



Social Services' Transportation Program

TRANSPORTATION ADVISORY COUNCIL

Agenda/Minutes

Tuesday, September 16, 2025

10:00am – 12:00pm

DSB 120

I. Attendees

Anthony De Simone (DTD Planner)	x	Arv Hille (Community Volunteer at Large)	x	Cecily Rose (Pioneer Community Ctr Director)	-
Debbie Taplin (Pioneer Community Center Transportation Specialist)	x	Eileen Collins (TriMet)	-	Ellen Morgan (SCP Volunteer)	x
Heidi Muller (CAT Operations Manager)	x	Jeanie Butler (ADRC Program Manager)	-	Jeff Kohne (TRP Volunteer Driver)	x
Jenny Gomez (TRP Rider)	-	Jim Obrien (ASAC Member)	x	Justin Rossman (TriMet Community Engagement for Accessible Transportation)	x
Kitty Oreskovich (TRP Program Aid)	x	Kristina Babcock (Transit Services Program Manager)	x	Mel Greenberg (prior CC Volunteer – Money Mgt)	x
Paul Edgar (Community Action Board)	x	Sara Carstairs (TRP Supervisor)	x	Sara Ford Oades (CCC Transportation Assessment Coordinator)	x
Scott Davis (TRP Volunteer Driver)	x	Scott Stahl (ASAC Member)	-		

II. Introductions

- Justin Rossman: performs community engagement for accessible transportation at TriMet and joining for Eileen Collins.
- See attached for TAC membership and profiles

III. CC Transportation Planning Updates (Anthony)

- Refer to the PPT presentation, including “notes” sections of each slide for more information
- Slide 4 Travel Options Plan
 - Funded by Metro.
 - Strategies to take advantage of infrastructure without impacting funding
 - Slide 5 Strategies – we’re piloting 1-2 over the course of a year
 - Slide 7 and 8: piloting Travel Options Marketing strategy (Clackamas Shuttles)
 - Marketing was limited during COVID and we’re just restarting
 - Working with CCC

- c. Slide 8: Real-Time Arrival and Information Signage
 - i. Must be public for the grant, hence CCC was chosen
 - ii. Will display in lobbies, student lounges, etc., on both the OC & Harmony campuses
 - iii. No additional locations for now, due to costs.
 - iv. Creating a use case and proof of concept, which should eliminate future funding constraints
- d. Slide 9-11: Transportation System Plan
 - i. CFAC (Climate-Friendly and Equitable Communities) requirements include increased public engagement, affecting both urban and rural areas of the county.
 - ii. Currently recruiting PAC (Public Advisory Committee) members through 9/29/25.
 - iii. PAC application and QR code below:
https://docs.google.com/forms/d/e/1FAIpQLSf1II5sL1CwL91J6cmqLPKnZLBK4JcKtYseonG_3cnUn1nSS-Q/viewform?usp=dialog



- e. Slide 12-13: 82nd Ave Transit Plan
 - i. Is led by Oregon Metro and TriMet with focus on transit line 72 improvements (TriMet's busiest route)
 - ii. Most changes will be in Portland counties (not CC) but we have input.
 - iii. Many pedestrian and bicycle incidents have occurred on 82nd and these changes should help improve safety

f. Presentation Q&A:

Q: Can TAC obtain ridership data?

A: (Kristina) Yes. She previously shared it at year end but will distribute quarterly to TAC. FY 24-25 and FY 25-26 (to date) will be sent out with today's meeting minutes.

Q: Could we work with school districts for kids residing outside their bus routes?

A: (Anthony) Possibly, but we aren't currently looking at it as an opportunity

Q: (re 82nd avenue bus lanes project) are stats being assessed for autos going northbound for impacts to traffic if we reduce auto capacity?

A: (Anthony): a lot of modeling occurred to identify both diversion and increased travel time impacts. We'll see improved stop stations in CC but changes will be limited for us as most are north of the county line won't impact our lanes. We're looking at further modeling and still assessing.

Q: (re 82 avenue) What is the street that's the line between CC and PDX?

A: (Anthony) Clatsop

Q: Any federal funding impacts?

A: (Anthony) the major focus of the plan is funded by CC (good news).

Recommendation: include OC transportation people in discussions

IV. New TRP Rider Scheduling Approach (Kristina)

- a. Previously, requests were entered in TripMaster and scheduled based on efficiency without assessing servicing rural areas or folks without alternatives
- b. On July 1, we began prioritizing as follows:
 - i. First: riders without public transit options (out of district)
 - ii. Next: riders with limited access (in district)
 - iii. Last: riders qualified for TriMet Lift
- c. We're also reimbursing Lift fares and 40 riders to date are using it consistently
- d. When TRP is contacted, we schedule the Lift rides so riders don't need to contact TriMet separately. As a note, we don't share a common platform with TriMet.
- e. Usage stats are available via Lift HOP cards, which have unique numbers.
- f. We're still in discovery and working closely with Eileen and Justin as we develop the program and iron out concerns like long trips (e.g., Sandy to OHSU).
- g. Outcomes and feedback:

Positives	Negatives
• Funds being used for riders who normally wouldn't have access to rides and therefore couldn't access care or services • Increased out-of-district enrollments • Lift operates 24/7 while TRP is Mon-Fri, 8am-5pm • If TRP is unable to provide a ride, Lift is another option and is guaranteed • Rural riders are very grateful • TriMet now shares what CC is doing to help rural residents when asked why they don't service them • Riders can use the pass for anything without paying so it's a better deal, helps with isolation, etc.	• Increased complaints from in-district folks due to impacts • Hard shift for drivers making longer trips • Some riders prefer TRP vs. Lift (smaller vehicles, less wait time, etc.)

h. Q&A

Q: If a rider is in the TriMet district and prefers TRP, is it mandatory that TRP provide the transportation?

A: (Kristina) TriMet is required under ADA to provide paratransit services for specific eligible reasons (e.g., dialysis). CAT is also required to do so. But TRP is not – we're a demand response service and provide rides when we can.

Q: Do Lift riders know they can use pass for other things?

A: (Sara) yes, we share that information.

Q: WILLO Village in West Linn is a fee-based program helping to keep people in their homes. It includes handyman services, free rides weekly, etc. Do we share this information with riders?

A: (Kristina and Sara C) yes, we share information regarding other resources in our new enrollee Welcome Packets, at events, etc.

- We're also sharing more information with ADRC to support people.
- Sara & others (including several Lift riders) recently attended a Milwaukie event and we'll be doing more events to get the word out.
- For some riders, other resources don't work.

Q: Are TRP volunteer drivers available in rural areas?

A: (Kristina) not currently as we don't have enough data yet to support it. We also struggle getting drivers in rural areas, partly because they don't want to use their own cars.

Recommendation: interface with other transportation services like TriMet NEXT (pilot in Gresham) so data is all in one place, for simplification and to prevent people from falling through the cracks.

V. UZURV (Kristina)

- a. UZURV is another transportation service, whose drivers who go through extensive background checks, training, etc.
- b. TriMet is using it for backfill
- c. Kristina is working with TriMet for funding, to acquire drivers and is awaiting approval to pilot it
- d. The goal is to fulfill more ride requests that would have otherwise been denied and will hopefully be started before year end.
- e. Q&A

Q: Could we also contract with Uber and others?

A: (Kristina) yes, it's part of the USERV pilot

VI. SCP (Kristina)

- a. Grant renewed, federal funding received and SCP will continue through June 2026.

VII. STIF Transportation Package Update (Kristina)

- a. The package has initially passed with the final vote expected on Thursday, 9/17/2025.
- b. If passed, the payroll tax will increase from 0.1% to 0.2% until 2027 and then sunset back. So, if passed, CC will double the amount of STIF received for about 18 months
- c. Initial ideas for using the funds include the following and we'll discuss more in-depth at the next TAC meeting
 - i. Infrastructure – building on the TDM pilot
 - ii. Signage - for bus stop shelters
 - iii. Assess previously desired ideas that weren't initiated
 - iv. Identify reasons residents don't use public transportation and implement changes
 - v. Help Community Centers become more efficient, e.g., transportation software
 - vi. Promote programs
- d. *Recommendation:* Survey CC residents to understand why people don't use public transportation services and then develop action plans based on those reasons.

VIII. Roundtable

- a. Justin:
 - i. TriMet now has free Instacart
 - ii. They are also offering free bus and max rides for all LIFT riders (not just in CC)
- b. Heidi: is attending the following events with other CC resource partners (e.g., Sandy):
 - i. Resource Fair: on October 3rd (3pm-7pm) and October 4th (12pm-4pm) and it's free. Information will be on the CC Event Center website and on social media sites.
 - ii. Health and Harvest Fair: week of September 24th at Hope village

- c. *Q*: Could TRP provide transportation to food pantries? They're scheduled and we could transport multiple people at same time. Also, to grocery stores for shopping?
- A*: (Kristina) we currently provide transportation for grocery shopping and to food banks.
- We also have a few weekly shopping trips to Winco and Safeway, however some riders want frequency and timing flexibility so don't utilize them.
 - Some Community centers also provide grocery trips.
 - Volunteer drivers are not utilized as it's difficult to take multiple riders.
 - (Sara) We'll assess to see about increasing food bank transportation
 - CCC campuses (Harmony and OC) also have food pantries, which can be accessed by shuttle
- d. *Recommendation*: CC could be a leader in creating solutions, especially if we incorporate what TriMet does.
- i. TriMet's number 33 bus line and others are 95% unused.
 - ii. Similar to Amazon's delivery model, manage routes with multiple riders and drop them off on a planned route
 - iii. Identify motivations to use public transportation and ensure good marketing and customer understanding
- Kristina:
- It sounds really good and she has lots of ideas, however, we also need to shift human behavior, which is more difficult.
 - We can provide transportation alternatives, but many people prefer the freedom of their car, setting their own schedule, etc.
 - We're trying hard but it's difficult.
- e. Kristina: let her know if anyone finds the meetings to be a waste of time or have ideas to improve them

IX. Next Meeting:

- a. Tuesday, December 9, 2025, 10:00am – 12:00pm (will notify the conference room once scheduled)
- b. Agenda:
 - i. STIF funding usage for next 18 months
 - ii. (Tentative) How to increase public outreach
 - iii. (Tentative) Updates on User pilot

X. Attachments:

- a. Presentation: CC Transportation Plan Update (Anthony)
- b. Ridership data: FY 24-25 (Kristina)
- c. Ridership data: FY 25-26 to date (Kristina)

XI. Acronyms & Terminology Used During Today's Meeting: (see the master Acronyms, Abbreviations & Terminology document for a full list)

ADA: American with Disabilities Act	PAC: Public Advisory Committee
ADRC: Aging and Disability Resource Connection	PDX: Portland
ASAC: Aging Services Advisory Council	PPT: Power Point
CAT: Canby Area Transit	QR: machine readable code typically used for storing or reading by a camera on a smartphone
CC: Clackamas County	SCP: Senior Companion Program
CCC: Clackamas Community Collage	STIF: Statewide Transportation Improvement Fund
CFAC: Climate-Friendly and Equitable Communities	TAC: Transportation Advisory Council
DTD: Department of Transportation and Development	TDM: Transportation Demand Management
FY: Fiscal Year	TriMet NEXT: an on-demand service for seniors and people with disabilities in parts of Gresham, operating similarly to ride-hailing apps. Riders request pickups through the TriMet NEXT app or a phone line for trips within the service area or to connect with bus and MAX lines, providing greater convenience and independence by filling gaps where fixed routes are less effective
HOP: a fare payment card for public transit in the Portland area that allows riders to pay fares on TriMet, C-TRAN and Portland Streetcar by tapping their card on readers	TRP: Transportation Reaching People
OC: Oregon City	UZURV: an adaptive transportation network company providing rides to anyone who'd like assistance with mobility, including people with disabilities, the elderly and non-emergency medical transportation users.
OHSU: Oregon Health Science University	WILLO Village: a non-profit community-based program that supports older adults who wish to age in their own homes by connecting them with resources, volunteers and social activities.