviated fixed route services.	Ride Connection, transit agencies	Ongoing		x	
27. Develop open source software to enable multiple operators to connect with single clearinghouse	Provide interface for volunteer drivers and customer.	Transit Agencies, Ride Connection	Ongoing	x		

IMPROVE CUSTOMER EXPERIENCE

One of the priorities in the 2016 CTP is to enhance rider experience and sense of dignity by being sensitive and attentive to the varied needs of individuals and by emphasizing a customer service model. The following describes various strategies to work towards this principle.

Improve Information and Referral/Program Outreach

While all transit agencies and Ride Connection have improved the service information on their websites since 2012, a number of additional actions can be taken to increase public awareness of transportation services for elders and persons with disabilities within the region.

Provider websites review

For those with Internet access, websites can provide important information about the transportation services available to meet individual travel needs. The tri-county region's community-based organizations could provide a link on their websites to TriMet and Ride Connection's sites.

TriMet currently provides links on their website to schedules for all transit services that interface with TriMet. It is located at http://trimet.org/schedules/othertransit.htm.

SMART has a trip planner that links both services.

Ride Connection's website provides information about all of its' services and the fixed-route and deviated route community shuttles it operates. https://rideconnection.org/about-us/partners

Ride Connection and the other transit agencies that interface with TriMet or other services should provide links to those services websites.

Address Safety and Security Concerns at Transit Facilities and on Vehicles

Customer experience is impacted by their sense of safety and security during the trip. The following actions can improve safety and deter crime, and can address the perceptions of transit as unsafe, which often is not the case.

- **Improve lighting.** Adequate lighting at, and around, bus stops and rail stations can both deter crime and provide riders with a better sense of personal security.

- **Improve visibility.** Eliminating hidden areas at stops, on platforms and along access paths will provide similar benefits. Avoiding opaque shelter walls and managing landscaping are two primary tools for providing clear lines of sight to transit users while accessing or waiting for a bus or train.

- **Improve communications with transit security personnel.** Clearly identified and easy to use voice communications with security personnel can reduce response time in case of an emergency and provide riders with a better sense of security. Visual communications for people who are hard-of-hearing/deaf also need to be considered. Similarly video cameras can deter crime if would be offenders think the public space if being monitored, and riders appreciate knowing they are not isolated.

- **Provide public information on transit safety and security.** The perception of transit as unsafe is frequently not supported by the facts. Providing the public, especially potential users, with current data on crimes and accidents on transit vehicles and at transit facilities can often mitigate unfounded concerns.

TriMet continues work with its jurisdictional partners to make capital investments to the pedestrian, bicycle, and transit network. Contributions include sidewalk infill, pedestrian crossing improvements, in street bus pads and pullouts to improve operational safety. Most bus stops are located in public right-of-way. While effort is made to place bus stops near existing streetlight infrastructure, TriMet is a fiscally responsible entity and does not actively pursue the proliferation of street lights at bus stops and the ongoing operating expense of energizing them. Most TriMet provided energized lighting can be found at TriMet transit centers, rail platforms and the highest ridership bus stops. TriMet does provide solar powered (low operating expense) lights on many bus shelters, and will continue to do so. TriMet's 2015-2016 Bus Stop Capital Improvements for Access to Transit included improvements to fifteen bus stops to make them ADA accessible with concrete pads and add shelters and sidewalks in some locations. Many of the highest ridership stops (including those that serve transit dependent patrons, social service providers, seniors and persons with disabilities, already have amenities and functional accessibility. Continuing to implement the bus stops strategic plan to ensure they are better accessible for seniors and persons with disabilities is ongoing.

SMART has also upgraded a number of curbs/bus stops to meet ADA requirements in the past several years.

Additional strategies to enhance improve customer experience were identified during the CTP Update process, including:

- Provide customers better information about available services across all providers.

- Increase the availability of real-time information for scheduled rides.

- Improve the technology and communications that clients are using to deliver information and schedule trips.

- Schedule TriMet LIFT online or through mobile device applications and connect to the TriMet fixed-route application. *TriMet LIFT has upgraded scheduling software versions and their base map. The new base map has capability for more accurate scheduling methods, which are expected to be implemented over time. LIFT is continuing to seek funding for automated customer information.*

- Develop on-demand ride-matching technology that is user-friendly and accessible

- Advocate and look for opportunities to improve accessible service by Transportation Network Companies (TNCs) like Lyft and Uber.

- Implement electronic fares (E-fare) across all systems.

- Utilize Neighborhood Associations as transportation ambassadors to educate on services. *Ride Connection currently provides concierge volunteers on some neighborhood shopping shuttles.*

- Provide monitors or additional staff onboard to assist customers.

- Enhance and provide additional Driver Training

    o Include a panel of persons with disabilities as part of operator training, and/or produce a training video that can be presented to vehicle operators at multiple programs. Ride Connection has developed a dialysis training module informed by dialysis patients through their participatory planning process and they participate in trainings sometimes.

    o Provide greater mental health training for drivers and support staff. For example, transit operators in Eugene, OR know to call CAHOOTS, a mobile crisis intervention team, in case additional support is needed for individuals with cognitive and/or mental health challenges.

Information about these services should be incorporated into transportation providers' programs. The services are a piece of a multimodal strategy for mobility, reflecting the mobility needs of the "whole person" as people transition through various stages of age and disability.

Table 5-6. Actions to Improve Customer Experience

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
Improved Information and Referral/Program Outreach						
28. Develop and distribute information promoting Travel Options Counseling services and providing web-based and application based information systems	Develop protocols for maintaining information. Update and continue distribution of brochure; update web site; develop mobile device application that provides info on all travel options	Transit Agencies, Ride Connection, ADRC, 211	Ongoing		x	
29. Increase communication and marketing efforts to make members of the public and policy-makers aware of rural transportation options	Work with counties to increase interest and help increase service availability	Ride Connection and rural transit agencies, ADRC, 211	Ongoing		x	

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
30. Work towards providing real-time information for scheduled rides and same-day or on-demand scheduling.	Obtain necessary software.	TriMet, Ride Connection, and other interested agencies	2016-2018		x	
31. Encourage seniors and persons with disabilities to utilize online trip planning tools	Coordinate technical training to support smart phone literacy; Include question about smart phone usage by seniors and persons with disabilities in future surveying efforts	Transit Agencies, Ride Connection, Independent Living Resources	2016-2018		x	
Create Safer Environment and Improve Perception of Safety						
32. Create a safer transit environment	Improve lighting and implement other safety and security improvements; coordinate with transit security personnel	Transit agencies, Counties, Cities, and State	Ongoing		x	

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
33. Address perception of personal safety for new or potential users of fixed route transit	Develop public relations campaign, informational materials. Ride Connection – continue presentations to students and teachers about the safe use of public transit.	Transit agencies, Ride Connection	Ongoing	x		

TRANSIT PROVIDER COORDINATION AND INNOVATIVE PARTNERSHIPS

TriMet, Ride Connection, and the other transportation providers and social service providers identified in this Plan are already a model nationally for coordinating transportation service for seniors and persons with disabilities. These efforts need to continue but in order to keep up with growing demand, additional effort is needed to go beyond coordinating to collaborating to provide a seamless service experience throughout the region and to identify innovative partnerships and ways to work with existing and new partners.

Coordinated Planning & Operations

Within TriMet and other public transit systems, analysis of TriMet's LIFT and the other transit agencies' ADA eligible ridership should continue to be undertaken to identify where clusters of elders and persons with disabilities are located, their travel patterns, common origins and destinations, and to identify paratransit users who also are served by the transit agencies and the Ride Connection network. The service planning objectives of such assessments include the following:

- Identify opportunities to reconfigure existing fixed routes and amenities to better serve the needs of the transit dependent.

- Identify opportunities for developing deviated fixed route options, service routes or other flexible service designs to enhance local community and fixed route access by the seniors and/or persons with disabilities population.

- Identify opportunities to reduce individually dispatched trips by grouping riders and introducing neighborhood circulators, shopping shuttles or other hybrid transit services.

Within the Ride Connection Network

Ride Connection could implement many of the recommendations included in this updated CTP by expanding the existing planning process with its network partners to target identified underserved and unserved communities and populations. Some specific strategies include the following:

- **Expand Partner Capacity:** Ride Connection can serve as an incubator, a role that involves identifying potential partner agencies in the community,

training the managers and professional staff, and nurturing the operation initially to ensure success.

▪ **Expand Accessible Vehicle-Sharing and Volunteer Drivers:** Partners have indicated that underutilized vehicles should be made more available to fill service gaps. Incentives, such as eligibility for a small pool of discretionary funding or credits toward grant funding, could be designed to reward vehicle-sharing among partners. In addition, partners have identified a need for more drivers. Making presentations to service clubs and also developing a driver incentive program might recruit more volunteer drivers.

▪ **Group Medical Trips:** Establish a program to assist medical clinics and hospitals to group rides and schedule treatments around transportation for patients, particularly those who are receiving life-sustaining medical procedures (e.g., dialysis, chemotherapy and radiation).

Intra-Regional Strategies

A number of actions can be taken that would promote connectivity between Ride Connection and TriMet, and between Ride Connection, TriMet, other transit agencies, and TMAs in the region.

▪ **Joint Service Planning:** Several community shuttles have been developed as a result of neighborhood needs assessments and cooperative planning efforts between TriMet, Ride Connection and TMAs. Those joint planning efforts should be expanded, particularly in areas identified as underserved, in communities where there are overlapping trips by LIFT and Ride Connection partners, and in more isolated areas within the region that have only limited fixed route service.

▪ **Regional ADA Eligibility & Reciprocity:** A concerted effort should be undertaken by the five transit agencies in the region to further explore the feasibility of regional ADA eligibility, an approach that was originally suggested in the EDTP in 2009. Many customers need to travel across the region for a variety of trips. Sometimes transfers are required, resulting in need for certification by multiple jurisdictions, eligibility reciprocity between agencies and/or expanded visitation rules. Some agencies provide complete cross-region travel eliminating the need for eligibility (and fare) reciprocity. Both SMART in Wilsonville and Sandy Transit bring people into the TriMet district medical centers and use STF funds to cover these costs.

▪ **Coordination with Private Sector**: Opportunities should be explored to develop new partnerships with private businesses. Cooperative agreements

could be created to provide group trips or subscription services to area groceries, pharmacies, technical training schools, medical centers, and shopping centers. Increased communication and planning with retirement homes, foster care homes, assisted living centers, and nursing homes could result in more coordination between public transit and these private transportation services. For example, joint scheduling or sharing of vehicles could potentially result in cost savings for both the public and private sector. Ride Connection has developed funding partnerships with WalMart and Providence to enhance their ability to provide trips to healthcare services. They have worked with Reser's Foods to coordinate the North Hillsboro Link and working with Hollywood Dialysis Center staff to coordinate dialysis trips through a pilot project at that location.

- **Coordinate Scheduling of Rides:** Each of the transit agencies in the region and many of the 30 plus community-based transportation agencies that make up Ride Connection's partner network currently handle their own ride requests and operate separate call centers. In addition, each of the three counties schedules rides independently for elders, veterans and other client groups. The STFAC encourages the consolidation or centralizing of several of these call-taking functions, where it would increase efficiency without compromising service quality. Ride Connection currently handles the coordination of trips and call center activities for the open request Community Based transportation services that receive funding through the STF/§5310 process and/or are subcontracted to Ride Connection in Washington and Multnomah Counties. Clackamas County still manages its own trip requests/calls for programs based in Clackamas County. Where Ride Connection receives a first call from a customer living in Clackamas County – they are given information and referred to Transportation Reaching People.

  Centralize Network Information: Efforts should continue, in addition to coordinating scheduling of rides, to developing a centralized information system that can be accessed by people needing information on applicable mobility resources for them. The primary focus for seniors and persons with disabilities should be to connect them to Ride Connection's Travel Options Counselors.

- **Coordination with Medical Facilities:** Efficiencies could be realized by better coordinating medically-related trips with medical facilities, with the goal of developing a more flexible scheduling approach. For example, anecdotal evidence suggests that there is currently duplication of service to

major medical facilities or clinics, such as dialysis centers. There may be opportunities to work with staff from the clinics to facilitate grouping of trips where appropriate, in order to avoid service redundancy. Another example relates to coordinating the transportation of patients being discharged from hospitals. Currently, when such trip requests are not coordinated, the patient may be required to stay longer than necessary in the medical facility, which is inefficient use of medical facilities and an inconvenience to the patient. *Ride Connection currently has a successful dialysis project in coordination with Hollywood Dialysis Center and is working on establishing a program with Raines Dialysis Center in Forest Grove.*

- **Coordinated Care Organizations (CCOs):** In 2011 the Oregon State Legislature authorized the establishment of Coordinated Care Organizations (CCOs). The CCOs provide medical services to those enrolled in the Oregon Health Plan (including Medicaid recipients) under a different model than previously existed. It is important for local public transit service operators to track efforts to facilitate transportation for Medicaid recipients under this new model.

- **Non Emergency Medical Transportation (NEMT):** Recipients of Oregon Health Plan (OHP) are eligible for non-emergency medical transportation. That service is currently provided by Ride To Care on contract with the State of Oregon. Though provided separately and with a separate funding source, the STFAC should remain aware of the service levels and funding for this service to look for potential coordination opportunities.

Regional Strategies

Improved customer connectivity between systems is important for improving special transportation needs services. Many travel patterns are considered regional in nature, or are corridor-based, meaning trips may begin in one area (county, city) and end in another. Trips requiring a transfer from one system to another can be time-consuming and inconvenient, and difficult for persons with disabilities. Connectivity improvements should address travel for passengers both on fixed route and paratransit programs.

Additional strategies to enhance coordination that were identified during the CTP Update process include:

- Provide transit hubs for connectivity of dispersed services

- Work with local agencies to include requirements for bus shelters in the development review process. City of Wilsonville has such requirements. Other cities, such as City of Portland, do as well.

- Enhance partnerships between cities and services to share and coordinate transportation services.

Innovative Partnerships and Collaboration

Throughout the CTP Update process the STFAC expressed strong desire to advocate for and support new and innovative collaborative partnerships and service models. Ideas for innovative partnerships and collaboration with new partners that were identified during the CTP Update process include:

- Utilize and update existing ridesharing platforms. Drive Less Connect, an online ridesharing platform operated by ODOT and promoted by Metro, could be upgraded and expanded to help connect rides among individuals who have accessibility challenges.

- Develop on-demand ride-matching technology that is user-friendly and accessible

- Explore partnerships with TNCs operating in the region, like Uber and Lyft. Public-private partnerships can expand the number of transportation providers, encourage software integration and improve customer experience through first-mile/last-mile transportation. This is currently being done in Kansas City, Kansas and Dallas, Texas.

- Approach medical facilities, grocery stores, etc. to participate financially in community shuttles serving their sites.

  o Ride Connection worked with Mary's Woods assisted living campus to establish a connector service to Highway 43. Mary's Woods provides the vehicle and transportation program coordination and Ride Connection provides funding for driver time and technical assistance.

- Partner with places of worship to coordinate ridesharing.

- Explore opportunities for companies and organizations such Walmart, Boy and Girl Scouts, etc. to enhance bus stops or volunteer as drivers for service projects.

- Explore partnerships with schools to utilize their buses and drivers for community shuttles and other types of trips. *Ride Connection currently works with 20 programs across 13 different school districts.*

Table 5-7. Actions to Promote Coordination and Innovative Collaboration among Service Providers

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
34. Consider expanding E-fare participation within the Tri-County region	Conduct a peer review of electronic fare systems, prepare a gap analysis report for potential new participants and develop a Project Management Plan identifying new and existing participant roles and responsibilities	ODOT, TriMet, Rural transit agencies	2016	x		
35. Improve regional connections between modes and service providers	Use Hop Fastpass trip pattern data to analyze regional connections to identify opportunities to make service improvements	ODOT, transit agencies	2016-2018		x	

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
36. Coordinate with public and private sector: joint scheduling or sharing of vehicles	Build off of successful pilot with Mary's Woods and work with assisted living facility with vehicle, church, grocery store, or school districts	Ride Connection, transit agencies	Ongoing		x	
37. Coordinate with medical facilities, Seniors and/or Persons with Disabilities transportation consumers and their representatives to optimize trip scheduling	Develop information for medical providers illustrating opportunities to work with transit providers and coordinate customer travel schedules	Ride Connection, transit agencies, Coordinated Care Organizations, medical providers, Access to Care	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
38. Expand awareness of home delivery services (i.e. groceries, library) to people who stay at home in order to assist with "aging in place" and providing independence for persons with disabilities	Continue collaboration and coordination between transit and human service agencies and providing information through provide information and referral on this through Travel Options Counseling where appropriate.	Social service agencies, Ride Connection, private sector	Ongoing			x
39. Continue program to provide fare assistance for people whose primary barrier to using public transit is financially based.	Implement fare assistance program or other steps to assist such riders	Ride Connection, social service providers and transit agencies throughout the Tri-County area	Ongoing	x		
40. Coordinate outreach and advocacy activities with CCO development	Continue discussions with CCOs, County Departments of Social Services, State OHA	Ride Connection, TriMet and other transit providers	Ongoing	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
41. Develop a centralized information system that can be accessed by people needing information on applicable transportation resources for them.	Identify site and staff resources	STFAC and sub-committee will likely lead; ADRC, 211	Ongoing		x	
42. Explore partnerships with TNCs such as Uber or Lyft to provide first-mile/last-mile transportation for customers that can utilize fixed-route transit for part of their trip.	Explore agreements and funding approach being utilized in Kansas City, Kansas and Dallas, Texas.	Transit agencies, Ride Connection	2017	x		
43. Explore opportunities to expand Drive Less Connect or develop a new platform for ridematching for seniors and persons with disabilities	Work with Drive Less Connect or other sources to explore opportunities.	TriMet, Ride Connection	2017	x		

Action	Next step	Responsible party	Time frame	Tier 1	Tier 2	Tier 3
44. Monitor OHP-funded non-emergency medical transportation for coordination opportunities	Identify how to include updates on NEMT at STFAC updates	STFAC and sub-committee	Ongoing	x		

6. FINANCIAL PLAN

The tri-county area is at the beginning stages of a dramatic demographic shift that will have substantial implications for transportation costs and services for seniors and persons with disabilities.

Today in the tri-county area, approximately one in ten people in the TriMet service district is over age 65 or has a disability. By 2030, this will increase to nearly one in five people. Between the years 2015 and 2030, the growth of people age 65 and older will increase 70 percent, while the growth of the general population will be 20 percent.

As a result of this demographic shift, the tax base will be smaller relative to the number of people needing services. The demand for specialized transportation services is expected to grow with the increase in the senior population, and more costly services, such as door-to-door transportation are likely to be needed.

The most expensive of these services is ADA complementary paratransit; a paratransit ride costs approximately ten times that of fixed route service. In addition, fixed route service allows for a very low marginal cost of additional trips until the capacity of the vehicle is reached. In comparison, ridership growth on complementary paratransit service results in a more one-to-one rate of increase in service and vehicle purchases.

The following sections describe how the State of Oregon STF and federal §5310 funding programs have been utilized, and the updated process the TriMet STFAC will use to allocate STF and §5310 funds.

STATE SPECIAL TRANSPORTATION FUND (STF) PROGRAM

The three-county STF area receives approximately $10-15 million in STF formula, supplemental, and discretionary funds each biennium (every two years). STF funds have played an important role in the expansion of community-based services for seniors and persons with disabilities the last five years as well as in the preservation of fixed route and complementary paratransit services. STF funds have permitted:

- areas outside transit district boundaries to provide transportation to people who don't have service;

- non-profit transportation providers to hire paid drivers, improving the reliability of the service over that which can be provided with volunteers.

- transit agencies outside the TriMet district to add routes to better serve seniors and persons with disabilities.

These programs, funded with STF funds, may have helped stem the growth of TriMet's LIFT ridership and SMART dial-a-ride, thus preserving the Portland area fixed route bus and rail system. Ride Connection ridership of seniors and persons with disabilities grew from 198,000 rides in FY 2000 to 434,900 rides in FY2014 with a commensurate increase in service. LIFT ridership has remained fairly stable for 10 years. LIFT boardings in FY2005 were 1,026,156, and in FY2015 were 1,042,272, with a high during that period of 1,122,036 in FY2008. The fairly stable demand for LIFT despite the growth in the population of seniors and persons with disabilities may be attributed to efforts of RideWise and Ride Connection, changes to LIFT eligibility and promoting less costly transportation alternatives.

STF formula funds cover 6% of transit agencies' costs of door-to-door services for seniors and people with disabilities. The STF formula program supports about 41% of the City of Sandy's paratransit costs; 66% of Wilsonville's; 31% of Canby's; and 5% of TriMet's paratransit costs

§5310 FUNDS

The tri-county area received approximately $10.7 million in §5310 funds for the 2016-17 biennium. These funds are improving transportation for seniors and persons with disabilities transportation by providing for:

- vehicle maintenance and new vehicles for transit agencies as well as Ride Connection and its partners;
- operations that both maintain and expand service;
- mobility management; and

technology capital and IT infrastructure.

OTHER FUNDS

Grant funds that are not available through the STFAC process are offered from a variety of other sources and may be available to transit providers for planning transit projects and improving coordination. These grants include:

Transit Planning 4 All

The mission of this project, sponsored by the Department of Health and Human Services' Administration for Community Living is to demonstrate the value that

inclusive processes can bring to transportation efforts. Grant funds for inclusive planning projects and technical projects are made available on an ad-hoc basis.

The Community Transportation Association of America, in partnership with Easter Seals, National Association of Area Agencies on Aging, and Westat, is developing, testing and demonstrating ways to empower people with disabilities and older adults to be actively involved in designing and implementing coordinated transportation systems. Their goal is to support communities nationwide in adopting sustainable, scalable, and replicable models that include participation of people with disabilities and older adults in the design and implementation of responsive, coordinated transportation systems.

Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants program

Rides to Wellness Demonstration Grants are part of a series of activities to support FTA's Rides to Wellness Program that seeks to address challenges for the transportation disadvantaged in accessing health and wellness services. The goal of the competitive Rides to Wellness Demonstration Grants is to find and test promising, replicable public transportation healthcare access solutions that support the following Rides to Wellness goals: increased access to care, improved health outcomes and reduced healthcare costs.

PROJECTED FUNDING NEEDS

The STF program funding has not kept up with increasing paratransit costs. Serving the growing population of seniors and persons with disabilities and addressing gaps in service will require more money.

- The tax base supporting STF formula funds is a declining source of revenue as it is not keeping pace with the growth of the senior population and it is funded by cigarette tax revenue, excess revenue earned from sales of photo ID Cards, and other funds from Oregon Department of Transportation. Additional funding will be needed just to maintain services at current levels and provide inflation increases to providers.

- The state discretionary STF program also remains a flat source of revenue. This program does not provide enough funding to continue existing services and provide for on-going vehicle maintenance and replacements.

CURRENT FEDERAL AUTHORIZATION

The latest federal transportation funding authorization is the five-year Fixing America's Surface Transportation (FAST) Act, which was signed in December 2015. Highlights of FAST that are relevant to the CTP are summarized in Table 6-1.

Table 6-1. FAST Act Highlights

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
§5307 - Urbanized Area Formula Program	Provides funding for transit capital, operations, planning, and engineering in urbanized areas (which have a population of 50,000 or more). This includes some ADA complementary paratransit service costs.	Modified	'"100 bus rule" is modified to include non-ADA general population demand response transit service Allows 20% of allocation to be used for operations of ADA paratransit under certain conditions Directs recipients to maintain equipment and facilities in accordance with their transit asset management plan Eliminates requirement to spend 1% of 5307 funds on Associated Transit Improvements Allows use of up to 0.5% of 5307 funds for Workforce Development Increases the Small Transit Intensive Cities (STIC) tier starting in FY 2019 Funding: $4.53 Billion (FY 2016) authorized Small but not substantial changes in funding levels from previous years
§5310 - Enhanced Mobility of Seniors & Individuals with Disabilities	Provides funding to support transportation for the elderly and persons with disabilities. Provides funding for vehicles,	Modified	Allows states or localities that provide transit service to be direct recipients under this section Requires FTA to develop a best practices guide for §5310 service providers Introduces a new Pilot Program for

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
	wheelchair lifts, scheduling systems, mobility management programs, contracted services, services beyond those required by the ADA, travel training, and more.		Innovative Coordinated Access & Mobility (to improve coordination of transportation and non-emergency medical transportation services)
			Requires Coordinating Council on Access and Mobility (CCAM) to produce a strategic plan to address coordination across the federal government
			Funding: $263 million (FY 2016) authorized from the Trust Fund
			Small but not substantial changes in funding levels from previous years
§5311 - Formula Grants for Rural Areas	Provides funding for transit capital, planning, and operations in rural areas (population less than 50,000), including job access and reverse commute projects.	Modified	Increases the tribal formula authorization to $30M/year, maintains the $5M discretionary tribal program
			Allows advertisement & concessions revenue as local match
			Clarifies what costs are to be counted as local match with respect to intercity bus feeder service
			Recipients may now use up to 20% of their 5311 allocation (previously 10%) for the operation of paratransit service, if certain conditions are met
			In determining the amount of the unsubsidized portion of privately provided intercity bus service that connects feeder service that is eligible as in-kind local match, all operating and capital costs can now be included without revenue offset
			Funding: $620M (FY 2016) authorized from the Trust Fund
			Small but not substantial changes in funding levels from previous years

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
§5314 - Technical Assistance & Workforce Development	Supports technical assistance activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws (including the ADA), meet the transportation needs of the elderly, and more. Supports activities that address public transportation workforce needs through research, outreach, and training.	Consoli-dated	Consolidates former §5314 and §5322 into a single section for both eligibilities, and maintains the National Transit Institute (NTI) Workforce Development remains a competitive program, with outreach to additional populations, a focus on national training standards, increased **outcome requirements, and a Report to Congress** **Allows use of up to 0.5% of 5307 funds for Workforce Development** **Funding: $9M**/year from the Trust Fund, of which $5M is set-aside for NTI, and an additional $5M/year authorized from the General Fund (subject to appropriations) Small but not substantial changes in funding levels from previous years
§5339 – Buses and Bus Facilities	Provides funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to	Modified	Recipients of 5307 and 5311 may now be direct recipients of Section 5339 funds. Discretionary components added: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A new pilot provision for urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
	modify low or no emission vehicles or facilities.		formula funds between designated recipients. Allows states to submit statewide applications for bus needs. Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Sources: "The Federal Transit Administration's Programs under the FAST Act." Presentation. FTA, Washington, D.C., January 2016. And "FTA Program Fact Sheets under the FAST Act." Web page. FTA, Washington, D.C., Updated March 24, 2016.

National Aging and Disability Transportation Center Resources

The National Aging and Disability Transportation Center (NADTC), the Federal Transit Administration's newest technical assistance center, has launched a new website to provide easy access to a wealth of useful resources and information. The NADTC focuses on leveraging FTA's §5310 formula grants and other transit investments.

The clearinghouse offers resources created through FTA's investments in technical assistance supporting accessibility and mobility.

FUNDING PROCESS

One of the key roles of the STFAC is to review applications for STF and §5310 funds and make recommendations for funding between project applications. The application review and evaluation process was discussed as part of the CTP update process. Through a series of meetings and a workshop, the STFAC was asked to articulate and share their experiences, perceptions and opinions about the funding process, funding application categories, evaluation criteria, and application format. A summary of the topics discussed at the workshop focused on the application process is provided below. *A summary of the STFAC workshop on the funding process and application review criteria can be found in Attachment L.*

- **Funding Process.** The proposed application review process for reviewing funding applications identifies a seven step process that includes three STFAC meetings, and identifies actions that will occur by TriMet staff and STFAC members between meetings and between funding cycles.

- **Funding Application Categories.** The proposed funding application categories were updated based on input received at previous meetings to more clearly separate capital from operations. The categories now include capital projects and operations projects under "Maintaining Existing Service" and "Service Expansion" projects. There is also a category for "New Initiatives".

- **Evaluation Criteria.** The proposed evaluation criteria are related to the CTP Priorities. The criteria each include a series of questions to help describe how different types of applications may address the criteria. Applicants will be asked specifically to address these criteria and the STFAC members will evaluate each application how well they address the criteria.

- **Funding Applications.** The proposed updated funding applications have two forms. The first form provides information about the applicant's organization and they will complete this only once, regardless of how many different project applications they submit. The second form will get filled out for each project application submitted by an applicant.

The proposed funding process, application categories, and application review criteria can be found in Attachment M. A pair of draft funding applications can be found in Attachment N.

7. CONCLUSIONS

The region is growing rapidly and the population of seniors and/or persons with disabilities is growing even faster as a share of the total population. In order to support and maintain strong communities, there is a growing emphasis on "aging in place" which means that demand for transportation is expected to remain strong and grow over time. Strong coordination, collaboration, and innovation will be critical to meeting the transportation needs of seniors and/or persons with disabilities in the future.

The CTP defines priorities and action steps to support a cost-effective, efficient and high-quality transportation network for seniors and/or persons with disabilities. It also looks forward to future needs, identifying those needs, calling for actions to help address them. Among the many actions called for, some highlights include:

- Creating an implementation sub-committee of the STFAC to help ensure that actions are carried through and that the region continues to collaboratively seek additional funds for identified service needs
- Strengthening the focus on performance measurement and monitoring including updating current data reporting to make it more focused and user-friendly
- Encouraging use of fixed-route transit, which has a much lower cost per ride and therefore offers the opportunity to provide mobility for many more people with whatever the resources available
- Managing ADA service demand to ensure that those who need it have it available and manage future costs
- Enhancing pedestrian access and participating in land use decision-making to make it easier for seniors and/or persons with disabilities to not have to rely on paratransit or individual rides, but be able to get around more on their own or on fixed-route transit
- Maintain current cost-effective services that meet the needs of Seniors and/or Persons with Disabilities
- Expand or establish new services and programs to provide greater coverage, more span throughout the day and weekends, as well as expanding the most cost-effective services and new technologies
- Improve the customer experience with better information
- Create a safer environment and improve the perception of safety with infrastructure like lighting and with information and outreach

- Promote coordination and innovation with a range of activities from electronic fares that are seamless between systems, sharing of vehicles and trips and other potential partnerships

The CTP service guidelines and actions are consciously unconstrained by current available dollars. This helps better define the real need for additional funds and sets a high bar to encourage seeking additional resources to provide these services.

Transportation and mobility are fundamental to a person's well-being. To support fulfilling and productive lives for the residents of the tri-county area, this plan aims to maintain and improve current services and expand services to meet current and future needs.

Attachment A   Common Acronyms

COMMON ACRONYMS

AARP   American Association of Retired Persons

ACS   American Community Survey

ADA   Americans with Disabilities Act

AVL   Automatic Vehicle Location

BRT   Bus Rapid Transit

CAT   TriMet Committee on Accessible Transportation

CAR   Catch-a-Ride

CCAM   Coordinating Council on Access and Mobility

CCO   Coordinated Care Organization

CCSSD   Clackamas County Social Services Division

CL   Central Loop

CTP   Community Transportation Program

DAR   Dial-a-Ride

EDTP   Tri-County Elderly and Disabled Transportation Plan

FAST   Fixing America's Surface Transportation

FLAP   Federal Lands Access Program

FY   Fiscal Year

FTA   Federal Transit Administration

JPACT   Joint Policy Advisory Committee on Transportation

MTP   Medical Transportation Providers

NADTC   National Aging and Disability Transportation Center

NTI   National Transit Institute

ODOT   Oregon Department of Transportation

OHP   Oregon Health Plan

OSHU   Oregon Health Sciences University

PNA   Pedestrian Network Analysis

POV   Privately Owned Vehicle

PSU   Portland State University

RTP   Regional Transportation Plan

RTCC   Regional Transportation Coordinating Council

SAM   Sandy Area Metro

SCTD   South Clackamas Transit District

SMART   South Metro Area Rapid Transit

SPD   Seniors and People with Disabilities (formerly SDSD)

STF   Special Transportation Fund (Discretionary and Formula)

STFAC   Special Transportation Fund Advisory Committee

TAC   Transit Advisory Committee

TCRP   Transit Cooperative Research Program

TMA   Transportation Management Association

TNC   Transportation Network Company

TRP   Transportation Reaching People

WCDAVS   Washington County Disabilities, Aging, and Veterans Services

WTS   Woodburn Transit

WVDO   Willamette Valley Development Officers

Attachment B   Glossary of Terms

GLOSSARY OF TERMS

Accessibility	The extent to which facilities, including transit vehicles, are barrier-free and can be used by people who have disabilities, including wheelchair users.
ADA	Americans with Disabilities Act: Passed by the Congress in 1990, this act mandates equal opportunities for persons with disabilities in the areas of employment, transportation, communications and public accommodations. Under this Act, most transportation providers are obliged to purchase lift-equipped vehicles for their fixed-route services and must assure system-wide accessibility of their demand-responsive services to persons with disabilities. Public transit providers also must supplement their fixed-route services with paratransit services for those persons unable to use fixed-route service because of their disability.
ADA Eligible	ADA Eligible refers to eligibility for complementary fixed route paratransit. Individuals who qualify must be unable to used fixed route due to a disability.
Boarding Rides	Boarding rides are counted each time a person enters a vehicle. Boardings and rides all refer to boarding rides.
Boarding Rides per Vehicle Hour	The number of boardings divided by the vehicle hours of service. Describes a route's productivity.
Brokerage	A method of providing transportation where riders are matched with appropriate transportation providers through a central trip-request and administrative facility. The transportation broker may centralize vehicle dispatch, record keeping, vehicle maintenance and other functions under contractual arrangements with agencies, municipalities and other organizations. Actual trips are provided by a number of different vendors.

Complementary Paratransit	Paratransit service that is required as part of the Americans with Disabilities Act (ADA) which complements, or is in addition to, already available fixed-route transit service. ADA complementary paratransit services must meet a series of criteria designed to ensure they are indeed complementary.
Coordination	A cooperative arrangement between transportation providers and organizations needing transportation services. Coordination models can range in scope from shared use of facilities, training or maintenance to integrated brokerages or consolidated transportation service providers.
Corridors	The Corridor concept is from the 1997 Regional Framework Plan. Corridors are not as dense as centers, but also are located along good quality transit lines. They provide a place for densities that are somewhat higher than today and feature a high quality pedestrian environment and convenient access to transit. Typical new developments would include row houses, duplexes and on to three story office and retail buildings, and average about 25 persons per acre.
Curb-to-Curb Service	A common designation for paratransit services. The transit vehicle picks up and discharges passengers at the curb or driveway in front of their home or destination. In curb-to-curb service the driver does not assist the passenger along walks or steps to the door of the home or other destination.
Demand-Response Service	The type of transit service where individual passengers can request transportation from a specific location to another specific location at a certain time. Transit vehicles providing demand-response service do not follow a fixed route, but travel throughout the community transporting passengers according to their specific requests. Can also be called dial-a-ride. These services usually, but not always, require advance reservations.

Deviated Fixed Route	This type of transit is a hybrid of fixed-route and demand-response services. While a bus or van passes along fixed stops and keeps to a timetable, the bus or van can deviate its course between two stops to go to a specific location for a pre-scheduled request. Often used to provide accessibility to persons with disabilities.
Disability	The limitation of normal physical, mental, social activity of an individual. There are varying types (functional, occupational, learning), degrees (partial, total) and durations (temporary, permanent) of disability.
Door-to-Door Service	A form of paratransit service which includes passenger assistance between the vehicle and the door of his or her home or other destination. A higher level of service than curb-to-curb, yet not as specialized as door-through-door service (where the driver actually provides assistance within the origin or destination).
Fare Box Revenue	A public transportation term for the monies or tickets collected as payments for rides. Can be cash, tickets, tokens, transfers and pass receipts. Fare box revenues rarely cover even half of a transit system's operating expenses.
Fixed-route	Transit services where vehicles run on regular, pre-designated, pre-scheduled routes, with no deviation. Typically, fixed-route service is characterized by printed schedules or timetables, designated bus stops where passengers board and alight and the use of larger transit vehicles.
Frequent Service	TriMet service that operates every fifteen minutes or better, every day. 16 bus routes and all MAX lines meet this level of service.
FY (Fiscal Year)	In Oregon, public agency Fiscal Years start on July 1 of the preceding calendar year. FY 2005 is from July 1, 2004 to June 30, 2005.

JARC (Jobs Access Reverse Commute)	Federal formula funds available to provide transportation to assist low income individuals get to work.
Match	State or local funds required by various federal or state programs to complement funds for a project. A match may also be required by states in funding projects, which are joint state/local efforts. Some funding sources allow services, such as the work of volunteers, to be counted as an in-kind funding match. Federal programs normally require that match funds come from other than federal sources.
Medicaid	Also known as Medical Assistance, this is a health care program for low-income and other medically needy persons. It is jointly funded by state and federal governments. The Medicaid program pays for transportation to non-emergency medical appointments if the recipient has no other means to travel to the appointment.
New Freedom	Federal formula funds for transit agencies to provide services to people with disabilities that are above and beyond what the ADA requires.
Paratransit	Types of passenger transportation that are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand-response transportation services, subscription bus services, shared-ride taxis, car pooling and vanpooling, jitney services, and so on. Most often refers to wheelchair-accessible, demand-response van service.

Service Route	Another hybrid between fixed-route and demand-response service. Service routes are established between targeted neighborhoods and service areas riders want to reach. Similar to deviated fixed routes, service routes are characterized by flexibility and deviation from fixed-route intervals. However, while deviated fixed routes require advanced reservations, service routes do not. A service route can include both regular, predetermined bus stops and/or allow riders to hail the vehicle and request a drop-off anywhere along the route.
Special Transportation Fund (STF)	State funds for transportation for elderly and people with disabilities.
Total Transit System	TriMet's term for all of the attributes that make transit an attractive choice for riders, including customer information, easy access to transit, comfortable places to wait, high quality transportation (frequent, reliable, comfortable), safety and security.
Trip	A one-way movement of a person or vehicle between two points. Many transit statistics are based on unlinked passenger trips, which refer to individual one-way trips made by individual riders in individual vehicles. A person who leaves home on one vehicle, transfers to a second vehicle to arrive at a destination, leaves the destination on a third vehicle and has to transfer to yet another vehicle to complete the journey home has made four unlinked passenger trips.
Urban Growth Boundary (UGB)	The UGB controls urban expansion onto farm, forest and resource lands. Metro, the regional government, manages the UGB as required by state law.
Vanpool	A prearranged ridesharing service in which a number of people travel together on a regular basis in a van. Vanpools may be publicly operated, employer operated, individually owned or leased.

Vehicle Hours

Vehicle hours include revenue hours plus the time it takes a vehicle to travel from the garage to the end of the line.

Attachment C   STFAC Membership Roster

STFAC MEMBERSHIP ROSTER (MARCH 8, 2016)

Membership Category Description	Number of Persons	Committee Members	
		Name	**Through Year**
Those interested persons who are members of the TriMet Committee on Accessible Transportation (CAT), excepting the CAT member who is a Board member	Up to 14	Jan Campbell, Chair	2016
		Claudia Robertson, Vice Chair	2016
		John Betts	2017
		Leon Chavarria	2017
		Zoe Presson	2016
		Chris Walker	2016
		Paul Pappas	2017
		Patricia Kepler	2017
		Deidre Hall	2017
Seniors or persons with disabilities who reside in Clackamas County	2	Dick Jones	2016
		Joseph Lowe	2017
Seniors or persons with disabilities who reside in Multnomah County	2	Raissa Moore	2016
		Andrea Belcher	2017
Seniors or persons with disabilities who reside in Washington County	2	Ross Mathews	2016
		Anthony Butler	2017
Seniors or persons with disabilities who reside outside the TriMet District	2	Glenn Koehrsen	2016
		(Vacant)	

Membership Category Description	Number of Persons	Committee Members	
		Name	Through Year
Staff representatives of the respective County Agencies on Aging and Disability; one per county	3	Teresa Christopherson, Clackamas County	2016
		Jeff Hill, Washington County	2016
		Monica Sandgren, Multnomah County	2017
Staff representative of TriMet	1	Kathy Miller	2017
Staff representative of Ride Connection	1	Elaine Wells	2016
Staff representatives of public transit entities other than TriMet, including a rural transit entity representative	2	Andi Howell, City of Sandy	2017
		Steve Allen, City of Wilsonville	2016
Seniors or Persons with Disabilities Living in the Service Area	4	David Keyes	2016
		George Payne	2016
		Ron Thompson	2017
		Mary Lou Ritter	2017

Attachment D   STFAC Meeting Summaries

STFAC Meeting #1
Friday, January 29th, 2016
Meeting Summary

Attendees:

Steve Allen	Kathy Miller	Karyn Criswell
Jan Campbell	Raissa Moore	Melody Macready
Leon Chavarria	Paul Pappas	Mamak Tabrizian
Teresa Christopherson	George Payne	Molly Hanson
Deidre Hall	Zoe Presson	Hannah Quinsey
Jeff Hill	Claudia Robertson	Alan Lehto
Andi Howell	Ron Thompson	Susan Wright
Dick Jones	Chris Walker	Zachary Horowitz
David Keyes	Elaine Wells	Anais Mathez
Glen Koehrsen	Dion Graham	
	Julie Wehling	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome and Introductions
Jan Campbell (STFAC Chair) opened the floor at 9:05 AM. All attendees introduced themselves around the room.

Review of STF Discretionary Fund Applications
Alan Lehto (TriMet) provided context for the STF discretionary funds.
- He noted that the good news is there are available funds, but the bad news is that there is not enough to meet all the requests.
- He explained that there are two items to for the committee to accomplish:
  - Provide a recommendation to the state n how to distribute the STF funds
  - Update TriMet's Coordinated Transportation Plan for Elderly and People with Disabilities (CTP)

Coordinated Transportation Plan: Purpose and Desired Outcomes
Hannah Quinsey (TriMet) introduced the Coordinated Transportation Plan, explaining that the upcoming series of STFAC meetings will set the stage to provide an updated CTP, recommendations to the TriMet Board, and then final approval.
- The CTP packet materials were reviewed, which included:
  - Agenda
  - STFAC meeting list
  - STFAC committee roster

- o   Chapter 1 of the CTP (Vision and Guiding Tenets)
- o   The existing CTP's continuum of services matrix
- o   Surveys for transit and social service providers
- o   Summary of Oregon Project Independence
- Hannah reminded the group that she and Alan are in TriMet's Planning Department – their roles with the STFAC is to reflect and support the committee's consensus. The TriMet Board has approved all new members of the STFAC.

Scope and Schedule for Plan Update

Susan Wright (Kittelson & Associates) introduced the role that the consultants will play in updating the CTP, noting:

- The STF funding awards and the CTP are separate processes.
- The CTP will include information on how to make the STF process (for the next funding cycle) better in regards to applications and reporting – though this is a secondary goal of the CTP.
- Susan reviewed the proposed "big picture" agendas for the upcoming STFAC CTP meetings (6 meetings in all, running from January to May in 2016). Two other STFAC meetings will be dedicated to the 2016 STF Discretionary Fund Applications.
    - o   The next STFAC meeting discussing the CTP will be on February 19 and cover chapters 2, 3, and 4 of the CTP.
    - o   The March 4 meeting will be a worksession where the identified needs will be discussed.

Process, Roles and Responsibilities

- The roles and responsibilities of the STFAC, TriMet, and the consultant team were reviewed.
    - o   STFAC members have the responsibility to report on the needs of their representative constituencies.
- The updated CTP will not be able to include and address everything. The plan will need to be completed on time and approved in order to prepare for the next funding cycle.
- The "ground rules" for the CTP meetings were discussed – the concept of consensus was defined.

CTP Vision and Guiding Tenets

Susan introduced Chapter 1 – Guiding Vision and Tenets and reviewed the 7 tenets. She asked the STFAC to reflect on what they want changed or what they think is missing.

- There was a suggestion to include more of a land use focus, and to possibly include a representative from Metro on the STFAC.
- Missing infrastructure (e.g. sidewalks) can be as much of a barrier to accessibility as service gaps.
- It was suggested that follow-up reviews after STF money has been spent (on service, vehicles, for example) would be helpful in evaluating performance and reporting on the benefits of funding decisions.

Existing Transportation Services and Needs Assessment – Research to Date

Anais Mathez (Cogan Owens Greene) provided an overview of research to date. She reviewed the continuum of services matrix and described it as the foundation of the needs assessment work in the CTP.

- The list of transit service providers and details about their services will be updated, and could include two new elements: populations served and the level of service provided (who is eligible, geographic area, etc.)
- Suggestions to update the matrix included:
    - Grovelink in Forest Grove
    - Identify Cornelius and Forest Grove as being within the UGB
    - Add Banks, North Plains, Tualatin, Hillsboro and Estacada
- Alan Lehto commented that only areas with unique services should be included in the matrix.
- There was interest in refining the geographic categories (urban, rural, large and small communities) to provide better details.
- Suggestions included:
    - Add intercity connections as a way to drive the "coordinated" aspects of Plan, and include overall statewide transit goals.
    - Include updated population and Census data as part of the demographic section and define geographic service areas.
    - The level of service should be defined to include day of week, time of days, geographic extents, service frequencies, type of service (door-to-door, curb-to-curb).
- Anais asked all providers and STFAC members to complete the survey that was sent out. She will follow up with phone calls.
- Hannah asked the STFAC who else should be included on the surveys. Suggestions included:
    - Community planning organizations
    - Edwards Center
    - Senior centers
    - Churches
- It was noted that the responsibility to include social service agency information falls to the STFAC members that represent the social service agency in each county.
- Discussions of transportation needs with a wider audience will occur over the next three STFAC meetings (not including the 2/12 meeting).
- The survey is baseline information that will help identify gaps.

Oregon Project Independence

Anais briefly described Oregon Project Independence (OPI), noting their potential role in the CTP process.

- OPI can be an applicant for STF funds
- OPI can help define transportation needs.

- Most transportation needs as part of OPI need to be approved by the state – only Washington County is currently approved.
- Clackamas County is not currently a AAA, and meets some OPI needs through case management and in-home care.

Next Steps

- The next steps will be to continue working on updating the first set of chapters, completing the survey results and continuum of services. Susan noted that the team will report back on February 19th.

Adjourn

Jan adjourned the meeting at 12:00 PM.

STFAC Meeting #2
Friday, February 12th, 2016
Meeting Summary

Attendees:

Zoe Presson	Hannah Quinsey	Jessica Escobar
Raissa Moore	Kathy Miller	Kevin Chambers
Dave Keyes	Teresa Christopherson	Patty Fink
Dick Jones	Steve Allen	Dean Orr
Glenn Koehrsen	Chris Walker	Emily Nichols
Jeff Hill	Ron Thompson	Julie Wehling
Elaine Wells	Andi Howell	Melody Macready
Deidre Hall	Karyn Criswell	Kevin Chambers
Jan Campbell	Molly Hanson	Jackie Tate
Claudia Robertson	Cora Potter	Joseph Lowe
Alan Lehto	Dion Graham	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome and introductions

Jan Campbell (STFAC Chair) opened the floor at 2:00 PM. All attendees introduced themselves around the room.

Review of the Charge and Timeline

Alan reviewed the meeting timeline and reminded the committee that the outcome of this meeting is to bring a recommendation to bring to the board the following week.

- Awards are announced in May and money will be ready for expenditure starting July 1st.
- The rankings of all the projects and proposals will be done through consensus unless a decision warrants a vote.

Review of the Results of the STFAC Project Evaluation

- A correction is noted to Application #13. The scaled request is now $214,764.
- Hannah noted that evaluation scores were received from 16 committee members. There were six staff, nine non-staff and one unidentified responses. So far, responses reflect the right mix of representation between those that receive services and those that provide services, as per state law.

- Evaluation scores were calculated by looking at each of the scores provided for the transportation goals. These score were averaged for an overall rank. Projects are ranked from highest score to lowest score.
- Ride Connection was able to re-rank the projects within their organization, which is reflected in the updated sheets provided.
- Two questions were posed regarding TriMet's LIFT fleet information: What is the expected lifespan of these vehicles and is there anything to note about the timing of their replacements? Kathy Miller (TriMet) said she would follow up.

Straw Proposal Review

Alan described how they got from scores to straw proposal. Order on the Straw proposal is same as the order of the evaluation scores. Where it made sense, we went with the scaled back amount to see whether it was possible to get many of these projects above the black line.

- Some projects could be plucked out by ODOT and get funded by the statewide pot. Alan proposed to the group that when they take the ranked list, they would identify those specific projects that are good candidates for statewide funding. Do what we can to bolster that argument, allowing more room for projects out of the STF pot.

Discussion

Alan opened the floor up to discussion.
- Cora Potter (Ride Connection) clarified the process Ride Connection used for organizing their applications. Generally they fall into 3 categories: network significance, supporting existing programs or expanding programs.
- Claudia Roberson (STFAC Vice-Chair) emphasized that knowing the purpose of the funds was very helpful in scoring the projects.
- Application #19 (Clackamas County Dialysis Project) is identified as a potential fit for statewide funds because it is a delivery model that could be helpful for other rural communities.
- Glenn Koehrsen (STFAC Member) commented that application #7 doesn't have any cost estimates, i.e. how much are capital expenditures versus operational expenses. Kathy and provided a breakdown of costs.
- Ron Thompson (STFAC Member) commented that a transit center project should be funded primarily by the community.
- Application #3 is identified as a core-service project because it will help continue transit service along that corridor, which may not be able to continue without a new operations center.
- Glenn noted that because this fund comes as a surprise, the opportunity for extra funds should be geared towards projects that need a one-time capital investment that would sustain itself in the long term.
- Elaine Wells (Ride Connection) suggested that those people who were a part of writing the project application and in the room should feel free to answer any questions or provide further information.
- The following data point was offered for the SCTD Transit Center project (which currently operates from Shirley Lyon's home): when SCTD had their last compliance

review by the state, one of the items of note is that it is not a best practice to have a transit service provided out of someone's home. This project is critical because the ridership of this service is 30% elderly and people with disabilities (PWD).

- Kathy Miller comments that application #3 has been scaled down to the minimum amount necessary to qualify for matching funds from 5310. Application #8 could be scaled down to $100K because that would give them enough to be able to match for other funding pots. That would put TriMet's overall request at 18% of total funding, which Kathy thought was fair given TriMet's service area and ridership.
- The committee agreed to prioritize projects that require one-time funds versus those that may be more dependent on continuing expenditures.

Project Ranking Recommendation (Develop and approve a recommendation to TriMet Board)

- Claudia moved that the Straw Proposal be used as a starting point and take any amendments that come as discussion moves on. Jan made a motion to approve and the motion passed.
- The committee came up with the following ranking recommendations:

Rank	App #	Applicant	Program
1	9	Ride Connection	Inclusive Planning for Delivery of Dialysis
2	3	SCTD	SCTD Transit & Operations Center
3	15	Ride Connection	Vehicle Match
4	6	TriMet LIFT	LIFT Revenue Vehicles
5	5	City of Canby	CAT Vehicle Match
6	10	Ride Connection	Mid Multnomah County Funding Parity
7	7	TriMet LIFT	LIFT Automated Customer Information
8	22	City of Canby	CAT Security Cameras
9	16	Metropolitan Family Services (RC Partner Application)	Metropolitan Family Services Project Linkage
10	8	Ride Connection	Hands Free Fleet Retrofit
11	21	City of Sandy	Deviated Route, "Sandy Shuttle"
12	13	Ride Connection	Server Virtualization
13	19	Clackamas County Transportation Consortium	TRP F/T Paid Driver – Dialysis Transportation
14	2	SCTD	3 - 20 Passenger Vehicles
15	20	Mary's Woods @ Marylhurst (Clackamas County Application)	LO Medical Rides Enhancement
16	18	Clackamas County Transportation Consortium	TRP F/T Paid Driver – Medical Transportation
17	12	Ride Connection	New Partner Development
18	23	City of Canby	CAT Wilsonville Midday
19	14	Ride Connection	Addressing Unmet Need
20	1	Wilsonville SMART	Medical Transportation for E&D Operations
21	4	Clackamas County	Villages Shuttle Restoration/Expansion
22	11	Ride Connection	Mileage Reimbursement Rate Unification
23	17	Impact NW (RC Partner Application)	Transportation Services
24	24	City of Canby	CAT Southern Canby Connector

- Jan called a motion to vote on the project ranking recommendation. The vote passed.
- Alan confirmed that Applications #3, 9, 4 and 23 are identified as having statewide significance.
- Jan called a motion to vote on the recommendation for Applications #3, 9, 4 and 23 to be considered for statewide funding. The vote passed.

Adjourn

Jan adjourned the meeting at 12:00 PM.

STFAC Meeting #3
Friday, February 19th, 2016
Meeting Summary

Attendees:

John Betts	Kathy Miller	Jamie Snook
Jan Campbell	Raissa Moore	Francine Peterson
Teresa Christopherson	Paul Pappas	Hannah Quinsey
Deidre Hall	Zoe Presson	Alan Lehto
Jeff Hill	Claudia Robertson	Jake Warr
Andi Howell	Ron Thompson	Susan Wright
Patricia Kepler	Chris Walker	Zachary Horowitz
Glen Koehrsen	Elaine Wells	Anais Mathez
Joseph Lowe	Julie Wehling	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome and Agenda Overview
Jan Campbell (STFAC Chair) opened the floor at 9:00 AM. All attendees introduced themselves around the room.

- Alan Lehto (TriMet) thanked the group for their efforts in reviewing and ranking the STF Discretionary Fund Applications at the last meeting. He provided an update on the process.
- Jamie Snook (Metro) introduced herself as a new representative from Metro, and described her relevant work as project manager for the Regional Transportation Plan (RTP).
- Susan Wright (Kittelson & Associates, Inc.) reviewed the agenda, as well as the overall meeting list and outcomes. She noted the research, stakeholder outreach and survey information that the team has collected in the past few weeks.
- It was suggested that a call-in number is set up for people to dial in should they not be able to make one of the meetings. Hannah Quinsey (TriMet) confirmed that they will send out a phone number for the following meetings.

Chapter 2: Summary of Existing Services
Anais Mathez (Cogan Owens Greene) provided an overview of the background research to date regarding the summary of existing services. She reminded the group of the process through which this information was being updated. The Chapter 2 narrative was reviewed, in addition to the Continuum of Transportation Services matrix. The following suggestions were made:

- Add more information about the organizing and coordinating principle for the CTP. Review the former RTCC and their charge and duties regarding the CTP. Elaine Wells and others will help with providing this historical information.
- Add current and upcoming transit projects to the narrative, specifically under the TriMet section.

- Add Columbia County Rider, Yamhill City Transit and Tillamook WAVE to the narrative (all regularly-scheduled fixed routes).
- A question asked whether other services, like the Beaverton RideAbout, Cherry Blossom Shuttle and other deviated-fixed route and shuttle services should be added to the matrix.
- Eliminate the urban/rural service category column, and add TriMet to Cornelius and Ride Connection to Lake Oswego and West Linn
- Jackie Tate has more information to provide about the excerpt on Multnomah County.
- Elaine Wells has edits to provide for the Ride Connection piece.
- Hannah noted that she will send an email to the STFAC with the contact information for the consultant team, should anyone have any more edits to send.

Chapter 3: Service Guidelines

Susan introduced Chapter 3: Service Guidelines. She reviewed the narrative, noting the definitions that will be used to define service type (fixed route and paratransit) and service area (within and outside of the TriMet service area). These definitions will help in the review conformance to service guidelines. The following suggestions were made for Figure 3-2:

- Add a separate line for cities that are cut off by the TriMet service boundaries. Organize this table to clarify that if the city is served by TriMet then TriMet provides all of the paratransit services (door-through-door).
- Add a column for deviated route to Figure 3-1
- Change Large Community to > 2500, Small community from 250-2500, and Rural Community to <250
- The language should change from "Guidelines to "Goals."

Demographic Overview

Zachary Horowitz (Kittelson & Associates, Inc.) presented a preview of the demographic update to the CTP. He noted that the demographic information comes from the 2010 US Census and the 5-year American Community Survey (2010-2014). *See powerpoint slides included in the meeting packet for the key facts reviewed in the presentation.*

- He reminded the group that the demographic information is required in the CTP, and provides baseline information about the region to identify how well transportation needs have been served and what gaps exist in service. This helps inform strategies and priorities to address.
- Zachary referred to the set of draft maps in the meeting materials, noting that these visual elements will be included in the updated CTP.
- Jake Warr (TriMet) noted that they have TriMet ridership data that can be provided to identify trends and patterns for seniors and people with disabilities through Honored Citizen passes and LIFT boarding data. Zachary and Jake will connect on this after the meeting.
- A suggestion was made to overlay the various transportation service areas with the senior and disabled population.
- Hannah suggested that another useful map would depict missing sidewalks, data from which could be pulled out of TriMet's Pedestrian Network Analysis.

Next Steps

Susan reminded the group that the next meeting will be a worksession with invited stakeholders that will focus on identifying transportation needs and gaps across the region.

- The preliminary agenda for this meeting will include a presentation that provides an assessment of needs, changes in demographics and changes in service standards. The break-out session will be small group discussions.
- The invite list is currently being compiled, and will include, as per STFAC recommendations, transit service provider staff, community planning organizations, senior centers, mental health centers, adult care programs, among others.
- It was noted that the worksession will have equal, fair representation from across the region.
- Anais will make a worksession flyer for distribution.
- Hannah announced that according to STFAC bylaws, a nominating committee must be formed in order to introduce any new members to fill vacant positions. Hannah noted that they currently have several recommendations for new members, but a committee must be formed first. Vacancies currently exist for Multnomah County, Washington County and the TriMet service district.
- Jan made a call for five volunteers for the nominating committee. John Betts, Raissa Moore, Elaine Wells, Patricia Kepler and Claudia Robertson volunteered.

Adjourn

Jan thanked the group and adjourned the meeting at 12:00 PM.

STFAC Meeting #4
WORKSESSION
Friday, March 4ᵗʰ, 2016
Meeting Summary

STFAC Attendees

Jan Campbell	David Keyes	Ron Thompson
Teresa Christopherson	Glen Koehrsen	Chris Walker
Deidre Hall	Kathy Miller	Elaine Wells
Jeff Hill	Raissa Moore	Anthony Butler
Andi Howell	Paul Pappas	Leon Chavarria
Dick Jones	Zoe Presson	
Patricia Kepler	Monica Sandgren	

Other Attendees:

Dan Herman	Nick Hubler	Kirstin Greene
Zachary Horowitz	Vanessa Vissar	Hannah Quinsey
Julie Wilcke	Dion Graham	Susan Wright
Michelle Veenker	Julie Wehling	Alan Lehto
Stephan Lashbrook	Grace Cho	Anais Mathez
Michael Parker	Erich Brill	Karyn Criswell
Martha Spiers	Kendra Harding	Amber Kerr-Johnson
Amy Vlahos	Harvey Rice	Alex Page
Luke Norman	Sydney Herbst	Ellen Greenshaw
Jake Warr	Lisa Lesko	
Cora Potter	Jamie Snook	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome

Jan Campbell (STFAC Chair) opened the floor at 9:00 AM. All attendees introduced themselves around the room. The agenda was reviewed.

- Alan Lehto (TriMet) noted that they got unanimous approval for the STFAC's project recommendations. They will go on to the state the following week.
- Jake Warr (TriMet) announced that TriMet's Access Transit Program has made funding available for organizations that serve low-income transit riders and provide free or discounted passes.

Coordinated Transportation Plan for Elderly and People with Disabilities: Overview

Susan Wright (Kittelson & Associates, Inc.) provided a brief presentation of background information on the work done so far preliminary assessment of transportation needs, changing demographics and factors influencing those needs, as well as the level of service standards. Susan also noted the following:

- The goal of this worksession is to further expand the committee's understanding of transportation needs and service gaps for seniors and people with disabilities across the region.
- The information gathered will be used to inform the strategic initiatives in the 2016 update to the Coordinated Transportation Plan.

Workshop Discussion

Kirstin Greene (Cogan Owens Greene) introduced the worksession format and went over instructions and group assignments.

- The room broke out into seven small discussion groups, lead by the following discussion leaders: Jake Warr, Anais Mathez (Cogan Owens Greene) and Jamie Snook (Metro), Susan Wright, Alan Lehto, Vanessa Vissar (TriMet) and Zachary Horowitz (Kittelson & Associates).

Please see the meeting packet materials for the worksession questions and comment form accompanying the discussion.

Report Back

Please see the Workshop Summary attached to this document.

All the groups came back and each discussion leader provided a brief summary of their table discussion. Some of the highlights included:

- Group 1
  - A need for better weekend service, especially outlying areas.
  - Better coordination between the region's various transportation and social service providers.
- Group 2
  - Better mental health training and coordination between transportation service and medical providers.
  - 211 Info has access to a lot of resources and could be utilized better as a major clearinghouse for information related to all available services by type of need.
  - The CAHOOTS program in Eugene was identified as a good model for providing additional support for individuals with cognitive and/or mental health challenges.
- Group 3
  - Strategies should focus on infrastructure improvements and innovative public-private partnerships to help an individual complete the first or last mile of their trip. Specific focus areas for infrastructure improvements included Aloha and east Multnomah County.
  - More support for mental health training, and a need for continued non-emergency medical services.
  - The RTCC should be reconstituted to help implement the updated CTP.

- o Funding should be more stable so services can be adequately planned.
        - o While technology should be improved, some areas in the region still don't have adequate web or data service.
    - Group 4
        - o Not everyone knows what services are available or how they overlap. Efforts to better disseminate information is needed.
        - o Customer experience is important; additional support for individuals with mental and/or cognitive disabilities should be considered.
    - Group 5
        - o The need to better coordinate service with medical facilities, particularly around hospital discharge and dialysis schedules.
        - o Provide on-demand ride matching and e-fare technology.
        - o Provide more fixed-route service and dedicated funding to rural areas.
        - o More community-based circulator service to address spatial mismatch between populations and service area.
    - Group 6
        - o Customer experience was especially important, i.e. even knowing where restrooms are located along transit corridors and long medical trips.
        - o Services should be scheduled to minimize wait times.
        - o Social service organizations should employ "transportation ambassadors."
        - o Two common themes were "getting it right the first time" and "no wrong door."

Worksession and non-STFAC attendees were thanked and dismissed.

STFAC Housekeeping
- Jan gave an overview of the STFAC vacancies for (1) Multnomah County (2) Washington County and (3) Outside the TriMet District and (4) Senior or person with disability.
- Hannah Quinsey (TriMet) provided a brief background of the individuals nominated for the vacancies: Anthony Butler, Andrea Belcher, Mary Lou Ritter and Monica Sandgren.
- Elaine Wells (STFAC) moved that the STFAC accept Monica Sandgren as the Multnomah County provider, Andrea Belcher as the Multnomah County resident, Anthony Butler as the Washington County resident, and Mary Lou Ritter as TriMet service district.
- Glen Koehrsen (STFAC) seconded the movement. Vote passed; no oppositions or extensions.

Adjourn
Jan thanked the group and adjourned the meeting at 12:15 PM.

STFAC Meeting #5
WORKSESSION
Friday, March 18th, 2016
Meeting Summary

Attendees:

Zoe Presson	Andi Howell	Julie Wilcke
Andrea Belcher	Monica Sandgren	Cora Potter
Dick Jones	Tom Mills	Mary Lou Ritter
Michael Parker	Claudia Robertson	Dan Herman
Kathy Miller	Deidre Hall	Zachary Horowitz
Julie Wehling	Steve Allen	Alex Page
Anais Mathez	Jamie Snook	George Payne
Glenn Koehrsen	Bryan Hockaday	Hannah Quinsey
Ron Thompson	Dion Graham	Susan Wright
Jeff Hill	Leon Chavarria	Jan Campbell
Paul Pappas	Kerry Ayres-Palanuk	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome
Jan Campbell (STFAC Chair) opened the floor at 9:00 AM. All attendees introduced themselves around the room.

Needs Assessment Worksession: Report Back
Anais Mathez (Cogan Owens Greene) summarized the feedback from the last worksession, highlighting the following key themes from the discussion:
- Infrastructure improvements near key destinations such as senior centers, medical offices, etc are especially important.
- More funding is needed from more predictable sources of transportation.
- Better driver training is needed for people with cognitive and/or mental health challenges.
- Real-time, location-based technology services are important but a human hand is always necessary.
- Public-private partnerships can expand the number of transportation providers, encourage software integration and improve customer experience through first-mile/last-mile transportation

2012 CTP: Overview of Historical Context

Jan provided a historical context of the CTP.
- Mary Lou Ritter (STFAC Member) recounted the story of how Ride Connection started.
- Julie Wilcke (Ride Connection) recalled that the first plan was put together by a stakeholder group in 2000, prior to the requirement from the Federal government to have a Plan.
  - When the Regional Transportation Coordinating Committee was established, it was determined that 51% of its members had to have a disability or be an older adult.
  - In 2006, the Plan was updated and became the "Human Services Transportation Plan." The guiding tenets included coordinate, innovate, involve the community and improve the service foundation for the region.

Draft Chapter 5: Strategic Initiatives
Zachary Horowitz (Kittelson & Associates, Inc.) presented a peer review of innovations and best practices in other Coordinated Transportation Plans.
- The review aimed for geographic diversity and covered agencies that are roughly the size of TriMet.
- Strategies gleaned from other plans were categorized under the themes of funding, technology, customer service and environment and coordination.

The Future of Coordinated Transportation Services: Guest Speakers
Hannah Quinsey (TriMet) invited four guest speakers to speak about their vision of the future for some of the themes that were mentioned in the last worksession.
- Andi Howell (City of Sandy) spoke about customer service and the need to coordinate and reframe the conversation between customers and providers that encourages teamwork and coordination to overcome jurisdictional barriers. She also spoke about the opportunity to develop creative, simple solutions to redesign public transit infrastructure like bus stops.
- Dion Graham (TriMet) spoke about the importance of coordinating infrastructure improvements, like bus stops and sidewalks, to provide better access for people with disabilities and the elderly. He also spoke about opportunities for first-mile and last-mile transportation challenges.
- Julie Wilcke spoke about the importance of collaboration, authentic communication and encouraging public-private partnerships to create solutions.
- Bibiana McHugh (TriMet) spoke about technology advancements in transportation, noting the role of data in connecting complementary, on-demand transportation services.

Guiding Principles and Priorities for Developing Strategies
Susan Wright (Kittelson & Associates, Inc.) introduced the process for reviewing and updating the strategic initiatives.
- The committee shared reflections on the presentations and the information that resonated for updating the CTP strategies.

- Susan reviewed the updated language between the 2012 CTP guiding principles and draft 2016 CTP guiding principles, noting that the discussion groups will review the updated language for the draft guiding principles, priorities for project evaluation, and draft categories of applications for service expansion or improvement.

Discussion Groups and Report Back

The committee broke into smaller discussion groups to discuss the guiding principles and priorities, and the funding application categories. Then the groups came back to an overall discussion. Some of the highlights included:

- Group 1
  - Guiding principles are generally on track. add evaluation of performance to Principle #6. Add a principle regarding collaboration
  - Wasn't a need to prioritize the guiding principles but should be listed. The prioritization should eb determined every time there are funding decision to be made to reflect the current context.
  - Application categories were helpful. Add category for capital expenditures and a total breakdown of costs.
- Group 2
  - Do not prioritize the principles, but add language about land use, design and sustainability to the guiding principles.
  - Funding categories should identify which initiatives are new.
  - Data operating worksheets are helpful for a breakdown of costs.
  - Applications need to be presented to the committee, which emphasis on how much of the service will be geared towards the elderly and people with disabilities.
- Group 3
  - Guiding principles should be prioritized for cost-effectiveness
  - Require the listing of new partners to demonstrate collaboration efforts.
  - Add a category dedicated to vehicle maintenance and replacement.
  - A discussion of priorities needs to happen at each funding cycle to address lower tier applications).
- Group 4
  - Overall, guiding principles should not be prioritized, but the committee should establish priorities per funding cycle before projects are solicited.
  - Funding should be distributed equitably and relate to the user.
  - Multiple application types – include capital replacement.

- Group 5
  - Guiding principles are on track, and should not be prioritized,
  - Cost-effectiveness should be considered for each principle, not as a standalone.
  - Application categories should match to a principle.
  - Add capital expenditures to each category.
  - Include demand data in applications.

Anais noted that all the raw data will be included in the next meeting packet.

Next Steps

Hannah reviewed the committee timeline and meeting outcomes. Jan commented on the success of the breakout group format and encouraged a similar format for the remainder of the STFAC meetings.

Adjourn

Jan adjourned the meeting at 12:00 PM

STFAC Meeting #6
Friday, April 15th, 2016
Meeting Summary

Attendees:

Steve Allen	David Keyes	Ellen Greenlaw
Andrea Belcher	Glen Koehrsen	Michael Parker
John Betts	Kathy Miller	Jamie Snook
Jan Campbell	Zoe Presson	Ted Stonecliffe
Teresa Christopherson	Mary Lou Ritter	Hannah Quinsey
Deidre Hall	Claudia Robertson	Alan Lehto
Jeff Hill	Monica Sandgren	Susan Wright
Andi Howell	Ron Thompson	Zachary Horowitz
Dick Jones	Elaine Wells	Anais Mathez
Patricia Kepler	Cora Potter	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome and introductions

Jan Campbell (STFAC Chair) opened the floor at 9:00 AM. All attendees introduced themselves around the room.

Guiding Principles Worksession: Report back

The results of the discussions from the last meeting were discussed. Some highlights included:

- The group did not want to numerically prioritize the principles
- There was a strong preference for clearly identifying what was a capital request (vs operating or staff)

Draft Coordinated Transportation Plan elements: Guiding Principles

The updated draft guiding principles which were included in the agenda packet were reviewed. These were updated based on the feedback from the previous workshop. During the discussion, several points were raised:

- Bus shuttles provided by retirement communities should be included as an opportunity for collaboration and coordination.
- Other specific edits were discussed and noted by the consultants.

Funding Application Process and Application Overview

The application process and the form of the application were reviewed. Some questions and comments were raised during the discussion:

- When do we do an evaluation of the funded projects and at what level? How does that coordinate with the periodic reporting?
- Currently, the basic computer system available, especially in rural areas, is not very capable. How do we incorporate advocacy for this into CTP?
- Where do zero emission vehicles fit in the categories?
- Include in Question #6: cultural and language diversity.

The committee broke into smaller discussion groups to discuss the categories, and application. Then the groups came back to an overall discussion. Some of the highlights included:

- Group 1
    - Generally want some days after the meeting to finalize scores.
    - Should applicants be able to review their own applications?
    - Like the categories.
    - Generally prefer ranking rather than scoring, though scoring should be part of the process to get to ranking.
    - Interest in seeing straw proposal in categories.
    - Like the two-form format for applications. May need to update measurable for capital and thinking about how to address projects with both capital and operating.
    - Make sure website is listed.
- Group 2
    - First meeting can be scheduled quite a bit earlier.
    - Categories not missing.
    - Ranking is helpful, though individuals could do scoring. Ranking should be by category, not overall.
    - Cost per hour and number of people served would be good additions.
    - Like the two-form approach.
    - Move table 2-1 through 2-3 to form 1 so it's only filled out once.
    - Consider asking how applicants measure success on goals.
- Group 3
    - Want to start as early as possible. Ask ODOT to present at the first meeting about what they are thinking for criteria.
    - Three categories look good. Should add enhancement to service expansion (like new technology, improved shelters, etc. that enhance the service so are like additions but not specifically service related).
    - Form 1 and 2 make sense.
    - Keep the scores.
- Group 4

- o Get info from ODOT as soon as possible.
- o Reduce bureaucratic barriers and be innovative.
- o Consider zero-emission vehicles, right-sizing vehicles, and rural services
- o Consolidate STFAC and ODOT criteria.
- o Form 1 should include mobility management and travel training (not just direct transit service).
- o How to include need for advocacy for additional funding.

Funding opportunity

Last year the STFAC earmarked $100,000 for a to-be-defined innovative or highly needed project. Alan asked that the committee start brainstorming ideas, noting that future meetings would help narrow options and then decide what this should be spent on. Highlights of the brainstorming discussion included:

- Needs to keep consolidated and updated information about available transportation. Ways to get local information out to those who need transportation. Also consider other information sources beyond web:
  - o Newspapers
  - o 211
  - o ADRC
  - o Ride Connection did some work with social service providers to understand what questions there were. They will send out a summary sheet or example for members to see.
- TNC/on-demand software integration – maybe scoping this for additional future grant opportunities.

Adjourn

Jan adjourned the meeting at 12:00 PM.

STFAC Meeting #7
Friday, May 6th, 2016
Meeting Summary

Attendees:

Claudia Robertson	Michael Parker	Teresa Christopherson
Paul Pappas	Elaine Wells	Joseph Lowe
Dion Graham	Dick Jones	Monica Sandgren
Jan Campbell	Mary Lou Ritter	Karyn Criswell
Glenn Koehrsen	Andrea Belcher	Anais Mathez
Ron Thompson	John Betts	Susan Wright
Zoe Presson	Kathy Miller	Zachary Horowitz
Leon Chavarria	Deidre Hall	Hannah Quinsey
Chris Walker	Steve Allen	Alan Lehto
Jeff Hill	Andi Howell	

The meeting agenda and packet materials can be found online at:
https://trimet.org/meetings/stfac/index.htm

The draft document reviewed at this meeting can be found at:

http://trimet.org/meetings/stfac/pdfs/ctp-draft-2016-05-02.pdf

Welcome and introductions

Jan Campbell (STFAC Chair) opened the floor at 9:10 AM. All attendees introduced themselves around the room. Alan Lehto, TriMet, introduced the agenda.

- Karyn Criswell (ODOT) gave a quick update on the STF funding recommendations process. The current ranking has been posted online, but it must still go through PTAC and OTCC. The final outcome will be in June.
    - Another announcement: On May 27th ODOT will be starting a new 2-year pilot program for a public transportation service that will connect between the Gateway Center, Rooster Rock and Multnomah Falls. There will be 2 ADA stations per vehicle.

Application Worksession: Report Back

Susan Wright, Kittelson and Associates Inc., discussed the results of the worksession from the last meeting, noting:

- There was a strong desire for advanced notification of the process.

- The group really liked the 2-worksheet format, and supports ranking the applications. Alan noted that at the last meeting the group voiced interest in a ranking system, but also keeping the scoring system available to support and back up the ranking.

Draft CTP: Chapter Overview and Attachments

Susan walked through the major revisions in the draft CTP document. She noted that Tuesday is the deadline for handing in comments, if additional time is needed beyond today's worksession.

- Yellow highlighting indicates pieces of information that are still missing.
- Description of agency services, summary of deficiencies, and actions are still somewhat incomplete.
- Chapter 1-3 doesn't have any major changes other than updates provided by the committee. Chapter 4 brings together all the descriptions of what the current needs are and ends with an overview of deficiencies.
- The list of attachments will include meeting and workshop summaries and raw notes.
- Chapter 5 has the most changes. It is condensed with Chapter 6 so that the list of strategies is discussed and followed up with a list of action items.
    1. Guiding principles are now called Priorities and Strategic Initiatives are called Actions.
    2. Table 5-1, pg 5-3 is organized to help connect the priorities to the actions. It has the Actions separated into 6 major categories.
    3. Table 5-4 lists the tiers for the Actions. Currently they are all Tier 1 or 2; Susan asked that the group focus on identifying which Actions could be Tier 3, i.e. those actions that may require more time and funds.
- Chapter 6: Financial Plan talks about the most current federal authorization, along with some highlighted notes.
- Glenn Koehrsen (STFAC Member) gave positive feedback on the document.

Draft CTP Worksession

The committee broke into smaller discussion groups to discuss the categories, and application. Then the groups came back to an overall discussion. Some of the highlights included:

- Group 1
    o The Plan is very comprehensive. The Introduction should mention the social determinants of health to show how transportation is not isolated from these other issues.
    o Add information about age-friendly communities.
    o Emphasize wheelchair capacity.
    o Make language regarding "seniors and people with disabilities" consistent throughout the document.
- Group 2

- o The Plan needs a glossary.
- o Provide more footnotes or connections that help reference the action that implements the item being described.
- o Make sure any subcommittee instituted to see this Plan out consists of CAT members in addition to providers.
- Group 3
  - o A map should be provided that overlays the population of seniors and people with disabilities population with major destinations and the service area.
  - o Include special groups/cultural groups.
  - o Emphasize marketing and advocacy help with community work.

- Group 4
  - o Disentangle actions from projects; make actions more general, and maybe list projects under comments.
  - o Move more projects to Tier 3.
  - o Take out "Elderly" in the Plan title and replace with "Seniors."

Brainstorm Technical Project

Alan asked the group to brainstorm on the use of the funds that have been set aside for an innovative technical project. He reminded the group that they are now halfway into the biennium and they need to decide what the funds get spent on.
- Leon Chavarria (STFAC Member) suggests artistic signage to engage children.
- Kathy Miller (STFAC Member, TriMet) requested that funds be used towards an interactive voice recognition system, which would allow LIFT customers to call into the program and automatically review their trip reservations and ETA. The first module of the program could be provided for 200K and includes the one-time licensing fee. TriMet could match 100K towards the first module. The second module includes an app and web access, which could use FY18 funding from TriMet.
- Elaine Wells (STFAC Member, Ride Connection) mentioned a proposal going around for technology and open source software. She noted that it often provides strength to a grant proposal to show funding available for it from elsewhere. Maybe we could put that towards that project to help strengthen the larger application for funds.
- Alan described a specific City of Portland application called Smart Cities Challenge (in addition to another $8 million national grant called "Mobility on Demand Sandbox"). The SCC is a big grant (40-50$million) for a whole range of things from travel information to air quality monitoring to increased web access. The central idea for Portland is to provide the ability to access all transportation options in one place (either by app or on the web). This includes walking, biking, transit, Car2Go, Lyft, LIFT, Ride Connection, and anyone who is out there providing services. Information on options, cost and travel times would be in one place, and ultimately the app or web interface would allow direct payment. This would be great not only for individuals but also to ensure service providers are not missing customers. Alan suggested that they pledge their $100,000 towards the City's application for this project.

- Hannah Quinsey (TriMet) reminded the group that they have a short timeline for drawing on these funds; they need to be expended over the next fiscal year.

Adjourn

- The May 27th meeting is rescheduled for June 3rd. A simple buffet lunch will be provided afterwards.
- Jan adjourned the meeting at 12:00 PM.

STFAC Meeting #8
Friday, June 3ʳᵈ, 2016
Meeting Summary
_____

Attendees:

Chris Walker	Monica Sandgren	Jeff Hill
Andrea Belcher	Jan Campbell	Zoe Presson
David Keyes	Claudia Robertson	Susan Florentino
Raissa Moore	Alan Lehto	Dick Jones
Julie Wehling	Hannah Quinsey	Leon Chavarria
Patricia Kepler	Susan Wright	John Betts
Andi Howell	Anais Mathez	Jamie Snook
Steve Allen	Paul Pappas	Kevin Chambers
Teresa Christopherson	Glen Koehrsen	
Ron Thompson	Deidre Hall	
Cora Potter	Elaine Wells	

The meeting agenda and packet material, including the final CTP, can be found online at:
https://trimet.org/meetings/stfac/index.htm

Welcome
Jan Campbell (STFAC Chair) opened the floor at 9:00 AM. All attendees introduced themselves around the room. Announcements included:
- New transit service to the Columbia Gorge was a success on opening weekend.
- Congratulations to Patricia Kepler (STFAC) for her front page cover on the Oregonian for Access Recreation.

Summary of Previous Meeting
Susan Wright (Kittelson & Associates, Inc.) gave a recap of the last meeting and talk about what we did to incorporate the work and comments prior into the final document today.
- The appendix includes a list of acronyms, glossary, fleet inventory, meeting summaries and STF application information.
- Terminology has been changed to "Seniors and Persons with Disabilities"
- Chapter 2: Swan Island and Washington Park TMA shuttle are added to the list of existing services. A section also notes all the providers that come into the region (i.e. Amtrak)
- Chapter 3: A new map was added on low-vehicle access areas, in addition to a discussion about access to smartphones by income and race, with supporting graphs.
- Chapter 5: the guiding principle of "maintaining existing services" includes the caveat "so along as that service is meeting the needs for seniors and persons with disabilities."
  o The cost column is deleted.
  o Additional strategies include enhancing access and increasing efficiency, with more language regarding caveats and general concerns.

- Chapter 6: statistics were updated, and a new FTA resource was noted.
- Chapter 7: a new conclusion chapter was added.

Hannah Quinsey (TriMet) recommended:

- Adding another action: "A STFAC subcommittee convenes each biennial cycle to review the application forms."
- Changing the cover photo.
- Updating the page number errors.

Updated Draft CTP

Jan opens the floor up for comments and questions. The following edits were identified in the discussion, to be included in the final draft for recommendation to the TriMet board by the STFAC committee. Alan Lehto (TriMet) reviewed them prior to calling a vote:

1. General copyedit for grammar, punctuation and the phrase "people with disabilities" and changing "older adults" to "seniors."
2. Fix page number errors.
3. Add a new cover photo.
4. Chapter 1:
   a. Include the introductory paragraph about social determinants of health from Glenn Koehrsen (STFAC).
   b. Moved the section on *Development of CTP* before Fig 1-1.
   c. 1-7: delete repeat description of STFAC makeup.
5. Chapter 2:
   a. 2-12: Add 5339 funding source to CAT.
   b. 2-15: Add 5339 funding source to SAM.
   c. 2-22: Add phrase to Ride Connection: "and under other local funding resources."
   d. 2-24: Add First Transit to last sentence under Multnomah County.
   e. 2-25: Add language about demand response for CAT in the State section.
   f. 2-25: Add section about SAM and South Clackamas to the State section.
6. Chapter 3:
   a. 3-10: Add language about the link between transportation and public health.
7. Chapter 4:
   a. 4-3: Add the Mt. Hood Express stop in Sandy to the transit service coverage map
   b. 4-13: Fix the graph with accurate numbers and explore the option of adding age as another variable, if data exists.
8. Chapter 5 (Action Items):
   a. Item 18: Add STFAC to responsible parties.
   b. Item 28 and 29: Add 211 and ADRC to responsible parties.
   c. Item 28: Change text to "information."
   d. Item 31: Request that TriMet and other agencies do surveys that include a question about age and smartphone usage to understand the relationship. Add Independent Living Resources as a responsible party.
   e. Item 41: Add ADRC and 211 to responsible parties and change language to say "STFAC and subcommittee to identify likely lead."

> f. Add section called "Other Funds" and include language about *Rides to Wellness* and other funding sources under 5310.
> 9. Appendix: Add language for each bullet point under Clackamas County in Attachment F.

Jan announced that a formal vote is needed from STFAC members: Steve Allen, Andrea Belcher, John Betts, Jan Campbell, Leon Chavarria, Teresa Christopherson, Deidre Hall, Jeff Hill, Andi Howell, Patricia Kepler, Dick Jones, David Keyes, Kathy Miller (Susan Florentino sitting on behalf), Raissa Moore, Paul Pappas, Zoe Presson, Claudia Robertson, Monica Sandgren, Ron Thompson, Chris Walker, Elaine Wells, Glen Koehrsen.

- Dick Jones (STFAC) made a motion to recommend the TriMet board adopt the updated CTP with the edits noted. Zoe Presson seconded the motion. No oppositions or abstentions; the vote passed.
- Glen Koehrsen (STFAC) made a motion to recognize the help from the TriMet team and consultants and forward these thanking comments to the TriMet Board. Ron Thompson seconded the motion. No oppositions or abstentions; the vote passed.

Technical Project

Alan reminded the group of their last brainstorming session regarding the technical project that should be recommended for funds. He opened the floor for additional feedback and information about the two proposals.

- Susan Florentino (TriMet) described the LIFT proposal from TriMet. The platform will include the ability to confirm and cancel trips through an automated phone system. It is a stepping stone to getting full automated capability for ETA, web booking, smart phone apps, etc.
- Cora Potter (Ride Connection) describes the Ride Connection proposal for an information referral systems integration project. The proposal is primarily a planning project with the goal of creating better access to information for both customers and referral personnel. It will act as a central repository where all the information is kept in a manner that allows anyone to access it, no matter the means (phone, computer, person, organization). An automated web interface will allow people to check, request and cancel rides across multiple systems.
- Kevin Chambers (Ride Connection) explained the open source software called RideClick. The software has a strong level of readability, including referral and integration. The more difficult aspects of this type of technology have been tested and work, but the key thing is that there is a foundation of coordination, cooperation and governance underpinning the technology. The scope of this project could be statewide if they received the funding, but for now it remains regional.
- Glen Koehrsen made a motion to adopt the Ride Connection proposal. Deidre Hall seconded the motion. There was 1 opposition and 2 abstentions. Vote passed.

Housekeeping

Jan introduced the topic of setting up a subcommittee for the STFAC in order to start identifying core members. The subcommittee will review the work and action items in the CTP, and can start in September.

- Glen Koehrsen commented that the subcommittee should convene before September.
- The following members identified interest in participating on the subcommittee: John Betts, Jan Campbell, Deidre Hall, Dick Jones, Patricia Kepler, Glen Koehrsen, Raissa Moore, Paul Pappas, Zoe Presson, Chris Walker, Elaine Wells, Michael Parker (non-STFAC member) and Julie Wehling.
- Andrea Belcher asked to receive a hard copy of the final CTP.
- Alan announced that the final decision on STF funds will be decided soon.
- The TriMet board meeting will be on Wednesday, June 22nd at PCC Sylvania. Hannah will send out the address and agenda information. STFAC members should come to support their recommendation of the CTP for adoption by the TriMet board.

Adjourn
Jan adjourned the meeting at 11:45 AM.

Attachment E   Transit Provider Fleet Data

TRANSIT PROVIDER FLEET DATA

TriMet Vehicle Fleet

The 267 LIFT vehicles listed in **Table E1** are all owned and operated by the TriMet. All the vehicles in the fleet are currently in active use. Nearly 75 percent of the vehicles are Chevrolets, with the rest of the vehicles' make either Ford or Dodge. The majority of the vehicle fleet is comprised of medium-size light-duty buses that have more than ten general use seats and three ADA seats. 15 vehicles are E-3 modified minivans that have three seats and one ADA seat. Nearly half of the vehicles in the fleet are five years old or older. Currently, approximately one-third of the vehicles in the fleet have passed their usable life end date, and all vehicles will be past their usable end of life date by 2021.. Less 20 percent of the fleet is considered to be in excellent condition, approximately 25 percent of the vehicles' conditions are identified as marginal, and the rest of the fleet is classified as being in adequate or good condition.

Sandy Area Metro (SAM) Vehicle Fleet

The SAM vehicle fleet in **Table E2** is owned and operated by the City of Sandy. All nine vehicles in the fleet are active and comprise several different makes and models. Six of the vehicles are five years old or older and five vehicles have over 100,000 miles. There is one vehicle in poor condition and this vehicle has an end of usable life date in January 2015. The newest vehicle is from 2014, has just over 17,000 miles, and has an end of usable life date in November 2019. Two vehicles, including the newest vehicle, are classified as being in excellent condition.

South Metro Area Regional Transit (SMART) Vehicle Fleet

Table E3 shows detailed information on the SMART vehicle fleet. All 12 SMART vehicles are owned and operated by the City of Wilsonville and are currently in active use. Most of the vehicles are Ford or Eldorado models and are medium-size, light-duty buses with two ADA seats apiece. Three vehicles are considered to be in poor condition and more than half of the vehicles are five years old or older. The oldest vehicle is from 2002 has passed its usable life end date in January 2007. The four newest vehicles are from 2013 and have an end of usable life end date in September 2018. Half of the fleet vehicles have more than 100,000 miles.

Canby Area Transit (CAT) Vehicle Fleet

The City of Canby owns and operates the CAT fleet detailed in **Table E4**. The seven vehicles are all active and have less than 30,000 miles each. Most of the vehicles are either Chevrolets or Gilligs, and range from small, light-duty buses to large, heavy-duty buses. Most of the vehicles either have two or four ADA seats, and one has 16 ADA seats. The smallest buses have five seats and largest buses have 35 seats. All the buses are considered to be in good condition. The oldest bus was placed into service in 2010 passed its end of usable life date in June 2015. The newest bus is from 2014 and is still in excellent condition has an end of usable life date in January 2018. The two large, heavy-duty buses have an end of usable life date in January 2026.

South Clackamas Transit District (SCTD) Vehicle Fleet

The South Clackamas Transportation District owns and operates all four vehicles from the SCTD vehicle fleet shown in **Table E5**. Each vehicle is a medium, light-duty bus with two ADA seats and 14 non-ADA seats. Half of the fleet is in good or marginal condition and the other half is in poor condition. Currently, only three vehicles are active. The backup or spare vehicle is the oldest vehicle and passed its end of usable life date in February 2013. The newest vehicle is from 2014 and has an end of usable life date in June 2021.

Ride Connection Vehicle Fleet

All 116 vehicles in **Table E6** are owned and operated by Ride Connection, Inc. Most of the vehicles are medium, light-duty buses with more than 10 seats and either two or four ADA seats. There are 39 vehicles that have fewer than two ADA seats or no ADA seats available. These vehicles are considered small buses or vans and have less than eight seats. More than half of the fleet is five years old or older. Approximately 44percent of the vehicles are in good or excellent condition. 67 percent of the vehicles are lift equipped and 28 percent of the vehicles have an accessible ramp.

Clackamas County Vehicle Fleet

Table E7 shows the five active vehicles in Clackamas County's fleet. Three of the vehicles are medium-sized, light-duty buses with more than two ADA seats in a 14 seat configuration. The newest vehicles are large, heavy-duty vehicles delivered in 2015 and have 37 seats and two ADA seats. Most of the vehicles are in good

condition and have fewer than 90,000 miles. The oldest vehicle is from 2009 has passed its usable life end date in August 2014. The newest vehicle was delivered in 2015 has an end of useable life data in August 2026.

Attachment F   Ride Connection Partner Network

RIDE CONNECTION PARTNER NETWORK

Clackamas County

The **Clackamas County Transportation Consortium**: Clackamas County Social Services Division serves as the lead organization in partnership with community-based Senior/Community centers around the County. One service offered through this partnership is door to door transportation for seniors and persons with disabilities. The centers contract with Clackamas County to provide a host of services funded by the Older Americans Act, STF and other State and local resources. Some of the supportive services provided by the Centers are nutrition (congregate and home delivered meals), health and wellness activities (fitness/fall prevention classes and health screenings), case management, information & assistance, and reassurance.

Rides for the purpose of coming to the community center for exercise, nutrition, supportive services, or to partake in the center's monthly/bimonthly grocery shopping trip are scheduled as group rides on the mini bus. Rides to medical appointments, and/or personal business or shopping that is not part of a monthly/bimonthly group trips, are scheduled with volunteer drivers operating their own vehicles. TRP dispatch staff schedule rides primarily for medical and life-sustaining medical purposes as well as limited use shopping, personal business and nutrition (trips to local food banks).

This network includes:

- Canby Adult Center
- Friends of Estacada Community Center
- Gladstone Senior Center
- Hoodland Senior Center
- Lake Oswego Adult Community Center
- Milwaukie Center
- Molalla Adult Community Center
- Pioneer Community Center (Oregon City)
- Sandy Senior and Community Center
- Transportation Reaching People (TRP)

The City of West Linn though their community center provides limited recreational rides outside of the Consortium services.

Mary's Woods, a residential community in the Marylhurst area of Lake Oswego, operates the Shuttle in the Woods service which provides publically accessible transportation Monday to Saturday to locations in Lake Oswego, including the senior center, and also providing linkages to transit centers in Lake Oswego and Oregon City. The service focuses on providing shuttle service to residents of low income housing, seniors and persons with disabilities to access shopping, employment and other services.

Multnomah County

The **American Cancer Society** Road to Recovery program provides transportation to and from treatment for people with cancer who do not have a ride or are unable to drive themselves. Volunteer drivers donate their time and the use of their cars so that patients can receive the life-saving treatments they need. Patients must be traveling to an appointment required to begin or complete cancer treatment, or to an appointment for complementary therapy during cancer treatment. African American Chamber Of Commerce

David's Harp offers transportation to adults with severe and persistent mental illness. The program provides a shuttle to and from Gateway MAX for the day. Vans are also used to support member integration in the community. This component allows members to discover and access social, educational and health related resources that assist in their psychiatric stabilization.

Ride Connection Dahlia – A pilot project established to provide door to door transportation for dialysis patients to test if reliable, affordable and accessible transportation can help improve health outcomes.

Ride Connection East County U-Ride-This service provides local area door to door transportation services to seniors and people with disabilities, a daily shuttle to meal sites, and group trips to shopping destinations. East County U-ride also serves the rural areas of East County including Corbett.

Ride Connection Mid-County U-Ride- Door to door service for seniors and people with disabilities in areas west of 82nd Ave and east of 162nd Ave. Mid-County provides daily shuttles to meal sites, community centers and shopping destinations.

Ride Connection Northwest Portland- Door to door services for seniors and people with disabilities residing in areas of Downtown and Northwest Portland.

Ride Connection Veterans Transportation- A service in which veteran volunteers transport veterans in Multnomah and Washington Counties.

Project Linkage is a program of **Metropolitan Family Service** that has several parts to it. Transportation is the largest part of the program. They also provide have a Community Visitor Program and a Minor Home Repair Program. The transportation program is a door through door service that serves older adults and people with disabilities. Project Linkage operates 21 shopping shuttles during the week from different parts of North, Northeast Portland and Midcounty to take people to grocery stores and food banks. They also collaborate with the service center at Ride Connection to take people to medical appointments, dialysis, cancer treatments and any other requests that clients might have.

Neighborhood House provides door-to-door transportation to adults 60 and over and adults with disabilities residing in SW Portland. Trips are provided by paid and volunteer drivers in fleet vehicles and volunteers' personal vehicles. Services include pre-scheduled shopping shuttles in SW and downtown Portland, and recreational group trips for the Neighborhood House Senior Center.

Northwest Pilot Project's Transportation Program provides door through door rides to seniors and people with disabilities who live in downtown Portland and who are unable to take fixed-route public transportation. NWPP provides rides for medical, shopping and personal business needs, with highest priority given to medical appointments. Albertina Kerr

Impact NW provides escorted door-through-door transportation services to seniors over the age of 60 and adults of any age with disabilities residing in SE Portland or accessing services at the Multi-cultural Senior Center on SE Belmont. Impact NW has vehicles that are lift equipped for individuals who have wheelchairs or scooters.

Providence Elderplace is a Program of All Inclusive Care for the Elderly. Along with coordinated care solutions, we provide transportation for program participants from home, to and from medical appointments, the social center and ElderPlace coordinated events and outings. We also collaborate with area programs to provide trips for shopping, nutrition, and recreational opportunities.The

Urban League provides door to door services to seniors living in the North/Northeast communities. The service includes but is not limited to, Medical

appointments, Medication pickups/Personal Business/Supportive services/Shopping/Recreation/Daily visits to meal sites for nutritional needs.

Washington County

The **American Cancer Society** Road to Recovery program provides transportation to and from treatment for people with cancer who do not have a ride or are unable to drive themselves. Volunteer drivers donate their time and the use of their cars so that patients can receive the life-saving treatments they need. Patients must be traveling to an appointment required to begin or complete cancer treatment, or to an appointment for complementary therapy during cancer treatment.

Edwards Center (client-based services only)

LifeWorks Northwest\Michael's Place (client-based services only)

Ride Connection Dahlia – A pilot project established to provide door to door transportation for dialysis patients to test if reliable, affordable and accessible transportation can help improve health outcomes.

Ride Connection Forest Grove- Provides door to door transportation to older adults and people with disabilities in Forest Grove and Cornelius. Ride Connection's Forest Grove office also coordinates the Washington County Community Bus (which picks up rural riders in Banks and North Plains to connect with the Hillsboro Transit Center) and GroveLink, the Forest Grove community connector.

Ride Connection Veterans Transportation- A service in which veteran volunteers transport veterans in Multnomah and Washington Counties.

Ride Connection Washington County General Public- Door to door service for all Washington county residents residing in areas outside the TriMet service district and within the city limits of Banks, North Plains, and Gaston. Riders are transported to destinations in Forest Grove, Cornelius or Hillsboro where they can access public transportation.

Ride Connection Washington County U-Ride- Door to door service for seniors and people with disabilities serving the urban areas of Washington County.

Tualatin Valley Workshop (client-based services only)

Maryville Nursing Home (client-based services only)

Providence Elderplace is a Program of All Inclusive Care for the Elderly. Along with coordinated care solutions, we provide transportation for program participants from home, to and from medical appointments, the social center and ElderPlace coordinated events and outings. Providence Elderplace also collaborates with area programs to provide trips for shopping, nutrition, and recreational opportunities.

Attachment G   Performance Measures and Reporting

ATTACHMENT G: PERFORMANCE MEASURES AND REPORTING

Performance measures have a variety of different uses. The funding applications that the STFAC evaluates include a variety of performance measures related to the projects and programs seeking funding. The STFAC also receives monthly reports that include data and performance measures from each of the transit providers within the tri-County area. The STFAC desires to update the monthly reports to provide data that is:

- more directly related to the performance measures reported in the funding applications;

- provides information that helps the STFAC understand how well they are serving seniors and persons with disabilities, how many people they are serving, and what progress is being made on implementing the CTP; and,

- aides the STFAC in their decision making; and,

- is succinct and not overly burdensome on the providers to prepare.

The types of performance measures that may be useful to the STFAC include measures that do the following:

- Assess compliance with federal regulations such as the Americans with Disabilities Act (ADA)

- Evaluating the merits of funding applications with the TDP Guiding Principles

- Evaluate the performance of providers

- Evaluate the performance of a specific program or project funded by the STFAC

- Identify unmet needs per the TDP Service Guidelines

- Identify program or project benefits to customers and the community

- Identify how many additional people are being served or helped by a program funded by the STFAC

- Document customer satisfaction

Characteristics of effective performance measurement that should be considered when selecting performance measures include:

- Stakeholder acceptance

- Linkage to goals

- Clarity

- Reliability and credibility

- Variety of measures

- Number of measures

- Level of detail

- Flexibility

- Realism of goals and targets

- Timeliness

- Integration into agency decision-making

The following provides a list of performance measures relevant to paratransit, dial-a-ride, and small fixed route systems which may be applicable to the types of programs and projects that the STFAC evaluates. The CTP Guiding Principles that the measure could help evaluate are identified.

It is recommended that the smallest number of measures that address priority policy issues be used. Too many measures tend to obscure the most important needs and can hinder effective management.

Additional information on each of these measures can be found in the Transit Cooperative Research Program (TCRP) Report 88: A Guidebook for Developing a Transit Performance-Measurement System.

http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_report_88/Guidebook.pdf

Table 1   Potential Performance Measures

	Relationship to CTP Priorities							
	How many people are being served?	What or how much area is being served?	Is capacity adequate?	Is the service accessible?	Are the vehicles adequate or in good repair?	How cost-effective is the service?	Is the distribution of service equitable?	How is the rider experience?
Revenue hours	x		x					
Stop accessibility	x			x				x
Passengers per mile	x					x		
Passengers per hour	x					x		
Passenger trips per employee	x					x		
Percentage of no-shows	x						x	x
Service Hours	x							x
Total annual ridership	x							
Passenger miles traveled	x							
Trips per vehicle	x							
No shows and late cancelations	x							
Service coverage area		x						
Hours of service		x						
Capital resource utilization Peak-to-Base Ratio			x			x		
Demand to Capacity Ratio			x			x		
Percentage of missed phone calls			x					x
Percentage of calls held excessively			x					x

	Relationship to CTP Priorities							
	How many people are being served?	What or how much area is being served?	Is capacity adequate?	Is the service accessible?	Are the vehicles adequate or in good repair?	How cost-effective is the service?	Is the distribution of service equitable?	How is the rider experience?
long								
Response time			x					x
Passenger capacity			x					
Service denials			x					
Percentage of stops with shelters and benches				x				x
Equipment reliability				x				x
Maintenance work orders per bus model vs. total fleet				x				
Fleet composition					x	x		x
Miles between safety incidents					x			x
Average age of fleet					x			x
Van miles per trouble call					x			x
Injuries per 100,000 passenger boardings					x			x
Equipment reliability					x			x
Road calls					x			x
Preventative maintenance inspections completed					x			
Percentage of vehicles placed into					x			

	Relationship to CTP Priorities							
	How many people are being served?	What or how much area is being served?	Is capacity adequate?	Is the service accessible?	Are the vehicles adequate or in good repair?	How cost-effective is the service?	Is the distribution of service equitable?	How is the rider experience?
service								
Mean vehicle age					x			
Subsidy per passenger						x	x	
Cost per vehicle hour						x		
Cost per vehicle mile						x		
Cost per trip						x		
Operating expense						x		
Service Equity							x	
Local Index of Transit Availability							x	
Passenger Complaints								x
Passenger commendations								x
Vehicle accidents								x
Late trips								x
On-time Performance (demand-responsive)								x
Customer satisfaction								x

Attachment H Demographic Data

Table H1. Tri-County Population Profile

	2010 Population	2014 Population	2035 Population Forecast	Annual Population Growth	Land Area (sq mi)	Population Density (pers / sq mi)
Clackamas County	**375,992**	**384,697**	**512,731**	**0.6%**	**1864.01**	**202**
Barlow	135	170		5.9%	0.05	2,610
Canby	15,829	16,821		1.5%	4.37	3,626
Damascus	10,539	10,711		0.4%	15.23	692
Estacada	2,695	2,860		1.5%	2.22	1,213
Gladstone	11,497	11,668		0.4%	2.37	4,852
Happy Valley	13,903	15,693		3.1%	9.42	1,476
Johnson City	566	573		0.3%	0.06	9,040
Lake Oswego	36,619	37,310		0.5%	10.76	3,404
Milwaukie	20,291	20,449		0.2%	4.93	4,120
Molalla	8,108	8,247		0.4%	2.31	3,503
Oregon City	31,859	33,834		1.5%	9.64	3,306
Rivergrove	289	322		2.7%	0.18	1,578
Sandy	9,570	9,945		1.0%	3.35	2,855
Tualatin	26,054	26,604		0.5%	8.11	3,213
West Linn	25,109	25,710		0.6%	7.53	3,334
Wilsonville	19,509	20,335		1.0%	7.29	2,674
Unincorporated	*143,555*	*143,615*		*0.0%*	*1776.23*	*81*
Multnomah County	**735,334**	**757,371**	**909,947**	**0.7%**	**433.58**	**1,696**
Fairview	8,920	9,094		0.5%	3.15	2,827
Gresham	105,594	108,250		0.6%	23.41	4,510
Maywood Park	752	894		4.4%	0.17	4,479
Portland	583,776	602,568		0.8%	134.36	4,345
Troutdale	15,962	16,339		0.6%	5.92	2,695
Wood Village	3,878	3,946		0.4%	0.95	4,073
Unincorporated	*16,452*	*16,280*		*-0.3%*	*265.60*	*62*
Washington County	**529,710**	**547,451**	**782,316**	**0.8%**	**723.24**	**732**
Banks	1,777	1,699		-1.1%	0.67	2,635
Beaverton	89,803	92,593		0.8%	19.60	4,582
Cornelius	11,869	12,068		0.4%	2.02	5,863
Durham	1,351	1,327		-0.4%	0.41	3,318
Forest Grove	21,083	22,070		1.2%	5.86	3,599
Gaston	637	703		2.5%	0.34	1,858
Hillsboro	91,611	95,765		1.1%	24.64	3,717
King City	3,111	3,351		1.9%	0.70	4,423
North Plains	1,947	1,868		-1.0%	0.91	2,149
Sherwood	18,194	18,687		0.7%	4.33	4,202

	2010 Population	2014 Population	2035 Population Forecast	Annual Population Growth	Land Area (sq mi)	Population Density (pers / sq mi)
Tigard	48,035	49,633		0.8%	12.68	3,789
Unincorporated	*240,292*	*247,687*		*0.8%*	*651.07*	*369*

Source: 2010 Population, US Census Table P1; 2014 Population, American Community Survey Table B01003, Oregon Office of Economic Analysis.

Table H2. Largest Employment Nodes

Primary Employer / Site	County	City	Jobs
Oregon Health & Science University	Multnomah	Portland	19,439
Nike, Inc. – Main Campus	Washington	Unincorporated	8,462
Providence Health and Services – Headquarters	Multnomah	Portland	7,993
Intel Corporation – Main Campus	Washington	Hillsboro	7,691
Portland State University	Multnomah	Portland	6,331
Intel Corporation – Jones Farm Campus	Washington	Hillsboro	5,608
Kaiser Permanente – Sunnyside Medical Center	Clackamas	Unincorporated	5,205
Portland International Airport	Multnomah	Portland	5,007
Washington Square	Washington	Tigard	4,921
Lloyd Center	Multnomah	Portland	4,610
Providence St. Vincent Medical Center	Washington	Unincorporated	4,572
Commercial Zone – I-5 / OR 217 Jct. Northwest	Washington	Tigard	4,522
Providence Portland Medical Center	Multnomah	Portland	3,938
Shipyard Commerce Center – Swan Island	Multnomah	Portland	3,273
Boeing Company	Multnomah	Gresham	3,151
Legacy Emmanuel Medical Center	Multnomah	Portland	3,022
US Bankcorp Tower	Multnomah	Portland	2,987
Portland Community College – Sylvania	Multnomah	Portland	2,828
Murray Business Center / Providence Health	Washington	Beaverton	2,775
Clackamas Town Center	Clackamas	Unincorporated	2,691
Kaiser Permanente – 500 Multnomah Street	Multnomah	Portland	2,312
Commercial Zone – OR 217 / OR 99W Jct. South	Washington	Tigard	2,232
Commercial Zone – Sandy Boulevard / NE 181st Avenue Southwest	Multnomah	Gresham	2,231
Industrial Zone – OR 99W / SW 124th Avenue Southwest	Washington	Tualatin	2,223
Commercial Zone – OR 217 / SW Hall Boulevard Southwest	Washington	Beaverton	2,149
World Trade Center – Portland	Multnomah	Portland	2,134
Commercial Zone - Centerpointe Drive	Clackamas	Lake Oswego	2,133
Clackamas County Administration	Clackamas	Oregon City	2,054
Adventist Medical Center	Multnomah	Portland	2,045
Commercial Zone - Merlo Road	Washington	Beaverton	2,025
Moda Tower	Multnomah	Portland	2,000

Source: Longitudinal Employment & Housing Dynamic - 2014.

Table H3. Income, Employment, and English Proficiency

	Median Income	Mean Travel Time to Work	Unemployment Rate	Non-English Speaking Population
Clackamas County	**$64,700**	**27.4**	**4.7%**	**4.6%**
Barlow	$34,922	17.8	8.4%	20.7%
Canby	$58,653	26.6	5.0%	9.9%
Damascus	$85,708	30.9	4.4%	3.7%
Estacada	$42,674	34.7	5.1%	2.9%
Gladstone	$54,494	26.8	4.8%	5.3%
Happy Valley	$100,438	28.9	3.7%	9.0%
Johnson City	$33,269	24.1	4.1%	15.8%
Lake Oswego	$84,244	23.5	4.5%	3.7%
Milwaukie	$55,827	24.3	5.0%	3.9%
Molalla	$52,193	32.5	4.8%	3.4%
Oregon City	$59,429	26.4	4.8%	3.1%
Rivergrove	$105,500	20.6	3.3%	4.3%
Sandy	$56,476	29.1	4.2%	2.9%
Tualatin	$65,903	22.5	4.7%	7.5%
West Linn	$83,933	24.8	4.0%	2.6%
Wilsonville	$58,757	23.8	4.4%	4.7%
Unincorporated	*$57,437*	*30.2*	5.0%	*4.2%*
Multnomah County	**$52,845**	**25.1**	**4.8%**	**9.3%**
Fairview	$53,381	22.3	2.6%	10.1%
Gresham	$47,706	27.6	5.9%	13.3%
Maywood Park	$71,518	22.6	3.5%	1.3%
Portland	$53,230	24.7	4.6%	8.9%
Troutdale	$58,790	25.4	6.3%	5.6%
Wood Village	$37,268	27.4	6.9%	12.4%
Unincorporated	*$64,730*	*25.4*	4.8%	*2.2%*
Washington County	**$65,272**	**24.2**	**4.3%**	**9.3%**
Banks	$77,115	28.4	4.3%	0.2%
Beaverton	$57,068	23.7	4.5%	11.1%
Cornelius	$55,203	23.6	8.0%	22.5%
Durham	$66,094	23.0	3.1%	3.5%
Forest Grove	$48,365	25.5	5.3%	8.5%
Gaston	$52,917	30.0	13.9%	3.3%
Hillsboro	$66,668	24.3	4.1%	12.8%
King City	$33,662	23.8	3.7%	3.2%
North Plains	$73,750	26.8	4.3%	2.2%
Sherwood	$84,360	26.8	3.7%	3.7%
Tigard	$60,849	22.6	4.1%	8.6%
Unincorporated	*$69,971*	*24.3*	4.1%	*7.6%*

Source: Median Income, American Community Survey Table S1903 (2010-2014 5 Year Estimate); Mean Travel Time to Work, American Community Survey Table B08013 (2010-2014 5 Year Estimate); Unemployment Rate, American Community Survey Table S2301 (2010-2014 5 Year Estimate), normalized by the regional unemployment rate reported by the Bureau of Labor Statistics; Non-English Speaking Population, American Community Survey Table DP02 (2010-2014 5 Year Estimate).

Table H4. Population of Seniors and Persons with Disabilities

	2010 Population	65 and Over Population	% Over 65	Population with Disabilities	% with Disabilities
Clackamas County	**375,992**	**51,231**	**13.6%**	**45,777**	**11.9%**
Barlow	135	17	12.6%	22	12.9%
Canby	15,829	2,247	14.2%	1,881	11.2%
Damascus	10,539	1,406	13.3%	1,338	12.5%
Estacada	2,695	347	12.9%	414	14.5%
Gladstone	11,497	1,581	13.8%	1,726	14.8%
Happy Valley	13,903	1,138	8.2%	1,398	8.9%
Johnson City	566	105	18.6%	105	18.3%
Lake Oswego	36,619	5,918	16.2%	3,071	8.2%
Milwaukie	20,291	2,767	13.6%	2,472	12.1%
Molalla	8,108	797	9.8%	1,564	19.0%
Oregon City	31,859	3,555	11.2%	4,206	12.4%
Rivergrove	289	53	18.3%	30	9.3%
Sandy	9,570	977	10.2%	1,106	11.1%
Tualatin	26,054	1,819	7.0%	2,608	9.8%
West Linn	25,109	2,785	11.1%	2,200	8.6%
Wilsonville	19,509	2,597	13.3%	1,737	8.5%
Unincorporated	*143,555*	*23,139*	*16.1%*	*19,921*	*13.9%*
Multnomah County	**735,334**	**77,423**	**10.5%**	**94,564**	**12.5%**
Fairview	8,920	890	10.0%	1,763	19.4%
Gresham	105,594	11,321	10.7%	16,008	14.8%
Maywood Park	752	118	15.7%	113	12.6%
Portland	583,776	60,789	10.4%	72,519	12.0%
Troutdale	15,962	1,215	7.6%	1,858	11.4%
Wood Village	3,878	291	7.5%	617	15.6%
Unincorporated	*16,452*	*2,799*	*17.0%*	*1,686*	*10.4%*
Washington County	**529,710**	**53,109**	**10.0%**	**52,989**	**9.7%**
Banks	1,777	70	3.9%	169	9.9%
Beaverton	89,803	9,374	10.4%	9,502	10.3%
Cornelius	11,869	744	6.3%	444	3.7%
Durham	1,351	139	10.3%	110	8.3%

	2010 Population	65 and Over Population	% Over 65	Population with Disabilities	% with Disabilities
Forest Grove	21,083	2,599	12.3%	3,324	15.1%
Gaston	637	38	6.0%	109	15.5%
Hillsboro	91,611	7,155	7.8%	8,751	9.1%
King City	3,111	1,494	48.0%	612	18.3%
North Plains	1,947	180	9.2%	246	13.2%
Sherwood	18,194	1,240	6.8%	1,377	7.4%
Tigard	48,035	5,413	11.3%	5,081	10.2%
Unincorporated	*240,292*	*24,663*	*10.3%*	*23,264*	*9.4%*

Source: Population Over 65, US Census Table DP-1(2010); Population with Disabilities, American Community Survey Table DP02 (2010-2014 5 Year Estimate) – Percentage calculated using 2014 estimated population.

Attachment I   Summary of Stakeholder Workshop

TriMet Coordinated Transportation Plan for Elderly and People with Disabilities
March 4th 2016 Stakeholder Worksession Summary

_____

Thank you for your engagement in the Needs Assessment worksession for TriMet's Coordinated Transportation Plan for Elderly and People with Disabilities (CTP). Your participation in the small group discussions and in sharing your comments helped make the Special Transportation Fund Advisory Committee (STFAC) worksession a great success. Together, we discussed the transportation needs, challenges and gaps for seniors and people with physical and/or cognitive disabilities. We identified the geographic, regulatory and structural barriers to addressing these needs, and shared ideas and strategies. The following provides some highlights from the worksession conversations and comments. A complete inventory of comments will be included in an appendix to the updated Plan.

Over 50 people provided feedback, either through the worksession or online. Among you were seniors, persons with physical and/or cognitive disabilities and users of the transportation system, representing sixteen social service agencies and eight transit service providers across the tri-county area that include:

- Albertina Kerr
- Canby Area Transit (CAT)
- Cascadia Behavioral Health
- Centerstone
- City of Forest Grove
- Clackamas Community College
- Clackamas County Disability Services Advisory Council (DSAC)
- Clackamas County Social Services
- Clackamas County Transportation
- Consortium
- Committee on Accessible Transportation
- Community Partners for Affordable Housing
- Community Vision
- Edwards Senior Center, Inc.
- Hollywood Senior Center
- Lifeworks NW

- Metro
- Multnomah Aging, Disability and Veterans Services Division (ADVS)
- National Alliance on Mental Illness, Clackamas County
- Ride Connection
- Sandy Area Metro (SAM)
- South Metro Area Regional Transit (SMART)
- Special Transportation Funds Advisory Committee (STFAC)
- TriMet
- Vocational Rehabilitation
- Washington County Disability, Aging and Veteran Services (DAVS)
- Western Psychological
- 211 Info

Key Themes

General Trends

- **Shifting demographics and displacement.** Rapid growth and rising housing costs have shifted the region's aging and transit-dependent populations to outlying areas that are not well served by fixed-route service, and consequently not well served by paratransit.

> *"As good as our system is, it is far from perfect. Many seniors and people with disabilities live in areas where land and housing is available. This puts them in areas where fixed route may be available, but not necessarily accessible. Last mile service, evening and weekend service, local service are all lacking in these outlying areas."*

- **Infrastructure improvements near key destinations.** Paved roads, complete sidewalks and curb cuts greatly affects an individual's ability to access public transportation when they have a disability. While basic infrastructure still lacks in more rural areas, improvements should focus around destinations that accommodate a higher traffic of individuals with physical and/or cognitive disabilities, such as senior centers and medical offices. For example, corridors such as the Tualatin Valley Highway and facilities such as the Edwards Senior Center lack sidewalks to connect its users to the transportation system.

- **Funding gaps**. Overall, participants agreed that there is a desire to see more funding from predictable sources for transportation services that meet the needs of seniors and people with physical and/or cognitive disabilities.

Customer Service and Environment

- **Driver training for people with cognitive and/or mental health challenges.** Participants expressed a need for more comprehensive driver training in order to better serve individuals with cognitive or mental health challenges. In addition, providing support personnel or audio/visual distraction for riders may help improve driver safety.

- **First-mile and last-mile trips.** Transportation access is often limited by an inability to reach a fixed or deviated-route transit stop due to distance or terrain. Participants noted that strategies should focus on public-private partnerships to help an individual complete the first or last mile of their trip. Otherwise, the effectiveness of system improvements may be compromised.

- **Circulator transit service.** Transit users and providers alike emphasized that local transit routes can help individuals better access services within their own community. Whereas

most major transportation corridors link outlying areas to downtown Portland, more circulator service can alleviate the demand for community-based transit providers such as Ride Connection to access local destinations. Participants mentioned GroveLink as an example of a successful, small-scale circulator service for the Forest Grove community.

- **Transit stop amenities and design.** Improving transit stops with shelters, benches, lighting, curbs/curb-cuts and designated pedestrian crossings improve safety and accessibility. Participants suggested that poorly designed or nonexistent facilities may be what prevents an individual from using fixed-route services instead of LIFT services.

"Infrastructure provides safety, comfort and dignity."

Coordination and Organization

- **Coordination of transportation service with medical facilities.** Participants expressed the need for better coordination between transportation services, hospitals and medical clinics in order to ensure patients arrive to their appointments on time and are well supported when discharged.
- **Information dissemination.** While several discussion groups agreed that there is a wealth of transportation services provided through various agencies, organizations and communities, the information lacks centralization. Suggestions for improving access to information included clearinghouse of all available services by type of need (similar to 211 Info), "transportation ambassadors" for social service organizations and a standardized menu of services and contact information on all transit fleets.
- **Plan implementation through a governing body.** Participants called for reinstating a governing body, like the former Regional Transportation Coordinating Council, to better support the implementation of the CTP's strategies and initiatives.

Technology

- **Real time information and location services**. Several discussion groups supported the use of mobile apps and web platforms to request and track rides, plan trips and pay for fares. Of note, some rural areas lack adequate cellular service.
- **Human service in the age of technology.** While there was strong support for greater technological capabilities for transit service providers, several participants expressed concern that the digital divide could further isolate individuals who are unable or uncomfortable using technology. They emphasized that human personnel services, whether manual payment of bus fare or a person-to-person phone call, is crucial.
- **Integration of public-private transportation services.** Participants expressed interest in transportation network companies (TNC) such as Uber and Lyft to help address first-mile/last-mile issues, as well as the use of TNC software for seamless integration between different services and trip legs.

Ideas and Strategies

- **Provide greater mental health training for drivers and support staff.** For example, transit drivers in Eugene, OR know to call CAHOOTS, a mobile crisis intervention team, in case additional support is needed for individuals with cognitive and/or mental health challenges.

- **Utilize and update existing ridesharing platforms.** Drive Less Connect, an online ridesharing platform operated by ODOT and promoted by Metro, could be upgraded and expanded to help connect rides among individuals who have accessibility challenges.

- **Explore partnerships with Uber and Lyft.** Public-private partnerships can expand the number of transportation providers, encourage software integration and improve customer experience through first-mile/last-mile transportation. This is currently being done in Kansas City, Kansas and Dallas, Texas

"I have faith in the providers in our region. I have never questioned their commitment, dedication, or ability to dig deep and find ways to do what they can to find ways to provide more and/or better options for our seniors and people with disabilities."

FOR MORE INFORMATION:

If you have questions or ideas about TriMet's next steps to support accessible transportation through the 2016 CTP Update, please don't hesitate to contact TriMet CTP project manager, Hannah R. Quinsey at RitchieH@TriMet.org or 503-962-4912.

Attachment J   Peer Review on Strategies

PEER REVIEW ON STRATEGIES

The draft text below reflects strategies identified through a review of peer agency Coordinated Plans, literature from the Transit Cooperative Research Program (TCRP), and stakeholder input from the STFAC worksession on March 4, 2016. The next step is to gather further input from the STFAC at the March 18, 2016 meeting.

The information on strategies is organized along three main tracks developed through stakeholder input on unmet needs and cover provider and social service agency coordination, strategies to improve customer service, opportunities to increase the use of technology to meet the transportation needs of seniors and people with disabilities, and a set of categorized strategies for funding.

Coordination Strategies

- Institutional strategies

  o Agency-wide governance strategy.

  o Regional coordination council, which could include committees that focus on specific aspects of coordination (service delivery, maintenance, technology issues).

  o Hire a regional mobility manager.

  o Continue to hold coordination meetings with seniors, people with disabilities, and people in poverty and associated representatives.

  o Consideration of a "no one size fits all" philosophy that aims to provide tailored approaches to coordination of transportation service for different groups of people.

  o Region- or system-wide shared paratransit eligibility

  o Review legal and insurance barriers to shared transportation.

  o Manage risk.

- Operational strategies

  o Creation of a "concept of operations" document describing the options and needs of seniors and people with disabilities.

  o Vehicle/cost-sharing agreement between providers.

- o Centralized demand-response dispatching with on-line options (text, web, mobile).

- o Centralized transportation brokerage to integrate various transportation resources

- o Development of seamless transportation technology to allow for easier cross-system use.

- Performance/mobility strategies

  - o Performance measurement

  - o Cost/benefit analyses

  - o Track success, promote and market, and duplicate successful projects from within and from outside of the region.

  - o Explore public-private partnerships

  - o Continued to promote and market public transit usage

  - o Continued to promote regional accessibility and livability

Customer Service and Environment Strategies

- Increase driver sensitivity training for all types of drivers (volunteer, fixed route, paratransit)

- Reduce transfer times.

- Reduce total trip times.

- Increase the availability of real-time information across multiple platforms (this is also a technology strategy).

- Increase availability of travel training programs.

- Determine which infrastructure improvements (e.g. bus stops improvement, completing sidewalk gaps, ADA upgrades) would have the ability to increase customer experience the most.

- Provide same day paratransit service.

- Adapted and assign vehicles to meet the needs of target rider groups.

- Create and/or enhance a centralized customer care center (Salt Lake City has a particularly good example) or something similar to the Veterans Transportation Community Living Initiative.

- Provide additional service to "lifestyle" activities such as recreational sites (e.g. movie theaters, hiking, cultural activities).

Technology Strategies

- Develop software for a regional one-click/one-call center to connect seniors, people with disabilities, and those in poverty to mobility options. Software would allow for connections to related systems throughout the service area (or regionally). An integrated software package could include the following specific applications:

  o Rideshare matching software

  o On-line scheduling/dispatching systems (Salt Lake City has a cgood example)

  o Develop database of users in multiple agency directories – opportunity to build on and expand functionality of the current regional 211 database.

- Electronic fare systems incorporating technologies such as e-fare cards, multiple fare products, multiple point-of-sale locations/systems, and centralized data collection for system-wide analyses.

- Incorporate end-user training on technology products into travel training efforts.

- Use of open-source software and database tools

- Mobile application development including:

  o Bridj, which provide data that can be used to increase efficiency in demand-response transportation. See: http://www.metro-magazine.com/bus/news/710635/bridj-kcata-ford-partner-for-urban-mobility-pilot-project

  o Tiramisu: Bus location app (Pittsburgh)

  o Let's Go: transit information via phone (Pittsburgh)

  o Dynamic scheduling app (Pittsburgh)

- Systems integration with Uber/Lyft services for first- and last-mile service enhancements that improve mobility: See:

  o http://www.thetransitwire.com/2016/02/24/psta-teams-with-uber-and-taxi-company-to-improve-mobility/

o www.thetransitwire.com/2016/01/13/lyft-tests-senior-
transportation-service/

Funding

- Review of existing programs and identify all recipients of monies from 5310, STF, and other programs.

- Create a schematic map of funding sources and identify funding sources by jurisdictions at the federal, state, and local levels. (Denver)

- For each strategy included in the final CTP, identify what unmet need(s) it would address, what potential projects would be completed, and what would be the potential funding source.

- Include map or link to a list of fiscally-constrained transit improvement projects.

- Funding application processes

  o Review Pittsburgh application selection process (plan begins on page 56 of the document).

  o Project selection criteria could include: ability to meet coordination needs, project benefits, level of innovation, opportunities to increase organizational capabilities, and budget.

  o Allow scoring methodology to assign different weights to each category.

- Focus on financial sustainability and program efficiency such as: reduce costs, selecting cost-effective strategies, technology solutions that would reduce costs, and opportunities to coordinate the maintenance of vehicles, equipment, and other resources

- Pooled funding for specific programs

- Provide free/reduced cost transit passes, taxi vouchers, and create affordable fare programs.

- Advocacy white paper for legislators/statewide advocacy effort to increase funding sources.

Relevant Research

TCRP 101 – Toolkit for Rural Community Coordinated Transportation Services

Westat, Nelson Development, Ltd., and Nelson\Nygaard Consulting Associates, Inc. Transportation Research Board, Washington, D.C., 2004.

This report summarizes strategies and lessons learned about the successful provision of coordinated transportation services in rural areas. It also provides information about basic concepts, it identifies the entities that may be involved in the provision of coordinated transportation services, and it describes the benefits of coordinated transportation services. Identified challenges to coordination include actual or perceived regulatory barriers, actual or perceived agency mission incompatibilities, challenges of accountability and reporting, inability to provide the local match for federal funding, and lack of knowledge about how coordination works.

Chapter 3 of the report discusses establishing a new coordinated transportation service program. Chapter 4 contains answers to "frequently asked questions" about coordination. Chapter 5 describes strategies for improving existing coordinated services. These strategies include the following:

- Finding and using new funding sources and sources not currently utilized

- Decreasing direct costs

- Improving productivity and utilization

- Taking advantage of economies of scale

- Providing service were service currently does not exist

- Taking advantage of opportunities created by multiple provides and modes

- Providing trips on fixed routes where possible

- Providing ADA services via private nonprofits instead of public transit agencies, to take advantage of the lower cost structures of the former

- Using volunteer drivers and/or volunteer staff

- Providing incentives to paratransit users to use fixed-route transit

- Consolidating the services provided by individual human service agencies

- Implementing a coordinated dispatching system

The report identifies strategies to avoid as well. These include duplicating dispatch and administrative functions, duplicating services, and serving only one type of client or trip.

Identified factors for success include the following:

- Effective stakeholder leadership and participation (in depth and from the outset)

- Clear identification of stakeholder needs and concerns

- Sound planning (with goals, objectives, a strategic plan, an operational plan, an implementation plan, and commitments)

- Sound technical support (including reporting, sharing of technical resources, and use of information technologies)

- Demonstrated benefits

- Modified services and financial participation arrangements

Chapter 6 suggests approaches to addressing specific coordinated transportation issues.   Chapter 7 contains examples of and model processes for state-level involvement in coordinated transportation.   Chapter 8 describes lessons learned from case studies of successful coordinated transportation services.

TCRP 105 – Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged

TranSystems Corporation, Center for Urban Transportation Research, Institute for Transportation Research and Education, and Planners Collaborative. Transportation Research Board, Washington, D.C., 2004.

This report summarizes the development of strategies for improving coordinated transportation services that support travel by the transportation-disadvantaged. The report includes an inventory of funding sources, service types/models, and planning and decision-making processes; case studies; technology discussion; and analysis.   The case studies were intended to support the identification of successful and innovated coordinated transportation strategies.

Indicators of success identified in the report include the following:

- Building a coalition that comprises transportation providers and other stakeholders (e.g., businesses and institutions)

- Developing strong leadership at the state and local levels (including champions among elected officials)

- Leveraging federal programs and requirements to build infrastructure

- Taking advantage of state programs that support coordination

- Getting all stakeholders involved in the transportation planning process

- Evaluating the program

- Exploring non-traditional funding sources

- Coordinating at the regional level

- Using technology to provide information, coordinate operations, and improve customer service

- Being flexible with respect to changes in funding and changes in regulations

- Building trust among stakeholders (e.g., by involving all of them from the beginning and by tailoring service to meet each stakeholder's needs)

- Partnering with agencies that are amenable to changing the status quo

- Using a phased approach to program implementation

- Investing time upfront to develop resources, support, a framework, and clear goals and objectives

- Developing commitment to coordinated transportation at all levels of the stakeholder organizations

- Focusing on improvements that will benefit many people rather than few people

- Testing concepts before broader implementation

- Developing and using high-quality cost information

- Recognizing that benefits might not appear immediately

Peer agency review

The review of peer agencies similar to TriMet included the following transit agencies. A link to each agency's most recent version of their Coordinated Transportation follows the name of the city.

Atlanta, Georgia: http://documents.atlantaregional.com/tcc/HST/2012-2013_HST_Plan_Limited_Update_FINAL.pdf

Baltimore, Maryland: http://www.baltometro.org/reports/2010-Human-Services-Transportation-Plan-final.pdf

Charlotte, North Caroline:
http://charmeck.org/city/charlotte/cats/bus/ridingcats/documents/coordinated%20hs%20transportation%20plan%20rev%201.pdf

Salt Lake City, Utah: http://wasatchmobilityplan.weebly.com/

Las Vegas, Nevada: http://www.rtcsnv.com/wp-content/uploads/2012/06/Coordinated-Transportation-Plan-FINAL-031215.pdf

Minneapolis-St. Paul, Minnesota:
http://metrocouncil.org/Transportation/Publications-And-Resources/Public-Transit-and-Human-Services-Transportation-C.aspx

Seattle, Washington: http://www.psrc.org/assets/11596/CoordinatedPlan2015-2018.pdf

Pittsburgh, Pennsylvania:
http://www.spcregion.org/pdf/atwichs/FullFinalHSReport.pdf

Denver, Colorado: https://drcog.org/sites/drcog/files/resources/C1-DRAFT%20Transit%20Coord%20Plan-TAC%20Jan%202016.pdf

Tampa Bay, Florida: http://www.planhillsborough.org/wp-content/uploads/2014/06/Regional-Mobility-Needs-Chapter_2.27.14.pdf

Long Island, New York:
http://nymtc.org/files/RTP_PLAN_2040_docs/Public%20Review%20Drafts/Appendix6.pdf

Attachment K   Summary of STFAC Workshop on
                    Priorities and Strategies

STFAC Meeting 5: WORKSHOP SUMMARY (RAW NOTES)
Table Facilitator Notes, Comment Form Responses, Flipchart Notes

March 18, 2016
_____

Draft Guiding Principles and Priorities

1. **New categories:**
    a. **Funding**
        i. Include language regarding cost, funding, money spent outside STF Funds, etc…
        ii. Equitable funding (funding per capita?)
        iii. Include "Consider cost-effectiveness with needed level of service in mind, in making funding decisions" in all guiding principles
        iv. Budget tracking and expenses
        v. Reallocate poorly utilized service to new service
        vi. Overview of providers prior to actual funding process
        vii. Make new initiatives clearer
        viii. Add needing additional funding
    b. **Partnerships, collaboration**
        i. Add evaluation of collaboration.
        ii. Collaborate with schools and school buses.
    c. **Customer focus**
        i. Identify the population that is being served (seniors, people with disabilities, low income, etc.)
            (a) *Improvements should be based on increasing accessibility for NOT ridership*
            (b) *Should relate to user*
        ii. Focus on under-served communities
        iii. Introduce all applicants to an overview of providers
    d. **Sustainability**
    e. **Accessibility**
        i. Expand service
        ii. Level of service

        iii. Ride quality

    f. **Land use and siting (geography and design)**

    g. **New innovations – Localized solutions**

    h. **Equity and reliability**

    i. **Evaluation of performance/efficiency measurement**

2. **To include in each category:**
   a. **Cost effectiveness**
      i. Consider cost-effectiveness for each principle not on its own.
   b. **Capital**

3. **Prioritization:**
   a. **Do not prioritize 2016 CTP Guiding Principles. They should be simply listed.**
   b. **If prioritized, they should be ranked on:**
      i. Cost Effectiveness
         (a) *Include multi-year cost*
         (b) *Consider future cost*
      ii. Service: preserve and expand services
      iii. Review each funding cycle (multi-year cost estimates)
         (a) *Discussion of priorities needs to happen at each funding cycle (to address lower tier applications). Funding of cycle should be prioritized in order for each funding cycle to be equitable. Need to reserve some money for lowest priority.*
      iv. Need **–** what needs to be funded and why

Funding Application Categories

1. **Missing categories:**
   a. **Collaboration and partnerships**
   b. **Capital expenditures**
      i. Vehicle replacement and maintenance
      ii. Facilities and stop improvements

2. **Improvements needed:**
   a. Clarify new initiatives

i. I.e. does improving service quality refers to infrastructure or vehicles?

b. The first question in application should be whether the baseline service is mentioned. Maintain existing service/baseline services.

c. Match application categories with guiding principles and priorities more clearly

d. Multiple application types

e. Ask about number of customer, cost per mile cost effectiveness

3. **Information that would be useful for project evaluation:**

a. **Breakdown of full project costs** - Need cost breakdown for requests and provider budgets.

i. STF money

ii. Budget

iii. Operational funding

iv. Number of FTE

v. Shortfall funding (?)

vi. Data operating worksheets are helpful.

vii. Breakout how much of service serves E&D.

b. **Discuss priorities at each funding cycle** – shift money accordingly

i. Project solicitation – meet before to establish priority.

c. **Improvements to service** (partnerships, extended service area, etc.)

i. Breakout service level for seniors vs. young people with disabilities

ii. Use data operating worksheets to evaluate performance

iii. Include demand data in applications.

d. **Timeline for applications is too short**

i. Begin process in November

ii. Advocate for more time to write, review and rank applications

e. **Have applicants present their applications**

f. **Ideas for consolidating information in application forms.**

i. Application process should coordinate with ODOT

ii. Keep them brief

iii. Reduce narrative or move to appendix

g. **Technology pilot programs**

h. **Other things to consider**

  i. Administrative cost to administer grants

 ii. Additional funding sources

iii. B/C analysis

 iv. Consolidate application narrative

  v. Application process can be overwhelming for participants

 vi. Coordinate ODOT app with STFAC needs

vii. Repetition among applications

viii. Time consuming

Issues Specific to Draft 2016 CTP Guiding Principles

#1 – *Preserve existing services and avoid service reductions.*

- Language related too closely to the recession? (might be able to eliminate)
- Is there a need to account for increasing budgets?
- Consider that funding comes from two sources for ops and capital.
Expand to include
- Maintain baseline service (combine with #3)
- Maintain vehicles

#2 – *Provide for adequate capital replacements and maintenance of vehicles and other fundamental requirements to provide service.*

#3 – *Strive for strategic and equitable distribution of funding to address the needs of the region's seniors and people with disabilities.*

#4 – *Help mitigate shortfalls in funding from other sources of grant funds.*

- **Concern:**
  o Old plan = new funding
  o New plan = short falls

#5 – *Increase capacity and improve service quality of existing services (such as providing additional or larger buses or other capital equipment, increasing frequency, span of service, or staff time).*

Expand to include
- Access to infrastructure

#6 – *Consider cost-effectiveness in making funding decisions (such as $ per ride, % match)*

- Hard to compare with different types

Keep and expand to include

- Evaluation and performance (budget tracking and expenses)
- Cost effectiveness measures
- Show cost and money spent outside of STF funds
- Add statement about new sources, new language

#7 – *Expand service in new areas, restore service where previously cut, or implement new initiatives related to technology and coordination.*

Keep and expand to include

- New collaborative partnerships
- Research, peer review, new technologies
- Add statement about new sources, new language
- Include more focus on underserved communities, individuals.

Strategies

- Collaboration and Coordination – for implementation (social service transit providers).
- Infrastructure improvements, physical barriers at stops.
- Partners (school buses, shuttles, circulator service). *See first bullet point.*
- Eliminate jurisdictional and political "issues". *See first bullet point.*
- Peer review of other plans.
- No one size fits all! Population served.
- Advocacy white paper.
- Customer-centric projects.
- "Safe route to schools" – similar program?
- Collect RC donations through application?
- Crowd sourcing data and funding for new and innovative programs.

Attachment L   Summary of STFAC Workshop on Funding Process and Application Criteria

STFAC Meeting 6: WORKSHOP SUMMARY (RAW NOTES)

April 15th, 2016

Funding Process. The proposed application review process for reviewing funding applications identifies a seven step process that includes 3 STFAC meetings instead of 2, and identifies actions that will occur by TriMet staff and STFAC members between meetings and between funding cycles.

1. What questions or comments do you have on the proposed funding process? Would you amend the proposed process in any way?

- Pre-evaluations – yes or no? Mixed.
    - Pre-evaluation helps prepare questions.
    - Don't want to submit right away
        - Need 1 – 2 days
        - Some may need a week
        - Friday to Tuesday maybe okay
- Seems strange that applicants vote.
- Concerned about past processes where providers discuss alone and make a decision that has more weight than STFAC.

****

- When would notification/when would providers get information?
    - As early as possible.
- Clarification.
- The process is too short.
- Start early on as possible.
- Check the legalities of the process.
    - Have to wait for notice from ODOT to start the public process, accepting application.
- Not submit the application but fill it out.
- TM Board approves in March/OR in April/contracts in May.
- Multi-layer.
- Like have meeting #1 before the notice, have discussions ahead of time.

****

- Empowering bureaucrats, not the community.
- Minimize/cut-out bureaucracy.
- Stay on top of ODOT.
    - Get ODOT's information ahead of time. Need to know.

- Do everything possible for streamlining.
- Timeline.
- Identify ODOT staff to get information out.
- Develop strategy.

****

- More time for ranking/feedback
- First meeting could have been scheduled 2 months earlier.
- Any TriMet staff function that evaluates programs the STFAC should be in charge of. Maybe a subcommittee?

2. Do you have any suggestions on how to discuss priorities at STFAC Meeting #1?

- Review unmet needs → review 3-2
- Discuss any new demographic changes/issues → discuss specific gaps.

****

- What projects are eligible and the priorities?
- Behind the scenes knowledge – What ODOT is thinking.
- Have ODOT give a presentation-perspective.
  - Can guide us early.
- Ability to revisit priorities.
- Clarity on when funds will be available.

****

- Identify during pre-meeting – current priorities as we know the targeted funding.
- Restore art books (?) if that – perennial priority.
- Identify list of cuts.
- Look for available technology if available for solutions.
- Develop consistency across apps by comparing to benchmarks. Easier to…
  - Score apps.
  - See excluded criteria.
  - More objectivity.
- Elaine Wells wants to follow up.

****

- Depends on the type of funding
- Go back to Guiding Principles. Identify priorities there.
- Providers need to be at the first meeting
- Review needs/geographic statistics by county.

Funding Application Categories. The proposed funding application categories were updated based on input received at the last meeting to more clearly separate capital from operations. The categories now include capital projects and operations projects under "Maintaining Existing Service" and "Service Expansion" projects. There is also a category for "New Initiatives".

3. Do you have any additional comments on the updated Funding Application Categories? Is there any type of funding request that you believe may still be missing?

- Put categories right at top of applications – front and center.

****

Operations – 5310 is considered a capital expense – more match, STF is more flexible, less match.

- Bring in 5310 categories and make compatible.
- Operations (includes 5310 purchase service)
- Why differ between capital and operations?
- Is the capital a one-time expense?
- Like the 3 major categories – simple.
- Technology (upgrades)/ITS in service (new) expansion, new initiative and maintain service (replace).
- Accessibility and mobility
  – Lighting at stop (service expansion)
- Public safety.
- Service expansion or enhancement
- One or two sentences to describe the categories.
- Things in Maintain
  – Is thing critical to keep those services running?

****

- Zero-emission vehicles.
  – Increase cost.
  – Timeline concerns.
- Right-sizing vehicles – where does it fit?
- Earlier comments chart – misleading.
  – (d) new initiates.
- Better, cheaper examples.
- More to advocacy category.

****

Evaluation Criteria. The proposed evaluation criteria identify criteria that relate to the Guiding Principles. The criteria each include a series of questions to help describe how different types of applications may address the criteria. Applicants will be asked specifically to address these criteria and the STFAC members will evaluate each application how well they address the criteria.

4. Do you want to evaluate each project on a 1 through 5 scale for how well they address each criteria (as you have done in the past), or would you prefer to rank all projects in order of preference based on how well you believe the project meets all the Guiding Principles?

- Ranking → 4 votes
- Unsure/Not rank → 1 vote →Like it but seems challenging
- Score – 0 or 1 vote
- Is there something in the middle?

****

- Priorities and rankings.
    - Systematic approach – same level of standard.
- Formal ranking based on priorities, transparent, procurement process, in good faith.
- Presentations can help with those who aren't good at grant writing.
- Point system.
- We should consider whether our application is ODOT's application (that's how they are going to prioritize applications).
- Maybe a few questions that address STFAC priorities?
- What about 5310 funds? Urban area.
- Consensus around the table:
    - Form 1: Keep
    - Form 2 (Main): ODOT
    - Form 3: Question specific to addressing CTP-project specific

****

- Consistent and objective process.
- Considering a different scoring method.
- Provide some evaluation points for rural areas – need to meet needs of rural areas.

****

- Ranking works well if the guiding principles are in front of you. Scoring can still be done individually, but you turn in a ranking by category.

If ranking is preferable, would you rather rank projects within each category or provide an overall ranking?

- Interest → Yes

- Consider ranking applications for capital vs. operations.
- When applicants have multiple applications, asking them to rank their own applications is not fair and the STFAC seeing something is an applicant's 2nd priority out of 6 applications is not comparable to another applicants 2nd priority out of 2. Don't want to create incentive for submitting multiple applications.

****

- Limited by funding, so categories don't matter.
- What accessibility and equity? Geographical equity. Something in the ranking.
- Keep description clear and concise.
    – Those end up ranking higher.

****

- Not answered on third form.

****

- By category; if that's possible with the money we have.

5. Do you feel that the proposed criteria adequately reflect the Guiding Principles and do they reflect the STFAC's desired outcomes? What comments do you have on the proposed criteria?

- Customer surveys would be helpful.
- Question #1 – Concerned about cost/ride.
- Vehicle age and mileage – should be provided in the application if required vehicle.
- Can we tailor further to address people?
    – How many different people are we serving?
    – New people that will be served?
    – Add to Question #2.

****

- Don't know if this meets the ODOT criteria.
- Ranking should follow ODOT rankings.
    – ODOT criteria I-4
    – 5th should be how well does the project meet the STFAC goals/guiding principles.
    – Distill the local criteria into one or two.
    – This is too much.
    – Asking the question too many times – double the work.
    – Questions are the same but tweaked differently.
- Use the ODOT criteria as it pertains to our guiding principles.
- Transparent – What you submit to STFAC is same as what is submitted to ODOT.
- ODOT criteria is the core – additional clarifying or questions to address the local goals (one-pager)(STFAC guiding principles).

****

- Add cultural/language barriers.
- Is the project "fair" to remote or rural area?
    - Consider a separate question.
- Consider ODOT's criteria in order to reduce duplication.

****

- Sub bullets should be reviewed to make sure they align with the criteria questions
- Add **Project** to describe the type of application in Question 1 and 4
- Add question about number of people served, number of new people served, number of 60+/PWD to Question 1
- Add "cost per house" to "cost per ride" under Bullet 2, Question 1.
- Add bullet question under Question 1: Any new ways of strategizing for making things more cost-effective?
- Add to Question4: Does the project include new partnerships or collaborations between more than one agency or service provider and how does it reduce duplication of service or increase number of people served or enhance service quality?
- Add to Question 6: How does this project increase access or opportunity to people of color, those with language or cultural barriers and low income populations?
- Add to Question 7: Does it build on previous efforts and work towards a whole? (Generally unclear)

Funding Applications. The proposed updated funding applications have two forms. The first form provides information about the applicant's organization and they will complete this only once, regardless of how many different project applications they submit. The second form will get filled out for each project application submitted by an applicant.

6. Do you have any questions or comments on the two-form approach?

- Like it!
- Seems more organized.

****

- Like the two form approach.
- Do any of these need 900 words? Can it be captured in 500 words (or less)?
    - As concise as possible.
- Evaluation of performance of funded projects – Like that.

****

- Need to match up with ODOT.
- Good idea for 2 forms.
- Add days/hours of operation to both forms.

****

- It's good!
- Add Email and Website for organization contact info

7. The proposed applications include project goals and measurable (page 27). Is there anything the STFAC would specifically like to request in these sections or is the proposed table sufficient?

- Needs to be only for operating projects
    - Doesn't fit some applications like a computer server.
    - Different table for capital vs. operations applications?
- This info cold still be good for capital to know how many people the program serves.
- Additional metrics for capital:
    - # of vehicles.
    - # of miles.
- Should this table be provided for each component of the application (maintain, expand, innovate)?
- How do we handle existing measurables vs. projected measureables for expansion?

****

- How are riders and number of riders served?
- Equitable?
  – Geographic and demographic.
- % of E&D population covered/served?
****

- Travel training/mobility management.
  – Need to provide this information.
  – Include on application form #1, organizational.
- Include economic development
  – Always keeping them as active consumers.
  – Consider opportunities.
- Number of individuals in remote rural area.
  – Time of day.
- Add "Type of Vehicle" – lifecycle.
****

- On Pg 27, add question after Table 1.3: How would you measure your success?
- Describe fleet and type of vehicle (fleet info will help discern/measure these project goals by type of fleet).

8. Do the proposed application forms include all of the information the STFAC would like to see the applicants provide?

- Website.
- Organization contact info.
- Project contact vs. organization contact.
****

- Not answered on second form.
****

- Sensitivity training.
- Passenger safety.
  – Improvements.
  – Opportunity.
- Driver training.
- Mental Health.
- Coordination with other organizations that provide these types of drivers.
- Costs:
  – Education/training for different populations.
****

- **Form 1**:
  - **Pg 19**: change Table 3,4,5 to transportation-specific, i.e. Table 3: Transportation Service Days and Hours of Operation, Table 4 to: Annual Transportation Budget and Table 5 to: Transportation Operating Data
  - Move Table 2.1-2.3 (section 2 of Form 2) to Form 1

- **Form 2**:
  - Add at the top under Section 1: Project Overview:
    Indicate the type of funding request:
    - Maintain Existing Service
      - Operating funds for services
      - Equipment, vehicles or infrastructure investments
    - New Service or Service Expansion
      - Operating funds for services
      - Equipment, vehicles or infrastructure investments
    - New initiatives (not currently funded)
      - Operating funds for new services
      - Technology or infrastructure investments
  - Add "transportation" program to describe program and project
  - Pg 12 change #4 to say "Project Design" or "Project Description". Under this ask:
    - Who will you serve?
    - What level of service will be provided to customers?
    - Describe if volunteers are utilized to provide service and how will this occur (is the volunteer program supported with STF or other funds? Will you provide mileage reimbursement to volunteers using their owner vehicles?)
    - How will the service be marketed?
  - Pg 13, under describe need for this project, add: Attach your data or study.
  - Pg 13 under question "How do you measure cost-effectiveness and what are your measurable goals?" Add "*how many people will be served?*
  - Pg 14: Under meeting project needs for PWD, add question: How will the project improve customer satisfaction, increase ride matching and reduce wait times?
  - Pg 14: Under increasing accessibility, add:
    - Are you expanding service hours? *By what specific amount?*
    - Are you increasing the capacity of an existing service? *How?*
    - Are you addressing a service gap per the Service Guidelines and Standards listed in the Coordinated Transportation Plan? *Which ones?*
  - Pg 15: Add under equity: How does this project increase access or opportunity to people of color, *those with language or cultural barriers and low income populations?*
  - Pg 25, under customer service: Add question about how they measure customer satisfaction and eliminate last bullet (i.e. how many people would be affected)
  - Pg 27: Add number of turn downs to Table 1.3
  - Move Table 2.1-2.3 (section 2 of Form 2) to Form 1

9. What other comments do you have?
- Not answered on first form.

****

- Not answered on second form.

****

- Art funding for lights at bus stops.

****

Summarizing key points:

Was there a central issue and opportunity from your group about:

- **Funding Process**
  - Pre-evaluations before meeting #2 are good
    - Need few days (Friday-Tuesday) to submit.
  - Questions on applicants reviewing their own applications
    - Is this conflict? ½ of committee so seems necessary but is there a conflict?
  - When discussing priorities
    - Want to revisit/review needs/services gaps.

****

  - Start as early as possible.
  - At first meeting:
    - Preliminary thinking – What is ODOT thinking?
    - Have ODOT give a presentation.

****

  - Build advocacy into funding process.
  - Private funding.
  - Coordination, advance notice, transparency, reduce bureaucratic barriers, increase <u>creative solutions</u>.

****

- **Funding application categories**
  - Good.
  - Want them front and center at top of application with description.

****

  - Like the 3 major categories.
  - Would like to see "Enhancement" added to service expansion.
    - This could include technology/ITS, which could also be added to new initiatives.

****

  - Zero-emission vehicles.
  - Rural services.
  - Right-sized vehicles.

****

- **Evaluation Criteria**

➢ Majority agreed ranking would be better, encourage individual scoring to develop individual ranking.
➢ Ranking in categories seemed interesting
  – Interested in seeing straw proposal using categories and pre-agreed priorities.
➢ Make sure we are focusing on people served.
➢ Make sure adequately address capital.

****

➢ The criteria should follow ODOT's criteria.
➢ Additional criteria to address how project meets the STFAC guiding principles/goals.

****

➢ Have objective guidelines to evaluate.
  – To be consistently applied.
  – Cultural/language.
  – Include ODOT's criteria.
➢ Specifics.

****

- ## Funding Applications
  ➢ Like 2 worksheet format.
  ➢ Measures on p.22 may need to be more tailored for capital, consider separate.
  ➢ How do we answer for program with expansion component?

****

➢ Like Form 1.
➢ Criteria – ODOT.
➢ One-pager for STFAC.
➢ Keep scores.

****

➢ Include mobility management/training – can turn into projects.
➢ Advocacy.

****

Other Comments?
➢ Include website and project contact rather than organization contact on applications.

Attachment M   Proposed Funding Process

PROPOSED FUNDING PROCESS

1. **STFAC Meeting #1** - STFAC meets to discuss upcoming funding opportunities and priorities and discuss the following:

   a. Which funding sources will be available and approximately how much will be available?

   b. What projects are eligible under each funding opportunity?

   c. What are the STFAC's priorities for each of the funding opportunities?

   d. How well are existing programs meeting the STFAC's goals? *(This will inform applicants on how to improve their applications or project scope before drafting an application.)*

2. **TriMet Staff Actions**

   a. Inform applicants of upcoming funding opportunities and the STFAC's priorities for each fund this funding cycle.

   b. Solicit applications (Impress on ODOT the need for increased time for the project solicitation process and STFAC review evaluation and deliberation).

   c. Review applications for completeness of information and ask applicants for any necessary application updates.

   d. Distribute complete applications to STFAC for review and preliminary evaluation.

3. **STFAC Action** – STFAC members review and complete preliminary evaluation of applications.

4. **STFAC Meeting #2** - STFAC meeting for applicants to present their applications and for the STFAC to ask questions. STFAC members complete

their application evaluations and submit them to TriMet staff at the end of the meeting.

5. **TriMet Staff Action -** TriMet summarizes STFAC evaluations and creates a funding straw proposal for discussion (includes ranking by application type and combined).

6. **STFAC Meeting #3** - STFAC meets to discuss the funding straw proposal and make a recommendation to the TriMet Board.

7. **TriMet Staff Action** – Upon TriMet Board approval, TriMet staff sumbits applications for funding to the State and Federal agencies. In agreement with ODOT and the FTA, TriMet administers pass-through and sub-recipient agreements for grant funds to service providers in the region.

8. **Between funding cycles**:

   a. **TriMet Staff Action**

      i. TriMet staff provides regular updates on the status of future funding, including grants beyond STF and §5310 – what's happening at the federal and state level?

      ii. TriMet staff provides a history of the previous funding cycle and review of previous recipients of funding.

   b. **Transit Providers** provide a status report on how previously funded programs are meeting specified goals and if not meeting these goals, describe why.

   c. **STFAC** or a subcommittee meets to discuss opportunities to enhance effectiveness of the funded programs in the next funding cycle.

PROPOSED FUNDING APPLICATION CATEGORIES

Applications for STF and §5310 funding can generally be placed into the following general categories:

○ **Maintain Existing Service**
  a. Capital
      i. Dispatch or computer system
      ii. Replacement vehicles
      iii. Vehicle Preventative Maintenance
      iv. Capital Equipment Replacement
  b. Operations
      i. Operational funding to maintain existing transit service levels
      ii. Operational funding to maintain existing coordination service
      iii. Operational funding to maintain existing mobility management service

○ **Service Expansion**
  a. Capital
      i. Dispatch or computer system
      ii. Purchase additional vehicles or right-sizing vehicles
      iii. New equipment or Stop/Transit Center amenities
  b. Operations
      i. Increase amount of service - this provides more transportation service than currently provided, such as adding weekend service or having more frequent service.
      ii. Restore service area – this restores transit service to an area that has received service in the past.
      iii. New service area – this expands transit service to an area that has never received service before

○ **New initiatives** – this category would include other new efforts which could include projects such as introducing new technologies and new ways to coordinate or collaborate on services.
  a. New technology project
  b. New ways to coordinate or collaborate on services
  c. New type of Mobility Management
  d. Accessibility Improvement (e.g. sidewalks, curb ramps, crossings, etc.)

PROPOSED APPLICATION REVIEW CRITERIA

STFAC members may provide project rankings or evaluation scores for each project. An evaluation scoring process is described below to assist STFAC

members with developing their rankings if that is their preferred approach. Either ranking or scores will useful to TriMet in compiling the evaluations.

The evaluation criteria and questions provided are intended to help articulate how a project addresses the priorities identified during the CTP Update process. These evaluation criteria will be addressed in the application forms completed by the applications and will be useful to the STFAC members responding during their evaluations.

Review each project and evaluate each project on the degree to which they implement the Priorities of the CTP. Rate each project on a scale of 1 to 5 point value for each criterion to reflect how well the proposed project satisfies each of the four ODOT public transportation goals.

Greatest   5   4   3   2   1   Least

1. How cost-effective is the application?
   a. Is it leveraging other funds? What %?
   b. What is the cost per ride or potential maintenance savings?
   c. Will it improve the cost-effectiveness of all service (such as through improved dispatch, ride matching, technology, etc.)?

2. Does the project provide accessibility that is otherwise not available for seniors and persons with disabilities?
   a. What percentage of the rides will be for seniors and persons with disabilities?
   b. Is this the only available service for seniors and persons with disabilities?
   c. Does it address the needs of an underserved population?
   d. Does it address a service gap per the Service Guidelines and Standards?

3. Does the project increase accessibility of existing services?
   a. Does it expand the service hours?
   b. Does it increase the capacity of an existing service?
   c. Does it improve physical access to transit (more accessible vehicles, sidewalks, transit stop/station amenities)?

    d. Does it address a service gap per the Service Guidelines and Standards?

4. Does the application include a new or innovative approach to coordinate and collaborate?
   a. Does the project implement new technology to enhance service or improve cost-effectiveness?
   b. Does the project include new partnerships or collaboration between more than one agency or service provider?

5. Would the project improve customer service?
   a. Does the project improve ease of scheduling, or on-time performance, or communication between rider and driver?
   b. Does the project improve the customer on-board experience?
   c. Does the project improve their wait time at a stop or station?
   d. How many people would be affected?

6. Does the project improve equity?
   a. How is the project geographical/demographically/financial equitable?
   b. How does this project increase access or opportunity to people of color and low income populations?
   c. Does it address the needs of an underserved population?

7. Is the project sustainable?
   a. Does it complete a one-time gap or need funds every year?
   b. Does it build on previous efforts and work towards a whole?
   c. Would "seed money" create a long-term funding source?
   d. Does the project leverage other infrastructure

Attachment N   Draft Funding Applications

DRAFT FUNDING APPLICATION

Tri-County Area

FYX Special Transportation Fund Program

STF Grant Application

Worksheet 1:
STF Applicant Information Form

Instructions:

Applicants submit one copy of the Worksheet 1: Applicant Information.

Applicant Contact Information

Name of Organization:

Contact Person:

Address:

Telephone:

E-Mail:

FAX:

Type of Organization (mark one):

Public Entity	
Private non-profit	
Educational Institution	
Private Provider or Contractor	

Provider's geographic area of service is (mark one):

Inside the TriMet Service District	
Outside the TriMet Service District	
Both Inside and Outside of the TriMet Service District	

Days and Hours of Operation:

Days	Hours
Monday	
Tuesday	
Wednesday	
Thursday	
Friday	
Saturday	
Sunday	
Please list any planned periods of service closure greater than 3 days. (ex. Closed the last week of December)	

Service Area:

Describe your service area/district by indicating the geographic features that define your service area/district boundaries, such as streets, rivers or jurisdictional boundaries. Attach a map(s) of your service area as separate, single page, letter sized attachment(s).

Total Transportation Program Budget by Year:

FYX	FYX

Amount of other funds leveraged to support the total transportation program: (list county contributions, STF Discretionary funds, donations, other):

Contribution/Source	Number of Units/Hours	Amount	% of Program Funding

FYX Total Program Costs	
Type	**Dollar Amount**
Admin	
Labor (payroll)	
Insurance, services or supplies (IT, travel, office expense, telecommunications, etc.)	
Eligibility	

Facility (rent, janitorial, utilities, etc.)	
Professional Services	
Other (Describe)	
Contracted services	
Materials and supplies	
Operations	
Fuel	
Maintenance	
Dispatch	
Operators	
Preventative Maintenance	
Capital Equipment	
Technology	
Contingency	
Other (type description)	
Other (type description)	
Project Grand Total	

Tri-County Area

FYX Special Transportation Fund Program

STF Grant Application

Worksheet 2:
STF Project Proposal Form

Instructions:

Applicants submit one copy of the Worksheet 2: Project Proposal Form **per project**.

Worksheet 2:

Project Proposal

Section1: Project Description

1. Project Title:

Provide a brief summary describing this project. What will be the finished product or service? (limit 200 words)

| |
| |
| |

2. Geographic Area to be Served by Project:

Indicate the geographic features that define your service area such as streets, rivers or jurisdictional boundaries)**:**

North Boundary	
East Boundary	
South Boundary	
West Boundary	
Other General Geographic Area	

3. Is project derived from the Coordinated Transportation Plan for Seniors and People with Disabilities (CTP)?

☐ Yes – Page [   ]
☐ No

How does your project meet the guiding principles in the CTP (describe activities) (limit 900 words)

Does your program address one or more of the strategic initiatives in the CTP or improves service coverage as recommended in the CTP? (describe activities) (limit 200 words)

4. Project Quality

Describe the services or capital investment to be provided by this project. Please include a description of the following: (limit 900 words)

- Who do you serve
- Level of service provided to customers
- Operational activities; how customers request and receive rides, including scheduling and dispatching
- Describe if volunteers are utilized to provide service and how this occur (is the volunteer program supported with STF or other funds? Do you provide mileage reimbursement to volunteers using their own vehicles?)
- How the service is marketed.

Describe the need for this project. How was this need determined or assessed? Do you have data that reflects this need? (limit 200 words)

```

```

Provide a detailed description for how this project meets each of the following criteria. STFAC members will evaluate your application based on this information. The STF Application Instructions document includes specific questions your application needs to address for each criterion below. Limit 200 words for each answer.

Describe how your project is Cost-effective. (limit 200 words)

- How does the project leverage other funds? What %?
- How do you measure cost-effectiveness and what are your measurable goals?
- Does this project improve the cost-effectiveness services (such as through improved dispatch, ride matching, technology, etc.)?

```

```

Describe how your project meets the transportation needs of Seniors and Persons with Disabilities. (limit 200 words)

- What percentage of the rides will be for seniors and people with disabilities?
- Is this the only available service for seniors and people with disabilities?
- Why is this project the best method to address the previously described need?

```

```

Describe how your project increases accessibility. (limit 200 words)

- Are you expanding service hours?

- Are you increasing the capacity of an existing service?
- Are you improving the physical access to transit (more accessible vehicles, sidewalks, transit stop/station amenities)?
- Are you addressing a service gap per the Service Guidelines and Standards listed in the Coordinated Transportation Plan?

Describe the level of collaboration and coordination for this project. (limit 200 words)

- How duplication of services avoided?
- Does the application include a new or innovative approach to coordinate and collaborate?
- Does the project implement new technology to enhance service or improve cost-effectiveness?
- Does the project include new partnerships or collaboration between more than one agency or service provider?

Describe your projects customer service and experience. (limit 200 words)

- Does the project improve ease of scheduling, or on-time performance, or communication between rider and driver?
- Does the project improve the customer on-board experience?
- Does the project improve their wait time at a stop or station?
- How many people would be affected?

Describe how your project is equitable. (limit 200 words)

- How is the project geographical/demographically/financial equitable?

- How does this project increase access or opportunity to people of color and low income populations?
- Does it address the needs of an underserved population?

[ ]

Describe your sustainability of your project. (limit 200 words)

- Does the project complete a one-time gap or need additional funding in future funding cycles?
- Does it build on previous efforts and work towards a whole?
- Would "seed money" create a long-term funding source?
- Does the project leverage other infrastructure?

[ ]

5. Project Milestones:

Explain the milestones of the project. Include the project start date and end date if applicable. Example milestones: design, public involvement, contract award, capital purchase, service implementation, etc.

Milestone description	Estimated milestone completion date (m/m/yy)

6. Project Goals and Measurables:

Explain your ridership goals and/or other measurable goals you intend to meet with this project during this funding cycle. Note: transit services must provide at least ridership, vehicle hour and vehicle mile goals.

Project Goal	Deliverable	Timeframe
Ridership		
Vehicle Hours		
Vehicle Miles		
Total paid driver hours		
Total volunteer driver hours		
Cost per trip		
Number of individuals served		
Other (Describe)		
Other (Describe)		
Other (Describe)		

Mobility Management: For mobility management/coordination projects, please indicate activities support with STF Discretionary funds and the number of individuals that benefit from project activities.

Activity	FYX	FYX

7. Application Attachments

You can attach additional supporting documentation, such as maps, additional budgets, etc. to your submission email.

Attachment File Name	Attachment Document Title	Description

Section 2: Project Funding Request

1. Total Project Cost: $_____

Enter all estimated costs involved in the **total** cost of the project in the tables below.

Total Project Costs by Year (Total for all years should match the project grand total.)	
FYX	FYX

Estimated Total Project Costs		
Type	**Dollar Amount**	
	FYX	FYX
Admin		
Labor (payroll)		
Insurance, services or supplies (IT, travel, office expense, telecommunications, etc.)		
Eligibility		
Facility (rent, janitorial, utilities, etc.)		
Professional Services		
Other (Describe)		

Contracted services		
Materials and supplies		
Operations		
Fuel		
Maintenance		
Dispatch		
Operators		
Preventative Maintenance		
Capital Equipment		
Technology		
Contingency		
Other (type description)		
Other (type description)		
Project Grand Total		

Amount of other funds leveraged to support the total project cost: (list county contributions, STF Discretionary funds, donations, other):

Contribution/ Source	Local/ Federal/ Other (describe)	Number of Units/Hours	Amount	% of Project Funding

Project Grand Total:			**100%**	

*For any amounts in Section 2.1 listed over $5000, please provide an explanation of services rendered. Limit 300 words.

2. Total STF Funds Requested for Project : $_____

% of project funded by STF: $_____

3. Project Category Breakdown

Instructions: Select each category you are requesting STF funds for related to this project, as well as the type of use for each category using the checkboxes below. Identify how much total STF funding you are requesting for each category. Do not duplicate costs in multiple categories. Identify if one category is dependent on another category receiving funding first. Requests listed under all categories should have the same total as total STF request listed under Question 2: Total STF Funds Requested for Project.

○ **Maintain Existing Service**
  STF Request Amount: $_____

☐ Dispatch or computer system
☐ Replacement vehicles
☐ Vehicle Preventative Maintenance
☐ Capital Equipment Replacement
☐ Operational funding to maintain existing transit service levels
☐ Operational funding to maintain existing coordination service
☐ Operational funding to maintain existing mobility management service
☐ Shortfall funding to maintain existing service levels (help mitigate shortfalls in funding due to reductions and loss of funding such as BETC and JARC). Please describe the funding shortfall and identify the amount of shortfall funding needed (limit 200 words):

○ **New Service or Service Expansion**
STF Request Amount: $_____

☐ Dispatch or computer system
☐ Purchase additional vehicles or right-sizing vehicles
☐ New equipment or Stop/Transit Center amenities
☐ Increase amount of service - this provides more transportation service than currently provided, such as adding weekend service or having more frequent service.
☐ Restore service area – this restores transit service to an area that has received service in the past.
☐ New service area – this expands transit service to an area that has never received service before

Describe how the project provides new or expanded service) (limit 200 words):

○ **New initiatives (Not currently funded)**
STF Request Amount: $_____

☐ New technology project
☐ New ways to coordinate or collaborate on services
☐ New type of Mobility Management
☐ Accessibility Improvement (e.g. sidewalks, curb ramps, crossings, etc.)

8. Vehicle Information

Does this application request either match or total cost funding for a vehicle?

○ No, application does not involve a vehicle purchase of any kind.
○ Yes, application requests match for a vehicle.
○ Yes, application requests the total cost of a vehicle

9. Staffing data:

(please identify the positions supported by your STF funding request and the amount of FTE per position.

Position	FYX	FYX
Example: Driver	.5	1

10. Project Scalability

You are strongly encouraged to request the full amount of STF funding that is needed for each project, including funding for new projects, under the total STF request field listed above under Question 2: Total STF Funds Requested for Project. However, funding is limited. Describe if and how you are able to scale back your STF Funding request below. Then describe how you scaled

down your request and what aspects of the project would not be funded under this funding scenario.

Enter your scaled request amounts as it relates to the applicable categories below:

○ **Maintain Existing Service**
   STF Scaled Request Amount: $_____

○ **New Service or Service Expansion**
   STF Scaled Request Amount: $_____

○ **New initiatives (Not currently funded)**
   STF Scaled Request Amount: $_____

Table E1. TriMet Vehicle Fleet

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9600	1FD4E45P58 DB59418	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	215,599	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/26/2009	02/08/2013
Tri-County Metropolitan Transportation District	9601	1FD4E45P78 DB59419	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	197,944	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/26/2009	2/26/2014
Tri-County Metropolitan Transportation District	9602	1FD4E45P38 DB59420	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	204,019	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/26/2009	2/26/2014
Tri-County Metropolitan Transportation District	9603	1FD4E45P58 DB59421	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	222,934	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/26/2009	2/26/2014
Tri-County Metropolitan Transportation District	9604	1FD4E45P78 DB59422	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	214,136	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/4/2009	3/4/2014
Tri-County Metropolitan Transportation District	9605	1FD4E45P98 DB59423	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	203,470	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/4/2009	3/4/2014
Tri-County Metropolitan Transportation District	9606	1FD4E45P18 DB59464	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	211,542	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9607	1FD4E45P38 DB59465	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	228,370	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9608	1FD4E45P58 DB59466	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	220,764	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9609	1FD4E45P78 DB59467	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	207,966	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/31/2009	1/31/2014
Tri-County Metropolitan Transportation District	9610	1FD4E45P98 DB59468	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	196,593	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9611	1FD4E45P08 DB59469	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	203,350	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/31/2009	1/31/2014
Tri-County Metropolitan Transportation District	9612	1FD4E45P78 DB59470	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	201,409	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/1/2009	2/1/2014
Tri-County Metropolitan Transportation District	9613	1FD4E45P98 DB59471	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	199,674	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/28/2009	3/28/2014
Tri-County Metropolitan Transportation District	9614	1FD4E45P08 DB59472	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	203,927	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/14/2009	2/14/2014
Tri-County Metropolitan Transportation District	9615	1FD4E45P28 DB59473	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	201,188	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/4/2009	3/4/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9616	1FD4E45P48DB59474	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	212,847	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/21/2009	2/21/2014
Tri-County Metropolitan Transportation District	9617	1FD4E45P68DB59475	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	209,227	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/3/2009	3/3/2014
Tri-County Metropolitan Transportation District	9618	1FD4E45P88DB59476	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	209,847	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/12/2009	3/12/2014
Tri-County Metropolitan Transportation District	9619	1FD4E45PX8DB59477	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	198,513	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/7/2009	3/7/2014
Tri-County Metropolitan Transportation District	9620	1FD4E45P18DB59478	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	215,550	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/21/2009	2/21/2014
Tri-County Metropolitan Transportation District	9621	1FD4E45P38DB59479	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	219,728	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/7/2009	3/7/2014
Tri-County Metropolitan Transportation District	9622	1FD4E45PX8DB59480	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	200,985	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/21/2009	3/21/2014
Tri-County Metropolitan Transportation District	9623	1FD4E45P18DB59481	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	225,030	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/7/2009	3/7/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9624	1FD4E45P38 DB59482	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	202,936	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/7/2009	3/7/2014
Tri-County Metropolitan Transportation District	9625	1FD4E45P58 DB59483	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	220,026	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/14/2009	3/14/2014
Tri-County Metropolitan Transportation District	9626	1FD4E45P78 DB59484	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	215,037	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/14/2009	3/14/2014
Tri-County Metropolitan Transportation District	9627	1FD4E45P98 DB59485	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	198,344	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/14/2009	3/14/2014
Tri-County Metropolitan Transportation District	9628	1FD4E45P08 DB59486	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	180,080	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/14/2009	3/14/2014
Tri-County Metropolitan Transportation District	9629	1FD4E45P28 DB59487	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	216,778	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/7/2009	4/7/2014
Tri-County Metropolitan Transportation District	9630	1FD4E45P48 DB59488	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	206,825	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/21/2009	3/21/2014
Tri-County Metropolitan Transportation District	9631	1FD4E45P68 DB59489	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	191,723	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/7/2009	4/7/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9632	1FD4E45P28 DB59490	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	190,801	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/21/2009	3/21/2014
Tri-County Metropolitan Transportation District	9633	1FD4E45P48 DB59491	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	200,266	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/7/2009	4/7/2014
Tri-County Metropolitan Transportation District	9634	1FD4E45P68 DB59492	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	182,204	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/21/2009	3/21/2014
Tri-County Metropolitan Transportation District	9635	1FD4E45P88 DB59493	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	197,651	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/28/2009	3/28/2014
Tri-County Metropolitan Transportation District	9636	1FD4E45PX8 DB59494	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	198,871	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/28/2009	3/28/2014
Tri-County Metropolitan Transportation District	9637	1FD4E45P18 DB59495	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	182,718	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/28/2009	3/28/2014
Tri-County Metropolitan Transportation District	9639	1FD4E45P08 DB59407	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	198,239	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9640	1FD4E45P28 DB59408	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	189,254	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9641	1FD4E45P48 DB59409	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	188,257	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9642	1FD4E45P58 DB59497	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	202,295	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	1/28/2009	1/28/2014
Tri-County Metropolitan Transportation District	9644	1FD4E45P48 DB59412	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	180,447	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/1/2009	2/1/2014
Tri-County Metropolitan Transportation District	9645	1FD4E45P68 DB59413	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	196,178	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/21/2009	2/21/2014
Tri-County Metropolitan Transportation District	9646	1FD4E45P88 DB59414	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	192,237	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/21/2009	2/21/2014
Tri-County Metropolitan Transportation District	9647	1FD4E45PX8 DB59415	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	202,642	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/14/2009	2/14/2014
Tri-County Metropolitan Transportation District	9648	1FD4E45P18 DB59416	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	190,732	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/8/2009	2/8/2014
Tri-County Metropolitan Transportation District	9649	1FD4E45P38 DB59417	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	178,246	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/14/2009	2/14/2014

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9638	1FD4E45P38 DB59496	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	182,070	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	3/28/2009	3/28/2014
Tri-County Metropolitan Transportation District	9643	1FD4E45P28 DB59411	33	Ford	El Dorado Aerotech 240	2008	12	3	Marginal	190,179	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/8/2009	2/8/2014
Tri-County Metropolitan Transportation District	9330	2D4RN4DE9 AR462492	34	Dodge	Grand Caravan	2011	3	1	Marginal	210,128	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	2/18/2011	2/17/2015
Tri-County Metropolitan Transportation District	9331	2D4RN4DE0 AR462493	34	Dodge	Grand Caravan	2011	3	1	Marginal	183,037	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/18/2011	3/17/2015
Tri-County Metropolitan Transportation District	9332	2D4RN4DE2 AR462494	34	Dodge	Grand Caravan	2011	3	1	Marginal	207,047	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/19/2011	3/18/2015
Tri-County Metropolitan Transportation District	9333	2D4RN4DE4 AR462495	34	Dodge	Grand Caravan	2011	3	1	Marginal	206,520	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/25/2011	3/24/2015
Tri-County Metropolitan Transportation District	9334	2D4RN4DE6 AR462496	34	Dodge	Grand Caravan	2011	3	1	Marginal	203,953	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/8/2011	3/7/2015
Tri-County Metropolitan Transportation District	9335	2D4RN4DE8 AR462497	34	Dodge	Grand Caravan	2011	3	1	Marginal	191,140	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/12/2011	3/11/2015
Tri-County Metropolitan Transportation District	9336	2D4RN4DEX AR462498	34	Dodge	Grand Caravan	2011	3	1	Marginal	184,200	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/8/2011	3/7/2015
Tri-County Metropolitan Transportation District	9337	2D4RN4DE1 AR462499	34	Dodge	Grand Caravan	2011	3	1	Marginal	190,962	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/25/2011	3/24/2015

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9338	2D4RN4DE4 AR462500	34	Dodge	Grand Caravan	2011	3	1	Marginal	204,573	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	2/18/2011	2/17/2015
Tri-County Metropolitan Transportation District	9339	2D4RN4DE2 AR485337	34	Dodge	Grand Caravan	2011	3	1	Marginal	175,799	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/18/2011	3/17/2015
Tri-County Metropolitan Transportation District	9340	2D4RN4DE8 AR462502	34	Dodge	Grand Caravan	2011	3	1	Marginal	181,992	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/12/2011	3/11/2015
Tri-County Metropolitan Transportation District	9341	2D4RN4DE2 XAR462503	34	Dodge	Grand Caravan	2011	3	1	Marginal	202,406	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/19/2011	3/18/2015
Tri-County Metropolitan Transportation District	9342	2D4RN4DE1 AR462504	34	Dodge	Grand Caravan	2011	3	1	Marginal	186,286	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/25/2011	3/24/2015
Tri-County Metropolitan Transportation District	9343	2D4RN4DE3 AR462505	34	Dodge	Grand Caravan	2011	3	1	Marginal	130,070	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/3/2011	3/2/2015
Tri-County Metropolitan Transportation District	9344	2D4RN4DE5 AR462506	34	Dodge	Grand Caravan	2011	3	1	Marginal	195,954	Active	E-3 Modified Minivans/ 4 years or 100,000 miles	3/3/2011	3/2/2015
Tri-County Metropolitan Transportation District	9713	1GB6G5BL1 B1129280	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	144,493	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/15/2011	6/14/2016
Tri-County Metropolitan Transportation District	9714	1GB6G5BL5 B1129041	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	160,263	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/25/2011	5/24/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9715	1GB6G5BLX B1129228	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	146,103	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/31/2011	5/30/2016
Tri-County Metropolitan Transportation District	9716	1GB6G5BL3 B1129328	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	160,168	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/25/2011	5/24/2016
Tri-County Metropolitan Transportation District	9717	1GB6G5BL8 B1130197	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	143,933	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/22/2011	6/21/2016
Tri-County Metropolitan Transportation District	9718	1GB6G5BL7 B1129851	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	151,024	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/15/2011	6/14/2016
Tri-County Metropolitan Transportation District	9719	1GB6G5BL0 B1130145	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	151,212	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/31/2011	5/30/2016
Tri-County Metropolitan Transportation District	9733	1GB6G5BL9 B1129415	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	151,642	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/17/2011	6/16/2016
Tri-County Metropolitan Transportation District	9734	1GB6G5BLX B1129763	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	137,870	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/31/2011	5/30/2016
Tri-County Metropolitan Transportation District	9735	1GB6G5BL3 B1129569	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	138,972	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/25/2011	6/24/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9736	1GB6G5BL7 B1129946	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	128,913	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/25/2011	6/24/2016
Tri-County Metropolitan Transportation District	9737	1GB6G5BL9 B1129656	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	131,707	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/29/2011	6/28/2016
Tri-County Metropolitan Transportation District	9738	1GB6G5BL5 B1130609	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	118,352	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2011	6/22/2016
Tri-County Metropolitan Transportation District	9739	1GB6G5BLO B1129965	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	135,596	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/29/2011	6/28/2016
Tri-County Metropolitan Transportation District	9740	1GB6G5BL4 B1130407	35	Chevrolet	El Dorado Aerotech 240	2011	12	3	Adequate	129,965	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/13/2011	6/12/2016
Tri-County Metropolitan Transportation District	9750	1FDFE4FL1B DA39398	36	Ford	Supreme Corporation	2011	12	2	Adequate	29,161	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/5/2011	5/4/2016
Tri-County Metropolitan Transportation District	9700	1GB6G5BL8 B1112928	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	141,891	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/22/2011	6/21/2016
Tri-County Metropolitan Transportation District	9701	1GB6G5BL8 B1112072	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	147,357	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/18/2011	5/17/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9702	1GB6G5BL1B1112138	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	136,303	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/9/2011	5/8/2016
Tri-County Metropolitan Transportation District	9703	1GB6G5BL1B1112530	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	148,683	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/13/2011	5/12/2016
Tri-County Metropolitan Transportation District	9704	1GB6G5BL5B1113857	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	158,978	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/11/2011	5/10/2016
Tri-County Metropolitan Transportation District	9705	1GB6G5BL4B1112859	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	142,861	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/25/2011	4/24/2016
Tri-County Metropolitan Transportation District	9706	1GB6G5BL3B1112478	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	150,035	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/25/2011	4/24/2016
Tri-County Metropolitan Transportation District	9707	1GB6G5BL5B1111865	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	161,724	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	4/25/2011	4/24/2016
Tri-County Metropolitan Transportation District	9708	1GB6G5BL9B1113599	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	150,060	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/9/2011	5/8/2016
Tri-County Metropolitan Transportation District	9709	1GB6G5BL2B1113265	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	146,688	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/9/2011	5/8/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9710	1GB6G5BL8 B1113030	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	137,224	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/9/2011	5/8/2016
Tri-County Metropolitan Transportation District	9711	1GB6G5BL8 B1124724	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	146,143	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/2/2011	5/1/2016
Tri-County Metropolitan Transportation District	9712	1GB6G5BL3 B1125084	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	144,748	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/14/2011	5/13/2016
Tri-County Metropolitan Transportation District	9720	1GB6G5BL4 B1125689	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	129,856	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/15/2011	6/14/2016
Tri-County Metropolitan Transportation District	9721	1GB6G5BL3 B1125795	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	133,922	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/2/2011	5/1/2016
Tri-County Metropolitan Transportation District	9722	1GB6G5BL9 B1125560	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	146,014	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/13/2011	5/12/2016
Tri-County Metropolitan Transportation District	9723	1GB6G5BLD B1125656	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	140,859	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	7/7/2011	7/6/2016
Tri-County Metropolitan Transportation District	9724	1GB6G5BLX B1124627	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	135,611	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/11/2011	5/10/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9725	1GB6G5BL5 B1124616	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	112,322	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/17/2011	6/16/2016
Tri-County Metropolitan Transportation District	9726	1GB6G5BL5 B1124986	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	126,173	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/18/2011	5/17/2016
Tri-County Metropolitan Transportation District	9727	1GB6G5BL5 B1125247	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	143,278	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/8/2011	6/7/2016
Tri-County Metropolitan Transportation District	9728	1GB6G5BL9 B1125199	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	141,584	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/15/2011	6/14/2016
Tri-County Metropolitan Transportation District	9729	1GB6G5BL1 B1125276	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	136,174	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/13/2011	5/12/2016
Tri-County Metropolitan Transportation District	9730	1GB6G5BL9 B1125428	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	141,095	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/31/2011	5/30/2016
Tri-County Metropolitan Transportation District	9731	1GB6G5BLX B1125261	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	149,911	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/13/2011	6/12/2016
Tri-County Metropolitan Transportation District	9732	1GB6G5BL4 B1125823	37	Chevrolet	El Dorado Aerotech 220	2011	10	3	Adequate	149,177	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/25/2011	5/24/2016

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9800	1GB6G5BL3 C1143800	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,980	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/9/2012	6/9/2017
Tri-County Metropolitan Transportation District	9801	1GB6G5BL5 C1159545	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	118,574	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/23/2012	5/23/2017
Tri-County Metropolitan Transportation District	9802	1GB6G5BL7 C1159451	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	111,057	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/23/2012	5/23/2017
Tri-County Metropolitan Transportation District	9803	1GB6G5BL9 C1159306	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	117,601	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/23/2012	5/23/2017
Tri-County Metropolitan Transportation District	9804	1GB6G5BL0 C1159873	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	103,480	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/2/2012	8/2/2017
Tri-County Metropolitan Transportation District	9805	1GB6G5BL0 C1160067	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	99,198	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/27/2012	5/27/2017
Tri-County Metropolitan Transportation District	9806	1GB6G5BL2 C1159776	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	105,980	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/9/2012	6/9/2017
Tri-County Metropolitan Transportation District	9807	1GB6G5BL1 C1160174	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	121,459	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/27/2012	5/27/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9808	1GB6G5BL9 C1160424	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	125,208	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	5/27/2012	5/27/2017
Tri-County Metropolitan Transportation District	9809	1GB6G5BL2 C1160541	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	120,079	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/3/2012	6/3/2017
Tri-County Metropolitan Transportation District	9810	1GB6G5BL5 C1159626	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	123,367	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017
Tri-County Metropolitan Transportation District	9811	1GB6G5BL4 C1161464	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	125,600	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017
Tri-County Metropolitan Transportation District	9812	1GB6G5BL3 C1160757	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	122,117	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/3/2012	6/3/2017
Tri-County Metropolitan Transportation District	9813	1GB6G5BL2 C1160653	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,534	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017
Tri-County Metropolitan Transportation District	9814	1GB6G5BL6 C1161160	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,013	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017
Tri-County Metropolitan Transportation District	9815	1GB6G5BL3 C1161102	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	116,842	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9816	1GB6G5BL2 C1161656	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,319	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017
Tri-County Metropolitan Transportation District	9817	1GB6G5BL0 C1160988	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	118,590	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/9/2012	6/9/2017
Tri-County Metropolitan Transportation District	9818	1GB6G5BL2 C1161396	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,039	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/9/2012	6/9/2017
Tri-County Metropolitan Transportation District	9819	1GB6G5BL3 C1161536	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	99,590	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017
Tri-County Metropolitan Transportation District	9820	1GB6G5BL8 C1167218	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	105,342	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017
Tri-County Metropolitan Transportation District	9821	1GB6G5BL3 C1166557	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	110,674	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017
Tri-County Metropolitan Transportation District	9822	1GB6G5BL3 C1166932	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,433	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017
Tri-County Metropolitan Transportation District	9823	1GB6G5BL1 C1166685	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	111,119	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/16/2012	6/16/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9824	1GB6G5BL3 C1166865	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	105,308	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/23/2012	6/23/2017
Tri-County Metropolitan Transportation District	9825	1GB6G5BL6 C1168092	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	105,595	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9826	1GB6G5BL4 C1169192	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,694	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9827	1GB6G5BL9 C1168474	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,089	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9828	1GB6G5BL9 C1169009	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	124,443	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9829	1GB6G5BL5 C1168259	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	139,019	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9830	1GB6G5BL7 C1169350	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	125,501	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	6/30/2012	6/30/2017
Tri-County Metropolitan Transportation District	9831	1GB6G5BL6 C1168903	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	125,297	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	7/5/2012	7/5/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9832	1GB6G5BL6 C1168707	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	126,247	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	7/5/2012	7/5/2017
Tri-County Metropolitan Transportation District	9833	1GB6G5BL2 C1172432	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	129,518	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9834	1GB6G5BL8 C1167624	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	122,537	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9835	1GB6G5BL9 C1167891	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	116,891	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9836	1GB6G5BL9 C1169608	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	111,454	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9837	1GB6G5BL8 C1167736	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,086	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9838	1GB6G5BL1 C1161227	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,689	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9839	1GB6G5BL7 C1169123	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	118,262	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9840	1GB6G5BL3 C1172262	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	110,453	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9841	1GB6G5BL2 C1172317	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	120,724	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9842	1GB6G5BL1 C1172552	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,621	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9843	1GB6G5BL6 C1172711	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	121,848	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9844	1GB6G5BL2 C1172494	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	106,702	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9845	1GB6G5BL7 C1172605	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,621	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9846	1GB6G5BL6 C1172188	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,119	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9847	1GB6G5BL9 C1172962	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,719	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9848	1GB6G5BL8C1172807	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	120,008	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9849	1GB6G5BL0C1172753	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,051	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/25/2012	10/25/2017
Tri-County Metropolitan Transportation District	9850	1GB6G5BL0C1174003	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	119,124	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9851	1GB6G5BL3C1173234	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,764	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9852	1GB6G5BL6C1173860	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	110,216	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9853	1GB6G5BL0C1173742	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	111,708	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9854	1GB6G5BL9C1173352	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	115,492	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9855	1GB6G5BL4C1174036	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	115,623	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/5/2012	11/5/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9856	1GB6G5BL4C1173498	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,995	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9857	1GB6G5BLXC1173683	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,714	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9858	1GB6G5BL3C1174433	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	96,302	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/2/2012	10/2/2017
Tri-County Metropolitan Transportation District	9859	1GB6G5BL6C1173390	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	114,843	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/5/2012	11/5/2017
Tri-County Metropolitan Transportation District	9860	1GB6G5BL1C1174513	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	120,166	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/5/2012	11/5/2017
Tri-County Metropolitan Transportation District	9861	1GB6G5BL7C1174483	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,516	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9862	1GB6G5BL5C1173803	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,351	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/9/2012	11/9/2017
Tri-County Metropolitan Transportation District	9863	1GB6G5BL4C1174165	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	100,775	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/9/2012	11/9/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9864	1GB6G5BL9C1173531	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,810	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/9/2012	11/9/2017
Tri-County Metropolitan Transportation District	9865	1GB6G5B5C1174403	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,312	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9866	1GB6G5BL1C1173295	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,851	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/9/2012	11/9/2017
Tri-County Metropolitan Transportation District	9867	1GB6G5BL6C1173020	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,008	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9868	1GB6G5BL9C1173058	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,002	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9869	1GB6G5BL3C1173332	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	116,087	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/9/2012	11/9/2017
Tri-County Metropolitan Transportation District	9870	1GB6G5BL9C1173187	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	117,764	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/12/2012	11/12/2017
Tri-County Metropolitan Transportation District	9871	1GB6G5BL7C1175262	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	116,762	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/14/2012	11/14/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9872	1GB6G5BL8 C1175223	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,367	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/25/2012	10/25/2017
Tri-County Metropolitan Transportation District	9873	1GB6G5BL5 C1174952	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,002	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/25/2012	10/25/2017
Tri-County Metropolitan Transportation District	9874	1GB6G5BL4 C1174909	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	110,986	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/1/2012	11/1/2017
Tri-County Metropolitan Transportation District	9875	1GB6G5BL7 C1169445	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	106,625	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/12/2012	11/12/2017
Tri-County Metropolitan Transportation District	9876	1GB6G5BL3 C1173606	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	108,855	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/25/2012	10/25/2017
Tri-County Metropolitan Transportation District	9877	1GB6G5BL8 C1174637	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	111,664	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/13/2012	11/13/2017
Tri-County Metropolitan Transportation District	9878	1GB6G5BL2 C1174701	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	105,891	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/13/2012	11/13/2017
Tri-County Metropolitan Transportation District	9879	1GB6G5BL6 C1174989	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	113,311	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/14/2012	11/14/2017

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9880	1GB6G5BL7C1174998	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	112,436	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/15/2012	11/15/2017
Tri-County Metropolitan Transportation District	9881	1GB6G5BL4C1174926	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,298	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/15/2012	11/15/2017
Tri-County Metropolitan Transportation District	9882	1GB6G5BL8C1179045	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	109,295	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/16/2012	11/16/2017
Tri-County Metropolitan Transportation District	9883	1GB6G5BL4C1175106	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Good	101,101	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/16/2012	11/16/2017
Tri-County Metropolitan Transportation District	9901	1GB6G6BL9E1163428	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	55,841	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9902	1GB6G6BLXE1187544	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	55,383	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9903	1GB6G6BL8E1187591	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	59,533	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9904	1GB6G6BL3E1187661	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	51,214	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9905	1GB6G6BL2 E1187750	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	51,113	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9906	1GB6G6BL8 E1187803	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	53,377	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9907	1GB6G6BLX E1187897	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	49,749	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	9/4/2014	9/4/2019
Tri-County Metropolitan Transportation District	9908	1GB6G6BLX E1188032	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	57,246	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	9/4/2014	9/4/2019
Tri-County Metropolitan Transportation District	9909	1GB6G6BL5 E1188052	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	66,427	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9910	1GB6G6BL9 E1188135	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	64,648	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9911	1GB6G6BL5 E1188245	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	60,356	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9912	1GB6G6BL9 E1188278	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	65,907	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	9/4/2014	9/4/2019

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9913	1GB6G6BL4E1188365	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	57,400	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9914	1GB6G6BL3E1188373	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	58,988	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	9/4/2014	9/4/2019
Tri-County Metropolitan Transportation District	9915	1GB6G6BL0E1188525	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	53,163	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	9/4/2014	9/4/2019
Tri-County Metropolitan Transportation District	9916	1GB6G6BL4E1188642	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	65,828	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9917	1GB6G6BL9E1188569	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	53,918	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9918	1GB6G6BL2E1188610	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	61,731	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9919	1GB6G6BL9E1188720	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	57,664	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9920	1GB6G6BL7E1188750	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	54,779	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9921	1GB6G6BL7 E1188893	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	45,770	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9922	1GB6G6BL8 E1188918	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	53,297	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9923	1GB6G6BL8 E1188949	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	61,699	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9924	1GB6G6BL2 E1188977	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	52,721	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9925	1GB6G6BL0 E1189058	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	58,219	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9926	1GB6G6BL5 E1189105	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	64,854	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9927	1GB6G6BL5 E1189136	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	63,624	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	8/8/2014	8/8/2019
Tri-County Metropolitan Transportation District	9930	1GB6G6BL8 F1220865	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	19,325	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/21/2015	12/20/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9931	1GB6G6BL8 F1222874	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	22,735	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/9/2015	10/8/2020
Tri-County Metropolitan Transportation District	9932	1GB6G6BL8 F1223992	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	23,657	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/9/2015	10/8/2020
Tri-County Metropolitan Transportation District	9933	1GB6G6BL4 F1235766	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	11,402	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/23/2015	11/22/2020
Tri-County Metropolitan Transportation District	9934	1GB6G6BL7 F1236622	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	24,044	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/9999	
Tri-County Metropolitan Transportation District	9935	1GB6G6BL2 F1236074	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	19,935	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/9999	
Tri-County Metropolitan Transportation District	9936	1GB6G6BL0 F1238082	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	17,825	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/9999	
Tri-County Metropolitan Transportation District	9937	1GB6G6BL7 F1237740	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	20,419	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/9999	
Tri-County Metropolitan Transportation District	9938	1GB6G6BL1 F1236597	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	19,657	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/5/2015	11/4/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9939	1GB6G6BL4 F1238649	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	20,299	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/14/2015	10/13/2020
Tri-County Metropolitan Transportation District	9940	1GB6G6BL9 F1237593	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	14,362	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9941	1GB6G6BLX F1236873	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	25,070	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/29/2015	10/28/2020
Tri-County Metropolitan Transportation District	9942	1GB6G6BL0 F1239247	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	19,206	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9943	1GB6G6BL2 F1235412	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	25,575	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/27/2015	10/26/2020
Tri-County Metropolitan Transportation District	9944	1GB6G6BL0 F1238678	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	27,532	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/29/2015	10/28/2020
Tri-County Metropolitan Transportation District	9945	1GB6G6BL8 F1234989	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	21,616	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/29/2015	10/28/2020
Tri-County Metropolitan Transportation District	9946	1GB6G6BL3 F1237802	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	12,180	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/22/2015	10/21/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9947	1GB6G6BL2 F1219422	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	20,987	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	10/27/2015	10/26/2020
Tri-County Metropolitan Transportation District	9948	1GB6G6BL4 F1284403	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,548	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/17/2015	11/16/2020
Tri-County Metropolitan Transportation District	9949	1GB6G6BL0 F1284138	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,803	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9950	1GB6G6BL8 F1284386	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,383	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9951	1GB6G6BL9 F1283988	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	15,314	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/12/2015	11/11/2020
Tri-County Metropolitan Transportation District	9952	1GB6G6BL2 F1284531	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	14,672	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9953	1GB6G6BL4 F1284689	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	14,332	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9954	1GB6G6BL8 F1285148	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	17,891	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9955	1GB6G6BL0F1285094	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	19,197	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/6/2015	11/5/2020
Tri-County Metropolitan Transportation District	9956	1GB6G6BL7F1284444	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	17,469	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/12/2015	11/11/2020
Tri-County Metropolitan Transportation District	9957	1GB6G6BLXF1284647	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	18,045	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/12/2015	11/11/2020
Tri-County Metropolitan Transportation District	9958	1GB6G6BL9F1286177	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,262	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/2/2015	12/1/2020
Tri-County Metropolitan Transportation District	9959	1GB6G6BL7F1285528	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	12,938	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/22/2015	12/21/2020
Tri-County Metropolitan Transportation District	9960	1GB6G6BL5F1285348	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	15,712	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/23/2015	11/22/2020
Tri-County Metropolitan Transportation District	9961	1GB6G6BL3F1286076	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	14,550	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/23/2015	11/22/2020
Tri-County Metropolitan Transportation District	9962	1GB6G6BL7F1284735	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,357	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/20/2015	11/19/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9963	1GB6G6BL1F1286173	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,308	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/11/2015	12/10/2020
Tri-County Metropolitan Transportation District	9964	1GB6G6BL9F1285045	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,436	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	11/19/2015	11/18/2020
Tri-County Metropolitan Transportation District	9965	1GB6G6BL9F1285286	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	16,019	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/2/2015	12/1/2020
Tri-County Metropolitan Transportation District	9966	1GB6G6BL1F1285380	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,775	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/2/2015	12/1/2020
Tri-County Metropolitan Transportation District	9967	1GB6G6BL3F1284778	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,702	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/9/2015	12/8/2020
Tri-County Metropolitan Transportation District	9968	1GB6G6BL8F1285750	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,975	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/9/2015	12/8/2020
Tri-County Metropolitan Transportation District	9969	1GB6G6BL4F1286054	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,880	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/9/2015	12/8/2020
Tri-County Metropolitan Transportation District	9970	1GB6G6BL4F1284949	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	15,304	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/22/2015	12/21/2020

Owner Name	Asset #	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer 5-3-2016	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
Tri-County Metropolitan Transportation District	9971	1GB6G6BL7F1285626	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	14,099	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/9/2015	12/8/2020
Tri-County Metropolitan Transportation District	9972	1GB6G6BL3F1285803	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,043	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/22/2015	12/21/2020
Tri-County Metropolitan Transportation District	9973	1GB6G6BL0F1285208	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,577	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/11/2015	12/10/2020
Tri-County Metropolitan Transportation District	9974	1GB6G6BL7F1285240	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	15,574	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/18/2015	12/17/2020
Tri-County Metropolitan Transportation District	9975	1GB6G6BL9F1284509	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	12,203	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/2015	12/30/2020
Tri-County Metropolitan Transportation District	9976	1GB6G6BL8F1285862	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	10,732	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	2/3/2016	2/2/2021
Tri-County Metropolitan Transportation District	9977	1GB6G6BL6F1285441	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	13,178	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/2015	12/30/2020
Tri-County Metropolitan Transportation District	9978	1GB6G6BLXF1285359	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Excellent	10,891	Active	Category D Medium Size Light Duty Bus/ 5 yrs/150,000 miles	12/31/2015	12/30/2020

Table E2. Sandy Area Metro (SAM) Vehicle Fleet

Owner Name	Operator Name	Asset #	VIN	Asset Make	Asset Model	Year	Seats	Seats ADA	Original Value	Last Condition	Asset Last Odometer	Status	Sub-Grant #	EUL Category	EUL Start Date	EUL End Date
City of Sandy	City of Sandy	V001087	2D4RN4DEXAR455065	Braun Entervan	Category E-3, Modified Minivan	2010	4	2	$36,790.00	Good	88903	Active	26546	4 yrs/100,000 miles (small, light-duty)	03/07/2011	03/07/2015
City of Sandy	City of Sandy	V001557	57WMD2A67EM101486	AMGN MV-1	E-3 Modified Minivan	2014	5	1	$50,996.00		17489	Active	29294	4 yrs/100,000 miles (small, light-duty)	03/13/2015	03/13/2019
City of Sandy	City of Sandy	V000995	1FDEE3FS0ADA79192	Ford Startrans Senator	Category D, Medium-size light-duty bus	2010	12	3	$67,421.00		120009	Active	26106	5 yrs/150,000 miles (medium, light-duty)	09/03/2010	09/03/2015
City of Sandy	City of Sandy	V001538	1GB6G5BG0E1165176	Chev-Arobc Spirit of Mobility	Bus-Exp	2014	11	2	$110,133.00	Excellent	24152	Active	29294	5 yrs/150,000 miles (medium, light-duty)	11/11/2014	11/11/2019
City of Sandy	City of Sandy	V001339	1FVACWDU2DHFD7863	Freightliner Champion Defender	Category C Medium-size, medium-duty bus	2013	26	2	$134,064.00	Excellent	99236	Active	27717	7 yrs/200,000 miles (medium, med-duty)	11/12/2012	11/12/2019
City of Sandy	City of Sandy	V000955	1N9MMACL0AC084192	Eldorado EZ Rider II	Category A, Large, Heavy duty transit bus	2010	35	4	$311,942.00		306370	Active	25643	12 yrs/500,000 miles (large, heavy-duty)	05/14/2010	05/14/2022
City of Sandy	City of Sandy	V000798	15GGB2110811761 98	Gillig	Eldorado - Medium heavy-duty bus	2008	32	2	$332,106.00		379643	Active	24280	10 yrs/350,000 miles (medium, heavy-duty	09/04/2008	09/04/2018
City of Sandy	City of Sandy	V001235	15GGB271XB1178555	Gillig Low Floor Bus	Category A large heavy-duty transit bus	2011	31	2	$348,065.00	Good	212883	Active	26546	12 yrs/500,000 miles (large, heavy-duty)	01/24/2012	01/24/2024
City of Sandy	City of Sandy	V000436	1FD4E45S38DA09120	Ford Elkhart	Medium Medium-Duty Bus	2008	19	2		Poor	228542	Active		7 yrs/200,000 miles (medium, med-duty)	1/1/2008	01/01/2015

Table E3. South Metro Area Regional Transit (SMART) Vehicle Fleet

Owner Name	Operator Name	Asset #	VIN	Asset Make	Asset Model	Year	Seats	Seats ADA	Original Value	Last Condition	Asset Last Odometer	Status	Sub-Grant #	EUL Category	EUL Start Date	EUL End Date
City of Wilsonville	Wilsonville, City of	V001024	1FTSS3EL4ADA95339	Braun paratransit van	Category E-2, Modified Van	2010	10	2	$54,018.00		144237	Active	26111	4 yrs/100,000 miles (small, light-duty)	10/22/2010	10/22/2014
City of Wilsonville	Wilsonville, City of	V001430	1FDFE4FS3DDB16086	Ford El Dorado Aerotech 240	Category D medium-size, light-duty bus, Cutaway	2013	18	2	$75,084.00	Good	89150	Active	27734	5 yrs/150,000 miles (medium, light-duty)	09/23/2013	09/23/2018
City of Wilsonville	Wilsonville, City of	V001431	1FDFE4FS1DDB19312	Ford El Dorado Aerotech 240	Category D medium-size, light-duty bus, Cutaway	2013	18	2	$75,084.00	Good	90475	Active	27734	5 yrs/150,000 miles (medium, light-duty)	09/23/2013	09/23/2018
City of Wilsonville	Wilsonville, City of	V001429	1FDFE4FS5DDB16087	Ford El Dorado Aerotech 240	Category D medium-size, light-duty bus, Cutaway	2013	18	2	$75,084.00	Good	90513	Active	27734	5 yrs/150,000 miles (medium, light-duty)	09/23/2013	09/23/2018
City of Wilsonville	Wilsonville, City of	V001432	1FDFE4FS1DDB16085	Ford El Dorado Aerotech 240	Category D medium-size, light-duty bus, Cutaway	2013	18	2	$75,084.00	Good	91066	Active	27734	5 yrs/150,000 miles (medium, light-duty)	09/23/2013	9/23/2018
City of Wilsonville	Wilsonville, City of	V001587	1FDFE4FS1GDC21875	El Dorado Aerotech	Category D medium-size light-duty bus	2015	18	2	$81,543.00			Active	29300	5 yrs/150,000 miles (medium, light-duty)		
City of Wilsonville	Wilsonville, City of	V001221	1FDFE4FS6BDB00462	Eldorado Aerotech 240 Bus	Category D, Medium size light duty cutaway bus	2011	18	2	$106,338.00	Good	86519	Active	28074	5 yrs/150,000 miles (medium, light-duty)	11/14/2011	11/14/2016
City of Wilsonville	Wilsonville, City of	V001220	1FDFE4FS8BDB00463	Eldorado Aerotech 240 Bus	Category D, Medium size light duty cutaway bus	2011	18	2	$106,338.00	Good	116566	Active	28074	5 yrs/150,000 miles (medium, light-duty)	11/14/2011	11/14/2016
City of Wilsonville	Wilsonville, City of	V000747	1FDXE45F13HB85164	Ford	Medium, Medium-Duty Bus	2003	22	2		Poor	289833	Active		7 yrs/200,000 miles (medium, med-duty)	01/01/2003	01/01/2010
City of Wilsonville	Wilsonville, City of	V000749	1FDXE45P85HA59900	Ford	Medium, Medium-Duty Bus	2005	21	2		Poor	294957	Active		7 yrs/200,000 miles (medium, med-duty)	01/01/2005	01/01/2012
City of Wilsonville	Wilsonville, City of	V001197	1N9FLACL65C084246	Eldorado Bus		2005					300831	Active				
City of Wilsonville	Wilsonville, City of	V000743	1FDXE45F42HB75839	Ford	Medium, Light-Duty Bus	2002				Poor	319910	Active		5 yrs/150,000 miles (medium, light-duty)	01/01/2002	01/01/2007

Table E4. Canby Area Transit (CAT) Vehicle Fleet

Owner Name	Asset #	VIN	Asset Make	Asset Model	Year	Seats	Seats ADA	Original Value	Last Condition	Asset Last Odometer	Status	Sub-Grant#	EUL Category	EUL Start Date	EUL End Date
City of Canby	V000977	1GB9G5A68A1121989	Chevrolet Startrans Senator	Category D, Medium-size light-duty bus	2010	17	4	$73,681.00	Good	98875	Active		5 yrs/150,000 miles (medium, light-duty)	06/07/2010	06/07/2015
City of Canby	V000980	1GB9G5A65A1122100	Chevrolet Startrans Senator	Category D, Medium-size light-duty bus	2010	17	4	$73,681.00	Good	93194	Active		5 yrs/150,000 miles (medium, light-duty)	06/23/2010	06/23/2015
City of Canby	V001251	1GB6G5BG7B1190622	Chevrolet Arboc Spirit of Mobility Bus	Category C Medium Size Medium Duty Bus	2011	20	16	$125,941.00	Good	65575	Active	26583	7 yrs/200,000 miles (medium, med-duty)	05/11/2012	05/11/2019
City of Canby	V001252	1GB6G5BG6B1186044	Chevrolet Arboc Spirit of Mobility Bus	Category C, Medium size medium duty bus	2011	20	2	$125,941.00	Good	72209	Active	26583	7 yrs/200,000 miles (medium, med-duty)	05/03/2012	05/03/2019
City of Canby	V001439	15GGB2719D1182065	Gillig	Category A Large, Heavy-Duty Transit Bus	2013	35	2	$380,000.00	Good	73043	Active	27478	12 yrs/500,000 miles (large, heavy-duty)	01/28/2014	01/28/2026
City of Canby	V001440	15GGB2710D1182066	Gillig	Category A Large, Heavy-Duty Transit Bus	2013	35	2	$380,000.00	Good	82481	Active	27478	12 yrs/500,000 miles (large, heavy-duty)	01/20/2014	01/20/2026
City of Canby	V001448	2C4RDGCG8ER187479	Dodge van	Category E small, light-duty bus	2014	5	2	$40,975.00	Excellent	4099	Active	27660	4 yrs/100,000 miles (small, light-duty)	01/28/2014	01/28/2018

Table E5. South Clackamas Transit District (SCTD) Vehicle Fleet

Owner Name	Asset #	VIN	Asset Make	Asset Model	Year	Seats	Seats ADA	Original Value	Last Condition	Asset Last Odometer	Status	Sub-Grant #	EUL Category	EUL Start Date	EUL End Date
South Clackamas Transportation District	V000832	1FD4E45S58DA42006	Ford Eldorado	Aerotech 240; Cat. D med. size, light-duty bus	2008	16	2	$60,210.00	Poor	293310	Backup/Spare	24396	5 yrs/150,000 miles (medium, light-duty)	02/08/2008	02/08/2013
South Clackamas Transportation District	V000978	1GB9G5A68A1122205	Chevrolet Startrans	Category C, Medium-size medium-duty transit bus	2010	16	2	$101,261.00	Poor	310108	Active	26107	7 yrs/200,000 miles (medium, med-duty)	06/18/2010	06/18/2017
South Clackamas Transportation District	V000983	1GB9G5A69A1121905	Chevrolet Startrans	Category C, Medium-size medium-duty transit bus	2010	16	2	$101,261.00	Marginal	352856	Active	26107	7 yrs/200,000 miles (medium, med-duty)	06/18/2010	06/18/2017
South Clackamas Transportation District	V001474	1GB6G5BL3E1167212	Chevrolet 4500	Goshen GCII	2014	16	2	$84,117.00	Good	175980	Active	29298	7 yrs/200,000 miles (medium, med-duty)	06/09/2014	06/09/2021

Table E6. Ride Connection Vehicle Fleet

VehicleID	Year	Make	Model	InService	Replaced	Lift Capabilities	Seat Min	Seat Max	Seats ADA	Odometor reading as of 12/31/2015	Comments
30	1998	Ford	MB - Diplomat	9/1/1998	9/14/2007	Lift Equipped	16	18	2	88241	Retired still in service
70	2000	Ford	MB - Aerotech	10/1/2000	6/1/2016	Lift Equipped	12	14	2	94696	May keep in service
75	2000	Ford	MB - Aerotech	9/28/2001	9/1/2010	Lift Equipped	12	14	2	214585	Retired still in service
76	2000	Ford	MB - Aerotech	10/19/2001	9/1/2011	Lift Equipped	12	14	2	150961	Retired still in service
78	2001	Ford	MB - Aerotech	10/19/2001	6/1/2011	Lift Equipped	4	8	3	180739	Retired still in service
79	2001	Ford	MB - Aerotech	10/19/2001	6/1/2011	Lift Equipped	6	13	5	192917	Retired still in service
81	2001	Ford	MB - Starcraft	11/7/2001	1/23/2014	Lift Equipped	8	10	1	72621	Retired still in service
84	2000	Ford	MB - Aerotech	10/19/2001		Lift Equipped	12	14	2	50628	
85	2000	Ford	MB - Aerotech	9/28/2001		Lift Equipped	12	14	2	51573	
86	2000	Ford	MB - Aerotech	9/28/2001	1/30/2014	Lift Equipped	12	14	2	64047	Retired still in service
89	2000	Ford	MB - Aerotech	12/13/2001	11/10/2014	Lift Equipped	10	12	2	83818	Retired still in service
90	2002	Ford	MB - Aerotech	12/13/2001	8/25/2010	Lift Equipped	6	14	4	161621	Retired still in service
98	2003	Ford	MB - Aerotech	1/15/2003	6/30/2013	Lift Equipped	12	14	2	108507	Retired still in service
100	2002	Ford	MB - Aerotech	3/19/2003	6/30/2013	Lift Equipped	10	14	4	194060	Retired still in service
101	2002	Ford	MB - Aerotech	3/19/2003	6/30/2013	Lift Equipped	10	14	4	140592	Retired still in service
105	2003	Chevy	MV - Venture	7/28/2003	7/19/2010	Ramp	4	5	1	154583	Retired still in service
106	2003	Ford	MB - Aerotech	7/24/2003	6/30/2013	Lift Equipped	10	14	4	154382	Retired still in service
108	2003	Chevy	MV - Activan	11/14/2003	4/1/2010	Ramp	2	3	1	103223	Retired still in service
110	2003	Chevy	MV - Activan	11/10/2003	7/1/2010	Ramp	2	6	1	158703	Retired still in service
116	2005	Ford	MB - Aerotech	12/28/2004	10/1/2016	Lift Equipped	10	14	4	89560	May keep in service
117	2005	Ford	MB - Aerotech	12/30/2004	5/11/2015	Lift Equipped	10	14	4	133074	Retired still in service
123	2004	Ford	MB - Aerotech	12/15/2004	5/11/2015	Lift Equipped	10	14	4	154290	Retired still in service
126	2005	Ford	MB - Aerotech	3/31/2005	10/1/2016	Lift Equipped	12	14	2	85509	Retired still in service
127	2005	Ford	MB - Aerotech	4/20/2005	10/1/2016	Lift Equipped	12	14	2	83075	May keep in service
128	2005	Ford	MB - Aerotech	7/1/2005	10/1/2016	Lift Equipped	10	14	2	64563	May keep in service
130	2006	Ford	MB - Aerotech	10/14/2005	6/1/2016	Lift Equipped	10	14	2	101681	May keep in service
132	2005	Chevy	MV - Amerivan	12/1/2005	1/18/2013	Ramp	4	6	1	105098	Retired still in service

VehicleID	Year	Make	Model	InService	Replaced	Lift Capabilities	Seat Min	Seat Max	Seats ADA	Odometor reading as of 12/31/2015	Comments
134	2006	Chevy	MV - Uplander	12/16/2005	1/18/2013	Ramp	5	6	1	133945	Retired still in service
136	2005	Chevy	MV - Uplander	12/6/2005	5/8/2012	Ramp	1	3	1	142536	Retired still in service
148	2007	Chevy	MV - Amerivan	11/1/2006	4/1/2016	Ramp	4	6	1	94725	
149	2007	Chevy	MV - Amerivan	11/1/2006	4/1/2016	Ramp	4	6	1	95192	
150	2007	Chevy	MV - Amerivan	11/1/2006	1/18/2013	Ramp	4	6	1	83345	Retired still in service
152	2007	Ford	MB - Aerotech	1/1/2007	10/1/2016	Lift Equipped	12	14	2	78616	May keep in service
153	2007	Ford	MB - Aerotech	3/1/2007	6/1/2016	Lift Equipped	12	14	2	108439	May keep in service
164	2007	Chevy	MV - Amerivan	8/1/2007	4/1/2016	Ramp	5	6	1	70737	
165	2007	Ford	MB - Aerotech	9/14/2007	6/1/2016	Lift Equipped	12	14	2	117413	May keep in service
166	2007	Ford	MB - Aerotech	9/14/2007	10/1/2016	Lift Equipped	12	14	2	93561	May keep in service
167	2007	Ford	MB - Aerotech	9/14/2007	10/1/2016	Lift Equipped	16	18	2	109092	May keep in service
169	2007	Ford	MB - Aerotech	9/14/2007		Lift Equipped	12	14	2	60557	
170	2008	Ford	MB - Aerotech	3/1/2008	10/1/2016	Lift Equipped	6	10	4	92176	May keep in service
171	2008	Chevy	MV - Uplander	3/1/2008	8/21/2014	Ramp	4	6	1	111478	Retired still in service
172	2008	Chevy	MV - Uplander	3/1/2008	8/21/2014	Ramp	4	6	1	105630	Retired still in service
174	2008	Ford	MB - Aerotech	3/1/2008	6/1/2016	Lift Equipped	12	14	2	142330	Retired still in service
186	2008	Ford	MB - Aerotech	8/26/2008	6/1/2016	Lift Equipped	12	14	2	116525	May keep in service
192	2010	Dodge	MV - Caravan	4/1/2010		Ramp	4	5	1	32235	
193	2010	Ford	MB - Aerotech	9/23/2010		Lift Equipped	12	14	2	53684	
194	2010	Dodge	MV - Caravan	4/1/2010		Ramp	4	5	1	54371	
195	2010	Ford	MB - Aerotech	8/1/2010		Lift Equipped	6	10	4	80813	
196	2010	Ford	MB - Aerotech	8/1/2010		Lift Equipped	12	14	2	80979	
197	2010	Dodge	MV - Caravan	4/1/2010		Ramp	4	5	1	70591	
198	2010	Dodge	MV - Caravan	7/19/2010		Ramp	4	5	1	75846	
199	2010	Ford	MB - Startrans S	8/1/2010		Lift Equipped	12	13	1	32848	
200	2010	Ford	MB - Startrans S	8/1/2010		Lift Equipped	18	20	2	46509	
202	2010	Ford	MB - Startrans S	7/19/2010		Lift Equipped	12	14	2	45201	
204	2010	Dodge	MV - Caravan	7/1/2010		Ramp	3	5	1	74547	
205	2010	Dodge	MV - Caravan	7/1/2010		Ramp	3	5	1	74750	

VehicleID	Year	Make	Model	InService	Replaced	Lift Capabilities	Seat Min	Seat Max	Seats ADA	Odometor reading as of 12/31/2015	Comments
206	2010	Dodge	MV - Caravan	8/1/2010		Ramp	4	5	1	105937	
208	2010	Dodge	MV - Caravan	9/24/2010		Ramp	4	5	1	14098	
209	2010	Ford	MB - Startrans S	9/24/2010		Lift Equipped	10	14	2	46435	
210	2010	Ford	MB - Startrans S	9/24/2010	10/1/2016	Lift Equipped	10	14	2	101779	May keep in service
211	2010	Ford	MB - Startrans S	10/1/2010		Lift Equipped	10	14	2	55865	
212	2011	Ford	MB - Aerotech	6/1/2011		Lift Equipped	12	14	2	51663	
213	2011	Ford	MB - Startrans S	7/1/2011		Lift Equipped	10	14	2	63763	
214	2011	Ford	MB - Startrans S	7/1/2011		Lift Equipped	10	14	2	92862	
215	2011	Ford	MB - Startrans S	7/1/2011		Lift Equipped	10	14	2	70319	
217	2011	Ford	MB - Champion	2/21/2011		Lift Equipped	12	13	2	41872	
223	2011	Ford	MB - Aerotech	9/1/2011		Lift Equipped	12	14	2	69633	
224	2011	Ford	MB - Aerotech	6/1/2011		Lift Equipped	6	10	4	77155	
225	2011	Ford	MB - Aerotech	6/1/2011		Lift Equipped	6	10	4	57235	
226	2011	Ford	MB - Aerotech	9/1/2011		Lift Equipped	12	14	2	34727	
229	2011	Dodge	MV - Caravan	5/8/2012		Ramp	4	5	1	74590	
232	2012	Dodge	MV - Caravan	9/28/2012		Ramp	4	5	1	34144	
233	2013	Ford	MB - Elkhart Coa	1/18/2013		Lift Equipped	14	10	2	35546	
234	2012	Dodge	MV - Caravan	1/18/2013		Ramp	4	6	1	41609	
235	2013	Dodge	MV - Caravan	1/18/2013		Ramp	4	6	1	40317	
236	2012	Dodge	MV - Caravan	1/18/2013		Ramp	4	6	1	43612	
237	2012	Dodge	MV - Caravan	1/18/2013		Ramp	4	6	1	35920	
238	2013	Ford	MB - Elkhart Coa	6/30/2013		Lift Equipped	12	14	2	27199	
239	2013	Ford	MB - Aerotech	6/30/2013		Lift Equipped	6	10	4	31578	
240	2013	Ford	MB - Aerotech	6/30/2013		Lift Equipped	6	10	4	32047	
241	2013	Ford	MB - Aerotech	6/30/2013		Lift Equipped	6	10	4	32520	
242	2013	Ford	MB - Elkhart Coa	6/30/2013		Lift Equipped	12	14	2	35249	
243	2013	Ford	MB - Elkhart Coa	6/30/2013		Lift Equipped	12	14	2	42530	
244	2013	Ford	MB - Elkhart Coa	6/30/2013		Lift Equipped	10	14	2	78006	
245	2013	Ford	MB - Elkhart Coa	6/30/2013		Lift Equipped	10	14	2	38000	

VehicleID	Year	Make	Model	InService	Replaced	Lift Capabilities	Seat Min	Seat Max	Seats ADA	Odometor reading as of 12/31/2015	Comments
248	2014	Ford	MB - Goshen	1/30/2014		Lift Equipped	12	14	2	10669	
249	2014	Ford	MB - Goshen	1/23/2014		Lift Equipped	10	12	2	11926	
251	2014	Dodge	MV - Caravan	8/21/2014		Ramp	5	7	1	19924	
252	2014	Dodge	MV - Caravan	8/21/2014		Ramp	5	7	1	19924	
253	2014	Ford	MV - Caravan	8/21/2014		Ramp	5	7	1	16334	
254	2014	Dodge	MV - Caravan	8/14/2014		Ramp	2	5	1	28928	
255	2014	Dodge	MV - Caravan	8/21/2014		Ramp	5	7	1	15865	
256	2014	Dodge	MV - Caravan	8/14/2014		Ramp	2	5	1	14226	
257	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	22822	
258	2015	Ford	MB - Challenger	10/23/2014		Lift Equipped	10	12	2	15743	
259	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	14417	
260	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	17606	
261	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	20227	
262	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	21500	
263	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	27284	
264	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	9097	
265	2015	Ford	MB - Challenger	10/23/2014		Lift Equipped	10	12	2	15491	
266	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	17267	
267	2014	Ford	MB - Challenger	12/31/2014		Lift Equipped	10	12	2	11738	
268	1999	Toyota	S - Camry	11/7/2014		Sedan	5	5	0	159012	Donated
269	2013	Hyundai	S - Sonata	1/30/2015		Sedan	1	5	0	40319	
270	2013	Hyundai	S - Sonata	1/30/2015		Sedan	1	5	0	31699	
271	2013	Hyundai	S - Sonata	1/30/2015		Sedan	1	5	0	33844	
272	2013	Hyundai	S - Sonata	1/30/2015		Sedan	1	5	0	34910	
277	2015	Ford	MB - Elkhart Coa	3/4/2015		Lift Equipped	16	20	2	9286	
279	2015	Ford	MB - Elkhart Coa	5/11/2015		Lift Equipped	1	15	4	11606	
280	2015	Ford	MB - Elkhart Coa	5/11/2015		Lift Equipped	1	15	4	8599	
281	2015	Ford	MB - Elkhart Coa	5/11/2015		Lift Equipped	1	15	4	11419	
282	2015	Ford	MB - Elkhart Coa	5/11/2015		Lift Equipped	1	15	4	11766	

VehicleID	Year	Make	Model	InService	Replaced	Lift Capabilities	Seat Min	Seat Max	Seats ADA	Odometor reading as of 12/31/2015	Comments
285	2015	Chevy	MB - Glaval Titan	6/19/2015		Lift Equipped	1	15	2	11875	
289	2015	Dodge	MV - Amerivan	6/26/2015		Ramp	4	5	2	3149	

Table E7. Clackamas County Vehicle Fleet

Owner Name	Asset #	VIN	Asset Make	Asset Model	Year	Seats	Seats ADA	Original Value	Last Condition	Asset Last Odometer	Status	Sub-Grant #	EUL Category	EUL Start Date	EUL End Date
Clackamas County	V000905	1FDFE45S59DA42243	Startrans Senator	Category D medium-size, light-duty bus	2009	16	2	$73,492.00		254448	Active	25619	5 yrs/150,000 miles (medium, light-duty)	08/17/2009	08/17/2014
Clackamas County	V000981	1FDFE4FSXADA05207	Ford Startrans Senator	Category D, Medium-size light-duty bus	2010	20	2	$74,990.00		203000	Active	26102	5 yrs/150,000 miles (medium, light-duty)	07/20/2010	07/20/2015
Clackamas County	V001469	1FDFE4FS3EDA26731	El Dorado Aerotech	Category D, medium-size, light-duty bus	2014	14	2	$59,841.00	Good	41811	Active	27663	5 yrs/150,000 miles (medium, light-duty)	03/31/2014	03/31/2019
Clackamas County	V001498	1FVACWDT0FHGG3293	Champion Freightliner 16M	Defender M2	2015	37	2	$140,853.00	Good	87478	Active	29469	12 yrs/500,000 miles (large, heavy-duty)	08/21/2014	08/21/2026
Clackamas County	V001499	1FVACWDT2FHGG3294	Freightliner Champion 16M	Defender	2015	37	2	$140,853.00	Good	83532	Active	29469	12 yrs/500,000 miles (large, heavy-duty)	08/02/2014	08/02/2026

This page intentionally left blank.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro Council President
Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Betty Dominguez, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Brian Evans

Stay in touch with news, stories and things to do.
oregonmetro.gov/news

If you have a disability and need accommodations, call 503-220-2781, or call Metro's TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance.

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1795 fax

2018 Regional Transportation Plan

safe • reliable • healthy • affordable

For more information, visit
oregonmetro.gov/rtp

Printed on recycled-content paper

December 6, 2018