

July 9, 2015

Board of Commissioners
Clackamas County

Members of the Board:

Approval of Tri-County Metropolitan Transportation
District of Oregon (TriMet) Agreement Addendum No. 1 to
Agreement No. 14-0819 for Mt Hood Express Bus Service

Purpose/Outcomes	The Social Services Division asks for approval of a grant addendum with TriMet for the Mt Hood Express bus service. This grant addendum would extend funding for the next two years for the Villages Shuttle and preventative maintenance funds for the Mt Hood Express.
Dollar Amount and Fiscal Impact	This addendum would increase the original grant agreement by \$37,400 to provide additional funding for FY16. The maximum Agreement funding would be amended to \$314,355. Match funds will be provided by a public-private partnership with businesses in the Mt. Hood area. There would be no fiscal impact to the county.
Funding Source	State of Oregon Public Transit Division Special Transportation Funds Supplemental B and C Funds
Safety Impact	N/A
Duration	July 1, 2013 to June 30, 2017
Previous Board Action	Original agreement was approved on June 12, 2014 #061214-A5 by the Board of Commissioners.
Contact Person	Brenda Durbin, Director, Social Services Division - 503-655-8641
Contract No.	6791

Background

The Social Services Division of the Department of Health, Housing and Human Services requests approval for a TriMet Match agreement addendum from the State of Oregon Special Transportation Funds to increase the original grant agreement by \$37,400 to a maximum Agreement of \$314,355. This addendum extends the agreement two additional years, funding scheduled maintenance for the Mt Hood Express transit and operational funding for the Villages Shuttle.

Clackamas County Social Services has received Special Transportation Funds (STF) to operate the Mt Hood Express transit for several years. ODOT has made additional STF supplemental funds available through TriMet, the regional STF funds distributor. This amendment increases the original grant agreement to disburse these additional supplemental funds.

Clackamas County Social Services (CCSS) has operated the Mt Hood Express public bus service since 2007. The Villages Shuttle provides transportation service between the City of Sandy and the Villages

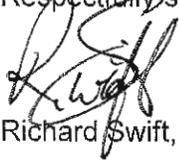
of Mt Hood. This shuttle provides accessible transportation for local residents to reach the business and social services available in the City of Sandy and beyond.

The addendum would have no effect on staffing and the match requirements would be met by the local business partners in a public-private partnership.

Recommendation

We recommend the approval for this agreement and further recommend that Richard Swift be authorized to sign on behalf of the Board of County Commissioners.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Swift', is written over the typed name below.

Richard Swift, Interim Director

**TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF
OREGON
AGREEMENT FOR DISBURSEMENT OF STATE OF OREGON PUBLIC
TRANSIT DIVISION SPECIAL TRANSPORTATION FUNDS
SUPPLEMENTAL B AND C FUNDS
AGREEMENT NO. 14-0819
ADDENDUM NO. 1**

PARTIES:

1. The Tri-County Metropolitan Transportation District of Oregon ("TriMet")
2. Clackamas County Social Services ("Provider")

RECITALS:

1. Pursuant to Agreement No. 14-0819 ("Agreement"), TriMet disbursed to Provider Oregon Department of Transportation (ODOT) Public Transit Division STF funds to accomplish the Project as described therein, in accordance with the terms and conditions of ODOT Grant Agreement No. 29507, as amended by Amendment No. 1 ("Grant Agreement"). ODOT has made additional FY 13-15 STF Supplemental B and C Funds available to Provider for accomplishment of the Project.
2. The parties now desire to enter into this Addendum No. 1 to the Agreement for disbursement of the additional ODOT FY 13-15 STF Supplemental B and C Funds to Provider.

AGREEMENTS:

The Agreement is amended as follows:

1. The Project services and activities to be accomplished by Provider under this Agreement include those set forth in the documents entitled "Application" (numbers 6 and 7) which are attached and incorporated into this Addendum No. 1. This Addendum No. 1 also incorporates the terms and conditions of the Grant Agreement, as amended by the attached and incorporated Amendment No. 2.
2. The maximum amount of FY 13-15 STF Supplemental B and C Funds to be disbursed to Provider under this Addendum No. 1 is \$37,400. The maximum Agreement funding level set forth in Paragraph 8 Funding is hereby amended to \$314,355.
3. Paragraph 9 Term is amended to state that this Agreement shall be in effect from July 1, 2013 through June 30, 2017, unless terminated earlier as provided in this Agreement.

All other terms and conditions of Agreement No. 14-0819 are unchanged and remain in full force and effect.

Clackamas County Social Services

**Tri-County Metropolitan Transportation
District of Oregon (TriMet)**

By: _____
Title: _____
Date: _____

By: _____
Title: _____
Date: _____

AMENDMENT NUMBER 2
ODOT GRANT AGREEMENT NO. 29507
TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT

The State of Oregon, acting by and through its Department of Transportation, hereinafter referred to as State, and Tri County Metropolitan Transportation District, hereinafter referred to as Recipient, entered into an agreement on July 9, 2013, and Amendment 1 (one) on April 24, 2014. Said Agreement is to secure financial assistance to complete the activities described in Exhibit A.

It has now been determined by State and Recipient that the agreement referenced above, although remaining in full force and effect, shall be amended to add funds and revise the statement of work.

Page 1, Agreement, Paragraph 3, which reads:

3. Project Cost; Grant Funds. State shall provide Recipient Grant Funds in an amount not to exceed \$7,524,432.00. Recipient acknowledges and agrees that State may change the amount of Grant Funds available under this Agreement, based on availability of funds and other factors as determined by State, upon notification to Recipient in accordance with Section 11.g of this agreement. State and Recipient agree that in no event shall the amount State provides to Recipient be less than the Minimum Allocation determined as provided in OAR 732-010-0010.

Shall be deleted in its entirety and replaced with the following:

3. Project Cost; Grant Funds. State shall provide Recipient Grant Funds in an amount not to exceed \$9,576,063.00. Recipient acknowledges and agrees that State may change the amount of Grant Funds available under this Agreement, based on availability of funds and other factors as determined by State, upon notification to Recipient in accordance with Section 11.g of this agreement. State and Recipient agree that in no event shall the amount State provides to Recipient be less than the Minimum Allocation determined as provided in OAR 732-010-0010.

Exhibit A shall be deleted in its entirety and replaced with the attached Revised Exhibit A. All references to "Exhibit A" shall hereinafter be referred to as "Revised Exhibit A."

Exhibit B shall be deleted in its entirety and replaced with the attached Revised Exhibit B. All references to "Exhibit B" shall hereinafter be referred to as "Revised Exhibit B."

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

SIGNATURE PAGE TO FOLLOW

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

Tri County Metropolitan Transportation
District, by and through its

State of Oregon, by and through its
Department of Transportation

By Dee Brookshire
(Legally designated representative)

By [Signature]
H.A. (HAI) Gard
Rail and Public Transit Division Administrator

Name DEE BROOKSHIRE
(printed)

Date 2/17/15

Date 2/19/15

APPROVAL RECOMMENDED

By [Signature]

By Karyn Criswell

Name Alan Lehto
(printed)

Date 1-29-15

Date 2/9/2015

By _____

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

(If required in local process)

By _____

Recipient's Legal Counsel

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

(For funding over \$150,000)

By _____

Assistant Attorney General

Name Keith Kutler by email
(printed)

Date January 26, 2015

Recipient Contact:

Dee Brookshire
1800 SW First Avenue, Suite 300
Portland, OR 97201
1 (503) 962-4822
brookshD@trimet.org

State Contact:

Karyn Criswell
555 13th St. NE
Salem, OR 97301-4179
1 (503) 731-8461
Karyn.C.CRISWELL@odot.state.or.us

**Revised Exhibit A
 Project Description and Budget**

Project Description/Statement of Work

Project Title: TriMet STF Formula and STO Funds 13-15 13-15 STF Formula and STO Funds				
Item #1: Operating				
	Total	Grant Amount	Local Match	Match Type(s)
	\$5,106,037.00	\$5,106,037.00	\$0.00	
Item #2: Operating				
	\$1,898,654.00	\$1,898,654.00	\$0.00	
Item #3: Operating				
	\$633,360.00	\$633,360.00	\$0.00	
Item #4: Operating				
	\$1,418,271.00	\$1,418,271.00	\$0.00	
Item #1: Operating				
	Total	Grant Amount	Local Match	Match Type(s)
	\$519,741.00	\$519,741.00	\$0.00	
Sub Total	\$9,576,063.00	\$9,576,063.00	\$0.00	
Grand Total	\$9,576,063.00	\$9,576,063.00	\$0.00	

• *Special Transportation Formula Funds (STFF)*

1. *PROJECT DESCRIPTION*

Provide financial support for special transportation services benefiting seniors and individuals with disabilities. Funding may be used for the following purposes: maintenance of existing transportation programs; expansion of existing transportation programs; creation of new programs and services; planning for, and development of, access to transportation; capital purchases; and as matching funds for state and federal programs also providing transportation and services to seniors and individuals with disabilities.

2. *PROJECT DELIVERABLES, TASKS and SCHEDULE*

The Special Transportation Fund (STF) Agency will distribute funds to the following approved subrecipients and projects. STF Agency retains authority over costs and allocations of STF dollars accepted and may shift STF dollars between the subrecipients and projects identified in this Exhibit A, as the STF Agency deems necessary. An amendment to this Agreement will be required if there are additional subrecipients or projects.

SUBRECIPIENT BUDGET JULY 1, 2013 THROUGH JUNE 30, 2014

*SUBRECIPIENT: STF Agency (TriMet)
 Administrative Allotment: \$2,000
 Operating In-District: \$464,883 (LIFT Operations-Base)*

*SUBRECIPIENT: Ride Connection
 Operating In-District: \$431,614
 Operating Out-of-District \$47,957*

*SUBRECIPIENT: American Red Cross
 Operating In-District: \$96,787
 Operating Out-of-District \$4,033*

SUBRECIPIENT: Clackamas County Consortium-Expanded

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

Operating In-District: \$172,179
Operating Out-of-District \$43,045

SUBRECIPIENT: Clackamas County-Base
Operating In-District: \$101,717
Operating Out-of-District \$25,429

SUBRECIPIENT: David's Harp
Operating In-District: \$29,434
Operating Out-of-District \$0

SUBRECIPIENT: East Multnomah County U-Ride
Operating In-District: \$79,322
Operating Out-of-District \$0

SUBRECIPIENT: Metropolitan Family Services
Operating In-District: \$68,005
Operating Out-of-District \$0

SUBRECIPIENT: Neighborhood House
Operating In-District: \$61,440
Operating Out-of-District \$0

SUBRECIPIENT: N.W. Pilot Project
Operating In-District: \$58,071
Operating Out-of-District \$0

SUBRECIPIENT: NW/SW Ride Connection
Operating In-District: \$103,642
Operating Out-of-District \$0

SUBRECIPIENT: Portland Impact
Operating In-District: \$74,999
Operating Out-of-District \$0

SUBRECIPIENT: Providence ElderPlace
Operating In-District: \$18,112
Operating Out-of-District \$0

SUBRECIPIENT: Washington County U-Ride
Operating In-District: \$207,714
Operating Out-of-District \$10,932

SUBRECIPIENT: Sandy E and D Operations
Operating In-District: \$91,200
Operating Out-of-District \$22,800

SUBRECIPIENT: Wilsonville E and D Operations
Operating In-District: \$100,000
Operating Out-of-District \$0

SUBRECIPIENT: Canby E and D Operations
Operating In-District: \$57,852
Operating Out-of-District \$57,852

SUBRECIPIENT: Molalla E and D Operations
Operating In-District: \$56,000
Operating Out-of-District \$56,000

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

SUBSUBSUBRECIPIENTS: Mountain Express
Operating In-District: \$10,000
Operating Out-of-District \$0

SUBRECIPIENT BUDGET JULY 1, 2014 THROUGH JUNE 30, 2015

SUBRECIPIENT: STF Agency (TriMet)
Administrative Allotment: \$2,000
Operating In-District: \$464,883 (LIFT Operations-Base)

SUBRECIPIENT: Ride Connection
Operating In-District: \$431,614
Operating Out-of-District \$47,957

SUBRECIPIENT: American Red Cross
Operating In-District: \$96,787
Operating Out-of-District \$4,033

SUBRECIPIENT: Clackamas County Consortium-Expanded
Operating In-District: \$172,179
Operating Out-of-District \$43,045

SUBRECIPIENT: Clackamas County-Base
Operating In-District: \$101,717
Operating Out-of-District \$25,429

SUBRECIPIENT: David's Harp
Operating In-District: \$29,434
Operating Out-of-District \$0

SUBRECIPIENT: East Multnomah County U-Ride
Operating In-District: \$79,322
Operating Out-of-District \$0

SUBRECIPIENT: Metropolitan Family Services
Operating In-District: \$68,005
Operating Out-of-District \$0

SUBRECIPIENT: Neighborhood House
Operating In-District: \$61,440
Operating Out-of-District \$0

SUBRECIPIENT: N.W. Pilot Project
Operating In-District: \$58,071
Operating Out-of-District \$0

SUBRECIPIENT: NW/SW Ride Connection
Operating In-District: \$103,642
Operating Out-of-District \$0

SUBRECIPIENT: Portland Impact
Operating In-District: \$74,999
Operating Out-of-District \$0

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

*SUBRECIPIENT: Providence ElderPlace
Operating In-District: \$18,112
Operating Out-of-District \$0*

*SUBRECIPIENT: Washington County U-Ride
Operating In-District: \$207,714
Operating Out-of-District \$10,932*

*SUBRECIPIENT: Sandy E and D Operations
Operating In-District: \$91,200
Operating Out-of-District \$22,799*

*SUBRECIPIENT: Wilsonville E and D Operations
Operating In-District: \$100,000
Operating Out-of-District \$0*

*SUBRECIPIENT: Canby E and D Operations
Operating In-District: \$57,852
Operating Out-of-District \$57,852*

*SUBRECIPIENT: Molalla E and D Operations
Operating In-District: \$56,000
Operating Out-of-District \$56,000*

*SUBSUBSUBRECIPIENTS: Mountain Express
Operating In-District: \$10,000
Operating Out-of-District \$0*

*STF SUPPLEMENTAL BUDGET A UPON AMENDMENT, THROUGH JUNE 30, 2015
The 2013 Special session of the Oregon Legislature allocated additional funds to the STF
program. The STF agency will distribute funds to the following approved subrecipients and
projects:*

*SUBRECIPIENT: American Red Cross
Operating In-District: \$ 47,433
Operating Out-of-District \$1,976*

*SUBRECIPIENT: Clackamas County Consortium - Base
Operating In-District: \$ 30,901
Operating Out-of-District \$3,433*

*SUBRECIPIENT: Clackamas County Senior Services
Operating In-District: \$ 33,447*

*SUBRECIPIENT: Clackamas County Sequestration Mitigation
Operating In-District: \$ 17,568
Operating Out-of-District \$1,952*

*SUBRECIPIENT: Clackamas County TRP Van Service
Operating In-District: \$ 23,355*

*SUBRECIPIENT: Clackamas County TRP Volunteer Mileage
Operating In-District: \$ 56,696*

*SUBRECIPIENT: Rural Washington County U-Ride
Operating In-District: \$ 167,394
Operating Out-of-District \$14,556*

Tri County Metropolitan Transportation District/State of Oregon
Agreement No. 29507

*SUBRECIPIENT: Impact NW
Operating In-District: \$46,226*

*SUBRECIPIENT: JARC Catch a Ride
Operating In-District: \$58,864*

*SUBRECIPIENT: Lake Oswego, Shuttle In the Woods
Operating In-District: \$23,448*

*SUBRECIPIENT: Metropolitan Family Services
Operating In-District: \$59,719*

*SUBRECIPIENT: Ride Connection, Dialysis Pilot Project
Operating In-District: \$ 205,767
Operating Out-of-District \$22,863*

*SUBRECIPIENT: Ride Connection Cost CPI Adjustment
Operating In-District: \$ 70,979
Operating Out-of-District \$7,887*

*SUBRECIPIENT: TriMet LIFT Operations
Operating In-District: \$388,816*

*SUBRECIPIENT: Clackamas County Mt Hood Express Shuttle
Operations & Vehicles Out-of-District: \$27,495*

*SUBRECIPIENT: City of Canby
Operating In-District: \$ 49,440
Operating Out-of-District \$32,960*

*SUBRECIPIENT: City of Sandy
Capital - Vehicle Replacement In-District: \$ 60,000
Capital - Vehicle Replacement Out-of-District \$20,000*

*SUBRECIPIENT: City of Wilsonville (SMART)
Operating In-District: \$24,000*

*SUBRECIPIENT: South Clackamas Transportation District
Operating and vehicle maintenance In-District: \$48,000
Operating and vehicle maintenance Out-of-District: \$32,000*

*SUBRECIPIENT: Ride Connection
Capital - Technology In-District: \$193,500
Capital - Technology Out-of-District: \$21,500*

*SUBRECIPIENT: Ride Connection
Capital - Vehicle Replacements In-District: \$108,479*

STF SUPPLEMENTAL B AND C BUDGET UPON AMENDMENT, THROUGH JUNE 30, 2015

In December 2014, the State of Oregon Legislature allocated additional general funds to the STF program. The STF agency will distribute funds at its discretion to the approved subrecipients and projects.

*SUBRECIPIENT: TriMet
Operating In-District: \$1,873,469
Operating Out-of-District: \$208,163*

3. PROJECT ACCOUNTING and SPENDING PLAN

TriMet (STF Agency) will receive and disburse STF moneys from a separate governmental fund. Any money realized as a result of interest accrued will be added to the moneys and will be reported to State.

See distribution above for estimated spending plan.

- **SPECIAL TRANSPORTATION OPERATING (STO):**
The STF Agency will distribute STO funds (availability of funds is contingent on budget action by the State of Oregon Legislature) to the following approved subrecipients and projects. The STF Agency retains authority over costs and allocations of STF dollars accepted and may shift STF dollars between subrecipients and projects identified in this Exhibit A, as the STF Agency deems necessary. An amendment to this Agreement will be required if there are additional subrecipients or projects.

The uses of funds of Special Transportation Operating funds are limited to operating expense defined by OAR 732-005-0010(19): "Operating Expense" means the costs associated with the provision of transportation services. Operating expense does not include expenses associated with procuring or leasing capital equipment. Common operating expenses include, and are not limited to: personnel, insurance, utilities, vehicle and facility maintenance, professional and technical services, security, fuel and tires, purchased transportation services, personnel training, communication and technology maintenance, marketing/public information, and planning integral to the provision of transit services.

SUBRECIPIENT BUDGET JULY 1, 2013 THROUGH JUNE 30, 2015

SUBRECIPIENT: STF Agency (TriMet LIFT Operations-Base)
Operating: \$96,302

SUBRECIPIENT: Ride Connection, Inc.
Operating: \$96,764

SUBRECIPIENT: Ride Connection, Inc.
Operating the following services:
American Red Cross: \$20,558
Clackamas County Consortium - Expanded: \$43,888
Clackamas County Consortium-Base \$25,928
David's Harp: \$6,002
East Multnomah County U-Ride: \$16,176
Metropolitan Family Services: \$13,868
M Jewish CC/Neighborhood House: \$12,528
N.W. Pilot Project: \$11,842
N.W. Portland Ministries: \$22,162
Portland Impact: \$15,294
Providence ElderPlace: \$3,694
Washington County U-Ride: \$44,586

SUBRECIPIENT: Clackamas County Mountain Express: \$2,036

SUBRECIPIENT: Sandy E and D Operations: \$22,560

SUBRECIPIENT: Wilsonville E and D Operations: \$19,814

SUBRECIPIENT: Canby E and D Operations: \$23,552

SUBRECIPIENT: Molalla E and D Operations: \$22,188

Revised Exhibit B

Financial Information

The information below will assist auditors to prepare a report in compliance with the requirements of the Office of Management and Budget (OMB) Circular A-133.

This Agreement is financed by the funding source indicated below:

State Program	State Funding Agency		Total State Funding
ORS 391.800 through ORS 390.830 and OAR Chapter 732, Divisions 5, 10, and 30	Oregon Department of Transportation 355 Capitol St. N.E. Salem, OR 97301-3871		\$9,576,063.00

Administered By
Public Transit Division 555 13th St. NE Salem, OR 97301-4179

6

Tri-County Area

APPLICATION

*Special Transportation Formula (STF)
FY14 & FY15 Supplemental B and C STF Funds*

Supplemental Preventative Maintenance Funds

Mt Hood Express

Clackamas County Social Services



**FY16 & FY17 and FY14 & FY15 Supplemental STF FORMULA
GRANT APPLICATION**

I. Organization's Information

Name of Organization: Clackamas County Social Services

Contact Person: Teresa Christopherson

Address: PO Box 2950, Oregon City, OR 97045

Telephone: 503-650-5718

E-Mail: teresachr@clackamas.us

FAX: 503-655-8889

Type of Organization (mark one):

Public Entity	<input checked="" type="checkbox"/>
Private non-profit	<input type="checkbox"/>

Provider's geographic area of service is (mark one):

Inside the TriMet Service District	<input type="checkbox"/>
Outside the TriMet Service District	<input checked="" type="checkbox"/>
Both Inside and Outside of the TriMet Service District	<input type="checkbox"/>

Geographic area to be served (please indicate the geographic features that define your service area such as streets, rivers or jurisdictional boundaries):

North Boundary	
East Boundary	
South Boundary	
West Boundary	
Other General Geographic Area (ex Canby School District)	Highway 26 and Timberline Highway from the City of Sandy to Timberline Lodge

Optional – please provide a map of your service area as a separate, single page, letter sized attachment.

Days and Hours of Operation:

Days	Hours
Monday	5:15am to 11:28pm
Tuesday	Same
Wednesday	Same
Thursday	Same
Friday	Same
Saturday	Same
Sunday	Same
Please list any planned periods of service closure greater than 3 days. (ex. Closed the last week of December)	

II. Funding Proposal

Project Title: Mt Hood Express Supplemental Preventative Maintenance Funds

Start Date: July 1, 2016

Underline Proposed Funding Source: 1. FY16 & FY17 STF or 2. Supplemental B and C funds

Underline Funding Request Type:

1. Continuation of existing service at same level of service
2. Expansion of existing service
3. New service
4. Capital request
5. Other

Total Transportation Program Cost by Year:

	Year 1	Year 2
	\$531,646	\$575,951

STF Grant Request by Year:

	Year 1	Year 2
Supplemental		
FY16 & FY17	\$3,000	\$7,000

Amount of other funds leveraged to support the total transportation program: (list county contributions, STF Discretionary funds, donations, other):

Contribution/Source	Number of Units/Hours	Amount	% of Program Funding
ODOT 5311	N/A	\$203,284	18%
ODOT 5310 PM	N/A	\$61,914	6%
County funds	N/A	\$179,000	16%
FLAP Grant	N/A	\$486,599	44%
Private Contributions	N/A	\$118,800	11%
STF Villages	N/A	\$27,400	2%
STF Formula	N/A	\$20,600	2%
STF Grant Request		\$10,000	1%

STF Formula Project Type Category (mark one):

Direct Service	X
Mobility Management/Coordination	
Both Direct Service and Mobility Management/Coordination	

Program Description (limit 900 words)

The Mt. Hood Express (formerly the Mountain Express) provides both commuter and point deviated fixed route bus service between the City of Sandy and various destinations along the Highway 26 corridor, ending at Timberline Lodge on Mt Hood. The Mt Hood Express (MHX) provides fully accessible public transit service for employment, recreation and other needs for both local residents of Clackamas County as well as visitors from the Metro area and beyond. The

service has expanded regional transit connectivity by linking in to the City of Sandy's service which provides connection to TriMet's light rail and bus service in Gresham. The service underwent a significant redesign starting in Oct, 2013 to ensure continuity of the service and to meet customer needs.

The MHX provides two types of transit bus service: commuter and point deviated fixed route. The commuter service provides six runs seven days per week between Sandy and Timberline Lodge during the summer season (April 1 to November 30) beginning at 5:15am and ending at 8:58pm. During the winter season (December 1 to March 31), the service provides a total of seven commuter runs daily from 5:15am to 11:28pm to address the expanded employment and recreational opportunities available in Government Camp and surround locales. Service has been coordinated with primary employers in the area to address shift start and stop times and to provide appropriate access to recreational users of the service as well. The runs are also designed to provide connections to Sandy and the Metro area that meet the employment and other access needs of westbound travelers who reside in the Villages at Mt Hood and Government Camp. These commuter runs have a limited number of stops, mostly associated with park and ride locations, and are fully accessible.

The point deviated fixed route (the Villages Shuttle) runs follow the model established by the Mountain Express service prior to the redesign that resulted in the commuter runs. Three runs are offered daily Monday to Friday in the morning, mid-day and late afternoon. Route deviations occur on request by calling the SAM/MHX dispatch center and these runs will also make "flag stops" and pick people up along the route at any point. The Villages shuttles begin in Sandy and end in Rhododendron. They are considered a vital link to meeting the needs of local residents, particularly those with mobility access needs.

The service is marketed in a variety of ways. Our new website www.mthoodexpress.com provides up to date information about the service and will expand over the next six months to include links to activities, events and other transit services. We broadly distribute

brochures locally and regionally and work closely with our private partners to promote the use of the bus service.

Do your program activities preserve existing service and/or provide new service? (describe how the project preserves existing service or provides new or expanded service) (limit 200 words)

We are requesting a small amount of additional funding to supplement our preventative maintenance budget as we anticipate that our aging fleet will have increasing maintenance expenses associated particularly with FY16-17. The Mt Hood Express currently operates with a small fleet of five vehicles, including three large transit coaches and two cutaways. While one cutaway is scheduled to be replaced, the second vehicle will not be eligible for replacement until after this biennium. We also anticipate, based on the very large number of miles we place on vehicles due to the 70 miles round trip between Timberline and Sandy, as well as stress placed on vehicles due to grade and weather conditions, that our preventative maintenance needs will increase for our larger vehicles. This application will allow us to continue to provide a high level of preventative maintenance and minor repairs to keep our small fleet safe and operational for the period of this grant cycle.

Do you coordinate between providers to avoid duplication? (describe what level of coordination between partners is done and how duplication is avoided) (limit 200 words)

As the only public transit provider in this area, no duplication of services occurs. We partner very closely with the City of Sandy's transit service to provide excellent connectivity with their bus service and to maintain efficiencies for both services, such as interlining buses on weekends. We also work closely with the area senior center and local businesses to address the needs of their employees and customers.

Is your program cost-effective? (describe average cost per ride, cost per mile and cost per hour) (limit 200 words)

We have preserved a fare structure of only \$2.00 per one-way trip to continue to make this service accessible to individuals on fixed or limited incomes. We also offer reduced fare ticket books for \$1.50 per trip. This makes the service very affordable for its users and increases its accessibility to vulnerable individuals who may not have financial resources for more expensive services. In addition, we offer a \$5 per day interline pass in partnership with the City of Sandy to provide a more affordable all day option.

The estimated cost per ride is \$11.26 based on anticipated ridership over two years of 98,400. The service is anticipated to average 15,000 miles per month for a cost per mile of \$3.08 per mile and a cost per hour of \$81.44. While the cost per hour and mile seem high, they are vastly outweighed by the savings resulting from the use of public transit in place of private vehicles. Timberline Lodge alone averages 1.9 million visitors per year. The estimated rides will reduce at least 20,000 vehicle trips per year with an occupancy of 2.5 persons per vehicle. These reduced vehicle trips will result in saving in fuel consumption, with projected savings based on a 70 mile round trip in a car getting 22 miles per gallon at \$3.50 per gallon of over \$222,000. This is a conservative estimate based on very local use of the service as a round trip between Sandy and Timberline is 70 miles and many trips to Government Camp and Timberline start in locations further away than Sandy. The reduced vehicle trips will also reduce emissions which harm the environment and will address issues around parking in the recreational areas.

In addition, 20,000 fewer vehicles on the road can have profound safety impacts. Highway 26 experiences an average of 150 days of congestion per year and suffers from as many as 60 crashes per month during the treacherous winter months. Public transit service can reduce the number of vehicles on the road and increase safety for travelers, both individuals and families, accessing Mt. Hood

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Priority 6-1 Address service gaps in public transit services. The Government Camp area does not have any transit services.

The Mountain Express also meets other priority criteria, such as coordination of services, coordination with private partners, etc.

III. Budget and Ridership Information

A. Budget Information

-- **Governmental Organizations**, please complete the FY16 and FY17 projected budgets for your projects here:

Name of Organization	FY16 Projected	FY17 Projected
Ridership	48,000	50,400
<i>Operations Costs</i>		
Fuel	\$95,245	\$103,183
Maintenance	\$41,239	\$44,675
Dispatch		

Operators		
Admin	\$74,671	\$80,894
Insurance/Eligibility/Other		
Other (Contracted Service)	\$320,491	\$347,199
Vehicle Hours	6800	6800
Vehicle Miles	180,000	180,000

7

Tri-County Area

APPLICATION

*Special Transportation Formula (STF)
FY14 & FY15 Supplemental B and C STF Funds*

Villages Shuttle Service

Mt Hood Express

Clackamas County Social Services



**FY16 & FY17 and FY14 & FY15 Supplemental STF FORMULA
GRANT APPLICATION**

I. Organization's Information

Name of Organization: Clackamas County Social Services

Contact Person: Teresa Christopherson

Address: PO Box 2950, Oregon City, OR 97045

Telephone: 503-650-5718

E-Mail: teresachr@clackamas.us

FAX: 503-655-8889

Type of Organization (mark one):

Public Entity	<input checked="" type="checkbox"/>
Private non-profit	<input type="checkbox"/>

Provider's geographic area of service is (mark one):

Inside the TriMet Service District	<input type="checkbox"/>
Outside the TriMet Service District	<input checked="" type="checkbox"/>
Both Inside and Outside of the TriMet Service District	<input type="checkbox"/>

Geographic area to be served (please indicate the geographic features that define your service area such as streets, rivers or jurisdictional boundaries):

North Boundary	
East Boundary	
South Boundary	
West Boundary	
Other General Geographic Area (ex Canby School District)	Highway 26 and Timberline Highway from the City of Sandy to Timberline Lodge

Optional – please provide a map of your service area as a separate, single page, letter sized attachment.

Days and Hours of Operation:

Days	Hours
Monday	5:15am to up to 11pm
Tuesday	Same
Wednesday	Same
Thursday	Same
Friday	Same
Saturday	Same
Sunday	Same
Please list any planned periods of service closure greater than 3 days. (ex. Closed the last week of December)	

II. Funding Proposal

Project Title: Mt Hood Express Villages Shuttle Service

Start Date: July 1, 2016

Underline Proposed Funding Source: 1. FY16 & FY17 STF or 2. Supplemental B and C funds

Underline Funding Request Type:

1. Continuation of existing service at same level of service
2. Expansion of existing service
3. New service
4. Capital request
5. Other

Total Transportation Program Cost by Year:

	Year 1	Year 2
	\$531,646	\$575,951

STF Grant Request by Year:

	Year 1	Year 2
Supplemental		
FY16 & FY17	\$13,700	\$13,700

Amount of other funds leveraged to support the total transportation program: (list county contributions, STF Discretionary funds, donations, other):

Contribution/Source	Number of Units/Hours	Amount	% of Program Funding
ODOT 5311	N/A	\$203,284	18%
ODOT 5310 PM	N/A	\$61,914	6%
County funds	N/A	\$179,000	16%
FLAP Grant	N/A	\$486,599	44%
Private Contributions	N/A	\$118,800	11%
STF / STO PM	N/A	\$10,000	1%
STF Formula	N/A	\$20,600	2%
STF Grant Request		\$27,400	2%

STF Formula Project Type Category (mark one):

Direct Service	<input checked="" type="checkbox"/>
Mobility Management/Coordination	<input type="checkbox"/>
Both Direct Service and Mobility Management/Coordination	<input type="checkbox"/>

Program Description (limit 900 words)

The Mt. Hood Express (formerly the Mountain Express) provides both commuter and point deviated fixed route bus service between the City of Sandy and various destinations along the Highway 26 corridor, ending at Timberline Lodge on Mt Hood. The Mt Hood Express (MHX) provides fully accessible public transit service for employment, recreation and other needs for both local residents of Clackamas County as well as visitors from the Metro area and beyond. The

service has expanded regional transit connectivity by linking in to the City of Sandy's service which provides connection to TriMet's light rail and bus service in Gresham. The service underwent a significant redesign starting in Oct, 2013 to ensure continuity of the service and to meet customer needs.

The MHX provides two types of transit bus service: commuter and point deviated fixed route. The commuter service provides six runs seven days per week between Sandy and Timberline Lodge during the summer season (April 1 to November 30) beginning at 5:15am and ending at 8:58pm. During the winter season (December 1 to March 31), the service provides a total of seven commuter runs daily from 5:15am to 11:28pm to address the expanded employment and recreational opportunities available in Government Camp and surround locales. Service has been coordinated with primary employers in the area to address shift start and stop times and to provide appropriate access to recreational users of the service as well. The runs are also designed to provide connections to Sandy and the Metro area that meet the employment and other access needs of westbound travelers who reside in the Villages at Mt Hood and Government Camp. These commuter runs have a limited number of stops, mostly associated with park and ride locations, and are fully accessible.

The point deviated fixed route (the Villages Shuttle) runs follow the model established by the Mountain Express service prior to the redesign that resulted in the commuter runs. Three runs are offered daily Monday to Friday in the morning, mid-day and late afternoon. Route deviations occur on request by calling the SAM/MHX dispatch center and these runs will also make "flag stops" and pick people up along the route at any point. The Villages shuttles begin in Sandy and end in Rhododendron. They are considered a vital link to meeting the needs of local residents, particularly those with mobility access needs.

The service is marketed in a variety of ways. Our new website www.mthoodexpress.com provides up to date information about the service and will expand over the next six months to include links to activities, events and other transit services. We broadly distribute

brochures locally and regionally and work closely with our private partners to promote the use of the bus service.

Do your program activities preserve existing service and/or provide new service? (describe how the project preserves existing service or provides new or expanded service) (limit 200 words)

We hope to continue the restoration of one Villages shuttle run to address the needs of local residents, particularly those with mobility needs. One of the inadvertent consequences of the 2013 redesign was the impact of losing a Villages shuttle run in the morning. This eliminated connectivity with Sandy's Estacada run, which was frequently used by Villages residents, and also reduced the opportunities for accessing bus service route deviations and flag stops for residents needing additional access services. Clackamas County restored a morning run on the Villages shuttle service to address these needs in 2014 with the support of STF. The approval of this application will allow us to continue to provide three runs daily Monday to Friday and provide a valuable link for citizens of this rural area who are transit dependent.

Do you coordinate between providers to avoid duplication? (describe what level of coordination between partners is done and how duplication is avoided) (limit 200 words)

As the only public transit provider in this area, no duplication of services occurs. We partner very closely with the City of Sandy's transit service to provide excellent connectivity with their bus service and to maintain efficiencies for both services, such as interlining buses on weekends. We also work closely with the area senior center and local businesses to address the needs of their employees and customers.

Is your program cost-effective? (describe average cost per ride, cost per mile and cost per hour) (limit 200 words)

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limited incomes. We also offer reduced fare ticket books for \$1.50 per trip. This makes the service very affordable for its users and increases its accessibility to vulnerable individuals who may not have financial resources for more expensive services. In addition, we offer a \$5 per day interline pass in partnership with the City of Sandy to provide a more affordable all day option.

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