



PUBLIC REVIEW DRAFT
APPENDIX G

2023 Regional Transportation Plan

**Coordinated transportation
plan for seniors and people
with disabilities**

July 10, 2023

oregonmetro.gov/rtp

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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. JPACT serves as the MPO board for the region in a unique partnership that requires joint action with the Metro Council on all MPO decisions.

Project website: [**oregonmetro.gov/rtp**](http://oregonmetro.gov/rtp)

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Tri-County Metropolitan Transportation District of Oregon (TriMet)

COORDINATED TRANSPORTATION PLAN FOR SENIORS & PERSONS WITH DISABILITIES

JUNE 2020



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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 155,600 more people 65 years and older in the tri-county area, growing from a 17.3 percent share of the population today to a 20.7 percent share in 2040¹. According to the 2010 US Census, over 11 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 2020 update to the Coordinated Transportation Plan for Elderly and Persons with Disabilities (CTP) builds upon the foundation of the 2016 CTP as well as the 2009 update, known as the Tri County Elderly and Disabled Transportation Plan (EDTP), all of which described the

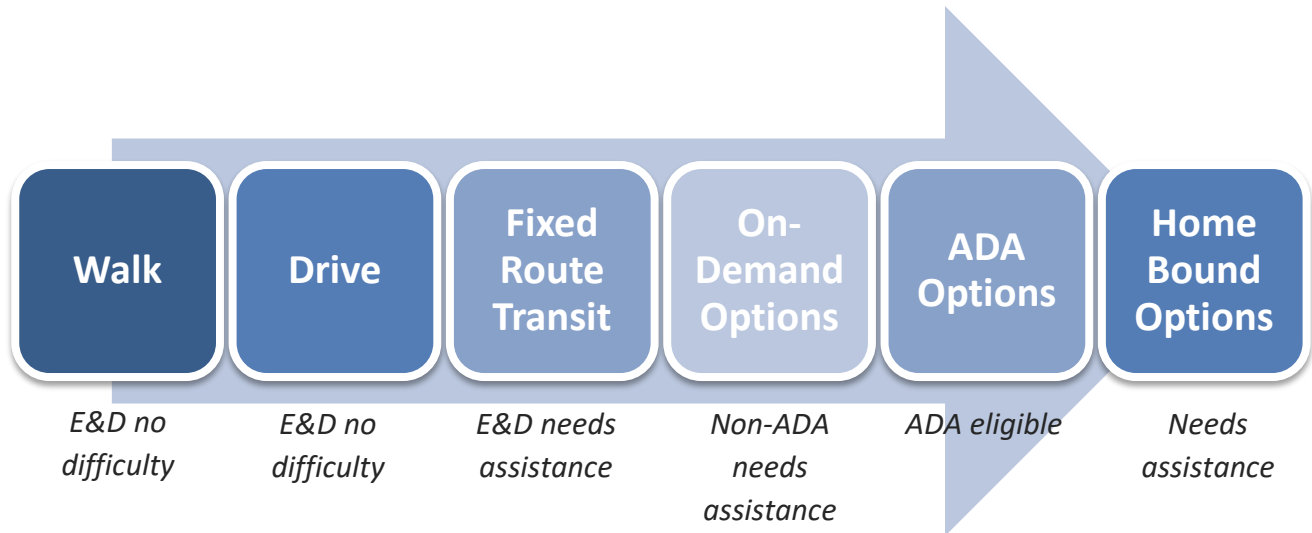
¹ State of Oregon, Oregon Population Forecast, Office of Economic Analysis, 2013.

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 25-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 2019, the STFAC's main charge 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 16 months, the STFAC met five times to review the progress made since 2016 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 2020 CTP update.*

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:

- Purchasing buses and vans for providing service to seniors and/or persons with disabilities
- Wheelchair lifts, ramps, and securement devices for such vehicles
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services for seniors and/or persons with disabilities under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- 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
- Volunteer driver programs
- Building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improving signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service (compared to curb-to-curb with 24 hours' notice)
- Purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- 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.

OTHER STATE FUNDING

Statewide Transportation Improvement Fund (STIF)

The Statewide Transportation Improvement Fund (STIF) administers the Keep Oregon Moving Act, enacted by the Oregon Legislature under House Bill 2017 (HB 2017) in 2017. Keep Oregon Moving includes a statewide employee payroll tax that equates to less than \$1 per week for the average Oregon worker, and is dedicated to funding the expansion of public transportation services. The payroll tax became effective on July 1, 2018. Ninety percent (90%) of the STIF funds are disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area.

The Oregon Legislature designated TriMet as the Qualified Entity (QE) for the tri-county region for the purpose of administering the STIF planning process, and

receiving and distributing STIF funds for Clackamas, Multnomah and Washington counties. As the QE, TriMet is responsible for drafting and submitting the Tri-County Public Transportation Improvement Plan (PTIP) for approval by the Oregon Transportation Commission (OTC). TriMet adopted their PTIP in 2018 and the plan was later approved by the OTC.

The PTIP provides a 5-year roadmap for the roll-out of possible future services and programs to improve service in low-income communities. It also provides for planned revenue and service improvements and programs within a 2.5 year timeframe. The plan establishes a method to sub-allocate STIF Formula Fund moneys to the region's transit service providers, and carefully considers targets of expected HB 2017 revenue within each of the region's individual service areas and counties.

Within the 2.5-year period the PTIP targets significant investment within specific areas of the tri-county region:

- **TriMet Service District** - nearly \$49 million in on-going, annual investments, including about \$3 million annually in the Regional Coordination Program; and, approximately \$50 million in one-time investments
- **Clackamas County** - almost \$4.4 million in investments outside of the TriMet service district, through the cities of Canby (CAT), Sandy (SAM) and Wilsonville (SMART), the South Clackamas Transportation District (Molalla) County and the remainder of rural Clackamas County
- **Multnomah County** - almost \$131,000 in investments outside the TriMet service district
- **Washington County** - almost \$1.3 million in investments outside of the TriMet service district, approximately half through the city of Wilsonville (SMART)

INTERIM STATE GUIDANCE COMBINING STF AND STIF FUNDING PROGRAMS

In 2019, the Oregon State Legislature directed the transfer of \$10.1 million from the STIF to STF. The transfer is designed to distribute funds to transit entities to support public transportation services benefiting seniors and persons with disabilities.

The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) directed ODOT to merge STF and STIF into one public transit program.

In November, the Oregon Transportation Commission endorsed the ODOT Rail and Public Transit Division's STF/STIF Consolidation Report and Plan. ODOT updated the Formula Allocation Comparison in December of 2019 to include the most recent STIF revenue forecast.

It is expected that ODOT and its partners will bring forward the recommendation for statutory change to combine STF and STIF fund programs in the 2020 legislative session. The Oregon Legislature may consider implementing the recommended concepts in late 2020.

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 Counties. Other fixed-route transit agencies serving parts of the tri-county area include:

- South Metro Area Rapid Transit (SMART) serving Wilsonville with links to Salem and Canby.
- Canby Area Transit (CAT) serving Canby with links to Oregon City and Woodburn.
- Mount Hood Express providing service between Gresham, Sandy, Rhododendron and Timberline Lodge.
- Sandy Area Metro (SAM) serving Sandy with links to Estacada and Gresham.
- Yamhill County Transit providing service from McMinnville and Newberg to Hillsboro and Tigard.
- South Clackamas Transportation District serving Molalla with links to Canby, Oregon City (Clackamas Community College).
- Columbia County Rider connecting Columbia County to Hillsboro and downtown Portland.
- Columbia Area Transit operating intercity bus service between The Dalles, Hood River, Cascade Locks and Portland; and, the Columbia River Gorge Express between Gateway Transit Center, Multnomah Falls, Hood River and The Dalles.

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 Ride Connection who contracts to provide GroveLink service in Forest Grove, King City RideAbout in King City, Tualatin Shuttle in Tualatin, North Hillsboro Link in Hillsboro and westLink linking Banks and North Plains to the Hillsboro Transit Center.

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 2016 CTP. Tables 2-1 A-C (separate table for each county) identify 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 2-1a. Continuum of Transportation Services-Washington County

Washington County															
	Incorporated Cites													Rural Communities	
	King City	Hillsboro	Tigard	Tualatin	Beaverton	Forest Grove	Rivergrove	West Linn	Sherwood	Durham	Cornelius	Banks	North Plains	Gaston	Other
Regularly Scheduled Fixed Route															
TriMet District	TriMet Service District														
Other Transit Agency															
Smart Transit (ST)				ST	ST										
Yamhill County Transit (YCT)		YCT	YCT			YCT					YCT			YCT	
Columbia County Rider (CCR)		CCR													
Tillamook Wave (TW)												TW			
Deviated Fixed Route Service															
RC - King City	RC														
RC - North Hillsboro Link		RC													
RC - Tualatin Shuttle				RC											
RC - Grove Link						RC									
RC - westLink Bus												RC	RC		
Shuttle Service															
RC Beaverton RideAbout					RC										
Paratransit Service (1)															
ADA Paratransit															
LIFT	TriMet Service District														
Medicaid															
DMAP Brokers															
Non-Medical-Medicaid															
Ride Connection															
Community-Based Transportatin (includes RideWise) (2)															
Ride Connection															

Table 2-2b. Continuum of Transportation Services-Multnomah County

Multnomah County									
		<i>Incorporated Cites</i>					Unincorporated Urban Areas	<i>Rural Communities</i>	
		Portland	Gresham	Troutdale	Fairview	Wood Village	Maywood Park	Other	Other
Regularly Scheduled Fixed Route									
	TriMet District	TriMet Service District							
	Other Transit Agency								
	CC Rider SMART (CC)	CC							
	Portland Streetcar (PS)	PS							
	Columbia Gorge Express (CGE)	CGE							
	Tillamook Wave (TW)	TW							
Deviated Fixed Route Service									
	None								
Shuttle Service									
	Columbia Gorge Express								CGE
	Washington Park Shuttle	WPS							
	County RideAbout	CRA							
	MFS Project Linkage-Mid-Country RideAbout	MFS							
	Neighborhood House-Downtown RideAbout	NH							
	N/NE RideAbout	NNE							
	Gateway Shuttle	GS							
	MFS Project Linkage	MFS							
Paratransit Service (1)									
	ADA Paratransit								
	LIFT	TriMet Service District							
	Medicaid								
	DMAP Brokers								
	Non-Medical-Medicaid								
	Ride Connection								
Community-Based Transportatin (includes RideWise)									
	(2)								
	Ride Connection								

Table 2-3c. Continuum of Transportation Services-Clackamas County

Clackamas County																			
Incorporated Cites														Unincorporated Urban Areas		Rural Communities			
	Lake Oswego	West Linn	Happy Valley/Damascus	Gladstone	Oregon City	Milwaukie	Johnson City	West Linn	Wilsonville	Molalla	Estacada	Sandy	Canby		Other	Villages at Mount Hood	Other		
Regularly Scheduled Fixed Route		TriMet Service District										TriMet Service District							
Other Transit Agency																			
Smart Transit (ST)									ST										
SAM (SA)										SA	SA								
CAT (CA)												CA							
Mount Hood Express (MH)																MH			
Deviated Fixed Route Service																			
SCTD (SC)										SC									
Mount Hood Express (MH)																MH			
West Linn Community Center																			
Shuttle Service																			
Mary's Woods (MW)	MW																		
CCC Xpress Shuttle (CC)														CC					
Paratransit Service (1)																			
ADA Paratransit																			
LIFT		TriMet Service District										ST	SCTD, STAR & CAT		TriMet Service District				
Medicaid																			
DMAP Brokers																			
Non-Medical-Medicaid																			
Ride Connection																			
Community-Based Transportatin																			
(includes RideWise) (2)																			
Ride Connection																			

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 87 bus lines, a 60-mile, 97-station MAX light rail system and a 14.7 mile commuter rail service. Since 2017, all fixed-route buses 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, 91 percent of people 65 years and older live within one-half mile and 76 percent live within one-quarter mile of fixed-route bus or MAX service.² During the 2019 fiscal year (FY19), Seniors and persons with disabilities boarded TriMet bus and MAX approximately 16.4 million times a year out of a total of 95.7 million boardings³.

During FY19, TriMet's system cost to provide each fixed route originating ride on bus was approximately \$5.46. On MAX, it was \$4.32. For comparison, the average cost per ride on LIFT was \$43.74.

² ACS 2018 5-year summaries: Table B01001, Oregon Metro/RLIS: master address point & tax lots, TriMet: service district polygon, route geometries.

³ TriMet 2018 Fare Survey.

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 278 LIFT buses.

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 0.9 million annual boardings on TriMet LIFT service. The cost to TriMet is approximately \$44 per one-way trip, net of fares.

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.

Improving Pedestrian Access to Transit (www.trimet.org/walk)

In the Fall of 2019 TriMet kicked off the first steps in developing its pedestrian plan focused on connections to transit. The plan implements findings from the PNA. Through a series of community, business partner and local agency forums, TriMet will develop strategies and priority pedestrian improvement projects to improve access to transit. The final plan is expected in mid-2020.

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

The TriMet Bike Plan was completed in 2016 and provides 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.

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 payroll tax revenue is 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.

Through the Keep Oregon Moving act TriMet also receives employee payroll tax that is dedicated to funding the expansion of public transportation services to serve low income communities. The payroll tax became effective on July 1, 2018 and is administered through the Statewide Transportation Improvement Fund, or STIF. Ninety percent (90%) of the STIF funds are disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area. TriMet is the QE for the tri-county area and is expected to receive about \$49 million annually.

Tri-Met adopted the Tri-County Public Transportation Improvement Plan⁴ that prescribes how Keep Oregon Moving investments to expand services in low-income communities through the following programs:

- TriMet Fixed Route Service Expansion improvements throughout TriMet's service district
- Low Income Fare
- School Transportation – a new student Transit Access Grant Program
- Community based demand response services for Senior and Disabled Transportation riders
- Electric Bus Program
- Non-TriMet Regional Coordination Program in support of existing and new shuttle bus service to low income communities within the district and between other service providers in the region.

The Future of Transit

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

Unified Service Enhancement Plan

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.

⁴ Tri-County Public Transportation Improvement Plan, TriMet, October 2018.

In 2018 TriMet adopted the Unified Service Enhancement Plan (incorporating all five subarea Service Enhancement Plans) to meet new statewide planning requirements of HB 2017.

The long-term vision for each service enhancement subarea plan identifies opportunities to improve bus service, and provides guidance as TriMet considers each new Annual Service Plan. 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

Since 2017, the Hop Fastpass electronic fare system makes it faster, easier and more convenient to ride the bus or train. Hop works with a fare card, smartphone or your credit/debit card. It also works with C-TRAN and Portland Streetcar.

The Hop Fastpass system is integrated with TriMet's LIFT software (Trapeze). Honored Citizens and LIFT riders are able to link payment with the LIFT reservation process. This provides additional convenience to seniors and persons with disabilities during the payment process. The two linked systems allow the customer to use their Hop Fastpass account to pay for their LIFT ride. The fare for their LIFT trip is 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 recognizes a LIFT paratransit card and automatically deducts 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 Division Transit Project

Arterial on-street Bus Rapid Transit (BRT) has been chosen as the transit solution in the Division Street corridor that stretches from Portland State University (PSU) and Oregon Health Sciences University (OHSU) on the west side to Mt. Hood Community College on the eastside. The project is under construction and new, frequent (every 12 minutes) service is expected in 2022. Additional information can be found at <https://trimet.org/division/>.

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 99X 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 $\frac{3}{4}$ 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.

Future of CAT

Canby adopted its Transit Master Plan (TMP) update in 2017. The TMP describes potential future service and capital investment plan priorities.

City of Portland

Portland Streetcar Loop Service

Since September 2015, the Portland Streetcar includes the A Loop, which operates clockwise around the Central City connecting the Pearl District, Lloyd District, OMSI and PSU; and the B Loop, which will operate in the opposite direction, or counter-clockwise.

The A & B Loops double up service on the historic 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 and Statewide Transportation Improvement Fund (STIF) 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) and STIF 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.

Future of SAM

SAM adopted its Transit Master Plan (TMP) update in 2020. The TMP describes potential future service and capital investment option depending on available funding.

South Clackamas Transportation 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 and STIF 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, STIF 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 updated their master plan in 2017. In 2018 SMART also developed and adopted its Programs Enhancement Strategy to guide programs to be funded with new revenue from HB 2017.

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 westLink.
- **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.
- **westLink** 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 and STIF 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 to 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, westLink, King City RideAbout, Tualatin Shuttle, and the Beaverton RideAbout.

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

Westside Transportation Alliance (WTA)

The WTA is a nonprofit organization that works with its members to offer workplace services and programs that encourage their employees to commute to work by transit, carpool, vanpool, bicycling, and walking.

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 April through October and on the weekends only November through March.

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 (\$28.00 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.

NW 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.

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 two lines that connect riders to TriMet routes. Line 1 operates Monday through Friday with 10 round trips between downtown Portland and the St. Helens Transit Center. Line 2 operates Monday through Friday with three 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 \$3.00 for the general public \$2.00 for Honored Citizens and students. A monthly pass is \$120.00 (\$100.00 for Honored Citizens and students).

Columbia Gorge Express

ODOT operates daily transit service using accessible vehicles. Visitors to the Gorge can take the Columbia Gorge Express from the Gateway Transit Center in Portland to Multnomah Falls. 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 11:20 a.m. and 8:08 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 9:20 a.m. and 7:00 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: <https://www.oregon-point.com/route-landing/?route=northwest>.

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 day pass is \$3.25 or \$45.00 per month. The Reduced fare day pass for senior citizens 60 years or older, disabled individuals and Medicare card holders is \$1.50 (\$22.50 per month). The Youth fare for children 6-18 years of age is \$1.00 (\$10.00 for a monthly pass). The monthly pass also provides free connections to Cherriots and CARTS.

Tillamook County Transportation District (TCTD)

As part of the NW Connector, 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. 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 and 44X (McMinnville – 99W): Connects McMinnville to Lafayette, Dundee, Newberg, Sherwood, and Tigard. Route 44 operates ten weekday round trips, which includes an express route (Route 44x), and four Saturday round trips.

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 CTP Update removed the large community, small community, and rural designations for classifying communities outside of the TriMet Service District but retained 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

Tables 3-2 A-C (one table per county) and Tables 3-3 A-C provide an evaluation of how well the service guidelines are being met. Tables 3-2 A-C provide the results for areas located within the TriMet Service District and Tables 3-3 A-C provide 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 3-2a. Conformance to Service Guidelines inside the TriMet Service District Boundary-Washington County

Washington County		<i>Incorporated Cites</i>									
		King City	Hillsboro	Tigard	Tualatin	Beaverton	Forest Grove	Rivergrove	West Linn	Sherwood	Durham
		(# = limited hours of service per day)									
Regularly Scheduled Fixed Route											
	<u>Standard</u>										
	Weekdays	13						3			
	Saturday								5		
	Sunday				5				5		5
	<u>Frequent</u>										
	Weekdays	13									
	Saturday										
	Sunday										
Paratransit Service (1)											
	<u>ADA Eligible (Door to Door)</u>										
	Weekdays	2.5	2.5	2.5	2.5	2.5	2.5		4.75	2.5	2.5
	Saturday										
	Sunday										
	<u>Non-ADA Eligible (Curb-to-Curb)</u>										
	Weekdays										
	Saturday										
	Sunday										
	<u>Needs Assistance (Door-through-Door)</u>										
	Weekdays	2.5	2.5	2.5	2.5	2.5	2.5		4.75	2.5	4.75
	Saturday										
	Sunday	2.5	2.5	2.5	2.5	2.5	2.5				

Table 3-3b. Conformance to Service Guidelines inside the TriMet Service District Boundary-Multnomah County

Multnomah County			<i>Incorporated Cities</i>						
			Portland	Gresham	Troutdale	Fairview	Wood Village	Maywood Park	
			(# = limited hours of service per day)						
Regularly Scheduled Fixed Route									
		<u>Standard</u>							
		Weekdays							
		Saturday							
		Sunday							
		<u>Frequent</u>							
		Weekdays							
		Saturday							
		Sunday							
Paratransit Service (1)									
		<u>ADA Eligible (Door to Door)</u>							
		Weekdays	2	12	2	2	2	12	
		Saturday							
		Sunday							
		<u>Non-ADA Eligible (Curb-to-Curb)</u>							
		Weekdays							
		Saturday							
		Sunday							
		<u>Needs Assistance (Door-through-Door)</u>							
		Weekdays	2	2	2	2	2	2	
		Saturday							
		Sunday	2	2	2	2	2	2	

Table 3-4c. Conformance to Service Guidelines inside the TriMet Service District Boundary-Clackamas County

Clackamas County		<i>Incorporated Cites</i>							Unincorporated Urban Areas
		Lake Oswego	West Linn	Happy Valley/Damascus	Gladstone	Oregon City	Milwaukie	Johnson City	
		(# = limited hours of service per day)							
Regularly Scheduled Fixed Route									
	<u>Standard</u>								
	Weekdays			3				1.5	
	Saturday	5	5	3					
	Sunday	5	5						4
	<u>Frequent</u>								
	Weekdays								
	Saturday								
	Sunday								
Paratransit Service (1)									
	<u>ADA Eligible (Door to Door)</u>								
	Weekdays	0.5	4.75	2	4	3	3		2
	Saturday								
	Sunday								
	<u>Non-ADA Eligible (Curb-to-Curb)</u>								
	Weekdays								
	Saturday								
	Sunday								
	<u>Needs Assistance (Door-through-Door)</u>								
	Weekdays		4.75	2	4	3	2		2
	Saturday								
	Sunday			2	4	3	2		2

Table 3-5a. Conformance to Service Guidelines Outside the TriMet Service District Boundary-Washington County

Washington County				
<i>Incorp. Cities</i>				<i>Unincorp. Rural Communitites</i>
	Banks	North Plains	Cornelius	Gaston
Regularly Scheduled Fixed Route				
Fixed Route			NA	NA
On Demand				
<u>No Difficulty (Public DAR)</u>				
<u>Non ADA Eligible (Curb-to-Curb)</u>				
<u>ADA Eligible (Door-to-Door)</u>			No Service	
<u>Needs Assistance (Door-through-Door)</u>				

Table 3-6b. Conformance to Service Guidelines Outside the TriMet Service District Boundary-Multnomah County

Multnomah County				
<i>Incorp. Cities</i>				<i>Unincorp. Rural Communitites</i>
Regularly Scheduled Fixed Route				
		NA		NA
On Demand				
<u>No Difficulty (Public DAR)</u>				
<u>Non ADA Eligible (Curb-to-Curb)</u>				
<u>ADA Eligible (Door-to-Door)</u>			No Service	
<u>Needs Assistance (Door-through-Door)</u>				

Table 3-7c. Conformance to Service Guidelines Outside the TriMet Service District Boundary-Clackamas County.

Clackamas County								
			<i>Incorporated Cities</i>					<i>Unincorp. Rural Communities</i>
			Wilsonville	Canby	Molalla	Sandy	Estacada	Mt. Hood Villages Other
Regularly Scheduled Fixed Route			1	2	1, 3			2 NA
On Demand								
<u>No Difficulty (Public DAR)</u>			NA	2	1, 3		5	NA 6
<u>Non ADA Eligible (Curb-to-Curb)</u>			2	2	1, 3		5	2 6
<u>ADA Eligible (Door-to-Door)</u>				2	1, 3			2
<u>Needs Assistance (Door-through-Door)</u>				2	1, 3	4	5	NA 6
Notes								
1 No Sunday Service								
2 No Weekend Service								
3 Saturday service for Molalla CCC route only								
4 Short, 3-hour service weekdays								
5 Short, 3.5-6-hour service weekdays, only volunteer service 1 weekday								
6 Based on volunteer driver and vehicle availability								

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 CTP, 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, 2014-2018 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.

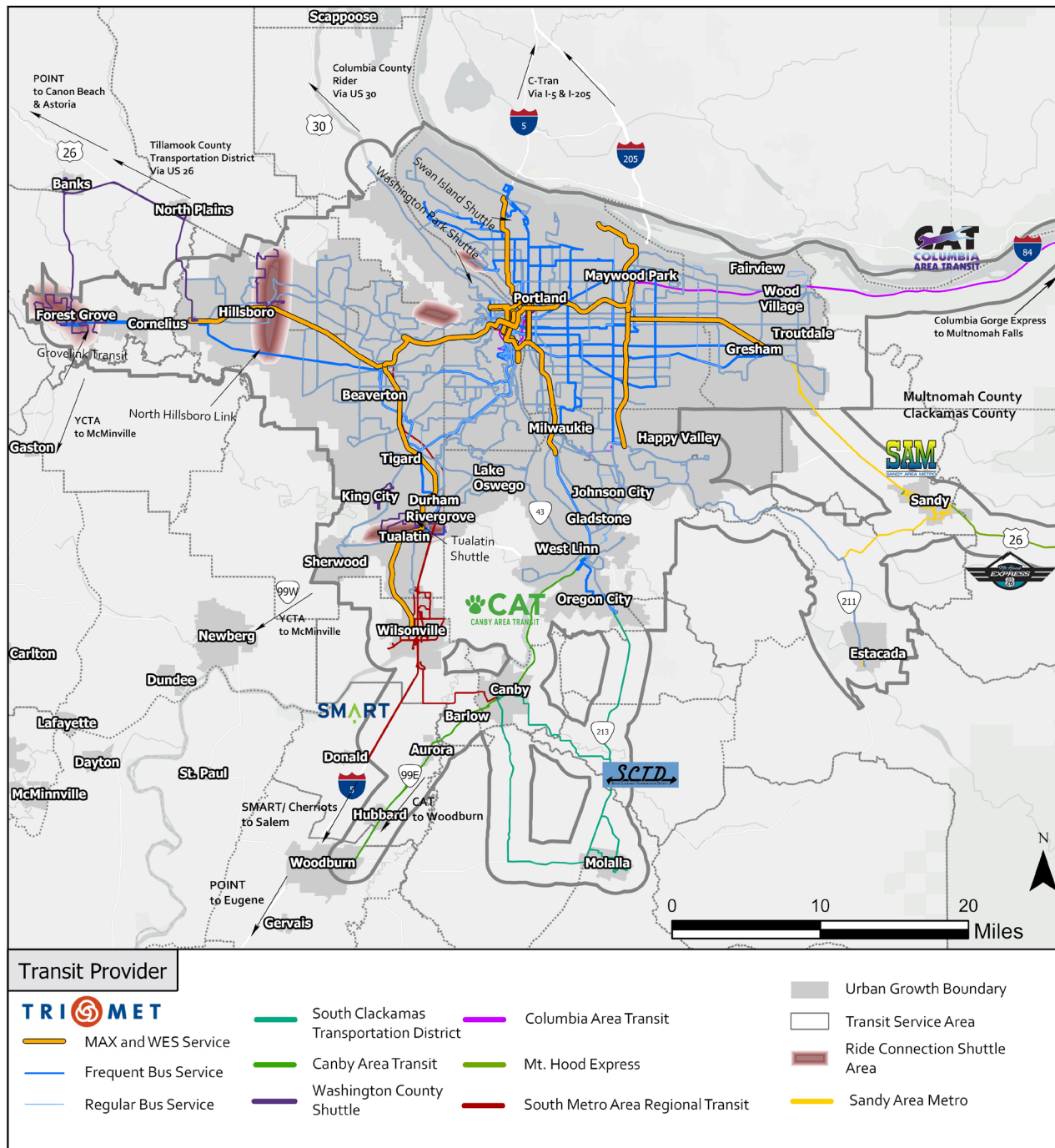
The evaluation of availability of service to the recommended Service Guidelines in Chapter 3 identified locations where there are significant gaps in service per the recommended service levels by type of service.

DEMOGRAPHIC ANALYSIS

The following provides an overview of the tri-county area based on data from the 2010 United States Census and the 2014-2018 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 $\frac{3}{4}$ mile area from fixed route transit service which is the minimum required area for complimentary paratransit services.

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



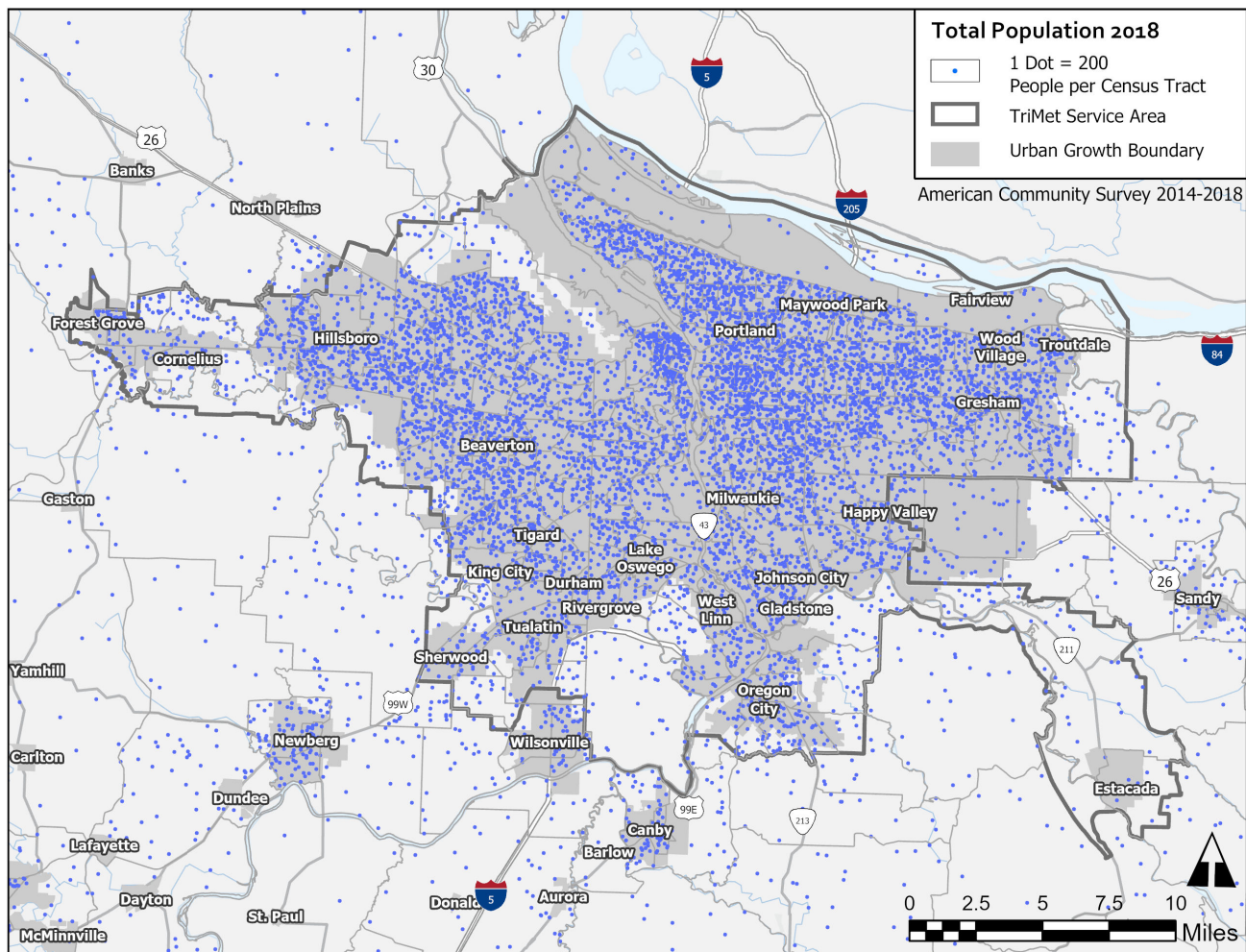
General Population Profile

The 2010 U.S. Census included 1,641,036 people in the tri-county area. The American Community Survey estimates the 2018 population to be 1,786,256 which would indicate a regional annual growth rate of 1.07 percent from 2010 to 2018. 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 cities Maywood Park, Happy Valley, Durham, King City and North Plains all had growth rates in excess of 2.5 percent per year. The cities of Barlow, Gaston and Johnson City all had an estimated population loss.

The greatest absolute increases in population were in the City of Portland (over 55,000 people), Unincorporated Washington County (over 21,000 people), the City of Hillsboro (over 13,000 people), the City of Beaverton (over 7,200 people), City of Happy Valley (over 5,500 people) and the City of Gresham (over 5,100 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.

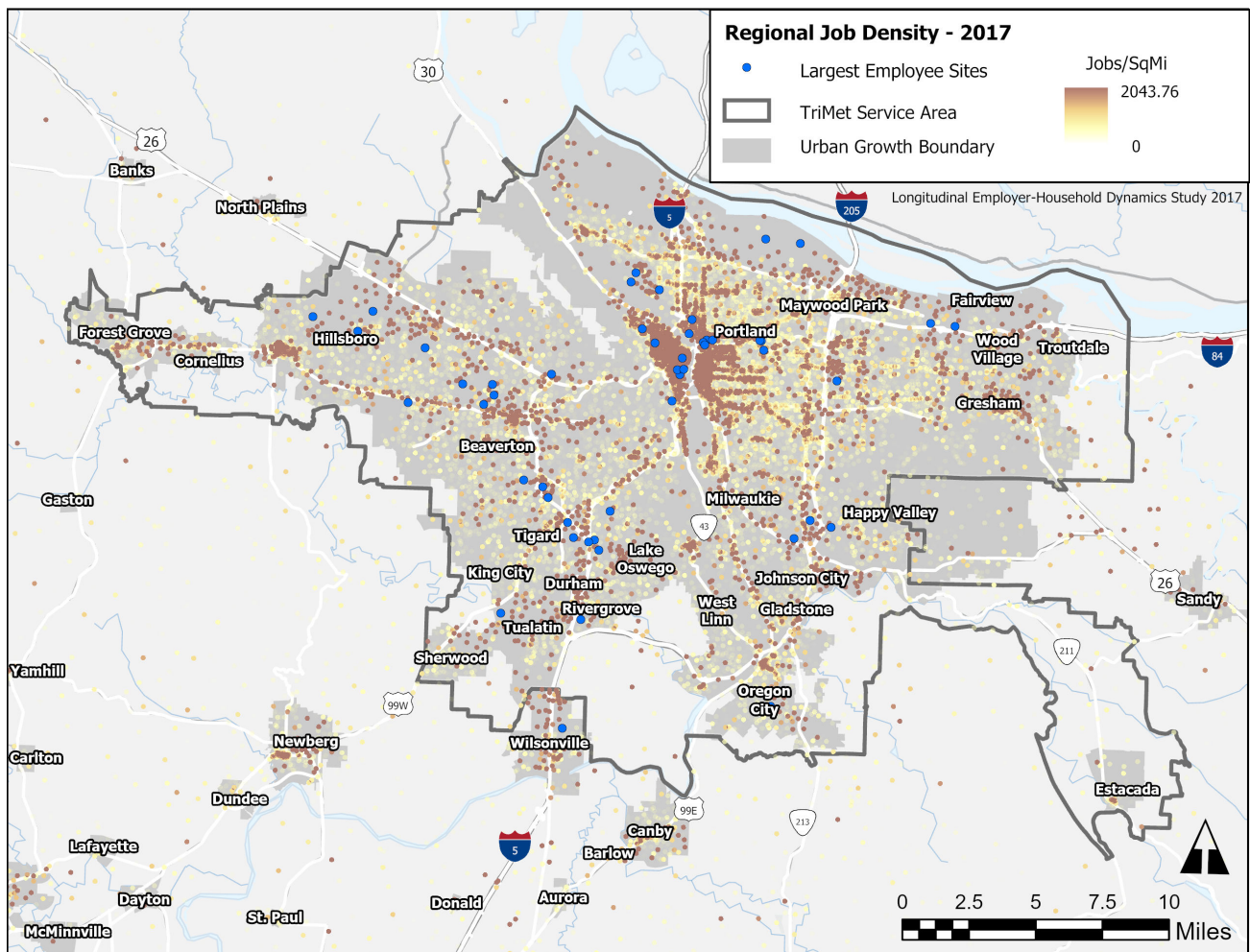
By 2040, the tri-county population is forecast to be approximately 2,333,000, which represents a 42 percent increase over 30 years, or a 1.2 percent annual increase.

Figure 4-2. 2014 Population Density

Employment and Income

The tri-county area is the economic center of Oregon. According to the Longitudinal Employment and Housing Dynamic's (LEHD) 2017 reporting, there are approximately 967,443 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.

Figure 4-3. Regional Job Density



As of December, 2019, the Portland metropolitan area had an unemployment rate of 2.8 percent according to the Bureau of Labor Statistics.

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 11% of the

populations of the cities of Cornelius, Beaverton, Hillsboro, Gresham, and Barlow 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.

Figure 4-4. Low Income and Non-English Speaking Population

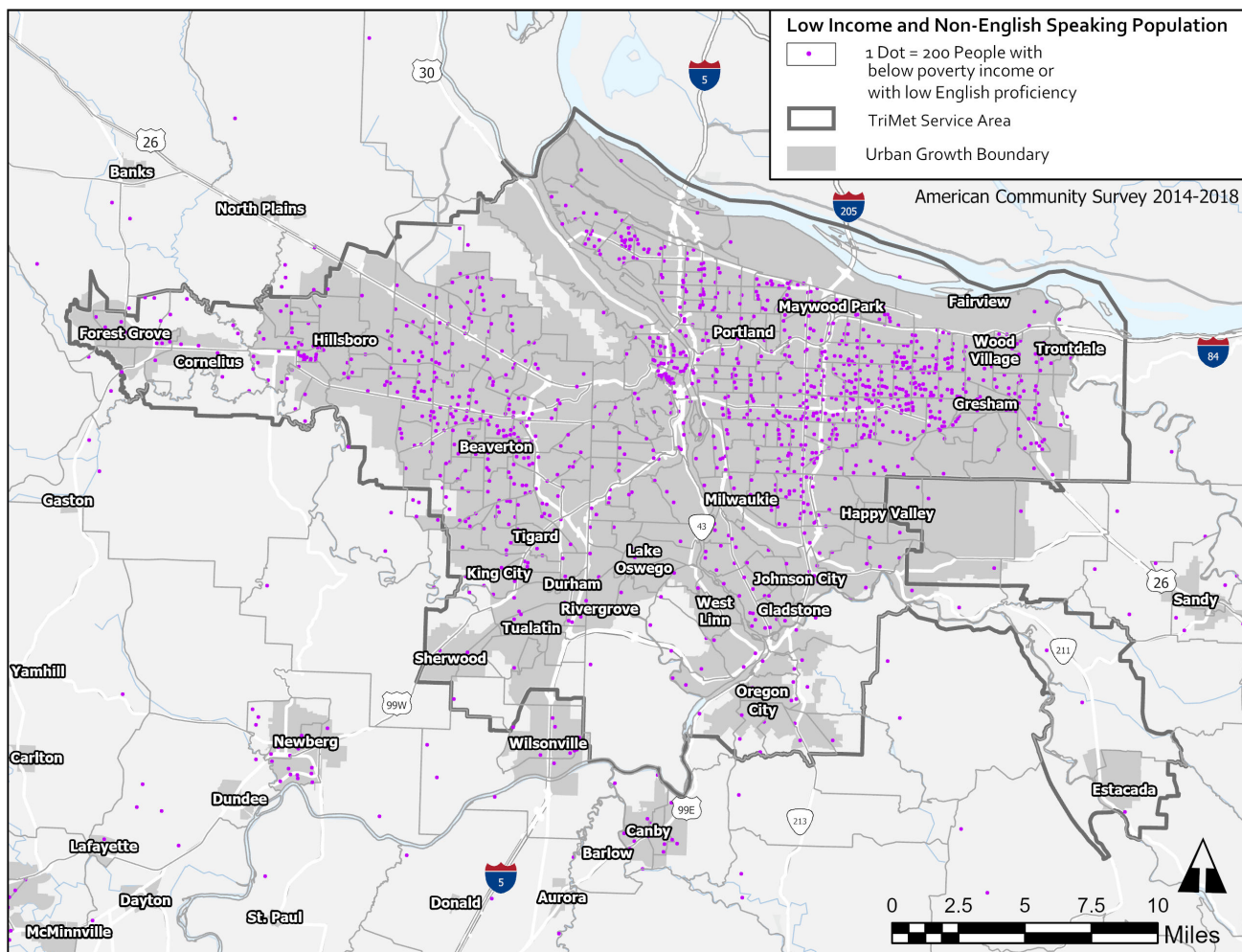
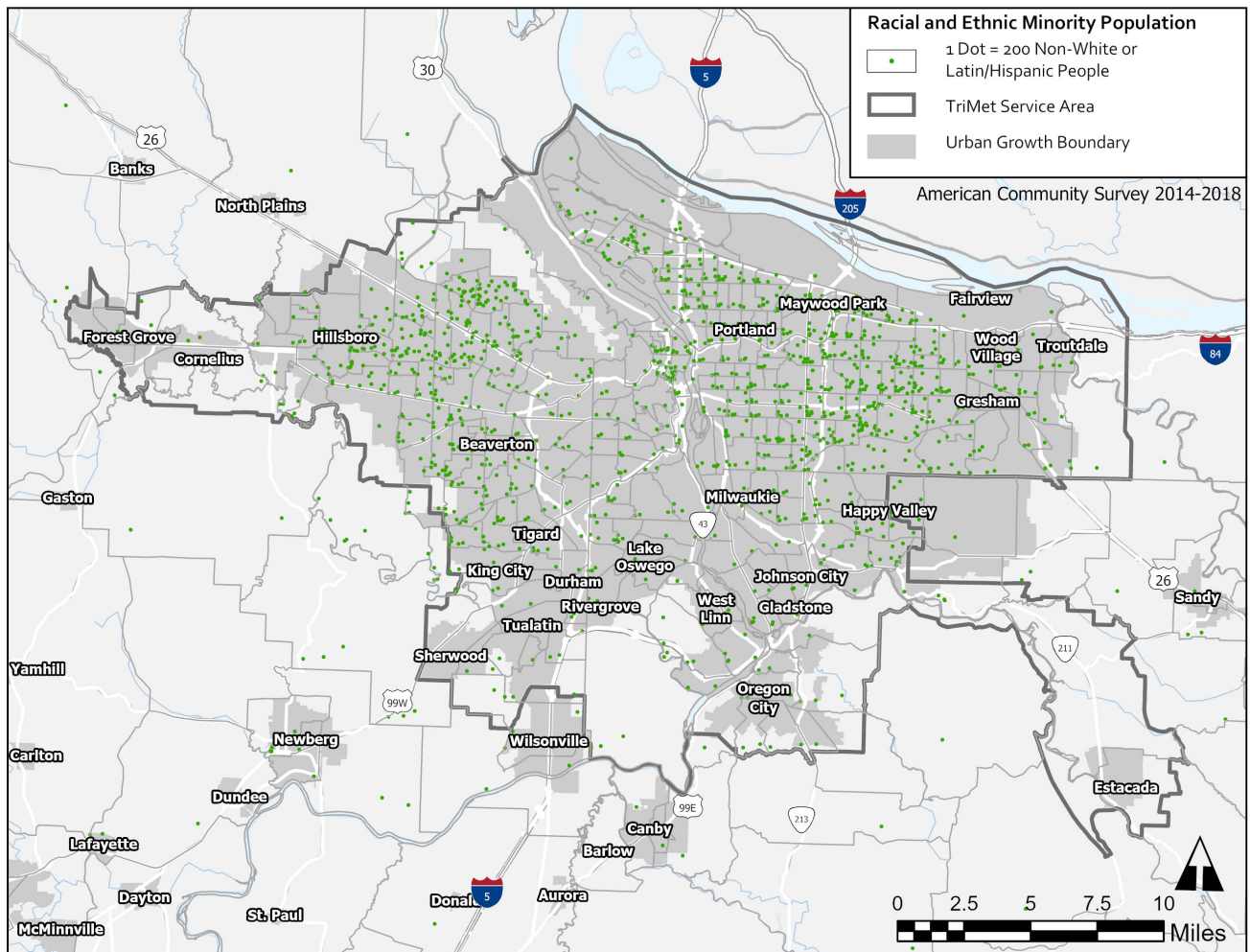


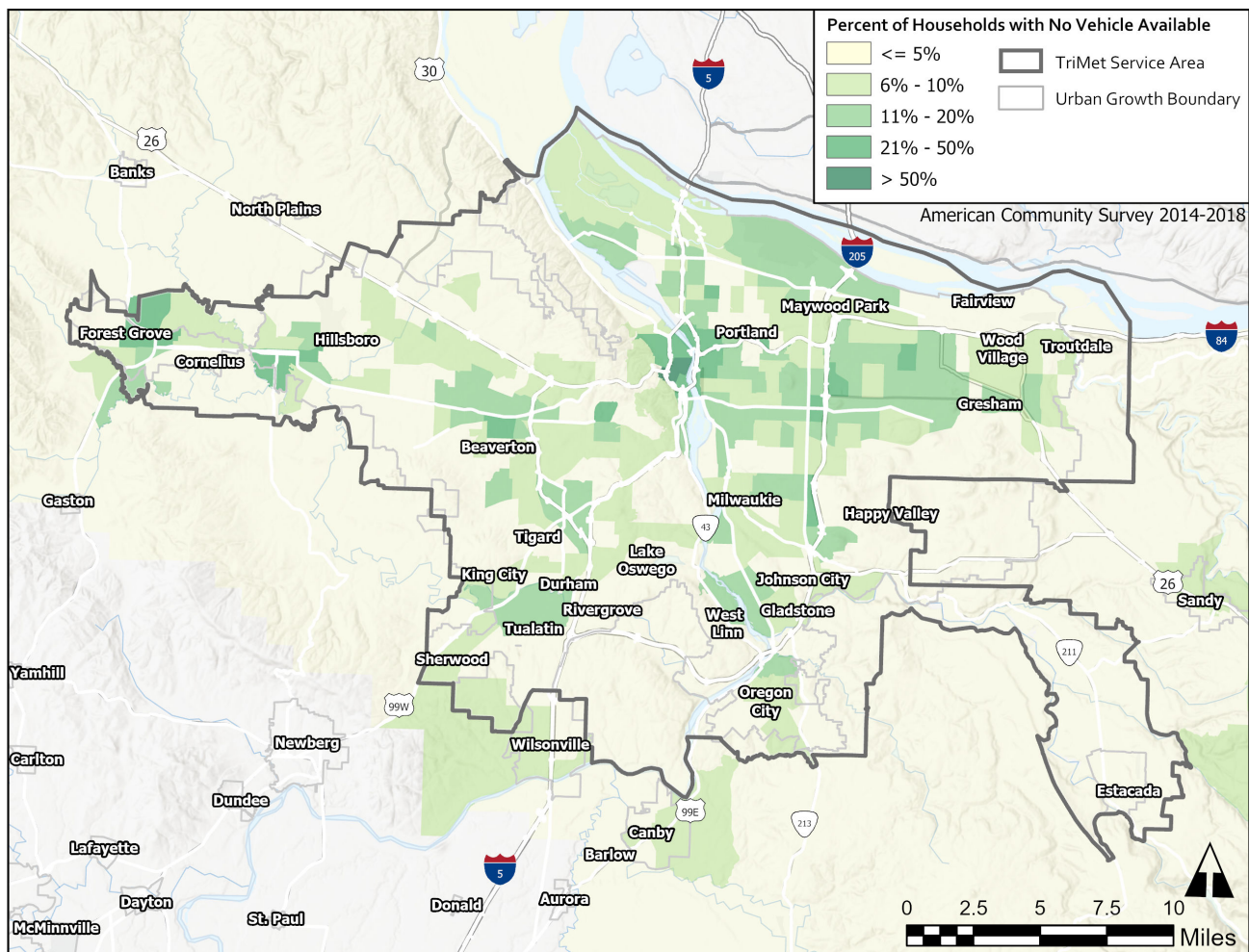
Figure 4-5. Minority Population

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 2014-2018 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.

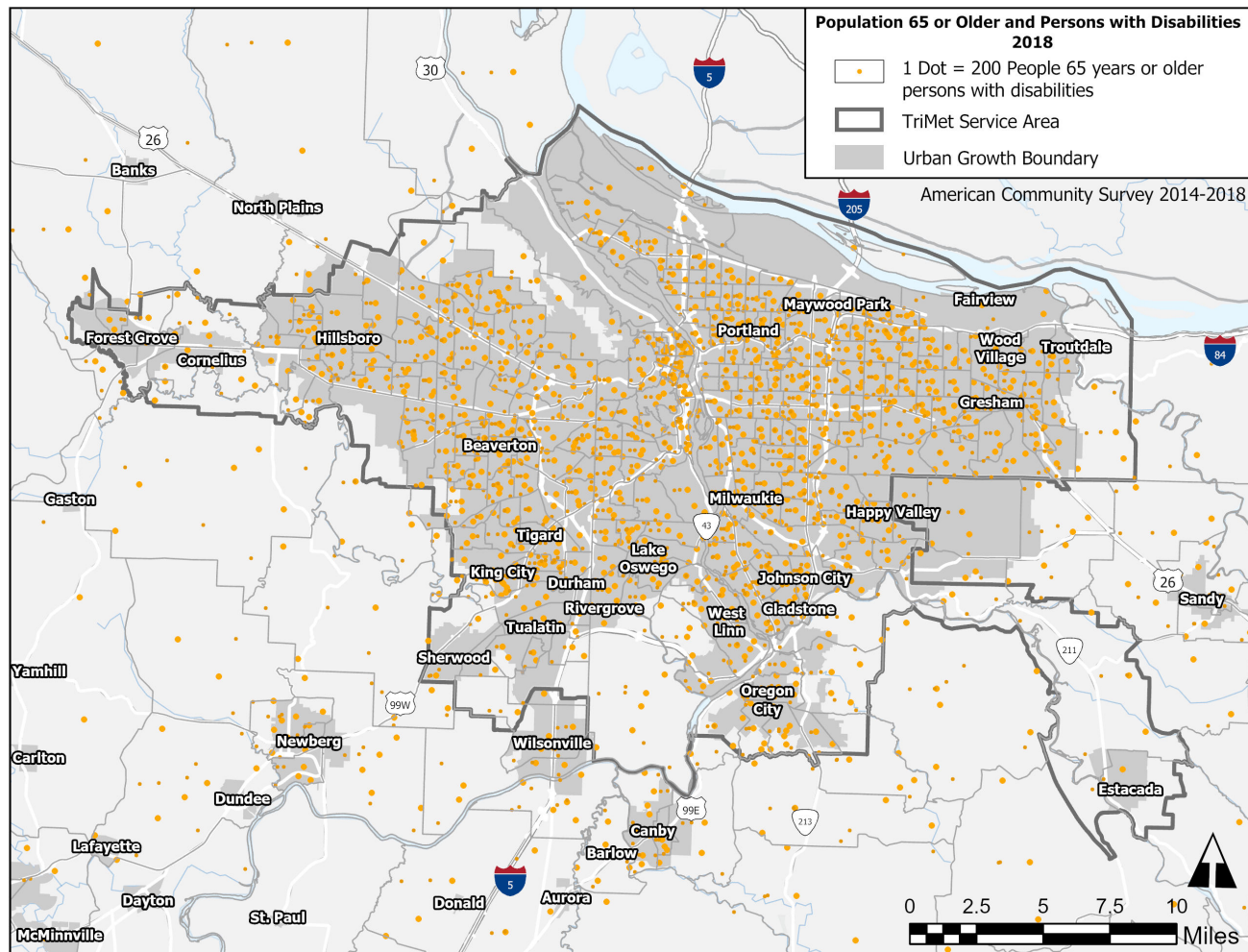
Figure 4-6. Households with Low Vehicle Access



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 206,613 persons with disabilities as of 2018 representing 11.6 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 Clackamas County have fewer seniors than those in Washington 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.

Figure 4-7. Location of Seniors and/or Persons with Disabilities

As of 2018 it was estimated that 76 percent of the 181,763 persons aged 65 years or more within the TriMet service district lived within $\frac{1}{4}$ mile of fixed-route bus or MAX service, and 91 percent lived within $\frac{1}{2}$ mile.

Persons with disabilities are most concentrated in the cities of Gladstone (14.8 percent), Fairview (17 percent), Gresham (14.8 percent), Gaston (19.8 percent), and King City (20.8 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 Barlow.

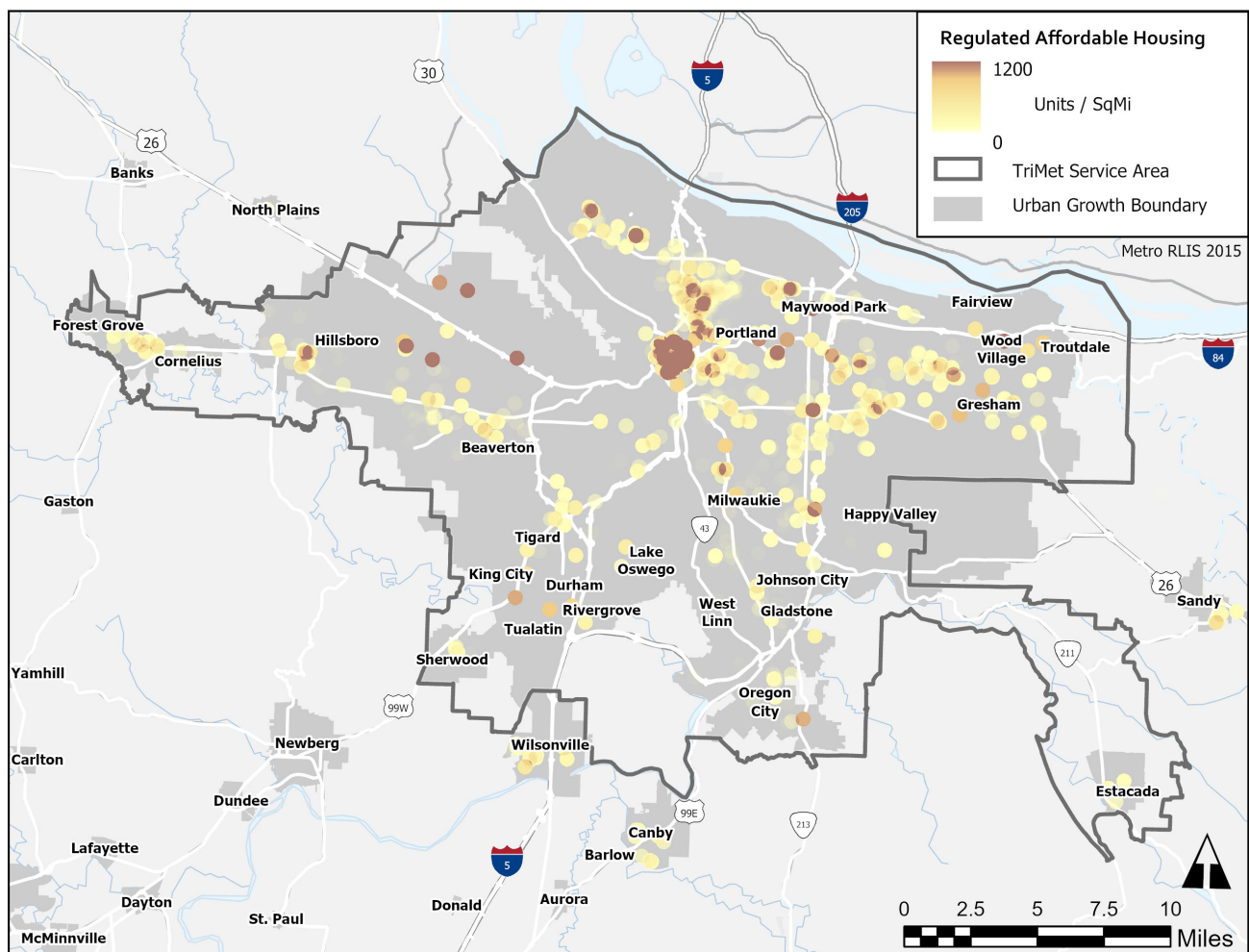
The highest densities of seniors and persons with disabilities living outside of the existing TriMet service area are along the US-26 corridor to the City of Sandy, the OR 99E corridor to the City of Canby, along the OR 8 corridor further into the City of Forest Grove, and the parts of Washington County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

Figure 4-8. Affordable Housing Stock



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. Figures 4-9, 4-10, 4-11, and 4-12 provide an overview of smart phone access by income and by race according to TriMet's *2015 Attitudes & Awareness Survey*.

Figure 4-9. Internet Access by Age

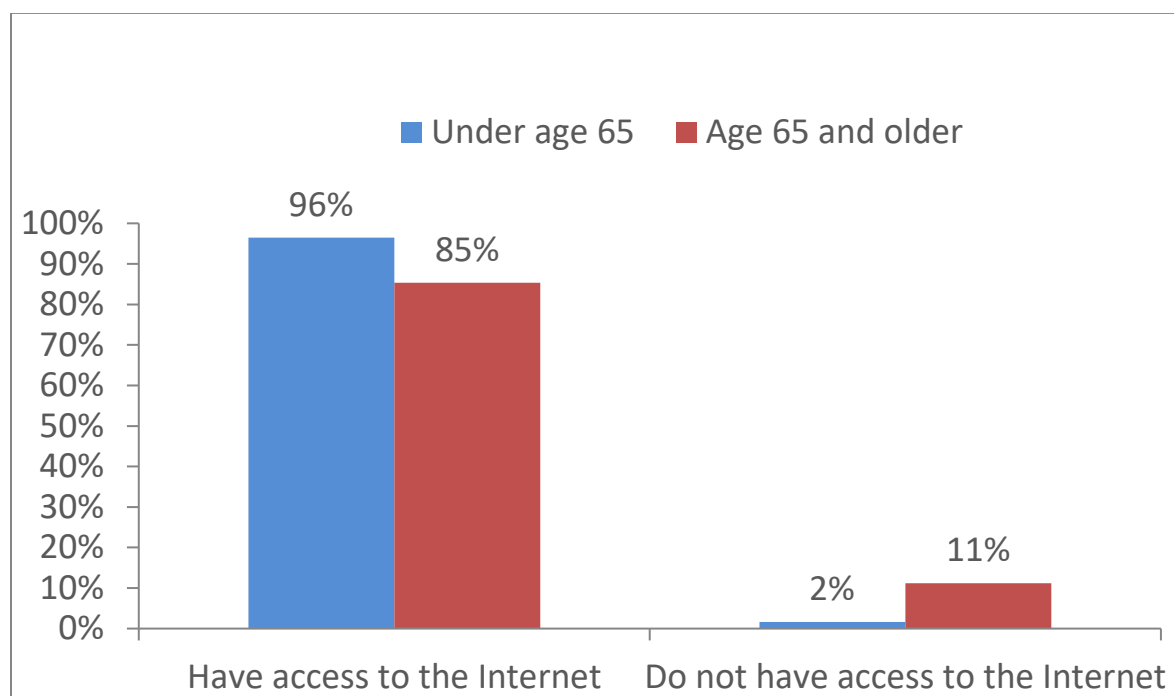


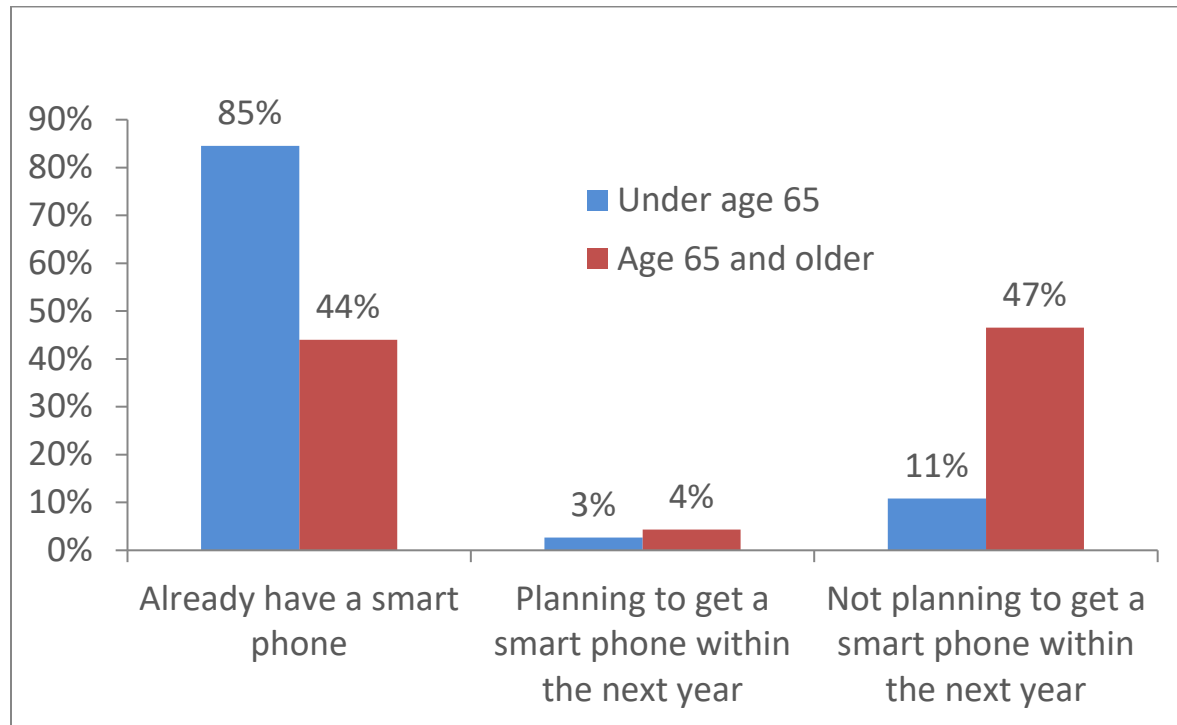
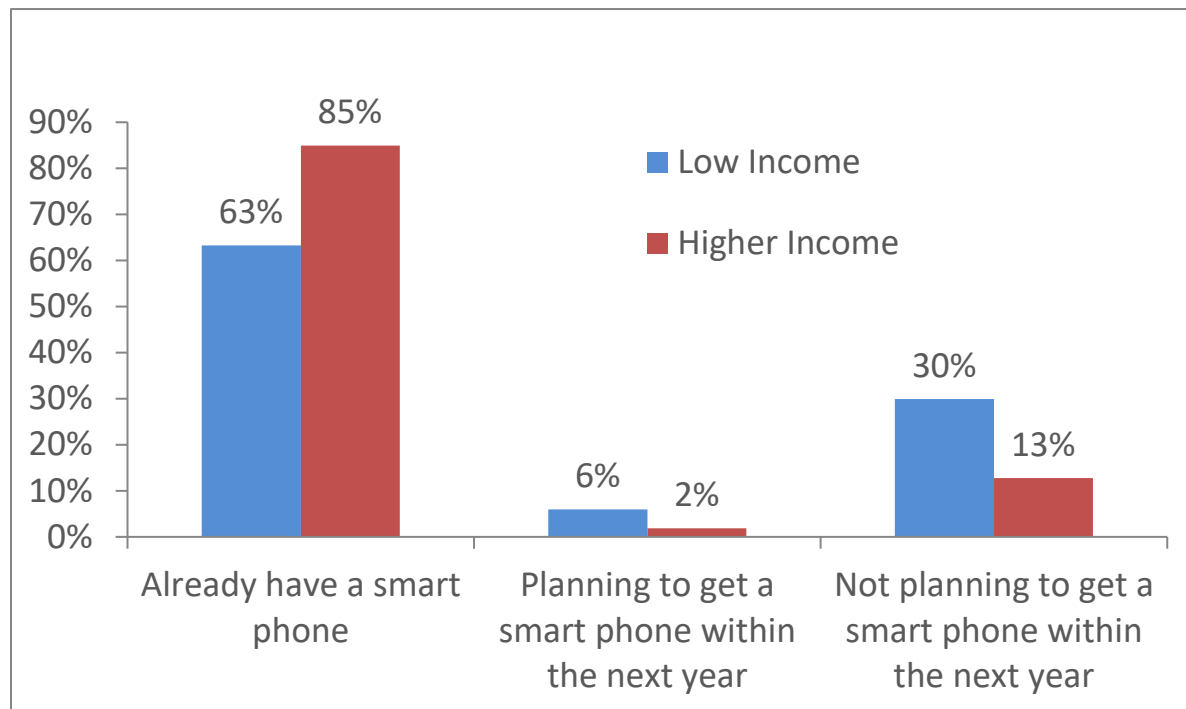
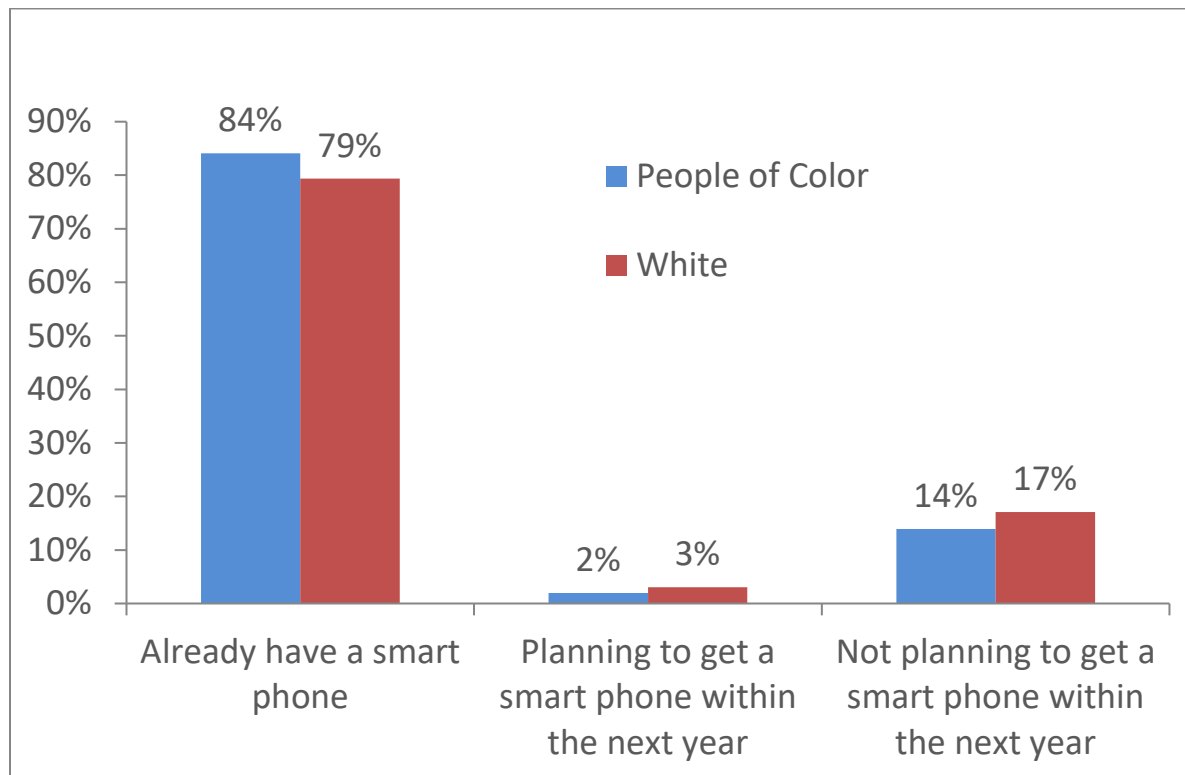
Figure 4-10. Smart Phone Access by Age**Figure 4-11. Smart Phone Access by Income**

Figure 4-12. Smart Phone Access by Race

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 (taxi, Lyft, Uber) availability, especially in rural areas
- Improved transit services in areas with existing service
 - Additional frequency and extended (longer, evening, weekend) service hours are needed in many locations, including rural and suburban areas.
 - 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)
 - 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

-
- 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
 - To/from urban and rural residential areas and to/from service businesses (health care, shopping, banks)
 - Minimize on-board vehicle time (especially for medical transport and those with significant care needs), more point to point transportation
 - Additional community/job connector shuttle services similar successful Grove Link and Tualatin Shuttle
 - Need to integrate last-mile services with demand-response service in suburban areas.
 - Meet transportation needs of riders living more than $\frac{3}{4}$ mile from a transit stop
 - Eliminate or reduce service gaps and geographic gaps
 - Close the gaps in LIFT/paratransit services as fixed routes service has been removed in rural areas
 - Rural weekend service (including demand-response), better local service, and re-implementation of local deviated fixed routes
 - More capacity in the following areas:
 - 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
 - Additional vehicles, including accessible vehicles
 - Additional funding is required to meet the following needs:
-

- To fund operations, accessible and general vehicle purchases, maintenance, service and geographic area expansion.
- 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
- 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
- Discounted fares; mileage reimbursement; paid drivers; and driver recruitment and training.
- Rural and suburban infrastructure needs.
- Unmet medical needs including:
 - Coordination/collaboration with house-call service for routine medical and life sustaining treatments like dialysis
 - Additional flexibility for trips to/from medical and/or dialysis facilities
 - Veteran medical service transportation (such as Vets Driving Vets)
 - Mobility management
 - Increase the number of personally owned vehicles (POV) volunteer rider service
 - 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
 - Accessible bus stops, bus stop facilities (seats, shelters, “level of comfort”), security (lighting and safe places to wait), signage
- Improve pedestrian infrastructure and network

- 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:
 - Transit providers: Ride Connection, Honored Citizen program, TriMet, TriMet LIFT, CAT, SCTD, SMART, SAM, SKT, Woodburn Transit (WTS), Mt. Hood Villages, CCC Xpress Shuttle
 - Counties, cities, and other public agencies
 - Community based organizations: senior centers, religious organizations, community centers
 - Social service partners
 - Medical partners such as hospitals and clinics
 - Other private partners
- Inter-agency coordination needs to be addressed include:
 - Service expansions, improvements, and modifications
 - Service and schedule coordination (transfers between services in/out of service areas, route sharing)
 - Coordination of fare policies, fare sharing and/or fare reciprocity between transit systems.
 - Coordination of vehicle maintenance and facilities
 - Coordination of and funding on projects that improve safety, service, and infrastructure.

-
- Shuttle services, which take customers to fixed route (bus, rail) service on request.
 - 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
 - Reloadable fare cards
 - Regional fare system
 - Common fare media
- Automatic stop announcement
- Automatic appointment reminders (calls, texts)
- “Texting” stops (rider notification system)
- Ride scheduling technology
 - Software to match customer needs and volunteer availability/ability in real-time
 - 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:

Provide transit service throughout the Tri-county area for older adults 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 older adults and/or persons with disabilities
- b. Increase capacity, improve service, improve accessibility of transit stops, and quality of existing services (such as providing additional or larger buses, right-sizing buses, reducing headways, increasing span of service)
- c. Expand service to areas that do not currently have service (either in new areas or areas where service was previously cut)
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 older adults and persons with disabilities.
5. Advocate for increased funding.
6. Seek out new, innovative, and sustainable 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		1 - Develop a committee to oversee implementation of the plan	2 - Enhance access	3 - Increase system efficiency	4 - Improve service to older adults and/or persons with disabilities	5 - Improve customer experience	6 - Measure program and project performance	7 - Promote coordination among service providers and innovative partnerships
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							

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 supports the STFAC Sub-Committee to help oversee, advance, and implement strategies and actions identified

in the Plan. This includes 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 includes 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	Responsible party	Deadline
1. Develop an STFAC Subcommittee to assist with plan implementation	STFAC, TriMet	2021
2. Develop an advocacy strategy	STFAC Subcommittee	2024
3. Periodically review CTP to evaluate progress	STFAC Subcommittee	2024
4. Develop plan evaluation measures that promote social justice and geographic equity	STFAC Subcommittee	2024

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 Program and Project Performance

Action	Responsible party	Deadline
1. Update and streamline reporting requirements	STFAC Subcommittee, TriMet	2020
2. Develop performance policies	STFAC Subcommittee	2021
3. Monitor program and project performance	STFAC	Ongoing, Annually
4. Review funding application process and application materials on a biennial basis	STFAC Subcommittee	Ongoing

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 use 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 westLink, 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 to Enhance Access	Responsible party	Deadline
1. Encourage use of fixed route transit	STFAC, Ride Connection, transit providers	Ongoing
2. Promote enhanced pedestrian access or land use improvements	STFAC, Ride Connection, transit providers, ODOT, local jurisdictions	Ongoing
3. Support and expand travel training programs	STFAC, Ride Connection, transit providers	Ongoing
4. Provide fare assistance	Social service providers and transit agencies throughout the Tri-County area	Ongoing

Actions to Increase System Efficiency	Responsible party	Deadline
1. Manage ADA service demand	STFAC, Ride Connection, transit providers	Ongoing
2. Implement or expand upon feeder services to fixed route transit	Transit agencies and Ride Connection partners	Ongoing
3. Promote sustainable and zero/low-emission transportation options	STFAC, transit agencies, Ride Connection partners	Ongoing

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 or 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 Improve Service to Older Adults and/or Persons with Disabilities

Action	Responsible party	Deadline
1. Identify priorities for services, programs, and projects	STFAC Subcommittee	2021
2. Identify and address service gaps in public transit services	Transit agencies, Ride Connection	Ongoing
3. Enhance and expand volunteer programs	Ride Connection and county departments of social services	Ongoing
4. Provide low cost community service projects	Ride Connection, transit agencies, human services departments, county agencies	Ongoing
5. Assist low-income individuals to access employment and training opportunities	Transit agencies, Ride Connection, private sector	Ongoing
6. Use technology and software to improve service efficiencies	Ride Connection, transit agencies	Ongoing
7. Coordinate flexible service and funding guidelines to meet customer needs in states of emergency	Ride Connection, transit agencies	Ongoing

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 streetlights 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
 - 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.
 - 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	Responsible party	Deadline
1. Improve information sharing and referrals	Transit Agencies, Ride Connection, ADRC, 211	Ongoing
2. Work towards providing real-time information for scheduled rides and same-day or on-demand scheduling	TriMet, Ride Connection, and other interested agencies	Ongoing
3. Address safety and security concerns at transit facilities and on vehicles	Transit agencies, Counties, Cities, and State	Ongoing
4. Use technology and software to improve customer services	Ride Connection, transit agencies	Ongoing

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

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- 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.
 - 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 as 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 among Service Providers and Innovative Partnerships

Action	Responsible party	Deadline
1. Consider expanding electronic fare participation	ODOT, TriMet, Rural transit agencies	Ongoing
2. Improve regional connections	ODOT, transit agencies	Ongoing
3. Coordinate with public and private sector, medical facilities, older adults and/or Persons with Disabilities	Ride Connection, transit agencies, Coordinated Care Organizations, medical providers	Ongoing
4. Coordinate outreach and advocacy activities	Ride Connection, TriMet and other transit providers	Ongoing
5. Explore developing a centralized information system	ADRC, 211, transit agencies, local jurisdictions	Ongoing
6. Explore partnerships with TNCs	Transit agencies, Ride Connection, TriMet	Ongoing
7. Explore opportunities to expand ridematching, scheduling, dispatching, and ridematching	TriMet, Ride Connection	Ongoing

6. FINANCIAL PLAN

The tri-county area continues to experience a dramatic demographic shift that has substantial implications for transportation costs and services for seniors and persons with disabilities.

Between the years 2020 and 2040, the growth of people age 65 and older will increase 45 percent, while the growth of the general population will be 21 percent⁵.

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 \$12-17 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 10-12 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; and

⁵ State of Oregon, Oregon Population Forecast, Office of Economic Analysis, 2013.

-
- 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 500,000 rides in FY2015 to 547,100 rides in FY2019 with a commensurate increase in service. LIFT ridership has declined somewhat in the past 10-12 years

LIFT boardings in FY2005 were 1,026,156, and in FY2019 were 962,220, with a high during that period of 1,122,036 in FY2008. The small decline in demand for LIFT is largely due to changes in LIFT eligibility requirements and promoting less costly transportation alternatives through RideWise and Ride Connection.

STF formula funds cover approximately 6% of transit agencies' costs of door-to-door services for seniors and people with disabilities. The STF formula program supports approximately 50% of the City of Sandy's paratransit costs; 25% of Wilsonville's; 31% of Canby's; and 5% of TriMet's paratransit costs.

§5310 FUNDS

The tri-county area received approximately \$7.5 million in §5310 funds for the 2020-21 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) tie 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, wheelchair lifts, scheduling systems, mobility management programs, contracted services, services beyond those required by the ADA, travel training, and more.	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 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

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
			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
\$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.	Consolidated	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 modify	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

Program	Purpose	Status in FAST Act	Overview of Changes in FAST Act
	low or no emission vehicles or facilities.		voluntary state pools to allow transfers of 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 technical assistance center, hosts their [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.

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
STIF	Statewide Transportation Improvement Fund (Formula and Discretionary)
TAC	Transit Advisory Committee
TCRP	Transit Cooperative Research Program
TMA	Transportation Management Association
TNC	Transportation Network Company
TRP	Transportation Reaching People
WCDAYS	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 use 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, carpooling 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.
Statewide Transportation Improvement Fund (STIF)	State funds from an employee payroll tax to improve public transportation services in low-income communities.
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 (APRIL 2020)

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	2019
		Claudia Robertson, Vice Chair	2019
		Annadiana Johnson	2020
		Leon Chavarria	2019
		Ryan Skelton	2020
		Patricia Kepler	2019
		Zoe Presson	2020
Seniors or persons with disabilities who reside in Multnomah County	2	Carin Topliff	2021
		vacant	
Seniors or persons with disabilities who reside in Multnomah County	2	Andrea Belcher	2020
		vacant	
Seniors or persons with disabilities who reside in Washington County	2	Elaine Wells	2021
Seniors or persons with disabilities who reside outside the TriMet District	2	Glenn Koehrsen	2021
		Eric Olsen	2021
Staff representatives of the respective County Agencies on Aging and Disability; one per county	3	Teresa Christopherson, Clack. Co.	2021
		Mjere Simantel, Wash. Co.	2021
		Monika Johnson, Mult. Co.	2021
Staff representative of TriMet	1	Margo Moore	2021
Staff representative of Ride Connection	1	Julie Wilcke	2021
Staff representatives of public transit agencies other than TriMet, including rural transit entity representative	2	Andi Howell, City of Sandy	2020
		Elli Work, City of Wilsonville	2021
Seniors or Persons with Disabilities Living in the Service Area	3	David Keyes	2021
		Mike Foley	2020
		Mary Lou Ritter	2020

Attachment D STFAC Meeting Summaries

STFAC Meeting #1
Friday, January 18th, 2019
Meeting Summary

No attendance recorded.

Discussion Items

- Confirm w/ Julie about upcoming funding will receive 40% reduction and not current funding
- Assume full funding
- Reconvene when know what funding will come in
- Motion – proceed w/ the full funding levels with the recognition that if receive cutbacks then would reconvene
- Advocate at senior day at May 9th
- Subcommittee to discuss advocacy

Interested Subcommittee members:

- Zoe
- Mary
- Glenn
- Rebecca
- Julie
- Margo
- Jan
- Elaine
- Claudia

Julie will lead the subcommittee

Follow-up Tasks

- Find out if can speak on behalf of the STFAC when advocate and let subcommittee know
- Everyone needs copies
- Get list of FY16 discretionary funded operating
- Hardcopy of CTP to Eric
- Link to everyone
- List awards of FY16 discretionary funding

STFAC Meeting #2
Thursday, July 25th, 2019
Meeting Summary

Attendees:

- Attendees:

• Teresa Christopherson	• Tom Strader
• John Whitman	• Monika Johnson
• Mike Foley	• Jan Campbell
• Annadiana Johnson	• Jeff Hill
• Tangerine Behere	• Andi Howell
• Elli Work	• Elaine Wells

Priorities:

- No change on priorities
- How to meet #4 if STF and STIF merge – Elli
 - Glenn – may not get there but it's still a priority
 - Elaine – Agrees with Glenn
- Elli - #9 change to #1

Strategies:

- Glenn – in general they are good but we haven't done any of them.
- Margo – how would we do this.
- Permanent subcommittee meeting
- Elaine –Wants us to be thinking about new ways to provide expanded service, especially in rural areas. Supports Andi – this plan should be used in the application and providers have been doing
- Elli – change
- Vanessa clarified that one subcommittee will address multiple items. Jan & Vanessa – we can wordsmith items.

Actions:

- No changes except for the date.
- Annadiana – have time limit and milestones.
- Need to establish a charter and drill down on actions with the subcommittee.
- Subcommittee – be clear on what's expected of providers and work with them before they submit their applications.
- Glenn – need a specific group of people identified with a firm chair.
- Jan – will ask if people want to continue on the subcommittee after the CTP update is complete.

- Change dates to 2020 and work with subcommittee on benchmarks.

Chapter 2:

- Margo – want to confirm that all these providers are still in place.
- Update with assistance from providers.
- Elaine – would like more time to review CTP with a rural provider lens
- Andi – doesn't feel like she needs more time
- Tom – either way for him. Could use more time but doesn't have to.
- Send additional changes to Vanessa and she will send them out
- Glenn – 5.13, need to add first mile and last mile accommodations
- Vanessa – follow up with ODOT about if need to incorporate anything

Next Meeting

- Tuesday, August 27th
- 9:30am-11:30am at Mobility Center
- Teresa – can't attend but meet without her
- Andi – will try and miss her standing meeting
- Tom - will work
- Comments by August 15th and I will incorporate and send them to you and review
- More than 2 subcommittee meetings a year / once a month and two full meetings – after the STFAC meeting
- Reports – ask for feedback from providers on form before finalizing it.
- Glenn – CCO announcement. We need to get involved.
- Vanessa will send out CCO announcement to group. Include STF and STIF merge email. Discuss advocacy operations and approach as subcommittee at future sub meetings.

**STFAC Meeting #3
Tuesday, August 27th, 2019
Meeting Summary**

Attendees:

- Attendees:

• Teresa Christopherson	• Monika Johnson
• John Whitman	• Jan Campbell
• Mike Foley	• Jeff Hill
• Annadiana Johnson	• Andi Howell
• Tangerine Behere	• Elaine Wells
• Elli Work	• Julie Wilcke
• Claudia Robertson	• Vanessa Vissar
• Tom Strader	• Tom Mills
•	• Margo (TriMet)

Review Comments – Revising the Coordinated Transportation Plan for Seniors and Persons with Disabilities

- Vanessa discussing what has been done and what transit law requires of plan Coordinated Transpo Plan FTA requirement for section 5310 funding must be developed with seniors, PWD, and reps of public and nonprofit transportation providers.
- Vanessa: "The approach this time is to perform minor update." Included in CTP to date is:
 - Introduction
 - Chapter 2
 - Chapter 3
 - Chapter 4
 - Chapter 5
 - Chapter 6
 - Conclusion
- During the last meeting, the group focused on Chapter 5, asking for revisions By 08/15, they received some from Julie and (who else?) Vanessa is also updating maps and data to reflect current info.
- "Is it our intent to use this basic document, make changes with the same format? Is it acceptable to everyone?"
- Vanessa is working with FTA and Metro to ensure compliance, but so far, so good. She'll know by the end of the week if there are any major issues with FTA.
- 5310 Circular definition on back of agenda, being read by Jan Campbell Questions?
- "I'm assuming since we're meeting the federal requirement, the fact we're including STIF is (important)?"

- "This was a preliminary attempt to test out my thinking as to what we need to do."
- Claudia: Another question: "Have we ever included low-income strategy?" "Low income was mentioned several times,"
- "TriMet's definitions may have changed since I started."
- Jan: Many persons with disabilities and seniors disproportionately poor.
- Glen raised the concern, and expressed surprise that ethnic diversity is not being included in this context.
- Monica: "Being that this is the federal language, will you include Title VI, because if so, we cover all of those protected classes."
- Glen and Julie went over their revisions before going on to Chapter 5.
- Glen: in intro, they made updates, know that coordinated care orgs need to address socially determined health He updated it to the current situation, and is waiting to see whether he went too far or not far enough based on feedback. He noted that he received critical feedback in the past.
- "I have to say Glen, from day 1 how thoroughly you review documents."

Table 2-1 Transportation Services in Washing, Multnomah and Clackamas Counties

- Julie: They went through all Ride Connection programs to ensure accuracy, reflecting new services such as Hillsboro Connector and new partners. On table 2.1, they attempted to clarify from the previous table. "Everything was in the shuttle service area. Actually, this, I'm not positive if this is our change doc in here."
- Vanessa took revisions.
- They essentially rearranged the categories in table 2.1 to better differentiate between the various types of shuttle services being provided.
- Vanessa: "Do you remember why this was included?"
- Glen: refers to the consultant's involvement in this matter.
- Jan: "just thought it would be easier to read an overview."
- Glen: "Ride Connection is the only organization so far to make these updates."
- Vanessa: "there is no deadline for the providers yet."
- Glen: "Andy, are you working on this?"
- Andy: "Yes, we're providing the same services as bf."
- Jan: "We'll see a final draft before the next STFAC meeting."
- Claudia wants this table included.
- Glen: "Is this plan every 3 or every 4 years?"
- Vanessa says it is 3.
- Tom: "My comment is that the chart gives a nice summary of services offered, and helps someone who's new to the organization."
- Glen has the same inclination.
- There was consensus to keep the table in.
- Julie: There is another map which needs updating. They sent questions beyond the updates via email regarding demographics and other community indicators.
- They are also working to include CCOS in this data in addition to transportation network information.
- Glen participated in a meeting in Salem regarding rulemaking on version 2.0.

- "I tried addressing some of that in my notes, maybe not accurately."
- Jan: "Are you going to address those questions?"
- Vanessa is looking in her email.
- Glen has time in the next few weeks to address issue if others are not available to do so.
- Claudia: "Did First do waiver nonmedical?"
- Vanessa: "Who wants to draft something?"
- Glen indicates interest.
- Jan: "Anyone else that wants to include or delete?"
- Vanessa: "So far, CCO and Title VI were added."
- Glen: "I'm assuming that many attachments won't be included since they're talking about needing notes from 2015-16."
- Vanessa: "We're updating all of that."
- Jan: They're looking for a timeline of draft completion; everyone will get a final draft.

Chapter 5 Priorities, Actions and Strategies

- The other thing the committee focused on was Chapter 5, revisiting the action again, "because in the small committee, the only changes we saw were the date."
- Now they are going through each one, now on page 5.5, plan to oversee implementation
- Glen: "We should identify why we didn't act on the actions several years ago."
- Vanessa wants to go through each one to ensure everyone is on the same page.

Action #1 Develop STAFAC subcommittee

There is contention regarding the interpretation of item 1 around creating a subcommittee. Glen thinks the bylaws weren't followed. Vanessa thinks they were.

- Glen also says that no nominating committee was established, and reiterates that the bylaws weren't followed.
- "We have Dick Jones who isn't coming back again, and we haven't identified a replacement."
- Jan: "We can't go back, we need to go forward."
- Glen still insists that there are problems.
- Monica makes a motion to table the bylaws discussion, as there are only 1.5 hours left.
- No motion is needed; everyone agreed by consensus to move on, including Glen.
- *The* timeframe has been moved back to 2024. The next step is to create a subcommittee charter, nominate members, create a workplan, etc.
- Glen is still frustrated, saying "It states we'll form a subcommittee by 2024," He says it needs to happen ASAP" recommends changing to 2021
- A motion was made and seconded by Monica to do just that, and passed, with Glen abstaining. He is still concerned that they're pushing it off.
- Andy: "To clarify, what does timeframe actually mean? Will it be complete by '21, begin in '21?"
- It is agreed that the committee will be established and a plan documented by 2021.
- Claudia: "committee is very amorphous; some will stay for a while, others will move on."
- "2021 gives us enough time to establish a committee and workplan."

- Vanessa: Clarify next steps?
- Glen says he is on a different wavelength from everyone, and doesn't really care now.
- Julie: "We can be working on this stuff simultaneously," and "any timeline sooner than that is aggressive, and we'd set up ourselves for failure if we accelerated the timeline."
- Vanessa: "We'll have to revisit STFAC's duties once the STFAC/STIF merge is complete."

Action #2 Estimate Cost for Actions

- Vanessa: Is this needed?
- Andy: It's a very heavy lift, with many actions in the plan throughout each county. She sees the value, but the cost and time commitment needed for a consultant is a very heavy lift.
- Elaine agrees with Andy, and thinks it needs to be the full committee's responsibility.
- Andy: "We thought at the time it could be very helpful, but when you actually look at STFAC action, there is just such a range of what could be implemented, and x's hard to put a price on many of these actions."
- Tom: "It would take a lot of time, effort, resources."
- Elli made a motion to remove 2 which passes, Margo seconds

Action #3 Develop Advocacy Strategy from STFAC

- Identify subcommittee workplan
- Glen: "We all talk to our legislators, and should have a common white sheet of our issues, since they don't know these?"
- Other: "It depends on what's coming up. We all wrote draft letters. "It depends on what's in the Governor's budget."
- Claudia: "We may have a strategy in hand when we think we're losing them."
- The item is being kept.

Action #4 Periodically Review CTP

- Review STFAC to determine progress
- One agrees that there should be milestones to keep everyone on task.
- Also, define periodically.
- Andy: "Just leave it in the plan, and that would be the committee that would put a timeframe on it; we don't want to put a timeframe on the whole plan."
- Julie: "We should also revisit the process since there's a difference in interpretation on that."
- This is a Tier 1 issue.

Action #5 Application Processes

- Claudia: The formatting of the plan needs to be changed to be easier to navigate and read overall.
- Elaine: clarify?
- Glen teases Elaine about losing WashCo money.
- Vanessa: "Julia mentioned changing it to," (didn't catch what exactly).
- Jan: Are we keeping this all at Tier 1?

- Andy: "I got hung up on 1." "started doing research and typing a draft, just read in the bylaws that the chair will select subcommittee members and designate a chair."
- "Should we change that so it matches our bylaws?"
- Claudia says that these are two different things.
- Jan: "I'm wondering if we need to review the bylaws and put that in here."
- Andy: "The subcommittee could review them."
- Updating and reviewing the bylaws is being made an action.
- Margot: "How often? It needs to be looked at consistently."
- Monica: "annually"
- Claudia: "Put a time limit on it, and redo the timeframe when the plan is updated in 2021."
- Vanessa: "normally yes, except for the merge, so we must wait until that's done before revisiting this."
- Andy: "I don't think ODOT's recommendation is due for a couple of months."
- Vanessa: "It should be out by October, and will probably go through short session in 02/20."
- Julie also believes that it will go to short session. Claudia thinks that admin rules will be drafted after that session.
- Vanessa: review annually?
- Others believe it should be as needed.
- Elaine: "What about adding something like "to be concurrent with the merge?""
- Monica: "We're adding 7?"
- Jan: "Yes."
- What are next steps?
- Claudia: Subcommittee, then workplan, as well as periodic work review
- She emphasizes that it is ongoing.

Measure Program and Project Performance

- Julie: "Is it up to STFAC as to what reports are reduced?"
- Vanessa: "They have their preference."
- What we've done is combine ODOT and STFAC into one quarterly document.
- Glen: "Can someone from TriMet accounting come to the meeting and explain the need for the report?"
- "What good is the report? It takes a lot of time and effort."
- "We're updating the reporting requirements."
- Glen: "The subcommittee will do all these tasks, but may have different priorities."
- Claudia: "If we don't get these numbers from the reports, we won't know if whether or not TriMet's withholding of the funding for these services is arbitrary or not."
- Now moving on to Page 5.15.
- Vanessa will restructure this so it looks nicer.
- Glen: "If "ongoing" is acceptable here, why isn't it accepted on the other tables?"
- "We did, we have it as ongoing."
- Jan: "How do people feel on the timeframe?"
- Monica: "Are we reverting to "ongoing" for the items to be completed in 2021?"

- Glen: "We'll have a date to set up the subcommittee, who will determine the timeframe."
- Going to page 5.15; supporting expanded travel training programs
- Vanessa: "Isn't that what we do?"
- Julie: "It is ongoing, expanding, shifting. RIDE Connection just hired a fantastic new mobility specialist/travel trainer. Wilsonville's needs have shifted."
- Claudia and Glen are discussing how TriMet is not listening to them about the plan.
-
- Jan: "Is 7 good?"
- Everyone agrees.
-
- Moving on to 8.
- Vanessa: "Action 8 is done."
- Andy disagrees.
- "Every time we go for our new STIF plan, we'll look to this for feeder services."
- Everyone agrees to keep Action 8.
- Elaine: "WashCo still working on their plans, so we should expand the community connectors piece to include a broader area."
- 9
- public restrooms in transit centers, identify which transit centers to prioritize
- Jan: "What do people thinking about removing it?"
- Andy: "X's a Tier 3. Unless there's a really good reason to remove it, we shouldn't." She suggests expanding it to include other amenities.
- "Anything we can get to improve our shelters is good."
- Julie thinks that may be beyond the scope.
- Elaine believes that this was put in here to address long travel times for some riders. It should stay in.
- Tom also agrees that it should be beefed up to include more amenities.
- Elaine and Julie agree. Julie serves on the Ptax ADA work group which is looking at best ADA practices among transit systems. "We should look at amenities which exceed ADA standards."
- Vanessa reads draft Language: improved amenities as opposed to just public restrooms.
- There was discussion on whether to broaden the responsible entities from transit agencies to other entities.
- Monica suggests adding language which says "exceeding ADA requirements"
- Managing ADA service demand, "still ongoing, right?"
- "Yes."
-
- Items 10 and 11 kept
- now on Item 12
- TriMet is responsible for this item.
- Margot: "Some of it is done," HOP launched
- She is discussing the Sandbox TriMet has been working on which can be used by multiple transportation providers, including parking information.

- Vanessa suggests updating 12 13.
- Vanessa: "Still a lot to cover,"
- Glen thinks TriMet should update these.
- Julie: "Next steps?"
- Vanessa: "Since Trimet's the responsible party on many of them, we should take another stab at it."
- Julie points to 1D. "Which action does that tie to?"
- "Where do we have an action that supports addressing accessible bus stops?"
- Vanessa: "It should be covered under item 9."
- The committee is comfortable having TriMet update the remaining actions.
- Vanessa is wrapping up with next steps which are:
- The goal of this meeting was to do minor updates to have STFAC review. The goal is to present the items to the Board in December.
- The next date that the revisions can be reviewed is during the 9/20 subcommittee meeting.
- If more time is needed, they can meet

STFAC Meeting #4
Friday, September 20th, 2019
Meeting Summary

Attendees:

- Attendees:

• Mike Foley	• Andi Howell
• Annadiana Johnson	• Rebecca Miller
• Tangerine Behere	• Glenn Koehrsen
• Eric Olsen	• David Keyes
• Claudia Robertson	• Vanessa Vissar
• Tom Strader	• Tom Mills
• Monika Johnson	• Margo (TriMet)
• Jan Campbell	

Merge:

- Want to keep STFAC
- Don't want to rely on QE for funding and others
- Will send update at
- Offer public comment at other times other than the beginning
- Forward info to STFAC
- ODOT CAC for Recs by November
- Legislatures will consider it Jan-March.
- Goal to rec. how to merge the program. Seem to be getting off topic and suggesting changes to STIF
- Expect CAC to get input from constituents
- Will be getting input from STFAC when have something. Via email.

Proposal:

- Update CTP due by June 2020
- 5310 projects need to be in plan regardless
- Continue finalizing Actions
- Don't bring the plan to the board until March
- Reach Consensus on CTP Actions 10-44
- Discuss timeframe and priority for actions 1-9 later
- Simplify and combine for adequate rather than existing services, maintain services? Maintain access?
- Identify Subcommittee Next Steps

Next Steps:

- Share CAC information
- Offer public comment at other times other than the beginning
- STFAC Meeting on October 25th
 - Update from ODOT

- STF overview
 - Condense actions
 - Move others to Sub Workplan
 - Full meeting

STFAC Meeting #5
Friday, April 30th, 2020
Meeting Summary

Attendees:

- Attendees:

• Mike Floyd	• Andi Howell
• Annadiana Johnson	• Rebecca Miller
• Kristina Babcock (alt for Teresa Christian)	• Theresa Conley (for Jason Kelly, ODOT)
• Eric Olsen	• Elaine Wells
• Julie Wilcke	• Glenn Koehrsen
• Claudia Robertson	•
• Tom Strader	• Tom Mills
• Ryan Skelton	• David Bouchard (TriMet)
• Leon Chavarria, CAT Committee	• Cora Potter (TriMet)
• Monika Johnson	• Aaron Dees (TriMet)
• Jan Campbell, CAT Chair	• Margo Moore (TriMet)
• Elli Work	• Eileen Collins (TriMet)
• Mary Lou	• Andrew Mortensen

The meeting begins at 9:05

Welcome

- Jan Campbell welcomes everyone to the meeting. She has been thinking about everyone, and knows that it has been a very difficult time. She thanks everyone for everything they have done. She thanks staff for helping to get the meeting going, and keeping transit operating.
- Claudia echoes Jan's sentiments, and again thanks TriMet. She's glad we're getting together to resolve issues that have been pending for a while.
- Tom Mills gives everyone a brief overview of WebEx.
- Jan Campbell Reviews Agenda
 - Introductions
 - 1. Delivery of Food and Medicine
 - 2. PPE
 - 3. Unspent STF money; info and discussion
 - 4. CTP update and action
 - 5. Consolidation of STF/STIF
 - Adjourn

Introductions

- Andi Howell; no updates
- Annadiana; no updates
- Claudia; no updates
- Elaine; Just a reminder that the CTAA Expo has been moved to November in Louisville, KY.
- Glenn; no updates
- Julie; no updates
- Kristina; no updates
- Leon; no updates
- Margo; no updates; LIFT continues to run in these crazy times.
- Jan Campbell asks Margo for info about the food delivery. LIFT is currently partnering with Meals on Wheels, and is also offering grocery pickup and delivery for LIFT customers. There are some other things in the works that will be shared when ready.
- Mary Lou; no updates
- Rebecca; She's been working in Washington County's EOC. Agencies will be receiving both Families First and CARE dollars, which offer flexibility in assisting vulnerable populations. She hopes that others have some great ideas to share either here or offline.
- Ryan; Things are still busy at Independent Living Resources, ILR.
- Elli Work; Elli praises Margo. SMART continues to show up every single day, and are doing some new and interesting things to support the operators.
- Jan asks Eileen to explain what was done to make online reservations easier. LIFT just began online trip booking, which can be done through a web portal either on a desktop or smartphone.

1. Delivery of Food and Medicine

- Tom: ODOT released guidance outlining flexibility in STF funding due to COVID. These funds can be used for meal deliveries, cleaning of vehicles, pharmaceuticals, and medical and emergency transport. STFAC is required to vote to allow this to occur. The members must determine that local citizens are unable to access essential services, particularly seniors and people with disabilities. We asked everyone by email to indicate their vote. They can backdate this vote to make it retroactive.
- Annadiana is pleased that medication deliveries are included. Leon has been unable to use LIFT to get them delivered.

- Ryan has a question in regards to this. If passed, roughly what percentage of the funds would be used for these services?
- Julie does not have an exact percentage, but all network partners are providing some form of goods delivery. STF already allows that. They are focusing on opportunities to get PPE. They have requested PPE through the emergency management systems. They have volunteers to make PPE, and have received assistance from distilleries.
- Andi says that SAM has been doing the same. They've partnered with Meals on Wheels and Fred Meyer's clip list grocery pickup program. They will only be using STF funds for grocery delivery, since they already have PPE sources.
- Rebecca has a couple questions. Can we add the purchase and delivery of durable medical equipment? They do this for OPI, delivering things such as undergarments.
- Theresa Conley; At this point, it's an eligible use of funding.
- Rebecca; One of the gaps is the actual shopping and grocery handling. Could providers potentially hire a staff person or volunteer coordinator to work with people who can physically pick up and deliver groceries and other items? Also, would this be FEMA reimbursable?
- Theresa encourages them to work with other agencies who are already doing this. It's a gray area when you hire people to do this.
- Eileen; When they launched their grocery delivery program, an agency offered to provide assistance, but this particular one is not a good option for them. The organization in question is unable to expand its services. She answered her own question regarding FEMA reimbursement.
- Ryan says that in relation to durable medical equipment, many of the shops themselves are able to handle pickup orders. Delivery is still more complex, depending on the nature of the disability.
- Elaine and Kristina have nothing to add.
- Leon; Is there a number I can call to find out about my deliveries for pharmaceuticals?
- Tom will refer him to that information at the end of the meeting, and Jan will also send him some information.
- Mike has no questions.
- Monika; What is the timeline for using these funds for COVID activities? They're also getting Families First and CARES funds. Will it stretch through the entire biennium?

- Theresa appreciates that Monika's thinking strategically about the sources, and encourages everyone to do so. CARES funds cover many of the things that these STF funds may be used for. If you don't need the funds for meal delivery, you might consider holding on to these funds.
- The motion is put on the floor.
- Claudia; Would this be restricted to only paratransit riders?
- Claudia motions that these services be available to fixed route riders. Mary Lou seconds.
- Claudia says that Jan had an issue with the word "citizen." Has this been resolved?
- Tom says that this has been changed. It was just an error in the presentation. The word "residents" will be used in place of "citizens."
- Ryan asks if it is possible to add "durable medical equipment" to the motion? Tom says that that will automatically be considered as eligible.
- The motion passes unanimously.

2. PPP

3. Unspent STF Funds

- Delivery of Food and Medicine Jan agrees.
- Elaine suggests calling this an emergency fund rather than a funding reserve.
- She also suggests that we put the remaining funds into an emergency fund.
- Jan would be most comfortable with a formal vote.
- Ryan seconds the motion.
- Rebecca also suggests that we get clarification from ODOT, and be prepared to take additional action as necessary.
- Claudia asks if this is an amendment. Rebecca says that it is not.
- The motion passes unanimously.

4. CTP Update

- A number of committee members were on a subcommittee developing recommendations for the CTP.
- Cora was tasked with updating CTP for the 2020 update. It is required to be updated every 4 years. Federal transit law requires that 5310 programs be included in this CTP, and guidance from various members of the public, such as seniors, people with disabilities, and the general public.

The update this year will be minor, and includes an updated inventory of services, service providers, and funding sources, updated maps and statistics, and a list of reviewed priorities. The plan must be approved by TriMet's board by 6/30/2020.

The subcommittee met in the summer and fall of 2019, and developed a final draft for STFAC in November.

The draft priorities and strategies were also available for public input during TriMet open houses in late February.

- Cora reads the list of priorities and strategies.
- Currently, TriMet is working with Andrew Mortensen to review these revisions. Today, we're seeking approval of the priorities and strategies.
- Claudia wishes to reconcile the copy of the plan that she has with what Cora presented. What Cora presented was abbreviated, according to Claudia.
- Cora believes that Claudia is referring to the action tables.
- Claudia is interested in the wording of Priority 5.
- Ryan believes that it may be a question of bylaws versus what the CTP says. As long as the by-laws include advocacy as a function, then this is moot. The by-laws do not include advocacy, but the CTP does, says Cora. As a body, the STFAC can't advocate for things, but individuals can.
- Mary Lou has a question regarding Strategy 4. She wonders how we define equity. She has been looking at equity maps in her role on STIF. Is there an opportunity to recognize something in the strategy section around tying equity maps into what the STFAC does in setting up priorities and actions?
- Cora says that the CTP shows data on the service hours of a provider. The maps are also being updated to show where the populations are.
- Eileen also does not recall that defining equity has been discussed before.
- Cora; Every time the STFAC makes funding recommendations, they can view them through the lenses of each priority.
- Ryan; If we're looking for language to describe the idea of equity, I suggest putting something such as socioeconomic, racial, and geographical considerations. Essentially, categories of equity should be listed.
- Mary Lou believes TriMet's equity policy has a list of 10 criteria defining equity, determining what factors are used to determine if equity is being met in an area. Should the committee have a tutorial on TriMet's equity policies and principles?

- Tom confirms this. It is called the equity index. Individual census blocks can be scored on this index. However, some of those factors are irrelevant to this committee.
- Jan wants to mention that Annadiana is on TriMet's Equity Group.
- Annadiana says that currently there are no discussion around disability issues. She participates on TEAC.
- Claudia asks if the priorities and strategies were also available online.
- Tom doesn't believe that they were available online.
- Annadiana attended the open house, but there was very little information about what is being discussed at this meeting. She only saw information regarding the proposed service improvements in the area.
- Julie asks Cora to revisit the FTA statement. Does anything in the plan address the delivery of goods? With the STF/STIF consolidation, does the plan need to be updated to reflect this?
- Cora; The strategies only apply to FTA 5310 funds, but ODOT relies on these plans. She believes that there might be something in the actions regarding deliveries.
- Theresa says that ODOT anticipates that the CTP will include STF and 5310 funding.
- Elli believes that it is to our benefit to keep equity definitions vague, I believe.
- Claudia would like to see general language about emergencies. She suggests that the language suggest allocation funds as needs arise. It does not need to be specific.
- Jan wants to address Ryan's concern about defining equity. Ryan thinks it's good that equity is a broad category rather than a narrow one.
- Margo is in favor of specific language regarding equity in the CTP.
- Mike says that we need to be sure that we are all in agreement in how the term is being used. Elaine and Monika both agree.
- Monika would like to see some language from the Civil Rights Act, specifically Title VI language. That language should be in the draft documents, according to Monika.
- Andi; During the subcommittee meetings, we discussed this. The discussion was very long, and led to no ultimate decision. Andi is comfortable with Cora's language.
- Rebecca says that the equity definition concept is difficult. Washington County has adopted a race-led policy, as well as Multnomah County. She is

OK with the language as is for today, but emphasizes that the disparity remains.

- Eileen; We need to address two different forks of equity; populations that we serve, and the agencies who provide transportation, and how funding decisions are made there, particularly for agencies that serve multiple counties.
- A motion to update the language is made by Jan, and seconded by Mary Lou and Rebecca.
- Ryan wants to make sure that Mike-who is blind-is able to access the information.
- The motion passes unanimously.

5. **STF/STIF Merge**

- Aaron Deas is presenting on this topic.

We now expect to have 1-3 special emergency sessions before the upcoming long session. Discussion on what will be tackled have been all over the place. Perhaps STIF funding will be used to maintain services. In a longer session, we can expect to see a merge of the two programs, depending on the nature and depth of the Recession.

- Claudia says that this doesn't address next biennium's funding cycle, and what happens to the legacy funding.
- Ryan; How viable are those funding sources in the future?
- Tom; The legacy funding sources continue with a backfill from STIF to keep STF solid. There are threats to cigarette funding. The cigarette tax measure could be an issue, but it sounds like there are plans to hold STF harmless. The lawnmower tax may also be an issue.
- Elaine wonders if local entities are covered under the payroll protection act.
- Leon wonders if there is a website explaining the difference between STF and STFAC.
- Tom says that ODOT has a webpage. Google ODOT STF/STIF Merge. Aaron says that they have a couple of very good fact sheets.

The meeting adjourns at 11:59 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 than 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.

Table E1: TriMet Vehicle Fleet													
Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
9800	1G86G58L3 C1143800	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,782	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/9/12	6/9/17
9801	1G86G58L5 C1159545	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	224,489	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/23/12	5/23/17
9802	1G86G58L7 C1159451	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	213,498	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/23/12	5/23/17
9803	1G86G58L9 C1159306	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,836	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/23/12	5/23/17
9804	1G86G58L0 C1159873	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	210,256	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	8/2/12	8/2/17
9805	1G86G58L0 C1160067	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	195,249	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/27/12	5/27/17
9806	1G86G58L2 C1159776	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	205,715	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/9/12	6/9/17
9807	1G86G58L1 C1160174	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	222,897	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/27/12	5/27/17
9808	1G86G58L9 C1160424	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	243,260	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	5/27/12	5/27/17
9809	1G86G58L2 C1160541	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,794	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/3/12	6/3/17
9810	1G86G58L5 C1159626	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	238,307	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9811	1G86G58L4 C1161464	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	244,392	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9812	1G86G58L3 C1160757	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,491	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/3/12	6/3/17
9813	1G86G58L2 C1160653	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	226,735	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9814	1G86G58L6 C1161160	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	234,579	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9815	1G86G58L3 C1161102	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	229,167	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9816	1G86G58L2 C1161656	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	205,898	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9817	1G86G58L0 C1160988	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	234,582	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/9/12	6/9/17
9818	1G86G58L2 C1161396	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	224,537	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/9/12	6/9/17
9819	1G86G58L3 C1161536	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	203,768	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9820	1G86G58L8 C1167218	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	221,318	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9821	1G86G58L3 C1166557	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,314	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9822	1G86G58L3 C1166932	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,078	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9823	1G86G58L1 C1166685	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	224,931	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/16/12	6/16/17
9824	1G86G58L3 C1166865	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	213,154	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/23/12	6/23/17
9825	1G86G58L6 C1168092	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	200,947	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9826	1G86G58L4 C1169192	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	226,529	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9827	1G86G58L9 C1168474	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	220,448	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9828	1G86G58L9 C1169009	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	243,884	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9829	1G86G58L5 C1168259	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	229,174	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9830	1G86G58L7 C1169350	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	206,985	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	6/30/12	6/30/17
9831	1G86G58L6 C1168903	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	213,523	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	7/5/12	7/5/17

Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
9832	1GB6G58L6 C1168707	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	203,139	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	7/5/12	7/5/17
9833	1GB6G58L2 C1172432	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	237,484	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9834	1GB6G58L8 C1167624	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	235,014	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9835	1GB6G58L9 C1167891	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,917	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9836	1GB6G58L9 C1169608	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	214,376	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9837	1GB6G58L8 C1167736	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	233,680	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9838	1GB6G58L1 C1161227	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	206,065	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9839	1GB6G58L7 C1169123	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	220,592	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9840	1GB6G58L3 C1172262	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,678	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9841	1GB6G58L2 C1172317	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	216,607	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9842	1GB6G58L1 C1172552	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	219,556	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9843	1GB6G58L6 C1172711	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	243,914	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9844	1GB6G58L2 C1172494	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	221,717	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9845	1GB6G58L7 C1172605	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	231,646	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/2/12	10/2/17
9846	1GB6G58L6 C1172188	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	234,113	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/1/12	11/1/17
9847	1GB6G58L9 C1172962	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	223,094	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9848	1GB6G58L8 C1172807	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	235,710	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9849	1GB6G58L0 C1172753	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,068	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/25/12	10/25/17
9850	1GB6G58L0 C1174003	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	224,580	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9851	1GB6G58L3 C1173234	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	223,895	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9852	1GB6G58L6 C1173860	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	210,262	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9853	1GB6G58L0 C1173742	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	222,510	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/30/12	10/30/17
9854	1GB6G58L9 C1173352	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	237,915	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9855	1GB6G58L4 C1174036	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,600	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/2/12	11/2/17
9856	1GB6G58L4 C1173498	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	235,028	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9857	1GB6G58LX C1173683	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	216,595	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9858	1GB6G58L3 C1174433	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	207,309	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/26/12	9/26/17
9859	1GB6G58L6 C1173390	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	231,704	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/2/12	11/2/17
9860	1GB6G58L1 C1174513	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	232,161	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/2/12	11/2/17
9861	1GB6G58L7 C1174483	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,707	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/26/12	10/26/17
9862	1GB6G58L5 C1173803	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,803	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/8/12	11/8/17
9863	1GB6G58L4 C1174165	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	213,614	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/9/12	11/9/17

Table E1: TriMet Vehicle Fleet													
Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
9864	1GB6G5819 C1173531	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,130	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/9/12	11/9/17
9865	1GB6G5815 C1174403	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	227,001	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/30/12	10/30/17
9866	1GB6G5811 C1173295	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	200,405	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/9/12	11/9/17
9867	1GB6G5816 C1173020	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	225,045	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/30/12	10/30/17
9868	1GB6G5819 C1173058	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	214,808	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/26/12	10/26/17
9869	1GB6G5813 C1173332	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	227,094	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/8/12	11/8/17
9870	1GB6G5819 C1173187	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	221,240	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/12/12	11/12/17
9871	1GB6G5817 C1175262	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,504	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/14/12	11/14/17
9872	1GB6G5818 C1175223	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	232,799	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/25/12	10/25/17
9873	1GB6G5815 C1174952	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	221,104	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/25/12	10/25/17
9874	1GB6G5814 C1174909	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	228,880	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/30/12	10/30/17
9875	1GB6G5817 C1169445	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	205,187	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/12/12	11/12/17
9876	1GB6G5813 C1173606	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	223,376	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/25/12	10/25/17
9877	1GB6G5818 C1174637	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	224,275	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/13/12	11/13/17
9878	1GB6G5812 C1174701	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	218,978	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/13/12	11/13/17
9879	1GB6G5816 C1174989	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	223,474	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/14/12	11/14/17
9880	1GB6G5817 C1174998	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	222,279	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/15/12	11/15/17
9881	1GB6G5814 C1174926	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	207,914	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/15/12	11/15/17
9882	1GB6G5818 C1179045	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	223,258	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/16/12	11/16/17
9883	1GB6G5814 C1175106	38	Chevrolet	El Dorado Aerotech 220	2012	10	3	Marginal	204,875	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/16/12	11/16/17
9901	1GB6G6819 E1163428	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	174,197	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9902	1GB6G681X E1187544	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	152,043	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/1/14	10/1/19
9903	1GB6G6818 E1187591	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	152,103	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9904	1GB6G6813 E1187661	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	157,819	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9905	1GB6G6812 E1187750	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	163,368	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9906	1GB6G6818 E1187803	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	161,232	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/1/14	10/1/19
9907	1GB6G681X E1187897	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	160,223	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9908	1GB6G681X E1188032	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	178,068	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9909	1GB6G6815 E1188052	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	188,614	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/11/14	9/11/19
9910	1GB6G6819 E1188135	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	184,892	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9911	1GB6G6815 E1188245	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	175,075	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9912	1GB6G6819 E1188278	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	185,271	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19

Table E1: TriMet Vehicle Fleet

Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seals ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
9913	1GB6G68L4 E1188365	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	179,427	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9914	1GB6G68L3 E1188373	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	149,957	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9915	1GB6G68L0 E1188525	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	182,276	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9916	1GB6G68L4 E1188642	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	187,567	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/5/14	9/5/19
9917	1GB6G68L9 E1188569	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	171,944	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9918	1GB6G68L2 E1188610	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	180,513	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9919	1GB6G68L9 E1188720	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	173,235	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/1/14	10/1/19
9920	1GB6G68L7 E1188750	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	174,427	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/5/14	9/5/19
9921	1GB6G68L7 E1188893	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	163,011	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/16/14	9/16/19
9922	1GB6G68L8 E1188918	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	168,367	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/29/14	9/29/19
9923	1GB6G68L8 E1188949	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	191,447	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/16/14	9/16/19
9924	1GB6G68L2 E1188977	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	169,066	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/9/14	9/9/19
9925	1GB6G68L0 E1189058	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	167,562	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9926	1GB6G68L5 E1189105	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	187,478	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/4/14	9/4/19
9927	1GB6G68L5 E1189136	39	Chevrolet	El Dorado Aerotech 240	2014	12	3	Good	149,196	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/5/14	9/5/19
9930	1GB6G68L8 F1220865	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	138,992	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/21/15	12/20/20
9931	1GB6G68L8 F1222874	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	154,363	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/7/15	10/6/20
9932	1GB6G68L8 F1223992	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	148,681	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	9/30/15	#VALUE!
9933	1GB6G68L4 F1235766	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	146,657	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/19/15	10/18/20
9934	1GB6G68L7 F1236622	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	144,927	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/16/15	10/15/20
9935	1GB6G68L2 F1236074	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	143,114	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/19/15	10/18/20
9936	1GB6G68L0 F1238082	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	136,329	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/19/15	10/18/20
9937	1GB6G68L7 F1237740	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	159,369	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/22/15	10/21/20
9938	1GB6G68L1 F1236597	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	151,454	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/19/15	10/18/20
9939	1GB6G68L4 F1238649	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	143,270	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/13/15	10/12/20
9940	1GB6G68L9 F1237593	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	133,986	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/6/15	11/5/20
9941	1GB6G68LX F1236873	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	151,092	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/23/15	10/22/20
9942	1GB6G68L0 F1239247	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	128,437	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/5/15	11/4/20
9943	1GB6G68L2 F1235412	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	164,801	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/27/15	10/26/20
9944	1GB6G68L0 F1238678	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	150,896	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/27/15	10/26/20
9945	1GB6G68L8 F1234989	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	156,271	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/30/15	10/29/20
9946	1GB6G68L3 F1237802	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	134,634	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/22/15	10/21/20

Table E1: TriMet Vehicle Fleet

Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
9947	1GB6G6BL2 F1219422	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	149,235	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/27/15	10/26/20
9948	1GB6G6BL4 F1284403	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	132,251	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/13/15	11/12/20
9949	1GB6G6BL0 F1284138	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	128,882	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/23/15	11/22/20
9950	1GB6G6BL8 F1284386	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	127,937	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/13/15	11/12/20
9951	1GB6G6BL9 F1283988	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	110,102	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/17/15	11/16/20
9952	1GB6G6BL2 F1284531	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	124,324	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/19/15	11/18/20
9953	1GB6G6BL4 F1284689	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	106,908	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/6/15	11/5/20
9954	1GB6G6BL8 F1285148	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	135,015	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/17/15	11/16/20
9955	1GB6G6BL0 F1285094	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	135,364	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/5/15	11/4/20
9956	1GB6G6BL7 F1284444	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	131,897	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/19/15	11/18/20
9957	1GB6G6BLX F1284647	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	114,132	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/13/15	11/12/20
9958	1GB6G6BL9 F1286177	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	124,423	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/2/15	12/1/20
9959	1GB6G6BL7 F1285528	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	119,564	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/22/15	12/21/20
9960	1GB6G6BL5 F1285348	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	125,786	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/23/15	11/22/20
9961	1GB6G6BL3 F1286076	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	136,106	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/23/15	11/22/20
9962	1GB6G6BL7 F1284735	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	137,709	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/20/15	11/19/20
9963	1GB6G6BL1 F1286173	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	137,612	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/11/15	12/10/20
9964	1GB6G6BL9 F1285045	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	135,960	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/19/15	11/18/20
9965	1GB6G6BL9 F1285286	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	135,816	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/2/15	12/1/20
9966	1GB6G6BL1 F1285380	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	140,408	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/2/15	12/1/20
9967	1GB6G6BL3 F1284778	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	129,264	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/9/15	12/8/20
9968	1GB6G6BL8 F1285750	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	126,693	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/11/15	12/10/20
9969	1GB6G6BL4 F1286054	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	136,636	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/9/15	12/8/20
9970	1GB6G6BL4 F1284949	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	134,467	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/22/15	12/21/20
9971	1GB6G6BL7 F1285626	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	130,789	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/11/15	12/10/20
9972	1GB6G6BL3 F1285803	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	132,249	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/22/15	12/21/20
9973	1GB6G6BL0 F1285208	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	124,458	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/11/15	12/10/20
9974	1GB6G6BL7 F1285240	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	143,780	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/17/15	12/16/20
9975	1GB6G6BL9 F1284509	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	123,775	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/17/15	12/16/20
9976	1GB6G6BL8 F1285862	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	118,866	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	2/1/16	1/31/21
9977	1GB6G6BL6 F1285441	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	131,035	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/30/15	12/29/20
9978	1GB6G6BLX F1285359	40	Chevrolet	El Dorado Aerotech 240	2015	12	3	Good	116,219	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/31/15	12/30/20

Table E1: TriMet Vehicle Fleet

Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
8701	1G86GVBL0G1335410	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	95,244	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/5/16	12/5/21
8702	1G86GVBL5G1336004	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	84,038	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/11/16	11/11/21
8703	1G86GVBL0G1335665	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	92,620	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/1/16	11/1/21
8704	1G86GVBLXG1336810	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	91,117	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/1/16	11/1/21
8705	1G86GVBL3G1336454	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	99,945	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/15/16	10/15/21
8706	1G86GVBL4G1339380	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	98,356	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	10/15/16	10/15/21
8707	1G86GVBL0G1336217	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	102,960	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/4/16	11/4/21
8708	1G86GVBL9G1337382	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	90,033	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/11/16	11/11/21
8709	1G86GVBL5G1337332	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	100,695	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/18/16	11/18/21
8710	1G86GVBL8G1338572	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	99,597	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/16/16	11/16/21
8711	1G86GVBL9G1336023	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	98,408	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/16/16	11/16/21
8712	1G86GVBL2G1336221	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	98,313	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/14/16	11/14/21
8713	1G86GVBL8G1339026	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	83,075	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/17/16	11/17/21
8714	1G86GVBL0G1337755	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	97,674	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/14/16	11/14/21
8715	1G86GVBL7G1335209	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	103,955	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	11/4/16	11/4/21
8716	1G86GVBL2G1337143	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	95,987	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/5/16	12/5/21
8717	1G86GVBL3G1336552	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,554	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/5/16	12/5/21
8718	1G86GVBL7G1339826	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,057	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/7/16	12/7/21
8719	1G86GVBL5G1338853	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	109,707	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/5/16	12/5/21
8720	1G86GVBLXG1338282	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	112,182	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/5/16	12/5/21
8721	1G86GVBL2G1339538	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	124,823	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/13/16	12/13/21
8722	1G86GVBL9G1338080	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	113,227	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/13/16	12/13/21
8723	1G86GVBLXG1337231	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,997	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/13/16	12/13/21
8724	1G86GVBL3G1337233	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,527	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/20/16	12/20/21
8725	1G86GVBL1G1339059	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,344	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/20/16	12/20/21
8726	1G86GVBL1G1336307	41	Chevrolet	El Dorado Aerotech 220	2016	12	3	Good	110,202	Active	Category D Medium Size Light Duty Bus/ 5yrs/150,000 miles	12/10/16	12/10/21
8801	1FDA2CV8HKB43907	42	Ford	Transit 350	2017	3	1	Excellent	69,691	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/4/18	2/4/23
8802	1FDA2CVXHKB43908	42	Ford	Transit 350	2017	3	1	Excellent	66,399	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/4/18	2/4/23
8803	1FDA2CV1HKB43909	42	Ford	Transit 350	2017	3	1	Excellent	66,398	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/4/18	2/4/23
8804	1FDA2CV8HKB43910	42	Ford	Transit 350	2017	3	1	Excellent	63,808	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/2/18	3/2/23
8805	1FDA2CVXHKB43911	42	Ford	Transit 350	2017	3	1	Excellent	63,686	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/2/18	3/2/23
8806	1FDA2CV1HKB43912	42	Ford	Transit 350	2017	3	1	Excellent	63,877	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/8/18	3/8/23

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Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
8807	1FDAX2CV3 HKB43913	42	Ford	Transit 350	2017	3	1	Excellent	65,250	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/23/18	3/23/23
8808	1FDAX2CV5 HKB43914	42	Ford	Transit 350	2017	3	1	Excellent	69,018	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/27/18	3/27/23
8809	1FDAX2CV7 HKB43915	42	Ford	Transit 350	2017	3	1	Excellent	66,900	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/27/18	3/27/23
8810	1FDAX2CV9 HKB43916	42	Ford	Transit 350	2017	3	1	Excellent	68,546	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/28/18	3/28/23
8811	1FDAX2CV0 HKB43917	42	Ford	Transit 350	2017	3	1	Excellent	62,290	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/6/18	4/6/23
8812	1FDAX2CV2 HKB43918	42	Ford	Transit 350	2017	3	1	Excellent	66,457	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/8/18	3/8/23
8813	1FDAX2CV4 HKB43919	42	Ford	Transit 350	2017	3	1	Excellent	66,680	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/10/18	3/10/23
8814	1FDAX2CV0 HKB43920	42	Ford	Transit 350	2017	3	1	Excellent	62,915	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/20/18	3/20/23
8815	1FDAX2CV2 HKB43921	42	Ford	Transit 350	2017	3	1	Excellent	66,244	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/16/18	3/16/23
8930	1FDVU4XV 0JK811863	43	Ford	Transit 350XL	2018	5	1	Excellent	24,734	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/19/19	3/18/24
8931	1FDVU4XV 2JK811864	43	Ford	Transit 350XL	2018	5	1	Excellent	24,391	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/27/19	2/27/24
8932	1FDVU4XV 5JK826052	43	Ford	Transit 350XL	2018	5	1	Excellent	27,531	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/31/19	1/31/24
8933	1FDVU4XV 7JK826053	43	Ford	Transit 350XL	2018	5	1	Excellent	31,595	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/21/19	2/21/24
8934	1FDVU4XV 9JK826054	43	Ford	Transit 350XL	2018	5	1	Excellent	25,060	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/27/19	2/27/24
8935	1FDVU4XV 0JK826055	43	Ford	Transit 350XL	2018	5	1	Excellent	26,045	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/31/19	1/31/24
8936	1FDVU4XV 2JK826056	43	Ford	Transit 350XL	2018	5	1	Excellent	23,867	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	7/16/19	7/15/24
8937	1FDVU4XV 4JK826057	43	Ford	Transit 350XL	2018	5	1	Excellent	34,212	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/22/19	3/21/24
8938	1FDVU4XV 6JK826058	43	Ford	Transit 350XL	2018	5	1	Excellent	31,703	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/22/19	3/21/24
8939	1FDVU4XV 8JK826059	43	Ford	Transit 350XL	2018	5	1	Excellent	25,328	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/19/19	3/18/24
8940	1FDVU4XV 4JK826060	43	Ford	Transit 350XL	2018	5	1	Excellent	27,213	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24
8941	1FDVU4XV 6JK826061	43	Ford	Transit 350XL	2018	5	1	Excellent	26,448	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/27/19	3/26/24
8942	1FDVU4XV 8JK826062	43	Ford	Transit 350XL	2018	5	1	Excellent	28,126	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/7/19	3/6/24
8943	1FDVU4XV 0JK826063	43	Ford	Transit 350XL	2018	5	1	Excellent	28,078	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/27/19	2/27/24
8944	1FDVU4XV 1JK826064	43	Ford	Transit 350XL	2018	5	1	Excellent	25,565	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/19/19	3/18/24
8945	1FDVU4XV 3JK826065	43	Ford	Transit 350XL	2018	5	1	Excellent	25,038	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/9/19	4/8/24
8946	1FDVU4XV 5JK826066	43	Ford	Transit 350XL	2018	5	1	Excellent	26,107	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24
8947	1FDVU4XV 7JK826067	43	Ford	Transit 350XL	2018	5	1	Excellent	22,968	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/9/19	4/8/24
8948	1FDVU4XV 9JK826068	43	Ford	Transit 350XL	2018	5	1	Excellent	24,261	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/22/19	3/21/24
8949	1FDVU4XV 0JK826069	43	Ford	Transit 350XL	2018	5	1	Excellent	24,621	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24
8950	1FDVU4XV 7JK826070	43	Ford	Transit 350XL	2018	5	1	Excellent	22,462	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/6/19	5/5/24
8951	1FDVU4XV 9JK826071	43	Ford	Transit 350XL	2018	5	1	Excellent	19,514	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	6/3/19	6/2/24
8952	1FDVU4XV 0JK826072	43	Ford	Transit 350XL	2018	5	1	Excellent	25,639	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24

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Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seals ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
8953	1FDVU4XV2K326073	43	Ford	Transit 350XL	2018	5	1	Excellent	24,791	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/9/19	5/8/24
8954	1FDVU4XV4K326074	43	Ford	Transit 350XL	2018	5	1	Excellent	22,890	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24
8955	1FDVU4XV6K326075	43	Ford	Transit 350XL	2018	5	1	Excellent	22,756	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/9/19	5/8/24
8956	1FDVU4XV8K326076	43	Ford	Transit 350XL	2018	5	1	Excellent	19,110	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	6/3/19	6/2/24
8957	1FDVU4XV3K326077	43	Ford	Transit 350XL	2018	5	1	Excellent	18,613	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	7/16/19	7/15/24
8958	1FDVU4XV1K326078	43	Ford	Transit 350XL	2018	5	1	Excellent	18,553	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	7/16/19	7/15/24
8959	1FDVU4XV3K326079	43	Ford	Transit 350XL	2018	5	1	Excellent	21,233	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/1/19	4/30/24
8001	1FDVU4XV0K336408	44	Ford	Transit 350XL	2019	5	1	Excellent	6,282	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/16/20	1/15/25
8002	1FDVU4XV2K336409	44	Ford	Transit 350XL	2019	5	1	Excellent	6,246	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/16/20	1/15/25
8003	1FDVU4XV9K336410	44	Ford	Transit 350XL	2019	5	1	Excellent	6,070	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/16/20	1/15/25
8004	1FDVU4XV0K336411	44	Ford	Transit 350XL	2019	5	1	Excellent	8,629	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/21/20	1/20/25
8005	1FDVU4XV2K336412	44	Ford	Transit 350XL	2019	5	1	Excellent	6,236	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/30/20	1/29/25
8006	1FDVU4XV4K336413	44	Ford	Transit 350XL	2019	5	1	Excellent	6,074	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	1/30/20	1/29/25
8007	1FDVU4XV6K336414	44	Ford	Transit 350XL	2019	5	1	Excellent	6,273	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/7/20	2/6/25
8008	1FDVU4XV8K336415	44	Ford	Transit 350XL	2019	5	1	Excellent	5,286	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/12/20	2/11/25
8009	1FDVU4XV3K336416	44	Ford	Transit 350XL	2019	5	1	Excellent	8,301	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/12/20	2/11/25
8010	1FDVU4XV1K336417	44	Ford	Transit 350XL	2019	5	1	Excellent	437	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/13/20	2/12/25
8011	1FDVU4XV3K336418	44	Ford	Transit 350XL	2019	5	1	Excellent	2,684	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/25/20	2/24/25
8012	1FDVU4XV5K336419	44	Ford	Transit 350XL	2019	5	1	Excellent	2,384	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/2/20	3/2/25
8013	1FDVU4XV1K336420	44	Ford	Transit 350XL	2019	5	1	Excellent	3,982	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/26/20	2/25/25
8014	1FDVU4XV3K336421	44	Ford	Transit 350XL	2019	5	1	Excellent	1,533	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/6/20	3/6/25
8015	1FDVU4XV5K336422	44	Ford	Transit 350XL	2019	5	1	Excellent	502	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/11/20	3/11/25
8016	1FDVU4XV9K348587	44	Ford	Transit 350XL	2019	5	1	Excellent	992	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/30/20	3/30/25
8017	1FDVU4XV0K348588	44	Ford	Transit 350XL	2019	5	1	Excellent	1,645	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/20/20	3/20/25
8018	1FDVU4XV2K348589	44	Ford	Transit 350XL	2019	5	1	Excellent	1,581	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/20/20	3/20/25
8019	1FDVU4XV9K348590	44	Ford	Transit 350XL	2019	5	1	Excellent	1,732	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/11/20	3/11/25
8020	1FDVU4XV0K348591	44	Ford	Transit 350XL	2019	5	1	Excellent	1,465	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/13/20	3/13/25
8021	1FDVU4XV2K348592	44	Ford	Transit 350XL	2019	5	1	Excellent	1,561	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/7/20	4/7/25
8022	1FDVU4XV4K348593	44	Ford	Transit 350XL	2019	5	1	Excellent	898	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/7/20	4/7/25
8023	1FDVU4XV6K348594	44	Ford	Transit 350XL	2019	5	1	Excellent	3,992	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	2/10/20	2/9/25
8024	1FDVU4XV8K348595	44	Ford	Transit 350XL	2019	5	1	Excellent	978	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/25/20	3/25/25
8025	1FDVU4XV3K348596	44	Ford	Transit 350XL	2019	5	1	Excellent	753	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	3/26/20	3/26/25

Table E1: TriMet Vehicle Fleet

Asset Number	VIN	Fleet #	Asset Make	Asset Model	Year	Seats	Seats ADA	Last Condition	Asset Last Odometer Reading 6/16/20	Status	End of Usable Category	End of Usable Start Date	End of Usable Life End Date
8026	1FDVU4XV 1KK348597	44	Ford	Transit 350XL	2019	5	1	Excellent	1,047	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/7/20	5/7/25
8027	1FDVU4XV 3KK348598	44	Ford	Transit 350XL	2019	5	1	Excellent	1,447	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/1/20	4/1/25
8028	1FDVU4XV 5KK348599	44	Ford	Transit 350XL	2019	5	1	Excellent	4,900	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/6/20	4/6/25
8029	1FDVU4XV 8KK348600	44	Ford	Transit 350XL	2019	5	1	Excellent	0	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles		
8030	1FDVU4XV XXX348601	44	Ford	Transit 350XL	2019	5	1	Excellent	5,160	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	4/14/20	4/14/25
8031	1FDVU4XV 1KK348602	44	Ford	Transit 350XL	2019	5	1	Excellent	3,486	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/7/20	5/7/25
8032	1FDVU4XV XXX349084	44	Ford	Transit 350XL	2019	5	1	Excellent	3,198	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/7/20	5/7/25
8033	1FDVU4XV 1KK349085	44	Ford	Transit 350XL	2019	5	1	Excellent	2,512	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/12/20	5/12/25
8034	1FDVU4XV 3KK349086	44	Ford	Transit 350XL	2019	5	1	Excellent	758	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	6/4/20	6/4/25
8035	1FDVU4XV 5KK349087	44	Ford	Transit 350XL	2019	5	1	Excellent	2,424	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/12/20	5/12/25
8036	1FDVU4XV 7KK349088	44	Ford	Transit 350XL	2019	5	1	Excellent	352	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/29/20	5/29/25
8037	1FDVU4XV 9KK349089	44	Ford	Transit 350XL	2019	5	1	Excellent	607	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/29/20	5/29/25
8038	1FDVU4XV 5KK349090	44	Ford	Transit 350XL	2019	5	1	Excellent	2,322	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/12/20	5/12/25
8039	1FDVU4XV 7KK349091	44	Ford	Transit 350XL	2019	5	1	Excellent	615	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	6/4/20	6/4/25
8040	1FDVU4XV 9KK349092	44	Ford	Transit 350XL	2019	5	1	Excellent	280	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	6/4/20	6/4/25
8041	1FDVU4XV 0KK349093	44	Ford	Transit 350XL	2019	5	1	Excellent	0	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles		
8042	1FDVU4XV 2KK349094	44	Ford	Transit 350XL	2019	5	1	Excellent	530	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/29/20	5/29/25
8043	1FDVU4XV 4KK349095	44	Ford	Transit 350XL	2019	5	1	Excellent	480	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/29/20	5/29/25
8044	1FDVU4XV 6KK349096	44	Ford	Transit 350XL	2019	5	1	Excellent	0	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles		
8045	1FDVU4XV 8KK349097	44	Ford	Transit 350XL	2019	5	1	Excellent	0	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles		
8046	1FDVU4XV XXX349098	44	Ford	Transit 350XL	2019	5	1	Excellent	0	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles	5/29/20	5/29/25
8047	1FDVU4XV 1KK349099	44	Ford	Transit 350XL	2019	5	1	Excellent	42	Active	Category E Small, Light Duty Bus 4 yrs/100,000 miles		

TABLE E2 SANDY AREA METRO VEHICLE INVENTORY

FLEE	YEAR	MAKE	VIN	PLATE #	BODY	ADA	CAPACIT	FUEL	SERVICE
1	2017	HOMETOWN TROLLEY	1FC4E4KS4GD C48358	E274121	TROLLEY	2	18	DSL	DEVIATED
2	2020	TROLLEY			TROLLEY	2	18	DSL	DEVIATED
15	2006	FORD ESCAPE	1FMCU96H86K B49381	E234848	HYBRID	0	4	UNL	N/A
20	2011	LF GILLIG	15GGB271XB1 178555	E254534	TRANSIT 35	2	28	DSL	FIXED
21	2013	FRTL - DEFENDER II	1FVACWU2D HFD786	E259054	TRANSIT 35	2	26	DSL	DEVIATED
23	2020	MV1	57WMD2A67E M101486	E264803	MINI VAN	1	4	UNL	NEMT
25	2016	MV1	57WMD2C64G M100392	E264839	MINI VAN	1	4	UNL	NEMT
26	2017	LF GILIIG	15GGB2710H1 186916	E274102	TRANSIT 35	2	28	DSL	FIXED
27	2019	FORD 450 CHAMPION	1FD4E4FS1KD C39641	E283536	CUTAWAY	2	16	UNL	DAR
28	2019	FORD E450 CHAMPION	1FD4E4FS1KD C39642	E283537	CUTAWAY	2	16	UNL	DAR
30	2020	LF GILLIG	15GGB2718L31	E284452	TRANSIT 35	2	31	DSL	FIXED
31	2020	LF GILLIG	15GGB271XL3	E284451	TRANSIT 35	2	31	DSL	FIXED

Table E3 South Metro Area Regional Transit (SMART) Fleet Inventory								
Unit#	Year	Make	Model	Fuel	VIN	Current mileage	Status	Eligible to replace
2010	2010	Ford/Braun	E350	G	1FTSS3EL4ADA95339	157,335	Relief vehicle	10/22/2015
2405	2005	Eldorado	EZ Rider 30	D	1N9FLACL65CO84246	375,856	Active	N/A
2500	2000	Gillig	Phantom 35	D	15GCA1812Y1089833	485,858	Training	N/A
2600	2000	Gillig	Phantom 35	D	15GCA1816Y1089866	577,255	Active/Spare	N/A
3005	2005	Ford/Champion	Challenger 25	D	1FDXE45P85HA59900	331,015	Active/Spare	2/22/2012
3119	2019	Proterra	Catalyst E2	E	7JZTG11J4KL000026	18,207	Active	6/27/2031
3219	2019	Proterra	Catalyst E2	E	7JZTG11J6KL000027	11,739	Active	6/27/2031
3516	2016	Gillig	LF 35	D	15GGB2714G1185590	86,838	Active	11/18/2028
3616	2016	Gillig	LF 35	D	15GGB2714G1185591	79,162	Active	11/18/2028
3707	2007	Blue Bird	CSRE 40	D	1BDJNBKA67F255277	93,537	Active/Spare	12/31/2017
4113	2013	Gillig	LF 40	D	15GGD2714D1182078	192,347	Active	11/6/2025
4212	2012	Gillig	LF 40	D	15GGD2715C1180354	227,534	Active	10/16/2024
4314	2014	Gillig	LF 40	H	15GGD3016E1184514	207,779	Active	2/1/2027
4414	2014	Gillig	LF 40	H	15GGD3018E1184515	204,759	Active	2/1/2027
5104	2004	Ford/Eldorado	Aerotech 240	D	1FDXE45F13HB85164	326,290	Retired	1/21/2011
5210	2010	Ford/Eldorado	Aerotech 240	D	1FDFE4FP4ADA20975	273,351	Active/Spare	3/12/2017
5310	2010	Ford/Eldorado	Aerotech 240	D	1FDFE4FP6ADA20976	285,491	Retired	3/12/2017
5411	2011	Ford/Eldorado	Aerotech 240	C	1FDFE4FS6BD800462	177,802	Active	12/5/2018
5511	2011	Ford/Eldorado	Aerotech 240	C	1FDFE4FS8BD800463	217,559	Active	12/5/2018
5612	2012	Ford/Eldorado	Aerotech 240	G	1FDFE4FSXCDA82453	273,330	Active	7/9/2019
5713	2013	Ford/Eldorado	Aerotech 240	G	1FDFE4FS3DDB16086	232,015	Active	9/20/2020
5813	2013	Ford/Eldorado	Aerotech 240	G	1FDFE4FS5DDB16087	241,994	Active	9/20/2020
5913	2013	Ford/Eldorado	Aerotech 240	G	1FDFE4FS1DDB16085	281,625	Active	9/20/2020
6013	2013	Ford/Eldorado	Aerotech 240	G	1FDFE4FS1DDB19312	265,988	Active	9/20/2020
6116	2016	Ford/Eldorado	Aerotech 240	G	1FDFE4FS1GDC21875	178,352	Active	1/25/2023
6217	2017	Ford/Starcraft	Allstar 22	G	1FDFE4FS0HDC06785	77,666	Active	3/8/2022
6318	2018	Ford/Starcraft	Allstar 24	G	1FDFE4FSXJDC07688	22,074	Active	8/9/2023
6515	2015	Ford/Eldorado	Aerolite 200	C	1FDFE4FS3FDA15827	139,616	Active	6/20/2022
6615	2015	Ford/Eldorado	Aerolite 200	C	1FDFE4FS5FDA15828	104,998	Active	6/20/2022
6719	2019	Ford/Eldorado	Aerotech 240	C	1FDFE4FS6KDC25994	5,855	Active	2/10/2026
6819	2019	Ford/Eldorado	Aerotech 240	C	1FDFE4FSXKDC25996	4,690	Active	2/10/2026
6919	2019	Ford/Eldorado	Aerotech 240	C	1FDFE4FS8KDC25996	6,285	Active	2/10/2026
8110	2010	Dodge/Braun	Caravan	G	2D4RN4DE4AR120626	113,750	Relief vehicle	1/15/2014
8210	2010	Dodge/Braun	Caravan	G	2D4RN4DE4AR120625	77,983	Supervisor	1/15/2014
15048	2001	Classic	Trolley	D	4U2AAUBV21C115048	51,042	Special events	3/20/2011

TABLE E-4 Canby Area Transit (CAT) Vehicle Inventory								
VEHICLE	YEAR	MAKE	VIN #	LENGTH	FUE	BODY	CAPACITY	Mode Use
Bus 17	2009	CHEV SENATOR	1GBE4V1999F4 07205	26 (312")	DIESE L	CUT-AWAY	21 Ambulatory w/o w/c 16 Ambulatory/1 in w/c 14 Ambulatory/2 in w/c	Fixed Route
Bus 18	2010	CHEV	1GB9G5A68A11 21989	22 (264")	DIESE L	CUT-AWAY	17 Ambulatory w/o w/c 4 w/c stations	DAR
Bus 19	2010	CHEV	1GB9G5A65A11 22100	22 (264")	DIESE L	CUT-AWAY	17 Ambulatory w/o w/c 4 w/c stations	DAR
Bus 26	2011	ARBOC	1GB6G5BG6B11 86044	26 (312")	GAS	CUT-AWAY low-floor	20 Ambulatory w/o w/c 18 Ambulatory/1 in w/c 16 Ambulatory/2 in w/c	Fixed Route DAR Backup
BUS 27	2011	ARBOC	1GB6G5BG7B11 90622	26 (312")	GAS	CUT-AWAY low-floor	20 Ambulatory w/o w/c 18 Ambulatory/1 in w/c 16 Ambulatory/2 in w/c	Fixed Route DAR Backup
BUS 28	2013	GILLIG	15GGB2719D11 82065	35 (420")	DIESE L	COACH low-floor	33 Ambulatory w/o w/c 30 Ambulatory w/1 in 27 Ambulatory w/2 in	Fixed Route
BUS 29	2013	GILLIG	15GGB2710D11 82066	35 (420")	DIESE L	COACH low-floor	33 Ambulatory w/o w/c 30 Ambulatory w/1 in 27 Ambulatory w/2 in	Fixed Route
MV-30	2013	DODGE CARAVAN	2C4RDGCG8ER 187479	19' (228")	GAS	MINI-VAN	3 Ambulatory 1 Ambulatory/1 in w/c	DAR
Bus 31	2016	ARBOC	1GB6G5BG8F12 45245	23' (276")	GAS	CUT-AWAY low-floor	16 Ambulatory 12 ambulatory w/ 1 w/c 10 ambulatory w/ 2 w/c 6 ambulatory w/ 3 w/c 2 ambulatory w/ 4 w/c	DAR Fixed Backup
Bus 32	2016	ARBOC	1GB6G5BGXF12 45781	26' (312")	GAS	CUT-AWAY low-floor	20 Ambulatory w/o w/c 18 ambulatory w/1 w/c 12 ambulatory w/2 w/c	DAR Fixed Backup
Bus 33	2016	ARBOC	1GB6G5BG0F12 48530	26' (312")	GAS	CUT-AWAY low-floor	20 Ambulatory w/o w/c 18 ambulatory w/1 w/c 12 ambulatory w/2 w/c	DAR Fixed Backup
Bus 35	2018	ARBOC	1HA6GUBB1JN0 08040	28' (336")	GAS	CUT-AWAY low-floor	20 ambulatory w/o w/c 16 ambulatory w/ 1w/c 12 ambulatory w/2 w/c 8 ambulatory w/3 w/c	Fixed Route DAR Backup
Bus 36	2018	ARBOC	1HA6GUBB0JN0 08000	23' (276")	GAS	CUT-AWAY low-floor	16 ambulatory 12 ambulatory w/1 w/c 10 ambulatory w/2 w/c 6 ambulatory w/3 w/c 2 ambulatory w/4 w/c	DAR Fixed Backup
Bus 37	2018	ARBOC	1HA6GUBB6JN 008082	23' (276")	GAS	CUT-AWAY low-floor	16 ambulatory 12 ambulatory w/1 w/c 10 ambulatory w/2 w/c 6 ambulatory w/3 w/c 2 ambulatory w/4 w/c	DAR Fixed Backup

TABLE E5 South Clackamas Transit District (SCTD) Fleet Inventory												
OPTIS Asset #	VIN#	Asset Make	Asset Model	Year	# of Seat	Seat ADA	Last Condition	Asset Last Odomete r	Status	EUL Category	Useul Life start	EUL Date
V00147 4	1GB6FG5B L3E11 67212	Chevrolet	Van	2014	16	2	Poor	294,413	Active	7 yrs/ 200,000 miles (medium, med- duty)	2014	6/9/2021
V00164 9	1FDGF5GT XGEA 86002	Ford	Starcraft Allstar XL	2016	20	2	Adequate	181,585	Active	7 yrs/ 200,000 miles (medium, med- duty)	2016	3/7/2023
V00178 6	5WEASC8 M7JH2 31694	International	Starcraft Allstar XL	2018	20	2	Adequate	187,740	Active	7 yrs/ 200,000 miles (medium, med- duty)	2018	
V00188 7	5WEASC8 M9JH2 31695	International	Starcraft Allstar XL	2018	20	2	Good	175,612	Active	7 yrs/ 200,000 miles (medium, med- duty)	2018	1/3/2025
V00188 8	5WEASC8 M0JH2 31696	International	Starcraft Allstar XL	2018	20	2	Good	180,673	Active	7 yrs/ 200,000 miles (medium, med- duty)	2018	1/15/2025
	5WEEZC8 P3LH1 02832	International	Starcraft Allstar XL	2020	20	2	Good	25,622	Active	7 yrs/ 200,000 miles (medium, med- duty)	2020	3/7/2023

TABLE E6 Ride Connection Fleet Inventory

Serial Number	Vehicle Category	Make	Model	Model Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
2D4RN4DEXAR164517	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	57,738	4/1/2010	Seats 05 - ADA 1	Adequate	4/1/2010
2D4RN4DE0AR165417	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	104,090	4/1/2010	Seats 05 - ADA 1	Adequate	4/1/2010
2D4RN4DE4AR282501	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	104,176	7/19/2010	Seats 05 - ADA 1	Marginal	7/19/2010
1FDFF455X9DA92863	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2010	84,292	8/1/2010	Seats 12 - ADA 2	Adequate	8/1/2010
1FDFF45519DA92864	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2010	81,326	7/19/2010	Seats 14 - ADA 2	Adequate	7/19/2010
2D4RN4DE7AR282492	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	104,624	7/1/2010	Seats 05 - ADA 1	Adequate	7/1/2010
2D4RN4DE9AR282557	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	103,883	7/1/2010	Seats 05 - ADA 1	Adequate	7/1/2010
2D4RN4DE4AR282515	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	122,294	8/1/2010	Seats 05 - ADA 1	Marginal	8/1/2010
2D4RN4DE3AR288595	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2010	59,105	9/24/2010	Seats 05 - ADA 1	Adequate	9/24/2010
1FDFF4F56ADA58678	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2010	96,948	9/24/2010	Seats 14 - ADA 2	Adequate	9/24/2010
1FDFF4F56ADA79207	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2010	103,866	10/1/2010	Seats 14 - ADA 2	Adequate	10/1/2010
1FDFF4F508DA29954	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2011	83,799	7/1/2011	Seats 14 - ADA 2	Adequate	7/1/2011
1FDFF4F538DA39412	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford StarTrans	Senator	2011	108,864	7/1/2011	Seats 14 - ADA 2	Marginal	7/1/2011
1FDFF4F528DA39224	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2011	67,841	2/21/2011	Seats 13 - ADA 2	Adequate	2/21/2011
2C4RDG8G0CR225818	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2012	174,301	5/8/2012	Seats 05 - ADA 1	Marginal	5/8/2012
2C4RDGCG7CR399268	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2012	70,554	9/28/2012	Seats 05 - ADA 1	Adequate	9/27/2012
1FDFF4F56CDB38243	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2013	66,341	1/18/2013	Seats 14 - ADA 2	Adequate	1/18/2013
2C4RDG8G6CR398467	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2012	99,100	1/18/2013	Seats 06 - ADA 2	Marginal	1/18/2013
2C4RDGCGXDR543669	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2013	126,928	1/18/2013	Seats 07 - ADA 2	Adequate	1/18/2013
2C4RDG8G0CR398481	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2012	96,540	1/18/2013	Seats 06 - ADA 2	Marginal	1/18/2013
1FDFF4F58DDA50893	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2013	53,962	6/30/2013	Seats 14 - ADA 2	Adequate	6/30/2013
1FDFF4F52DDA64191	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2013	80,556	6/30/2013	Seats 14 - ADA 2	Adequate	6/30/2013
1FDFF4F56DDA89174	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2013	135,177	6/30/2013	Seats 14 - ADA 2	Adequate	6/30/2013
1FDFF4F50DDA93107	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2013	85,900	6/30/2013	Seats 14 - ADA 2	Adequate	6/30/2013

TABLE E6 Ride Connection Fleet Inventory

Serial Number	Vehicle Category	Make	Model	Model Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
1FDEE4FL4EDA05701	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2014	53,257	1/30/2014	Seats 14 - ADA 2	Adequate	1/30/2014
1FDEE3FL1EDA23762	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Goshen	GC-II	2014	31,406	1/23/2014	Seats 10 - ADA 2	Good	1/23/2014
2C7WDBG6ER380141	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	60,508	8/21/2014	Seats 07 - ADA 2	Adequate	8/21/2014
2C7WDBG6ER380139	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	63,944	8/21/2014	Seats 07 - ADA 2	Adequate	8/21/2014
2C7WDBG6ER380137	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	50,359	8/21/2014	Seats 07 - ADA 2	Adequate	8/21/2014
2C7WDBG6ER380091	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	86,625	8/14/2014	Seats 05 - ADA 1	Adequate	8/14/2014
2C7WDBG6ER380107	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	52,515	8/21/2014	Seats 07 - ADA 2	Adequate	8/21/2014
2C7WDBG6ER380080	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2014	57,786	8/14/2014	Seats 05 - ADA 1	Adequate	8/14/2014
1FDFE4F57EDA04523	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	113,849	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F54EDA04530	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2015	43,904	10/23/2014	Seats 14 - ADA 2	Adequate	10/23/2014
1FDFE4F59EDA04538	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	56,812	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F50EDA04511	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	60,050	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F52EDA04526	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	97,568	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F5XEDA04533	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	63,661	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F58EDA04496	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	101,456	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F50EDA04525	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	30,825	12/31/2014	Seats 14 - ADA 2	Good	12/31/2014
1FDFE4F53EDA04535	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2015	63,843	10/23/2014	Seats 14 - ADA 2	Adequate	10/23/2014
1FDFE4F50EDA04492	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	59,829	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
1FDFE4F5XEDA04502	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2014	76,857	12/31/2014	Seats 14 - ADA 2	Adequate	12/31/2014
JT2BF22K6X0167189	Cat E 7: Sedan	Toyota	Camry	1999	172,308	11/7/2014	Seats 05 - ADA 0	Marginal	11/7/2014
KMHEC4A47DA084304	Cat E 7: Sedan	Hyundai	Sonata Hybrid	2013	67,406	1/30/2015	Seats 05 - ADA 0	Adequate	1/30/2015
KMHEC4A46DA089820	Cat E 7: Sedan	Hyundai	Sonata Hybrid	2013	96,460	1/30/2015	Seats 05 - ADA 0	Adequate	1/30/2015
KMHEC4A48DA089821	Cat E 7: Sedan	Hyundai	Sonata Hybrid	2013	74,143	1/30/2015	Seats 04 - ADA 0	Adequate	1/30/2015
1FDFE4F50FDA15851	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2015	44,735	3/4/2015	Seats 20 - ADA 2	Good	3/4/2015

Serial Number	Vehicle Category	Make	Model	Model Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
1FDFE4F52FDA25488	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2015	68,736	5/11/2015	Seats 12 - ADA 4	Good	5/11/2015
1FDFE4F54FDA25489	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2015	57,495	5/11/2015	Seats 12 - ADA 4	Good	5/11/2015
1FDFE4F50FDA25490	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2015	68,730	5/11/2015	Seats 12 - ADA 4	Adequate	5/11/2015
1FDFE4F52FDA25491	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Elkhart	EC II	2015	68,972	5/11/2015	Seats 12 - ADA 4	Good	5/11/2015
1GB6G5B8GXF1130596	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Chevrolet Glaval	Titan II	2015	103,655	6/19/2015	Seats 14 - ADA 2	Good	6/19/2015
2C7WDG8G8FR703509	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	45,920	6/26/2015	Seats 07 - ADA 2	Adequate	6/26/2015
1FDXE4550YHC01195	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2001	217,493	10/19/2001	Seats 08 - ADA 3	Marginal	10/19/2001
1FDXE45531HA74142	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2001	213,133	10/19/2001	Seats 12 - ADA 4	Marginal	10/19/2001
1FDXE4551YHB99098	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2000	60,474	10/19/2001	Seats 14 - ADA 2	Adequate	10/19/2001
1FDXE4553YHB99099	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2000	56,771	9/28/2001	Seats 14 - ADA 2	Marginal	9/28/2001
1FDXE4554YHB99158	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2000	74,255	9/28/2001	Seats 14 - ADA 2	Marginal	9/28/2001
1FDXE45573HB28321	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2003	191,738	7/24/2003	Seats 14 - ADA 4	Marginal	7/24/2003
1FDXE45534HB52357	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2004	219,620	12/15/2004	Seats 14 - ADA 4	Marginal	12/15/2004
1FDXE45546HA53534	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2006	154,897	10/14/2005	Seats 14 - ADA 2	Adequate	10/14/2005
1FDXE45547DB21176	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2007	160,739	9/14/2007	Seats 14 - ADA 2	Marginal	9/14/2007
1FDXE45567DB21177	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2007	115,914	9/14/2007	Seats 14 - ADA 2	Adequate	9/14/2007
1FDXE45527DB21175	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2007	81,216	9/14/2007	Seats 14 - ADA 2	Adequate	9/14/2007
1FD4E45528DA59569	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2008	130,670	3/1/2008	Seats 10 - ADA 4	Marginal	3/1/2008
1FDFE4F54ADA78976	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2010	123,557	9/23/2010	Seats 14 - ADA 2	Adequate	9/23/2010
1FDFE4F5XADA78934	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2010	124,097	8/1/2010	Seats 10 - ADA 4	Adequate	8/1/2010
1FDFE4F51ADA78935	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2010	130,924	8/1/2010	Seats 10 - ADA 4	Adequate	8/1/2010

TABLE E6 Ride Connection Fleet Inventory

Serial Number	Vehicle Category	Make	Model	Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
1FD0E4F538DA63189	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2011	76,152	6/1/2011	Seats 14 - ADA 2	Marginal	6/1/2011
1FD0E4F598DA80322	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2011	132,075	9/1/2011	Seats 14 - ADA 2	Marginal	9/1/2011
1FD0E4F508DA63151	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2011	134,047	6/1/2011	Seats 10 - ADA 4	Adequate	6/1/2011
1FD0E4F598DA63150	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2011	117,265	6/1/2011	Seats 10 - ADA 4	Adequate	6/1/2011
1FD0E4F508DA80323	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 220	2011	56,363	9/1/2011	Seats 14 - ADA 2	Adequate	9/1/2011
1FD0E4F500DA07360	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2013	79,161	6/30/2013	Seats 10 - ADA 4	Adequate	6/30/2013
1FD0E4F540DA07362	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2013	83,872	6/30/2013	Seats 10 - ADA 4	Adequate	6/30/2013
1FD0E4F520DA07361	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Champion	Challenger	2013	87,910	6/30/2013	Seats 10 - ADA 4	Adequate	6/30/2013
5NPE24AFXGH318280	Cat E 7: Sedan	Hyundai	Sonata SE	2016	19,644	4/11/2016	Seats 04 - ADA 0	Good	3/11/2016
2C7WDGBGXF705617	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	58,460	7/26/2016	Seats 06 - ADA 2	Good	6/15/2016
2C7WDGBG1FR705618	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	37,339	9/23/2016	Seats 06 - ADA 2	Good	6/15/2016
2C7WDGBG3FR705619	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	51,374	9/12/2016	Seats 06 - ADA 2	Good	6/15/2016
2C7WDGBGXF705620	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	45,209	7/26/2016	Seats 06 - ADA 2	Good	6/15/2016
2C7WDGBG1FR705621	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	47,352	9/12/2016	Seats 06 - ADA 2	Good	6/15/2016
2C7WDGBG2HR831117	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	23,665	10/4/2017	Seats 05 - ADA 2	Good	9/22/2017
57WMD2C60GM100101	Cat E 3: Modified Minivan	Mobility Ventures LLC	MV - MV1	2016	17,787	11/1/2016	Seats 03 - ADA 2	Good	10/25/2016
2C7WDGBG8FR705616	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2015	12,964	6/15/2016	Seats 06 - ADA 2	Good	6/15/2016
1FD0E3F56HDC29364	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	24,702	3/9/2017	Seats 14 - ADA 2	Good	3/7/2017
1FD0E3F53HDC29354	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	31,736	4/21/2017	Seats 14 - ADA 2	Good	4/18/2017
1FD0E3F5XHDC30100	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	14,795	4/13/2017	Seats 14 - ADA 2	Good	3/7/2017
1FD0E3F55HDC29338	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	59,216	3/28/2017	Seats 14 - ADA 2	Good	3/7/2017
1FD0E3F59HDC29343	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	29,463	4/19/2017	Seats 14 - ADA 2	Good	3/7/2017
1FD0E3F52HDC23528	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	28,719	2/10/2017	Seats 14 - ADA 2	Good	1/10/2017

TABLE E6 Ride Connection Fleet Inventory

Serial Number	Vehicle Category	Make	Model	Model Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
1FDEE3F57HDC29342	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	20,197	3/23/2017	Seats 14 - ADA 2	Good	3/7/2017
1FDEE3F53HDC29337	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	32,774	4/19/2017	Seats 14 - ADA 2	Good	3/7/2017
1FDFE4F50HDC07466	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	33,063	3/8/2017	Seats 16 - ADA 2	Good	3/7/2017
1FDEE3F55HDC29372	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	36,947	4/6/2017	Seats 14 - ADA 2	Good	3/24/2017
1FDEE3F56HDC30062	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	53,212	4/19/2017	Seats 14 - ADA 2	Good	3/24/2017
1FDEE3F54HDC29346	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	95,530	4/19/2017	Seats 14 - ADA 2	Good	3/24/2017
1FDEE3F59HDC30170	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	40,800	4/3/2017	Seats 14 - ADA 2	Good	3/24/2017
1FDEE3F53HDC29340	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	96,810	4/19/2017	Seats 14 - ADA 2	Good	3/24/2017
1FDEE3F5X0HDC29335	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	78,691	4/19/2017	Seats 14 - ADA 2	Good	4/18/2017
1FDEE3F52HDC29359	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	39,403	4/20/2017	Seats 14 - ADA 2	Good	4/18/2017
1FDEE3F58HDC29365	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Starcraft	Allstar	2017	28,900	4/19/2017	Seats 14 - ADA 2	Good	4/18/2017
1FDFE4F5JDC42830	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2018	28,709	11/27/2018	Seats 10 - ADA 4	Excellent	11/6/2018
1FDFE4F5JDC42831	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2018	17,409	11/21/2018	Seats 10 - ADA 4	Excellent	11/6/2018
1FDFE4F5JDC42832	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2018	21,182	11/21/2018	Seats 10 - ADA 4	Excellent	11/6/2018
2C7WDGBG4HR831118	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	25,475	9/26/2017	Seats 05 - ADA 2	Good	9/22/2017
2C7WDGBG4HR838817	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	33,881	11/8/2017	Seats 05 - ADA 2	Good	11/7/2017
2C7WDGBG1HR838818	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	27,869	12/1/2017	Seats 05 - ADA 2	Good	11/7/2017
2C7WDGBG9HR831115	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	31,612	10/2/2017	Seats 05 - ADA 2	Good	9/22/2017
2C7WDGBG0HR831116	Cat E 3: Modified Minivan	Dodge	Braun Entervan	2017	28,857	10/15/2017	Seats 05 - ADA 2	Good	9/22/2017
1FDFE4F5JDC42833	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford Eldorado	Aerotech 240	2018	34,644	11/15/2018	Seats 10 - ADA 4	Excellent	11/6/2018
2C7WDGBG1KR521399	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2019	10,603	4/30/2019	Seats 05 - ADA 2	Excellent	4/4/2019
2C7WDGBG4KR521400	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2019	12,309	4/16/2019	Seats 05 - ADA 2	Excellent	4/4/2019
2C7WDGBG6KR521401	Cat E 3: Modified Minivan	Dodge Eldorado	Amerivan	2019	12,953	4/16/2019	Seats 05 - ADA 2	Excellent	4/4/2019

TABLE E6 Ride Connection Fleet Inventory									
Serial Number	Vehicle Category	Make	Model	Model Year	Odometer 05/31/2020	In Service Date	Seating Capacity	Condition Assessment	Date Purchased
2C7WDGBG8KR521402	Cat E 3: Modified Minivan	Dodge ElDorado	Amerivan	2019	8,370	4/29/2019	Seats 05 - ADA 2	Excellent	4/4/2019
2C7WDGBG8KR521403	Cat E 3: Modified Minivan	Dodge ElDorado	Amerivan	2019	6,557	4/24/2019	Seats 05 - ADA 2	Excellent	4/4/2019
2C7WDGBG1KR521404	Cat E 3: Modified Minivan	Dodge ElDorado	Amerivan	2019	18,764	4/30/2019	Seats 05 - ADA 2	Excellent	4/4/2019
1FDFF4F54KDC43717	Cat D: Medium-Size, Light-Duty Bus & Van Chassis	Ford ElDorado	Aerotech 220	2019	17,184	10/15/2019	Seats 14 - ADA 2	Excellent	8/28/2019

TABLE E7 Clackamas County Fleet Inventory

MHX VEHICLES												
County Unit #	License	VIN	Sandy Unit #	Make	Model	Type	Year	Mileage	Condition	EUL Category	EUL Start Date	EUL End Date
	E265795	1FDFE4FS5GD C11446	929	FORD	STARCRAFT	Category D	2016	193,511	Poor	5 yrs / 150,000	2016	2021
	E248081	1FDFE45S59D A42243	902	FORD	SENATOR	Category D	2009	303,506	Marginal	5 yrs / 150,000	2009	2014
168919	E258888	1FVACWDT4G HHL5392	919	FREIGHTLINER	DEFENDER	Category B	2016	250,092	Marginal	10 yrs / 350,000	2016	2026
158925	E262290	1FVACWDT2F HGG3294	925	FREIGHTLINER	DEFENDER	Category B	2015	354,586	Poor	10 yrs / 350,000	2015	2025
158926	E262292	1FVACWDT0F HGG3293	926	FREIGHTLINER	DEFENDER	Category B	2015	344,037	Marginal	10 yrs / 350,000	2015	2025
208962	E281532	4UZADRFC0LC LX1608	964	FREIGHTLINER	DEFENDER	Category B	2020	16,450	Good	10 yrs / 350,000	2020	2030
208963	E281531	4UZADRFC2LC LX1609	962	FREIGHTLINER	DEFENDER	Category B	2020	20,413	Good	10 yrs / 350,000	2020	2030
208964	E281533	4UZADRFC9LC LX1610	963	FREIGHTLINER	DEFENDER	Category B	2020	19,720	Good	10 yrs / 350,000	2020	2030

TRP VEHICLES												
County Unit #	License	VIN	TRP Vehicle #	Make	Model	Type	Year	Mileage	Condition	EUL Category	EUL Start Date	EUL End Date
148916	E262267	1FDFE4FS3ED A26731	2	FORD	AEROTECH	Category D	2014	137,853	Poor	5 yrs / 150,000	2014	2019
108910	E251205	1FDFE45S99D A90652	1	FORD	AEROTECH	Category D	2010	178,093	Poor	5 yrs / 150,000	2010	2015

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.

Multnomah County

Asian Health and Services Center offers culturally-specific transportation to Asian and Asian-American seniors in Multnomah County. This includes rides to their clinic and center in SE Portland for medical appointments, meals, and other activities.

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 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 also operates the Downtown Rideabout, a weekly shopping shuttle that transports people from downtown Portland to shopping destinations.

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 Mid-county 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.

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

Edwards Center (client-based services only)

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

Ride Connection Community Connectors- Ride Connection operates four deviated fixed-route shuttles that are open to the general public. These include (1) Grovelink, providing transportation within the City of Forest Grove; (2) North Hillsboro Link, an employment shuttle serving employment areas in Hillsboro north and south of US 26; (3) Tualatin Shuttle, an employment shuttle serving Tualatin east and west of I-5; and (4) Westlink, which connects Forest Grove and Hillsboro to the rural communities of North Plains and Banks.

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.

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 long			x					x
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

	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?
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 service					x			
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	2018 Population	2040 Population Forecast	Annual Population Growth	Land Area (sq mi)	Population Density (pers / sq mi)
Clackamas County	375,992	405,788	541,943	0.96%	1864.01	218
Barlow	135	119		-1.56%	0.05	2,380
Canby	15,829	17,527		1.28%	4.37	4,011
Damascus	10,539	12,024		1.66%	15.23	789
Estacada	2,695	3,270		2.45%	2.22	1,473
Gladstone	11,497	12,045		0.58%	2.37	5,082
Happy Valley	13,903	19,471		4.30%	9.42	2,067
Johnson City	566	500		-1.54%	0.06	8,333
Lake Oswego	36,619	38,705		0.69%	10.76	3,597
Milwaukie	20,291	20,955		0.40%	4.93	4,251
Molalla	8,108	9,082		1.43%	2.31	3,932
Oregon City	31,859	36,040		1.55%	9.64	3,739
Rivergrove	289	509		7.33%	0.18	2,828
Sandy	9,570	10,834		1.56%	3.35	3,234
Tualatin	26,054	27,338		0.60%	8.11	3,371
West Linn	25,109	26,511		0.68%	7.53	3,521
Wilsonville	19,509	23,418		2.31%	7.29	3,212
<i>Unincorporated</i>	<i>143,555</i>	<i>147,440</i>		<i>0.33%</i>	<i>1776.23</i>	<i>83</i>
Multnomah County	735,334	798,647	980,567	1.04%	433.58	1,842
Fairview	8,920	9,303		0.53%	3.15	2,953
Gresham	105,594	110,770		0.60%	23.41	4,732
Maywood Park	752	998		3.60%	0.17	5,871
Portland	583,776	639,387		1.14%	134.36	4,759
Troutdale	15,962	16,559		0.46%	5.92	2,797
Wood Village	3,878	4,036		0.50%	0.95	4,248
<i>Unincorporated</i>	<i>16,452</i>	<i>17,594</i>		<i>0.84%</i>	<i>265.6</i>	<i>66</i>
Washington County	529,710	581,821	810,303	1.18%	723.24	804
Banks	1,777	1,811		0.24%	0.67	2,703
Beaverton	89,803	97,012		0.97%	19.6	4,950
Cornelius	11,869	12,575		0.72%	2.02	6,225
Durham	1,351	1,724		3.09%	0.41	4,205
Forest Grove	21,083	23,923		1.59%	5.86	4,082
Gaston	637	546		-1.91%	0.34	1,606
Hillsboro	91,611	104,730		1.69%	24.64	4,250
King City	3,111	3,807		2.56%	0.7	5,439
North Plains	1,947	2,427		2.79%	0.91	2,667
Sherwood	18,194	19,337		0.76%	4.33	4,466
Tigard	48,035	52,368		1.09%	12.68	4,130
<i>Unincorporated</i>	<i>240,292</i>	<i>261,561</i>		<i>1.07%</i>	<i>651.07</i>	<i>402</i>

Source: 2010 Population, US Census Table P1; 2018 Population, American Community Survey Table B01003; 2040 Population Forecast, Portland State University (2019).

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 181 st Avenue Southwest	Multnomah	Gresham	2,231
Industrial Zone – OR 99W / SW 124 th 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 (minutes)	Unemployment Rate	Non-English Speaking Population
Clackamas County	\$80,691	26.2	4.7%	4.1%
Barlow	\$50,000	36.9	5.0%	11.8%
Canby	\$70,638	24.9	2.6%	8.8%
Damascus	\$87,808	30.5	4.4%	4.0%
Estacada	\$65,320	32.2	1.0%	0.3%
Gladstone	\$64,983	23.9	4.5%	3.6%
Happy Valley	\$119,135	27.6	1.9%	7.7%
Johnson City	\$56,964	22.6	2.2%	1.5%
Lake Oswego	\$111,141	21.2	2.0%	3.0%
Milwaukie	\$72,887	24.4	3.0%	1.7%
Molalla	\$56,875	33.4	3.1%	6.4%
Oregon City	\$72,210	27.8	3.3%	2.9%
Rivergrove	\$93,958	23.2	3.1%	4.7%
Sandy	\$62,321	29.3	2.0%	2.9%
Tualatin	\$95,405	20.7	3.3%	5.9%
West Linn	\$99,738	24.9	2.8%	3.1%
Wilsonville	\$77,260	24.0	2.6%	3.8%
<i>Unincorporated</i>		27.6		
Multnomah County	\$73,426	24.8	5.6%	8.4%
Fairview	\$78,235	25.8	2.2%	5.5%
Gresham	\$56,326	28.2	4.4%	11.2%
Maywood Park	\$90,417	25.6	3.3%	1.2%
Portland	\$77,111	23.7	3.8%	8.1%
Troutdale	\$65,938	27.0	4.7%	6.2%
Wood Village	\$57,031	23.4	1.5%	29.9%
<i>Unincorporated</i>		44.3		
Washington County	\$82,110	24.6	5.0%	9.1%
Banks	\$80,000	23.4	2.6%	0.4%
Beaverton	\$76,674	23.0	3.8%	11.2%
Cornelius	\$47,450	24.1	3.4%	21.0%
Durham	\$96,328	22.0	3.1%	6.4%
Forest Grove	\$48,365	24.6	4.7%	8.0%
Gaston	\$78,250	33.4	2.1%	1.3%
Hillsboro	\$79,725	22.4	3.6%	11.1%
King City	\$61,513	21.3	1.3%	2.8%
North Plains	\$79,643	23.6	1.8%	2.3%
Sherwood	\$98,646	25.9	2.1%	3.0%
Tigard	\$85,223	22.8	3.5%	7.2%
<i>Unincorporated</i>		25.8		

Source: Median Income, American Community Survey Table S1903 (2014-2018 5 Year Estimate); Mean Travel Time to Work, American Community Survey Table B08135 (2014-2018 5 Year Estimate); Unemployment Rate, American Community Survey Table DP03 (2014-2018 5 Year Estimate); Non-English Speaking Population, American Community Survey Table DP02 (2014-2018 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%	47,447	11.7%
Barlow	135	17	12.6%	9	7.6%
Canby	15,829	2,247	14.2%	2,318	13.3%
Damascus	10,539	1,406	13.3%	1,451	12.1%
Estacada	2,695	347	12.9%	383	11.7%
Gladstone	11,497	1,581	13.8%	1,772	14.8%
Happy Valley	13,903	1,138	8.2%	1,380	7.1%
Johnson City	566	105	18.6%	99	20.0%
Lake Oswego	36,619	5,918	16.2%	3,036	7.9%
Milwaukie	20,291	2,767	13.6%	2,741	13.1%
Molalla	8,108	797	9.8%	972	10.8%
Oregon City	31,859	3,555	11.2%	4,467	12.6%
Rivergrove	289	53	18.3%	58	11.4%
Sandy	9,570	977	10.2%	1,452	13.4%
Tualatin	26,054	1,819	7.0%	2,466	9.0%
West Linn	25,109	2,785	11.1%	2,381	9.0%
Wilsonville	19,509	2,597	13.3%	1,937	8.8%
<i>Unincorporated</i>	<i>143,555</i>	<i>23,139</i>	<i>16.1%</i>	<i>20,525</i>	
Multnomah County	735,334	77,423	10.5%	101,426	12.8%
Fairview	8,920	890	10.0%	1,582	17.0%
Gresham	105,594	11,321	10.7%	16,273	14.8%
Maywood Park	752	118	15.7%	125	12.5%
Portland	583,776	60,789	10.4%	78,880	12.4%
Troutdale	15,962	1,215	7.6%	1,906	11.5%
Wood Village	3,878	291	7.5%	452	11.2%
<i>Unincorporated</i>	<i>16,452</i>	<i>2,799</i>	<i>17.0%</i>	<i>2,208</i>	
Washington County	529,710	53,109	10.0%	57,740	10.0%
Banks	1,777	70	3.9%	148	8.2%
Beaverton	89,803	9,374	10.4%	10,381	10.8%
Cornelius	11,869	744	6.3%	1,289	10.3%
Durham	1,351	139	10.3%	143	8.3%
Forest Grove	21,083	2,599	12.3%	3,179	13.4%
Gaston	637	38	6.0%	108	19.8%
Hillsboro	91,611	7,155	7.8%	9,930	9.6%
King City	3,111	1,494	48.0%	776	20.8%
North Plains	1,947	180	9.2%	258	10.8%
Sherwood	18,194	1,240	6.8%	1,189	6.1%
Tigard	48,035	5,413	11.3%	5,759	11.0%
<i>Unincorporated</i>	<i>240,292</i>	<i>24,663</i>	<i>10.3%</i>	<i>24,580</i>	

Source: Population Over 65, US Census Table DP-1(2010); Population with Disabilities, American Community Survey Table DP03 (2014-2018 5 Year Estimate).

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

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.
- **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.

"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."

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
 - Agency-wide governance strategy.
 - Regional coordination council, which could include committees that focus on specific aspects of coordination (service delivery, maintenance, technology issues).
 - Hire a regional mobility manager.
 - Continue to hold coordination meetings with seniors, people with disabilities, and people in poverty and associated representatives.
 - 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.
 - Region- or system-wide shared paratransit eligibility
 - Review legal and insurance barriers to shared transportation.
 - Manage risk.
- Operational strategies
 - Creation of a “concept of operations” document describing the options and needs of seniors and people with disabilities.
 - Vehicle/cost-sharing agreement between providers.
 - Centralized demand-response dispatching with on-line options (text, web, mobile).

-
- Centralized transportation brokerage to integrate various transportation resources
 - Development of seamless transportation technology to allow for easier cross-system use.
 - Performance/mobility strategies
 - Performance measurement
 - Cost/benefit analyses
 - Track success, promote and market, and duplicate successful projects from within and from outside of the region.
 - Explore public-private partnerships
 - Continued to promote and market public transit usage
 - 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:
 - Rideshare matching software
 - On-line scheduling/dispatching systems (Salt Lake City has a good example)
 - 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:
 - 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>
 - Tiramisu: Bus location app (Pittsburgh)
 - Let's Go: transit information via phone (Pittsburgh)
 - Dynamic scheduling app (Pittsburgh)
- Systems integration with Uber/Lyft services for first- and last-mile service enhancements that improve mobility: See:
 - <http://www.thetransitwire.com/2016/02/24/psta-teams-with-uber-and-taxi-company-to-improve-mobility/>
 - 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
 - Review Pittsburgh application selection process (plan begins on page 56 of the document).
 - Project selection criteria could include: ability to meet coordination needs, project benefits, level of innovation, opportunities to increase organizational capabilities, and budget.
 - 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 where service currently does not exist
- Taking advantage of opportunities created by multiple providers 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](http://documents.atlantaregional.com/tcc/HST/2012-2013%20HST%20Plan%20Limited%20Update%20FINAL.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.rtcnv.com/wp-content/uploads/2012/06/Coordinated-Transportation-Plan-FINAL-031215.pdf>

Minneapolis-St. Paul, Minnesota:

<http://metro council.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:**
 - Old plan = new funding
 - 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 initiatives.
- 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 1-4
 - 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 Question 4: 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 could 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 measurables 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 own 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 creative solutions.

• 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

INTERIM STATE GUIDANCE COMBINING STF AND STIF FUNDING PROGRAMS

In 2019, the Oregon State Legislature directed the transfer of \$10.1 million from the STIF to STF. The transfer is designed to distribute funds to transit entities to support public transportation services benefiting seniors and persons with disabilities.

The Oregon Department of Transportation (ODOT) 2019-2021 Legislatively Adopted Budget (House Bill 5039) directed ODOT to merge STF and STIF into one public transit program.

In November, the Oregon Transportation Commission endorsed the ODOT Rail and Public Transit Division's STF/STIF Consolidation Report and Plan. ODOT updated the Formula Allocation Comparison in December of 2019 to include the most recent STIF revenue forecast.

It is expected that ODOT and its partners will bring forward the recommendation for statutory change to the 2020 legislative session. The Oregon Legislature may consider implementing the recommended concepts in late 2020. As the Qualified Entity (QE) of both the STF and STIF funds within the three county area, TriMet will likely amend the 2020 CTP and other plans to administer funding programs consistent with new statutory guidelines emanating from the 2020 legislative session.

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 submits 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/STIF 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/STIF 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 be 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

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