

---

**Thursday, December 07, 2017**  
**6:45 PM – 8:30 PM**

**Development Services Building**  
Main Floor Auditorium, Room 115  
150 Beavercreek Road, Oregon City, OR 97045

---

**AGENDA**

**6:45 p.m. Pledge of Allegiance**

**Welcome & Introductions**

*Chair Jim Bernard & Mayor Brian Hodson, Co-Chairs*

**Housekeeping**

- Approval of November 02, 2017 C4 Minutes **Page 03**

**6:50 p.m. C4 Metro Subcommittee Bylaws Discussion**

- Staff Memo **Page 05**

**7:05 p.m. Transit Funding Discussion**

- HB 2017 State Transportation Improvement Fund
  - *Presented by Karyn Criswell, ODOT*
  - Memo and STIF materials **Page 06**

- Clackamas Transit Providers Panel **Page 09**
  - Materials provided by transit providers

**7:50 p.m. Legislative Priority Update**

*Note: Jurisdictions encouraged to share their 2018 legislative priorities*

**8:15 p.m. Updates/Other Business**

- R1ACT Update
- Housing Needs Assessment Update
- JPACT/MPAC Updates
- Other Business

**8:30 p.m. Adjourn**

## General Information



### Current Voting Membership

		C4 Exec	C4 Metro	C4 Rural	JPACT	MPAC	R1ACT
<b>Clackamas County</b>	Chair Jim Bernard	●	●	●			
<b>Clackamas County</b>	Commissioner Paul Savas		●	●	●		●
<b>Canby</b>	Mayor Brian Hodson	●		●			●
<b>CPOs</b>	Laurie Freeman Swanson (Molalla CPO)	●					
<b>Estacada</b>	Mayor Sean Drinkwine			●			
<b>Fire Districts</b>	Matthew Silva (Estacada Fire District)	●					
<b>Gladstone</b>	Mayor Tammy Stempel		●				
<b>Hamlets</b>	John Meyer (Mulino Hamlet)						
<b>Happy Valley</b>	Councilor Markley Drake		●				
<b>Johnson City</b>	Vacant						
<b>Lake Oswego</b>	Councilor Jeff Gudman	●	●		●	●	●
<b>Milwaukie</b>	Mayor Mark Gamba		●			●	
<b>Molalla</b>	Mayor Jimmy Thompson			●			
<b>Oregon City</b>	Mayor Dan Holladay		●				
<b>Portland</b>	Vacant						
<b>Rivergrove</b>	Mayor Heather Kibbey		●				
<b>Sandy</b>	Councilor Carl Exner			●			
<b>Sanitary Districts</b>	Nancy Gibson (Oak Lodge Water Services)	●					
<b>Tualatin</b>	Councilor Nancy Grimes		●				
<b>Water Districts</b>	Hugh Kalani (Clackamas River Water)						
<b>West Linn</b>	Council President Brenda Perry		●				
<b>Wilsonville</b>	Mayor Tim Knapp		●		●		

### Current Ex-Officio Membership

<b>MPAC Citizen Rep</b>	Betty Dominguez
<b>Metro Council</b>	Councilor Carlotta Collette
<b>Port of Portland</b>	Emerald Bogue
<b>Rural Transit</b>	Julie Wehling
<b>Urban Transit</b>	Dwight Brashear

### Frequently Referenced Committees:

<b>CTAC:</b>	Clackamas Transportation Advisory Committee (C4 Transportation TAC)
<b>JPACT:</b>	Joint Policy Advisory Committee on Transportation (Metro)
<b>MPAC:</b>	Metro Policy Advisory Committee (Metro)
<b>MTAC:</b>	Metro Technical Advisory Committee (MPAC TAC)
<b>R1ACT:</b>	Region 1 Advisory Committee on Transportation (ODOT)
<b>TPAC:</b>	Transportation Policy Advisory Committee (JPACT TAC)

**Thursday, November 2, 2017**  
**6:45 PM – 8:30 PM**

**Development Service Building**  
Main Floor Auditorium, Room 115  
150 Beavercreek Road, Oregon City, OR 97045

**Draft MINUTES**

**Attendance:**

**Members:**      **Canby:** Brian Hodson (Co-Chair); Traci Hensley (Alt.); **Clackamas County:** Jim Bernard (Co-Chair); Paul Savas; **CPOs:** Laurie Swanson (Molalla); Marjorie Stewart (Firwood) (Alt.); **Estacada:** Sean Drinkwine; **Fire Districts:** Mathew Silva; **Happy Valley:** Markley Drake; **Lake Oswego:** Jeff Gudman; **Milwaukie:** Mark Gamba; **Metro Council:** Carlotta Collette; **Port of Portland:** Emerald Bogue; **Sandy:** Carl Exner; **Sanitary Districts:** Nancy Gibson (Oak Lodge Water Services); **Transit:** Dwight Brashear (SMART); Julie Wehling (Canby); **Water Districts:** Hugh Kalani (Clackamas River Water); **West Linn:** Teri Cummings (Alt)

**Staff:**              Don Krupp (Co. Admin); Gary Schmidt (PGA); Trent Wilson (PGA)

**Guests:**             Martha Schrader (Clackamas County); Jaimie Lorenzini Huff (Happy Valley); Brooke Berglund (PGE); Ruth Adkins (Kaiser Permanente); Megan McKibben (Cong. Schrader); Stacie Sohra; Doug Riggs (West Linn); Jes Larson (Metro); Mary Jo Cartasegna (BCC); Mark Ottenad (Wilsonville/SMART); Alma Flores (Milwaukie); Chuck Robbins (H3S)

**The C4 Meeting was recorded and the audio is available on the County’s website at <http://www.clackamas.us/c4/meetings.html> Minutes document action items approved at the meeting.**

<b>Agenda Item</b>	<b>Action</b>
Approval of October 05, 2017 C4 Minutes	Approved (Gudman moved, Gamba seconded)
Meeting Notice Emails	Starting in December, emailed meeting notices for C4 and C4 Metro Subcommittee meetings will only include a link to the C4 webpage where the agenda and agenda packet can be found. PDFs of the agenda, which were previously included, will no longer be included. However, the same information will be accessible through the web link. This is to prevent bounce back emails when packet sizes are too large and to more easily have up-to-date packets for everyone when if changes occur before the meeting, but after the meeting notice has gone out.

<p>Housing Tools Discussion re SDCs and CET</p>	<p>CET – Alma Flores, Milwaukie, and Chuck Robbins, Clackamas County, presented on the how Construction Excise Taxes can be used as a tool to support affordable housing needs in the community and region. Alma shared about Milwaukie’s reasoning behind advancing a CET, mainly to capture funds that would help the city support/ensure low income housing is prioritized in future development.</p> <p>SDC – Members discussed prepared questions to guide their SDC conversation, specifically about the value of using SDCs as a tool to address housing affordability. While nothing was decided, members agreed that developers were the primary beneficiaries of SDC changes, but that SDCs cover needed costs that will be eaten up somewhere else, whether by the rate payers of a district or through the general fund of an affected jurisdiction. While “right sizing” SDC’s appeared to be the preferred approach, no specific recommendation surfaced that would guide how to best approach right-sizing.</p> <p>It was suggested that the County discuss the potential of having a county-wide SDC.</p>
<p>2018 Regional Bond</p>	<p>Discussion continues at the regional level whether it would be best to push the bond in 2018 or 2020.</p>
<p>Transit Study</p>	<p>A rulemaking committee is being created by the OTC to create administrative rules that would guide how funding is distributed to transit authorities through Oregon. Please send public comments immediately to the OTC.</p>

## MEMORANDUM

**To:** Clackamas County Coordinating Committee (C4)  
**From:** Trent Wilson, Clackamas County Government Affairs Specialist  
**Date:** November 30, 2017

**Subject:** C4 Metro Subcommittee Bylaws

---

### Overview:

As part of the larger C4 bylaws discussion, the C4 Metro Subcommittee was tasked with determining their own priorities for their subcommittee and recommend those priorities for discussion at a future C4 meeting for adoption into the C4 Bylaws. C4 approved a set of agreed upon bylaws on October 5, with the exception of this one pending discussion.

### Proposal by C4 Metro Subcommittee:

Agreed upon principles for C4 Metro Subcommittee:

- Will meet the need to discuss in advance issues occurring at JPACT and MPAC
- Will act as a consensus forming group, and allow caucus decision as needed
- Will be facilitated by co-chairs consisting of one county commissioner and one city member
  - Both co-chairs must serve as a voting member on either JPACT or MPAC
- Agendas will be formed through the anticipation of JPACT and MPAC issues
- Will include the MPAC special district and citizen seat as a member

### Staff recommended language to be considered for inclusion in the C4 bylaws:

Would be placed in Section 6. A. of C4 Bylaws

### Metro Subcommittee

C-4 members who are within the Metro jurisdiction or serve on the Joint Policy Advisory Committee on Transportation (JPACT) or the Metro Policy Advisory Committee (MPAC) shall be a subcommittee of C-4 named "C-4 Metro Subcommittee." This subcommittee shall be a consensus forming body for issues being addressed at JPACT and MPAC, and will forward as needed recommendations to the larger C-4 body. This subcommittee will be led by two co-chairs consisting of (1) one Clackamas County commissioner and (1) one Clackamas city member. Both co-chairs will serve as voting members on either JPACT or MPAC. This subcommittee will also be able to facilitate limited decisions through special caucus, specifically a caucus of city members to discuss the selection of the city co-chair and the selection of the MPAC Other Cities of Clackamas County seat per Metro MPAC Bylaws and, if approved by Clackamas County's largest city per Metro JPACT bylaws, the selection of the JPACT Cities of Clackamas County seat, with each seat having a primary representative and an alternate.

## MEMORANDUM

**To:** Clackamas County Coordinating Committee (C4)  
**From:** Trent Wilson, Clackamas County Government Affairs Specialist  
**Date:** November 30, 2017

**Subject:** Transit Funding Discussion

---

### Overview:

One outcome of House Bill 2017, Oregon's most recent transportation funding legislation, was the State Transportation Improvement Fund (STIF), which will establish a new state payroll tax that will fund improvements for public transportation. Additionally, C4 has made transit funding a key issue to better understand and support. As the Oregon Department of Transportation (ODOT) works to implement STIF funding, C4 is poised in December to learn what can be expected moving forward, and also to gain a better understanding of what transit infrastructure currently exists in Clackamas County.

For additional information on the STIF, please visit:

<http://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx>

### Transit Panel:

- **ODOT, Karyn Criswell**
- **Clackamas Transit Providers**
  - **Canby Transit, Julie Wehling**
  - **Mt Hood Express, Teresa Christopherson**
  - **Sandy Transit, Andi Howell**
  - **South Clackamas Transportation District, Sandy Lyons**
  - **South Metro Area Rapid Transit (SMART), Dwight Brashear**
  - **TriMet, Aaron Deas and Eve Nilenders**

# Statewide Transportation Improvement Fund



## Improving public transportation for Oregonians

With the passage of House Bill 2017, Keep Oregon Moving, the Oregon Legislature made a significant investment in transportation to help advance the things that Oregonians value—a vibrant economy, strong communities, high quality of life, a clean environment, and safe, healthy people. This historic investment in Oregon's transportation system will produce benefits for decades to come.

### Multiple benefits

A centerpiece of Keep Oregon Moving is the Statewide Transportation Improvement Fund (STIF). This fund provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion and reduce greenhouse gas emissions around Oregon.

### New rules for stable funds

ODOT is conducting a public process to develop administrative rules to implement the transit section of House Bill 2017. A Rules Advisory Committee (RAC) is a key piece of the public process. In 2018, the Oregon Transportation Commission (OTC) will adopt administrative rules that help expand public transportation services in Oregon. Service improvements associated with the new funding are expected to begin in 2019.

## Public transportation investments

A new state payroll tax of one-tenth of 1 percent will fund transportation improvements in Oregon. The average employee will contribute less than \$1 per week to generate \$115 million per year for better public transportation.

The new revenue will be allocated across four programs. RAC members will develop guidance for the distribution of funds according to Section 122 of House Bill 2017 for OTC adoption.

### Formula program

90 percent of STIF funds will be distributed proportionately to qualified entities based on taxes paid within their geographic area, with a minimum amount of \$100,000 per year to each qualified entity.

### Discretionary program

5 percent of STIF funds will be awarded to eligible public transportation providers based on a competitive grant process.

### Intercity discretionary program

4 percent of STIF funds will be used to improve public transportation between two or more cities based on a competitive grant program.

### Public transportation technical resource center

ODOT will use 1 percent of STIF funds to create a statewide resource center to assist public transportation providers in rural areas with training, planning and information technology.

## Rules Advisory Committee

A committee of Oregonians will advise the OTC and ODOT staff on rules that define how to distribute funds through the STIF formula and discretionary grant programs. The committee members represent various interests, including:

- Transit providers from large and small urban areas and rural areas
- Tribal transit providers
- Non-government transit providers
- Counties and cities
- Bicycle and pedestrian advocacy
- Equity and environmental justice advocacy
- Business community
- Seniors and people with disabilities
- Social and human services

## Schedule

The RAC will meet at least six times over as many months to consider public comment and develop recommended rules. The OTC will consider the RAC's recommendations and expects to finalize the STIF rules in spring-summer 2018.

ODOT expects to execute the initial formula fund grant agreements in January 2019 and the initial discretionary and discretionary intercity fund grant agreements in July 2019.

## Get involved!

Community members are encouraged to participate in the rule-making process.

### Visit the STIF website

Sign up for email updates and find the most up-to-date project information on the STIF website:

[www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx](http://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx)

### Attend a Rules Advisory Committee meeting

All RAC meetings are open to the public and include opportunity for public comment. You can attend meetings remotely using information found on meeting agendas. Find meeting information on the STIF website listed above.



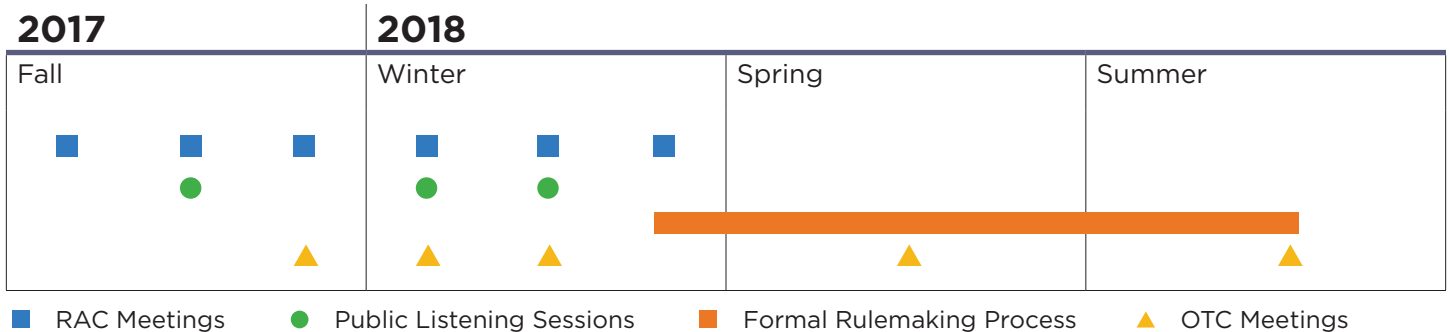
### Contact ODOT

Send your questions to Karyn Criswell, ODOT STIF implementation project manager via email at:

[karyn.c.criswell@odot.state.or.us](mailto:karyn.c.criswell@odot.state.or.us)

For More Information on House Bill 2017 and Keep Oregon Moving:

[www.oregon.gov/ODOT/Pages/HB2017.aspx](http://www.oregon.gov/ODOT/Pages/HB2017.aspx)



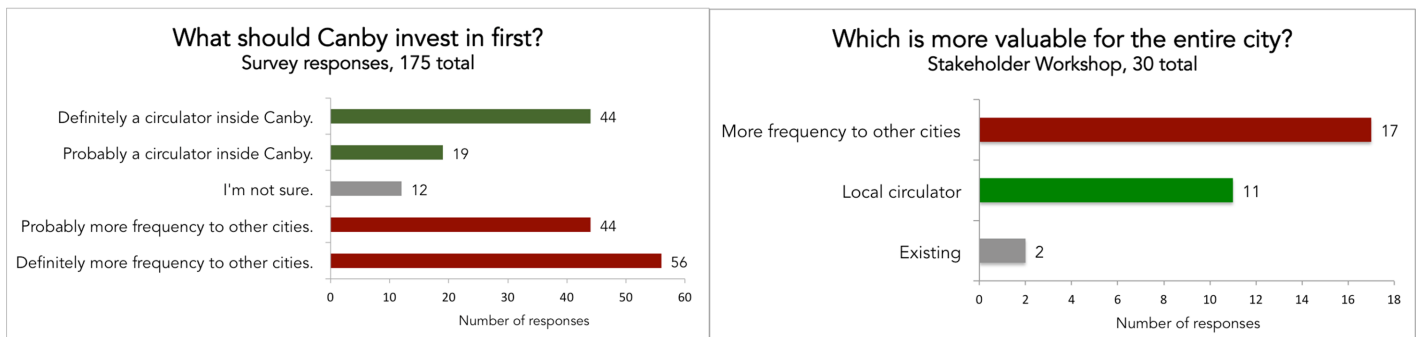


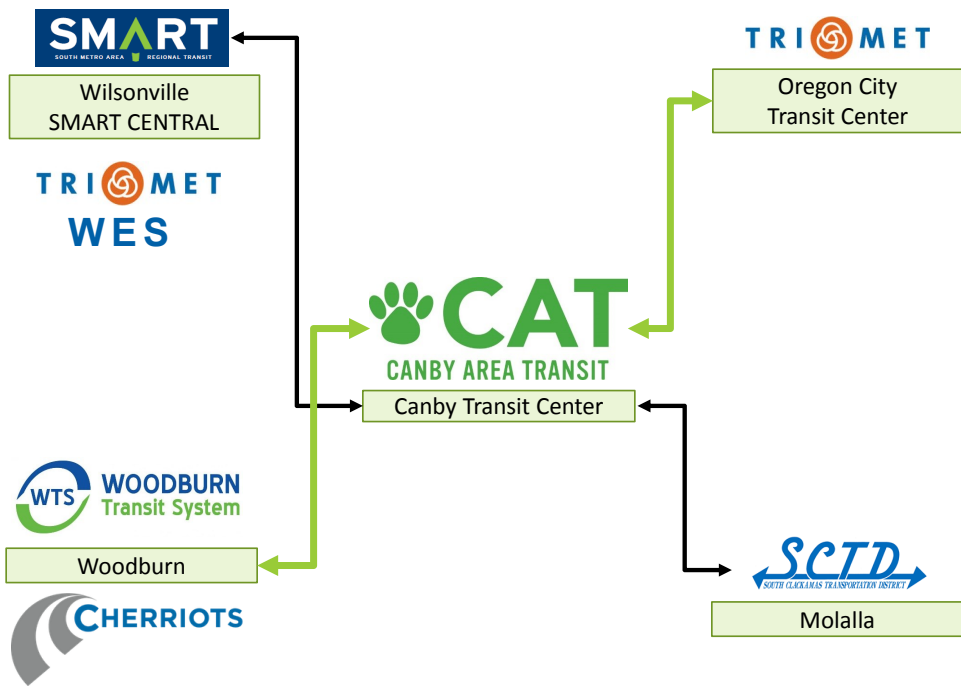


The City of Canby has operated Canby Area Transit (CAT) since 2001. Currently, the Route 99 operates along Highway 99E between Oregon City, Canby and Woodburn. CAT also operates a paratransit and general public Dial-A-Ride service within the Canby Urban Growth Boundary and door to door service for paratransit eligible individuals between Canby and Oregon City destinations. CAT also provides a local Canby shopping shuttle twice daily.

In November of 2017, the Canby City Council approved a Transit Master Plan for Canby Area Transit. The plan lays out a phased approach to service expansion that identifies improved regional connections as a priority. The graphics below show the preference by survey respondents for improved regional transit services.

Not only are regional connections a priority for Canby residents, regional connections were identified as a need in the Cherriots Regional Transit Plan and in the Wilsonville Transit Master Plan. HB 2017 also shines a light on the need for regional transit connections. CAT is currently working with its neighboring Clackamas County transit providers as well as Salem Keiser Transit (Cherriots) to identify opportunities to improve regional transit connections. We look forward to working with our neighboring communities to address the issue of regional transit connectivity and an improved transit network across the county and the state.

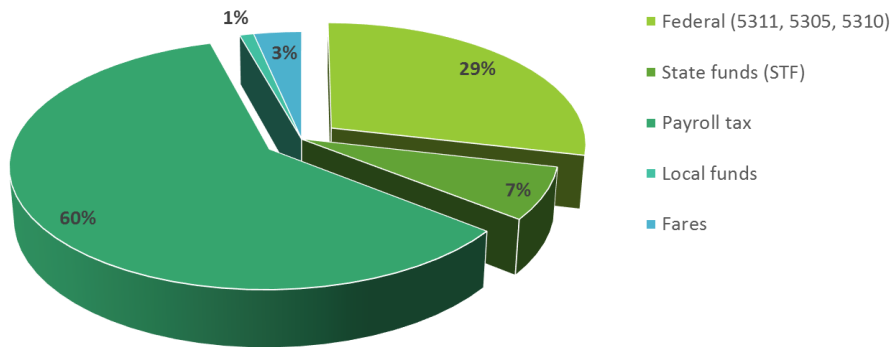




The Canby Transit Center functions as a regional hub for other transit services. Currently, SMART and SCTD buses connect with CAT services at the Canby Transit Center. The adjacent graphic shows CAT's current regional transit connections. Green arrows indicate CAT services and the black arrows indicate services provided by another transit system.

CAT Revenue  
FY 2016-17

During the last fiscal year, 29% of the cost of operating CAT was provided by federal grants and 7% was from state funds. *Not including capital grants*



## Canby Area Transit Annual Ridership

- Fixed-Route Commuter Service – 60,499
- Demand Response – 15,795
- Elderly & Disabled – 29,802
- FY 2016-17 Total Trips – 76,294



## Mt Hood Express November 2017 Summary

The Mt Hood Express provides public transit service to residents and visitors in the scenic Mt Hood area. Buses travel from the City of Sandy to the rural communities along Highway 26, Government Camp and Timberline Lodge. Mt Hood Express (MHX) has expanded its services significantly over the last four years and has seen double digit growth in ridership, showing the demand for transportation services to work and recreational opportunities in this rural area of Clackamas County. The Mt Hood Express is operated by Clackamas County Social Services Division working in partnership with the City of Sandy for operational support.

### What We Do:

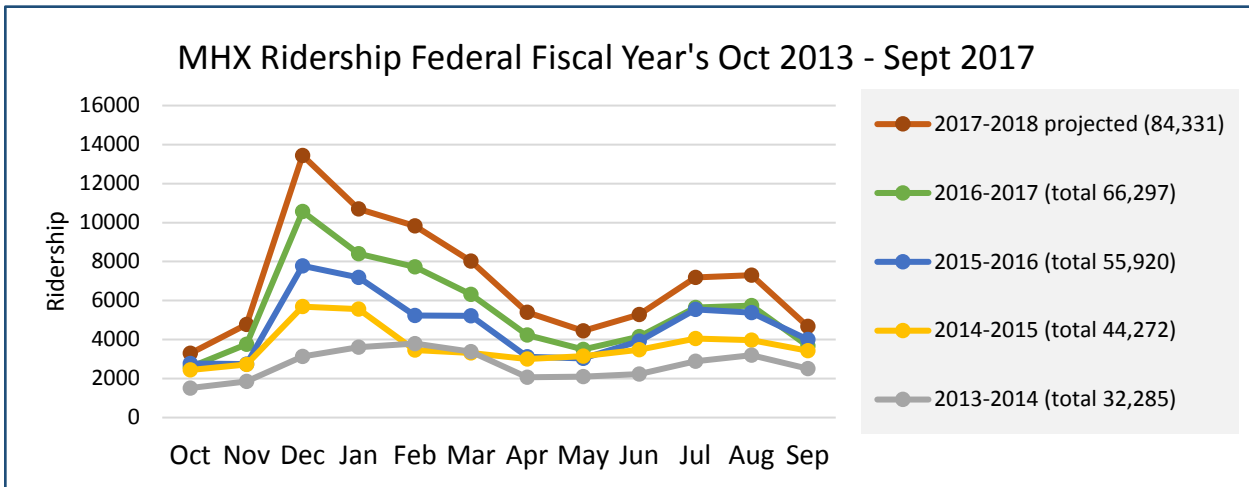
The Mt Hood Express offer both local and express services to the communities on Mt Hood. The Express service runs on Highway 26 from the City of Sandy ending at Timberline Lodge. Express service is provided six times daily seven days per week. Additional service is provided during the winter months to accommodate recreational and employment demand. The Villages Shuttle provides service from Sandy through the Hoodland Communities up to Rhododendron. This shuttle operates three times daily seven days per week.

Both the Express and the Villages Shuttle closely coordinate their schedules with the City of Sandy's SAM bus service that provides regional connectivity through connections to TriMet in Gresham. Amenities such as bike trailers and carriers for skis and snowboards are popular.

### Who We Serve:

The ridership on the Mt Hood Express has grown tremendously over the past four years. With the expanded Express service added in 2013, we have experienced double digit growth. In 2016-2017 the projection for ridership was 62,000 with actual ridership being 66,297. The yearly 20% increase projection, since the 2013 expansion, was surpassed by 7%. See chart next page.





MHX provides a valuable link to Mt Hood for visitors from the Metro area and from around the world. Access to skiing, biking, hiking and other recreational activities was not formally possible without access to a private vehicle. MHX reduces road congestion and helps alleviate parking issues.

MHX is also a link for residents of the mountain communities to access employment, shopping, and medical appointments. Last year, 10% of the rides provided on the Villages Shuttle were for seniors and persons with disabilities. The buses are all full accessible. Surveys also show that 34% of riders use MHX for employment, demonstrating the need for public transit to access jobs in this rural area.

**How We Are Funded:**

MHX is not a transit district and does not currently collect any payroll tax revenue. The service is funded by a variety of state and federal grants, including 5311 FTA Rural Transportation funds, Special Transportation funds through the State of Oregon, and a Federal Lands Access Program grant from Western Federal Lands. Grant matches are funded from contributions by Clackamas County as well as a robust public-private partnership with Timberline Lodge, Mt Hood Ski Bowl and the Resort on the Mountain. Fares collected pay for 21% of the operating cost of the service, a remarkable feat for a small rural service.

**Planning for the Future**

A new study that will look at transit around Mt Hood, including the Columbia Gorge Shuttle, Columbia Area Transit and the Mt Hood Express will be starting this spring and will provide a strategy for a complete network of public transit services in this area. Previous studies, including the Mt Hood Multimodal Study, have identified both areas of service growth as well as the long term need for infrastructure to support public transit, such as park and rides.



**Clackamas County project contact:**

Teresa Christopherson  
 Social Services  
 503-650-5718  
[teresachr@clackamas.us](mailto:teresachr@clackamas.us)

**Visit us at:**

[www.MtHoodExpress.com](http://www.MtHoodExpress.com)  
 <https://twitter.com/Mthoodexpress>  
 503-668-3466

# SANDY AREA METRO

City of Sandy SAM & STAR Services

November 2017

Sandy Transit, most widely recognized as Sandy Area Metro (**SAM**), has three fixed/commuter routes. **SAM Gresham** provides a fixed route within the city and a commuter route from Sandy to the Gresham Transit Center. **SAM Estacada** provides a route from Sandy to Eagle Creek and Estacada. **SAM** is the vital link between the greater metro region to the west, Estacada to the south, and the mountain communities and Timberline Lodge to the east via the Mt Hood Express service. The **SAM Shopper** is a new shopper shuttle that provides access to local shops. Sandy Transit also operates a dial-a-ride service (**STAR**), available to everyone within a 3 mile radius of the city and an out-of-town non-emergency medical program (**ED**).

**Fiscal Year 2017 Sandy Transit provided 121,227 rides.**



**SAM Gresham bus at the Sandy Transit Center**

The Sandy Transit Center provides connectivity for Sandy and Clackamas County's Mt Hood Express. The Center provides a sheltered pavilion and public restroom in the center of Sandy. Service is provided with an 11 vehicle fleet and is housed at the Sandy Operations Center which includes offices, a bus barn and wash bay for both SAM and Mt. Hood Express services.

## Who Relies on Sandy Transit?

- 52% reported they use transit every day
- 43% were using transit to get to work (commuting)
- 70% did not have a vehicle they could have used for that trip
- 42% claimed a household income of \$10,000 or less
- 16% Hispanic/Latino

*Data compiled from SAM's 2017 Onboard Passenger Survey*

Contact: Andi Howell, Transit Director 503-489-0925

[www.cityofsandy.com/transit](http://www.cityofsandy.com/transit)



# SANDY AREA METRO

City of Sandy SAM & STAR Services

November 2017

## FY 2017

- ⇒ Shopper Shuttle (246% ridership growth since Dec. 2016)
- ⇒ Trolley and 35' transit bus procurement.
- ⇒ Fare restructure: in-town FREE on fixed routes.
- ⇒ Restructured *SAM Estacada* route and times.
- ⇒ Awarded funding for ITS equipment for on-time arrival and automated announcements.
- ⇒ Awarded funding for Transit Master Plan.

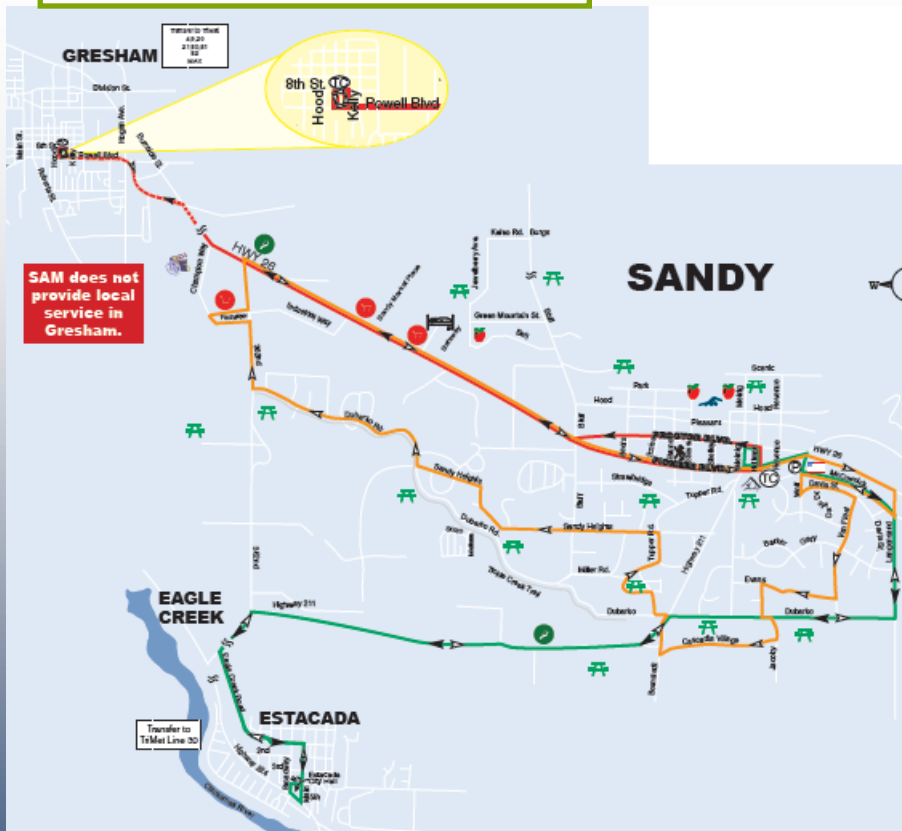


## Future Plans

**Bus Barn Project:** Construct 2 bus barns

**Technology upgrade:** Install tablets and ITS

**Planning:** Transit Master Plan



## New State Funding:

House Bill 2017 funding will become available in 2019. This funding is intended for expansion of services to provide connectivity throughout the state.

Clackamas County agencies are committed to working together for improved connectivity and have begun working collaboratively on a county-wide enhancement plan.



## Stronger Together – Small Providers Working as One

### South Metro Area Regional Transit, City of Wilsonville

Situated on Interstate-5 between Portland and Salem, Wilsonville serves as a transportation hub and has established itself as an important employment center in the Portland metropolitan area. With employment figures almost equal to the City’s population, large numbers of employees commute to jobs in Wilsonville from Portland, Salem and many other locations.

To aid in the movement of Wilsonville’s employees, residents and visitors South Metro Area Regional Transit (SMART), a department of the City of Wilsonville, provides fare-less fixed-route bus service within the City and connecting service to Canby, Tualatin, Salem, and South Portland. SMART also provides an extensive demand-response system (Dial-a-Ride) with priority to ADA-qualified riders, transporting elderly and disabled riders to out-of-town medical appointments.



*Wilsonville Transit Center – 400-space park and ride, 48 bicycle lockers, bike repair station, and transit service by SMART, Salem Cherriots and TriMet WES.*

In addition to bus service, SMART provides businesses, residents and visitors of Wilsonville with the resources to participate in various transportation options such as vanpooling, carpooling, bicycling, walking, and telework through the SMART Options Program. This program promotes a robust set of travel options to provide the freedom and choice for people to travel while reducing the amount of single-occupancy vehicles on the road.



**THINK SMART OPTIONS**

Mailing Address  
29799 SW Town Center Loop East  
Wilsonville, OR 97070

Physical Address  
28879 SW Boberg Road  
Wilsonville, OR 97070

Phone 503-682-7790  
[www.ridesmart.com](http://www.ridesmart.com)  
[info@ridesmart.com](mailto:info@ridesmart.com)

## Who We Serve:

SMART serves people of all ages, ethnic and economic backgrounds, bringing South Metro area residents, employees, and visitors to their desired destinations. In August 2017, SMART surveyed all fixed-routes over a four-day period with a total of 449 surveys collected, 5% of those completed in Spanish. Please see attached infographic for a more detailed look at the demographic and travel trend findings from the survey.

## Looking to the Future:

*(service plans in place prior to passage of HB 2017)*

- ❖ Leverage local funds and FTA grants
- ❖ Implement recently adopted Transit Master Plan (June 2017)
- ❖ Expand with Wilsonville growth – new service to Frog Pond, Coffee Creek, and Basalt Creek developments
- ❖ Increase regional connectivity
  - Work with Salem on universal fare policy
  - Coordinate with Canby to create better access to Oregon City
  - Provide service to Woodburn
  - Begin service to Tigard Transit Center for more connections



## HB 2017 Funding:

In an effort to ensure equal access, coordinated transit services and enhance regional mobility of transit programs and projects, SMART plans to utilize a disproportionate amount of House Bill 2017 funding working cooperatively with state and regional partners, including Oregon Department of Transportation (ODOT), TriMet, Cherriots, Canby Area Transit (CAT), Sandy Area Metro (SAM), Multnomah, Clackamas and Washington Counties, and Portland Metro.

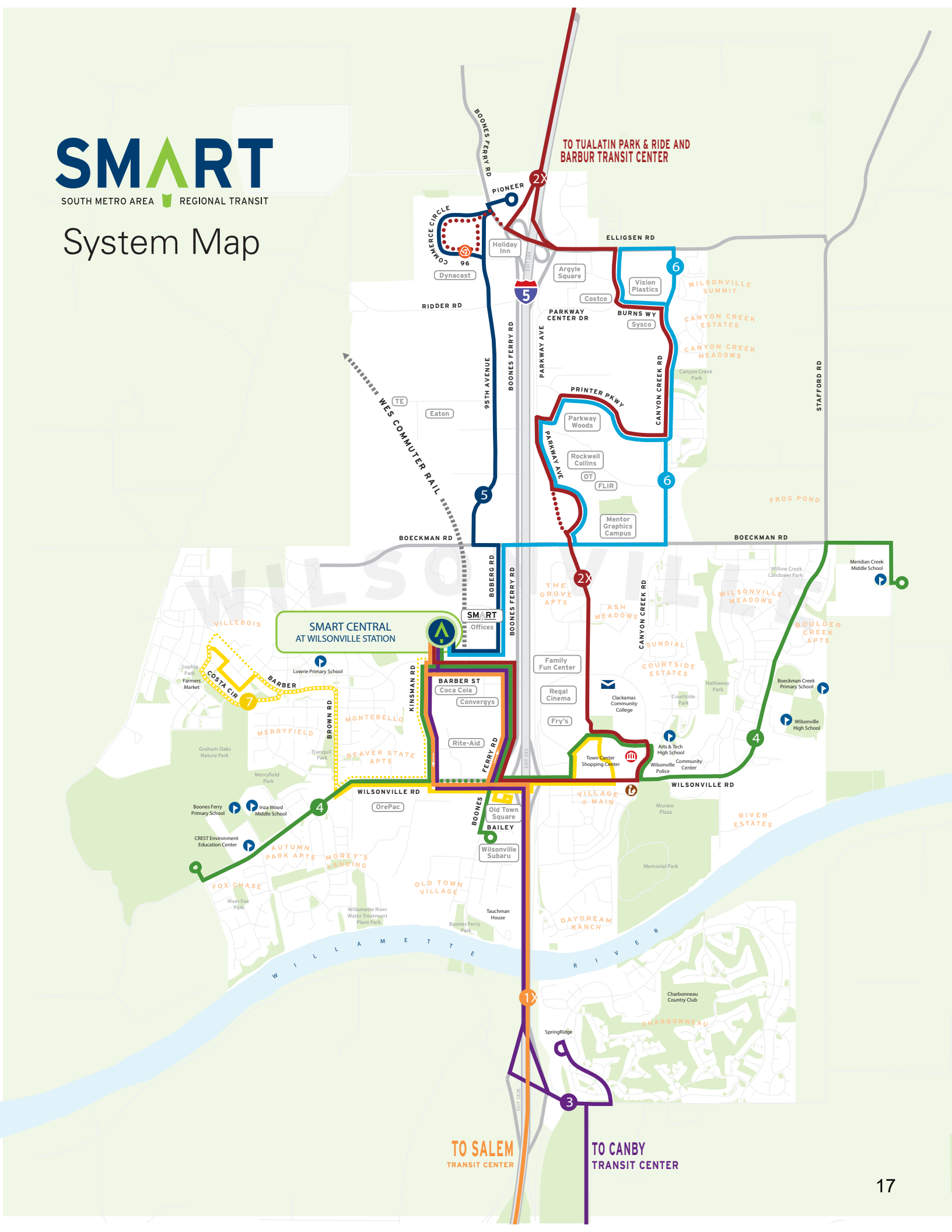
The value of SMART's services is strengthened by its unwavering commitment to be part of a regional transportation network, which must include neighboring transit systems and bicycle and pedestrian networks. These connections increase the level of choice and overall mobility for people in and around Wilsonville and the state, whether they are traveling to jobs, school, shopping, parks, or recreation. Small transit providers in Oregon will continue to collaborate and stand as a unified public transit-planning front for service in Oregon as the House Bill 2017 funds become available.

Think SMART. Ride SMART.  
[www.ridesmart.com](http://www.ridesmart.com)





## System Map



# SOUTH METRO AREA REGIONAL TRANSIT RIDER SURVEY

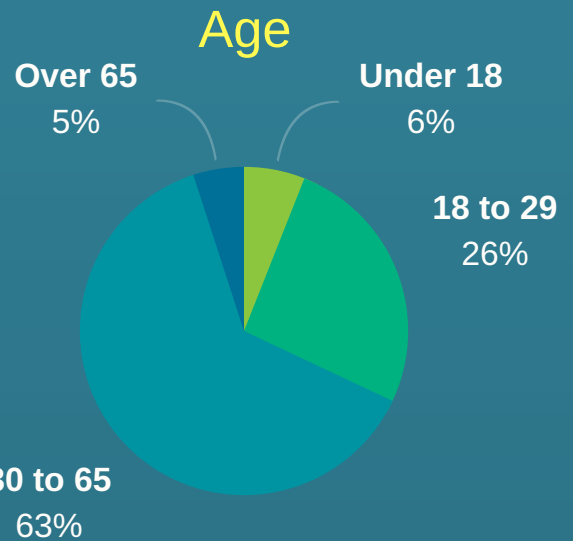
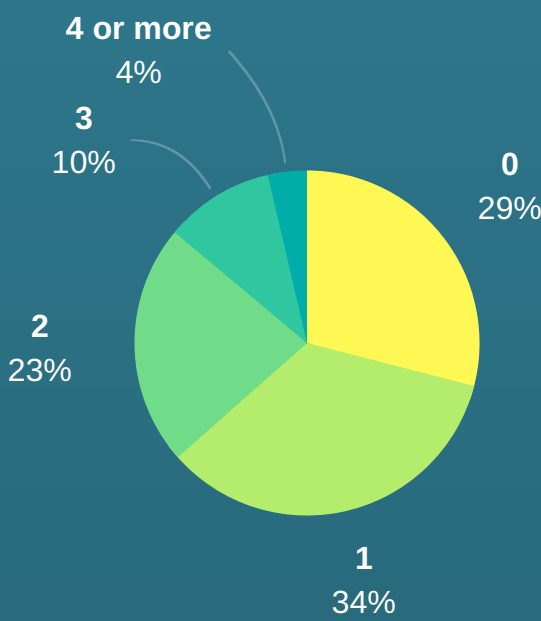
August 2017




## DEMOGRAPHICS


SMART serves people of all ages, ethnic and economic backgrounds, bringing South Metro Area residents to their desired destinations. SMART surveyed all routes over a four day period with a total of 449 surveys collected, 5% of those surveys were completed in Spanish.

### Vehicle Ownership (by household)





57% reside in Wilsonville  
30% from Portland, Beaverton, Tigard and Salem.



44% Female  
55% Male  
1% Non-binary

## TRAVEL TRENDS

People primarily ride SMART to get to work within Wilsonville, Salem, and Portland.

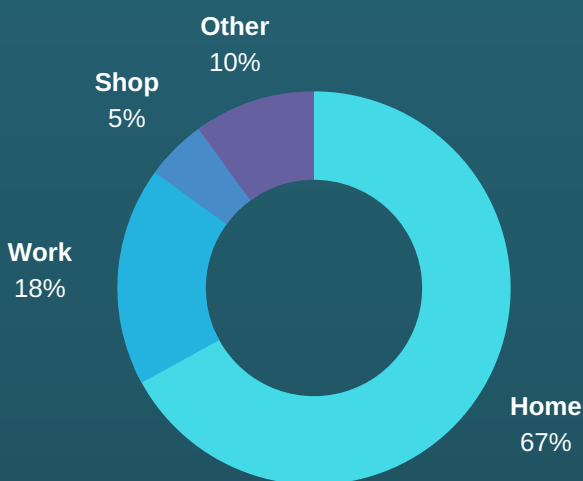
When asked how they would get to their destination if they did not have SMART, 80 respondents said they would not make it to their destination.

**55**

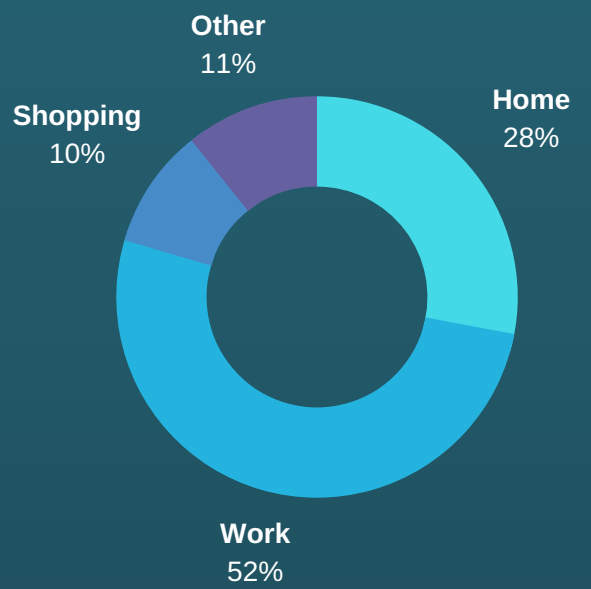
**PERCENT**

also utilize other public transit systems.

### Coming From:



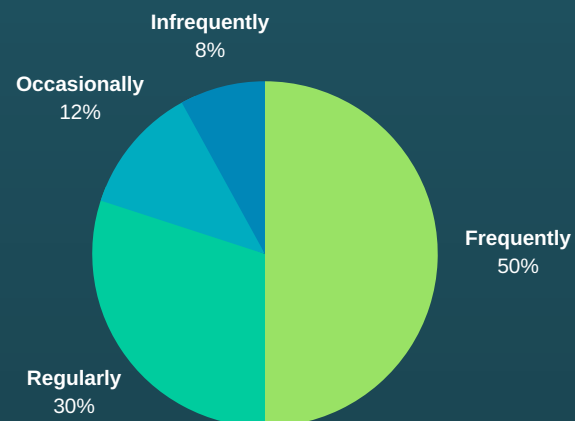
### Heading To:



### Reason for Riding



### Frequency of Riding



**77**

**PERCENT**

of riders are taking SMART to get to a desired location within Wilsonville.

**14**

**PERCENT**

of riders are taking SMART to get to Salem.

**5**

**PERCENT**

of riders are getting to Portland/Barbur.