



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: Tri-County Metropolitan Transit District of Oregon (TriMet)	
Contact Person Name: Alan Lehto	Title: Dir. of Planning & Policy
Street Address: 4012 SE 17th Ave	Phone: 503-962-2136
City, State Zip: Portland, OR 97202	
E-mail: lehto@trimet.org	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Ride Connection, Inc.

Transportation Project Information

3. Project Name–REQUIRED

Project Name: State-Wide Paratransit Mobility Exchange

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$399,600	
Non-Eligible Costs		
Total Transportation Project Cost	\$399,600	100%
Matching Funds	\$41,038	10.27%
Requested Funds	\$358,562	89.73%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

Ride Connection will develop a system to facilitate the sharing of trip-requests and vehicle capacity across jurisdictional boundaries for demand-response transit service. The heart of the system expands their scheduling Clearinghouse web application to serve as a state-wide exchange. This facilitates the sharing of trip-requests and open vehicle capacity across jurisdictional boundaries. Small transit agencies and community transportation providers across the state will be engaged to participate in developing technical, operational and policy-level guidelines and a software platform that links demand-response scheduling and dispatch centers. State-wide implementation provides coordination opportunities to small agencies essential to increasing the mobility of their riders.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes No

If yes, describe the status of the previous STIP project.

This project is a continuation of FY12-15 STIP project 18002 Veterans Transportation Community Livability Initiative. This project is currently in the software development phase.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

The proposed FY 15-18 project enhances coordination software currently in development for STIP FY12-15 project 18002. The proposed FY 15-18 project will advance implementation from a regional scope to a state-wide scope. This web-based system is currently being piloted with 3 partners and the regional pilot is anticipated to be complete in the fourth quarter of FY 13-14.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

The State of Oregon has no mechanism by which to coordinate demand-responsive transportation when it crosses jurisdictional boundaries. This inability to efficiently communicate and share resources between agencies hinders riders’ mobility, generates inefficiencies for the providers and limits transit capacity. Small transit and community transportation agencies often have poor electronic tracking systems, making robust coordination with other systems impossible. Service provided to those who need it is more difficult to coordinate or simply may not be available for the needed trip at the required time even when a vehicle from another jurisdiction may be traveling through the area where the trip would occur, with an available seat.

9. Transportation Project Location–REQUIRED

City: <input type="text" value="Portland"/>	County: <input type="text" value="Multnomah"/>
MPO: <input type="text" value="Metro"/>	Special District: <input type="text" value="TriMet"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Project management and engineering will be conducted in Portland, Oregon. However, implementation of this project will occur in locations throughout the State of Oregon.

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

Ride Connection will develop a system to facilitate the sharing of trip-requests and open vehicle capacity across jurisdictional boundaries for paratransit and demand-response transit service providers.

Currently, with monies from the STF Discretionary funding stream and FTA Veterans Transportation Community Living Initiative, Ride Connection is developing a first-of-its-kind clearinghouse for the exchange of demand-responsive transportation. While the system design is similar to that of a traditional brokerage model, it differs in the following features:

- Sharing open capacity allows the broadcast of a scheduled vehicle trip that may serve additional customers. This feature will be especially useful for rural areas and long-distance trips that cross service areas.
- Bidirectionality. The application allows providers to both submit items for which another provider may respond as well as respond to the submissions of other providers.
- Open interfaces and data formats. The system will be developed with an open format. This means the application exchanges data with other systems through a set of application programming interfaces (APIs) that will be clearly defined and available to any organization wishing to exchange between their scheduling/dispatch software and the clearinghouse. This will facilitate interoperability with the scheduling and dispatch software of any vendor, including applications developed in-house.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Currently, the scope of work for the deployment of the clearinghouse is limited to three agencies in the Portland metro area. However, the design of the system can be readily extended to encompass urban and rural areas throughout the state, wherever there may be substantial gain from linking agencies that have overlapping service provision.

To address the absence of data tracking infrastructure among smaller agencies and in many rural areas, Ride Connection would provide its already developed scheduling, reporting, and dispatch application, RidePilot. While not a comprehensive scheduling and dispatch system, the reduced feature set of RidePilot may address the needs of many agencies while having relatively low total cost of ownership due to its open software formats. As part of this proposed project, Ride Connection will expand RidePilot so that it can connect directly with the Clearinghouse “out of the box”, resulting in greater potential to participate in coordination with neighboring jurisdictions.

Project Phases

Partnership Development

- Conduct outreach to interested agencies throughout the state.
- Capture requirements unique to specific agencies
- Begin development of best practices guide for coordination
- Capture technical, operational, and policy-level changes required for project success
- Form a technical advisory group (TAG) to oversee project advancement

Systems Engineering

- Conduct an analysis of the new requirements presented by stakeholders
- Include in analysis the current state regional and state ITS architectures
- Create technical specifications for added functionality to Clearinghouse and RidePilot
- Create RFP scope of work in conjunction with TAG

Software Development and Implementation

- Conduct RFP process of procurement of software development resources
- Negotiate contract with selected vendor
- Carry out software development as defined by scope of work
- Begin implementation at the earliest point possible in the development, use an iterative design-build and feedback process
- Capture any previously unaccounted for use cases as early as possible and integrate them, as feasible, into work plan

Testing & Validation

- Work closely with participating agencies to demonstrate the system works as designed

Documentation

- Produce and host an online technical guide and Q&A web site that serves as both a reference and a living repository which all stakeholders may use and contribute to in order to document of how the Clearinghouse and RidePilot are used at the the various agencies

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2015-2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
10/2014-9/2016	Other Major Milestone: (Project Schedule is attached)
9/30/2016	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project meets the goals of Section 4 of the regional Coordinated Human Services Transportation Plan adopted in June of 2009 and updated in 2012, by providing additional coordination measures to further increase the level of coordination among transit providers and creating a flexible technological platform that facilitates Interagency Coordination.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

This project is consistent with OTP Strategy 1.1.4 and OHP Action 1G.1 by improving the efficiency and operational capacity of existing transit and community transportation vehicles throughout the State of Oregon.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project will better utilize the unused capacity of vehicles that are currently in operation through scheduling coordination. Because state funds assist with vehicle purchases and operations of most of the providers, this means that the proposed project will leverage existing State of Oregon investments in accessible vehicles purchased through the State 5310 Discretionary Capital Purchase program, and creates operational efficiencies for transportation services funded through the State of Oregon Special Transportation Fund.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

This project increases mobility for users of demand-response, community transportation and small transit systems by creating additional opportunities to meet demand for longer distance trip requests and travel to and from urban and rural areas. This is accomplished by building a technological platform for the efficient exchange of trip and passenger data required to effectively provide service across jurisdictional boundaries.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project increases accessibility by creating access to unused capacity of demand-response transportation services, effectively increasing the amount of door-to-door transportation available throughout the State of Oregon. Door-to-door service fills many gaps in accessibility created by lack of pedestrian infrastructure and proximity to fixed-route transit service. In addition it plays a crucial role in meeting the needs of individuals who experience barriers to transportation, even in well developed areas.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

This project increases economic vitality by improving the productivity of already purchased demand-response vehicles and operating resources. The sharing of capacity across jurisdictions means more people can be served, connecting more persons and trips to essential services.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

This project improves environmental stewardship by creating a platform where agencies may share vehicle resources in multi-jurisdictional corridors, resulting in fewer total vehicle miles travelled, and reducing energy use and related emissions. For example, a medical trip from Medford to Portland may be able pick up additional customers in Eugene and/or other intervening areas that would otherwise need to be served with separate vehicles.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

N/A

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

This project contributes to livability by supporting housing choice and providing additional opportunities to support inter-city transit.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

N/A

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

Demand-response transportation, community transportation and small transit systems help balance economic and geographic inequities to accessing the transportation system. It provides the greatest benefit to transportation disadvantaged populations, including older adults, people with disabilities, people with modest incomes and low-income job seekers and workers. In addition, it supports the total transportation system throughout the state, providing benefit to communities at large in all corners of Oregon.

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The partners participating in this project have historically flat funding for operation of their existing transportation services. This project provides the opportunity to increase the cost-effectiveness of providing transportation across systems, supporting the near term sustainability of operations at their current funding levels and leveraging existing investments in capital infrastructure. As need for service increases with the aging of the population, the rising cost of operations could be eased by the ability to provide more trips per dollar invested in operating.



Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$29,600	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$320,000	
Environmental Work		
Coordination and Outreach	\$50,000	
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$399,600
Utility Relocation		
Construction		
Construction Project Costs Total		
Total Eligible Project Cost		\$399,600
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Tri-County Metropolitan Transit Distric	\$0	0%
Co-Sponsor	Ride Connection, Inc.	\$41,038	10%
Participant	Rogue Valley Transportation District	\$0	0%
Participant	Hood River County Transportation Dist	\$0	0%
Total		\$41,038	10%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.

Lane Transit District is also a project participant. \$0



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Project Schedule – Attachment to Multimodal Transportation Project Application

State-Wide Paratransit Mobility Exchange

Sponsor: TriMet

Co-Sponsor: Ride Connection

11.26.2012

<i>Anticipated Dates</i>	Activity
2015 -2016	Requested STIP Funding Year
10/2014 – 1/2015	Partnership Development
12/2014 –4/2015	Systems Engineering
5/2015- 5/2016	Software Development and Implementation
5/2016 – 7/2016	Testing and Validation
7/2016- 9/2016	Documentation
9/30/2016	Project Completion / End of Activities funded through this request



November 27, 2012

Jason Tell, Manager
ODOT Region 1
123 NW Flanders Street
Portland, OR 97209-4012

Dear Jason,

TriMet is pleased to serve as sponsor for Ride Connection's project under STIP Enhance to establish a State-Wide Paratransit Mobility Exchange. Ride Connection is a key partner in our regional community transportation network, working closely with TriMet and dozens of agencies and organizations throughout the region and beyond to deliver coordinated community-based transportation that complements our ADA paratransit, bus and rail network.

This project builds on prior work and collaboration among Ride Connection and transit providers across the State, assisted by ODOT Public Transit, to apply technology to improve service availability and productivity and deliver more trips within constrained budgets.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Neil McFarlane".

Neil McFarlane
General Manager

c: Elaine Wells, Ride Connection



November 26, 2012

Alan Lehto, Director of Capital Projects
Trimet
710 NE Holladay Street
Portland, OR 97232

Dear Mr. Lehto:

I am writing this letter in support of Ride Connection's Oregon State Demand-Responsive Transportation Clearinghouse Project. I manage two rural transportation programs, one in Hood River County and one in Wasco County. We have identified the need to be able to share trips between the two systems that I manage, but without centralizing dispatch in one location (which is difficult to do with separate agencies) we have not been successful in being able to access each other's inter-county trips.

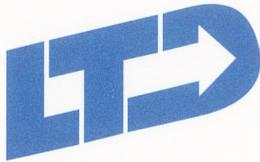
We see the Ride Connection project as having great potential to improve the ability of small rural systems to be able to capture inter-jurisdictional trips that occur. We see this project as having the promise to increase access to those who need to travel out of their own county or other defined service area. We also see the potential to make better use of scarce transportation resources.

Even though we have several competing projects in the Region One Enhance It process, we think this project is important enough to support it irrespective of our own projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Schwanz". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dan Schwanz
Executive Director



Lane Transit District

November 26, 2012

Alan Lehto
Director of Capital Projects
TriMet
710 N.E. Holladay Street
Portland OR 97232

Dear Mr. Lehto:

This letter is to voice support of Ride Connection's application for grant funding that develops infrastructure to assist local transportation providers in coordinating resources for serving individual special-needs transportation requests that start and end beyond a provider's service boundaries.

Resources are becoming more and more limited, while demand for service continues to increase. Our challenge and responsibility as a transit agency is to be innovative in using the resources entrusted to us efficiently and effectively. Through our own investments in innovation, Lane Transit District and the programs we serve have experienced first-hand the benefits of improved coordination. Effective coordination benefits the community and the customers we serve by focusing resources to accomplish specific transportation tasks efficiently. This venture would serve to broaden that coordination benefit.

Lane Transit District supports the development of this infrastructure by Ride Connection, and we look forward to this additional level of coordination to expand our ability to serve our communities.

Sincerely,

A handwritten signature in black ink that reads 'Cosette Rees'.

Cosette Rees
Accessible and Customer Services Manager

CR/ms:ecm

A circular logo with a green background and white text that reads 'The Best Way to Connect'. The logo is partially enclosed by a blue and green arc above it.

The Best
Way to
Connect



TransLink Brokerage
239 E. Barnett Road
Medford, Oregon 97501
(541) 842-2060

November 26, 2012

Alan Lehto
TriMet, Director of Capital Projects
710 NE Holladay Street
Portland OR 97232

Dear Alan,

TransLink is a Medicaid transportation brokerage operating in Southern Oregon. As a Medicaid broker, TransLink serves seven counties (Jackson, Josephine, Douglas, Coos, Curry, Lake, Klamath) brokering in excess of 190,000 trips per year. Including Medicaid transportation, TransLink also oversees the Rogue Valley Transportation District's ADA program providing 55,000+ trips annually including trips provided under programs such as Title XIX (Medicaid Non-Medical), DD53 (transportation to and from work sites for people with disabilities), Veterans Transportation, and a coordinated STF project where the brokerage accepts and schedules trip requests for a rural STF provider in Jackson County.

As a transportation provider TransLink understands and supports any project that works towards increasing transportation options not only for older adults, people with disabilities, and low-income families but also riders from the general public. The beauty of coordination is the potential for transportation to be a benefit for all.

TransLink fully supports Ride Connection's State Demand-Responsive Transportation Clearinghouse Project. The opportunities a state-wide transportation clearinghouse provides would create endless opportunities for agencies across the state to capitalize on existing resources currently operating in their communities for transit dependant riders. Dwindling budgets coupled with limited transportation resources demands a solution that stops looking to create new programs and starts looking at how we can identify current transportation opportunities within existing transportation services. This not only creates more efficient transportation programs (locally and statewide) but makes those programs more cost effective.

If you have any further questions please feel free to contact me at any time. My number is 541.842.2072.

Sincerely,

Tim Fountain,
TransLink Brokerage Manager