EXISTING CONDITIONS MEMORANDUM

Date:	May 29, 2019 Project #: 23254.0
To:	Tom Strader and Shirley Lyons, SCTD Carol Landsman, Landsman Transportation Planning, LLC Seth Brumley and Hector Rodriguez-Ruiz, Oregon Department of Transportation
From:	Susan Wright, Krista Purser, and Rachel Grosso, Kittelson & Associates, Inc.
Project:	SCTD Transit Development and Master Plan Update
Subject:	Existing Conditions Memorandum (Subtask 2.1)

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INTRODUCTION

This memorandum inventories the existing South Clackamas Transportation District (SCTD) transit system and discusses its current performance. The information presented here was obtained and assembled from a number of data sources provided by SCTD, adjacent transit providers, U.S. Census, and the Oregon Department of Transportation (ODOT). The majority of the inventory and analysis results are presented in figures and tabular form with supplemental text provided as needed. The purpose of the existing conditions memorandum is to document the baseline transit service, complementary services and programs, and populations within the SCTD service area.

PROJECT BACKGROUND

SCTD is updating its current TDMP (Transit Development and Master Plan), the SCTD Five-Year Comprehensive Transit Plan (2000). In the years since this transit plan was adopted, SCTD's system ridership and budget has more than doubled. The 2000 TDMP no longer adequately addresses local development plans, urban growth projections, commuter trends, the needs of local riders, the Statewide Transportation Improvement Program (STIF) priority of improving access to low-income populations, or the recently updated Oregon Public Transit Plan (OPTP) goals and

measures for public transportation services in the state. With new funding and opportunities for growth expected over the next two years, the SCTD Board believes that a new, well-researched, and publicly informed TDMP is critical to the ongoing success of this rural system and its services.

The TDMP will provide short-, mid-, and long-term strategic guidance to SCTD for the provision of transit services, bus stop and facility siting, and coordination with adjacent transit providers over the 20-year planning period. The project aims to examine how to improve access to low-income populations and how SCTD can enhance its rural community service through improved integration with existing urban and outlying services to meet the needs of target populations (low-income, senior, youth, populations with Low English Proficiency), as well as future regional growth and tourism.

STREET SYSTEM OVERVIEW

A suitable network of state highways, arterials, and collector streets serve the study area. State Highway 213 (OR 213) connects Molalla with Salem, Silverton, and Marquam to the south, as well as Liberal, Mulino, Carus, and Oregon City to the north. State Highway 211 (OR 211) links Woodburn to the west and Estacada to the east, eventually connecting to North Pacific Highway (99E) and Interstate 5 (I-5), providing further connectivity to Wilsonville and Portland. The Canby-Marquam Highway provides connectivity to Canby from OR 211. Within the incorporated area of Molalla, city streets provide local connectivity.

TRANSIT SYSTEM OVERVIEW

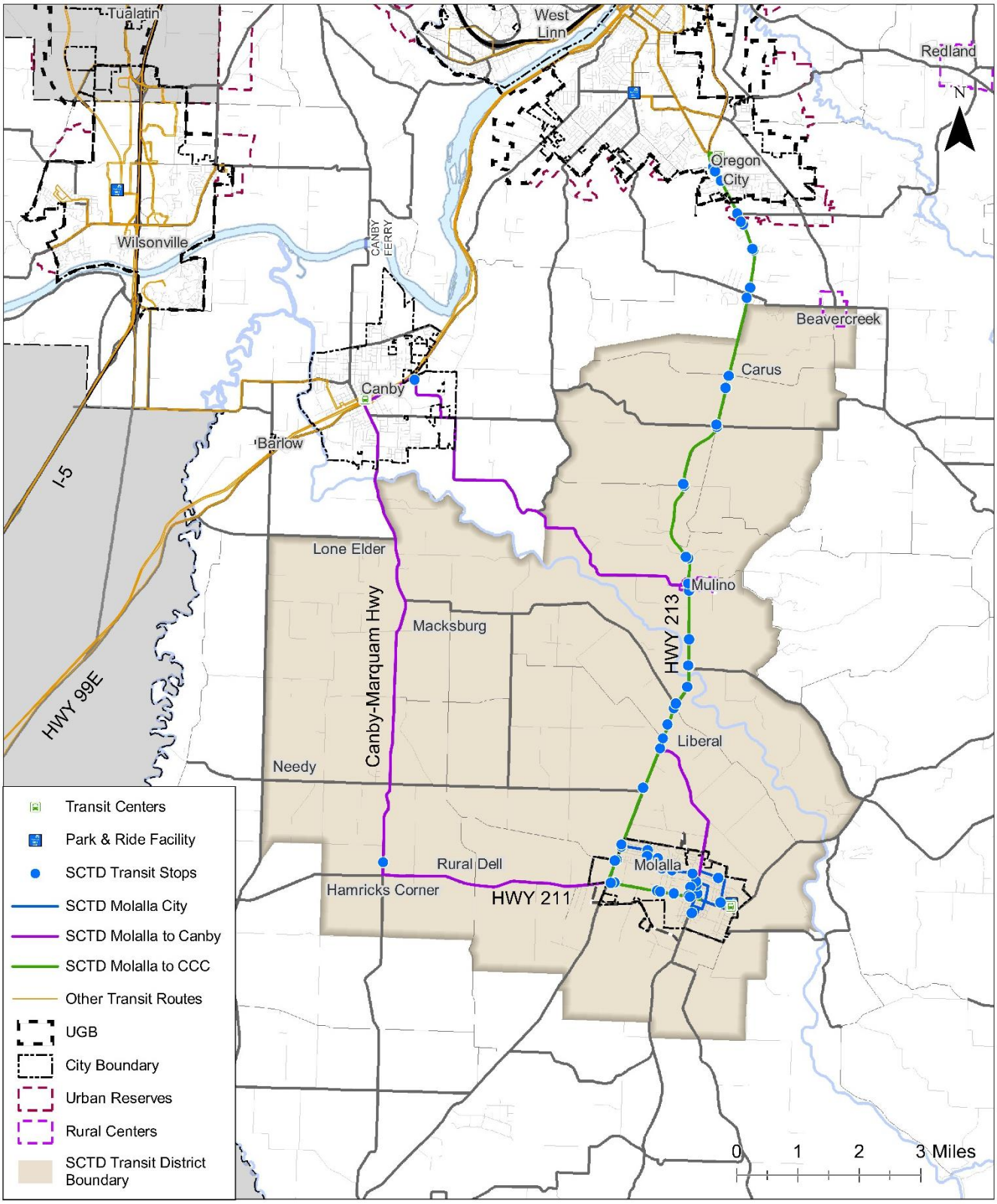
SCTD operates public transit services along three routes, with two commuter services and one deviated fixed route service. These routes provide connections within Molalla while also linking to Canby Area Transit (CAT), South Metro Area Regional Transit (SMART), and TriMet services, as well as to the Clackamas Community College (CCC) Xpress Shuttle. All SCTD buses are accessible for people with disabilities and include wheelchair lifts with operators trained to secure mobility devices. Additionally, all SCTD buses are equipped with two-bike racks.

SERVICE DISTRICT

The SCTD service district is defined as the region in which services are provided and where employers and self-employed individuals are taxed for SCTD transit services. The service district includes the entirety of the City of Molalla and unincorporated areas and rural communities such as Liberal, Mulino, Carus, Lone Elder, Macksburg, Needy, Hamricks Corner, and Rural Dell. Figure 1 shows the SCTD service area and routes.

The SCTD tax rate is currently set at 0.5% of wages paid to employees or 0.5% of net earnings from self-employment in excess of $400. This tax rate is separate from Oregon House Bill 2017's (HB2017) tax withholding of 0.1% of wages earned for residents of Oregon and wages of nonresidents who perform services in Oregon.

Figure 1. South Clackamas Transportation District Service Area



ROUTE AND SERVICES DESCRIPTIONS

The following describes SCTD routes and adjacent transportation provider services. The SCTD fare system is a flat rate of $1.00 per ride per person on the commuter services to CCC and Canby and is fareless on the Molalla City route. Children age 6 and under ride for free on all SCTD routes. Only US one-dollar bills or SCTD tickets purchased from the District Office are valid.

SCTD Routes

SCTD provides three routes: Molalla City, Molalla to Canby, and Molalla to CCC. SCTD operates all routes on weekdays and the Molalla to CCC route on Saturdays. SCTD does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day. In addition to its fixed stops, SCTD allows flag stops where passengers may board the bus at any point along the route, so long as the driver is able to safely accommodate the request.

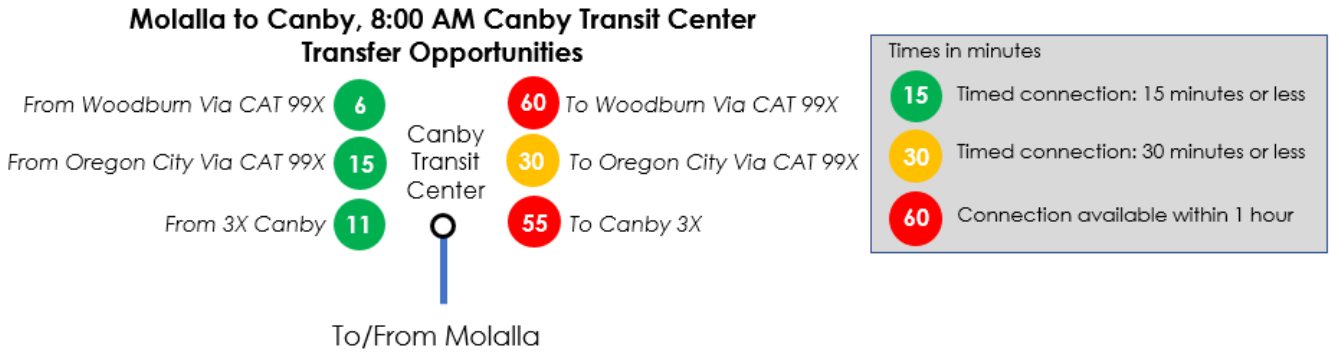
Molalla City

This route creates a loop through incorporated Molalla, beginning and ending at the Ross Street Transit Stop. Services are available 7:30 AM to 5:35 PM, Monday through Friday. Morning services depart every hour at the half hour, transitioning to departures near 45 past the hour in the afternoon. This route provides seven fixed stops, and visits the Ross St. Transit Stop at the beginning, middle, and end of each service. Additionally, this service route is a deviated fixed route, and with 24 hours' advance notice by phone call to the District Office, customers can request a deviation up to three quarters of a mile from the designated route for any passenger. The deviations meet requirements for complementary paratransit services consistent with the Americans with Disabilities Act (ADA). The Ross Street Transit Stop also provides connections to the CCC and Canby Buses between 8 AM and 3 PM.

Molalla to Canby

This route creates connections between Canby, Mulino, Liberal, Molalla, and Hamricks Corner, with seven fixed stops. Molalla to Canby operates on a clockwise loop, originating and concluding at the Ross Street Transit Stop. Services are available 7:30 AM to 5:15 PM, Monday through Friday. Headways between services are generally one hour with the exception of a lunch break resulting in a one hour and forty-minute headway. The Molalla to Canby route meets the Federal Transit Administration (FTA) definition of an intercity route and is therefore not required to deviate for complementary paratransit. Connections can be made at Ross Street Transit Stop to the Molalla City and CCC routes. At the Canby Transit Center, connections can be made to the CAT 99X and SMART 3X to Wilsonville, and from those service onto the TriMet system, Woodburn Transit System, and Cherriots. Figure 2 shows the transfer times for the Molalla to Canby route at the Canby Transit Center during its AM peak hour trip. As shown, connections from other services are within 15 minutes. However, connections to other services have long transfer times. For example, a rider on the Molalla to Canby route transferring to the Canby 3X would wait 55 minutes.

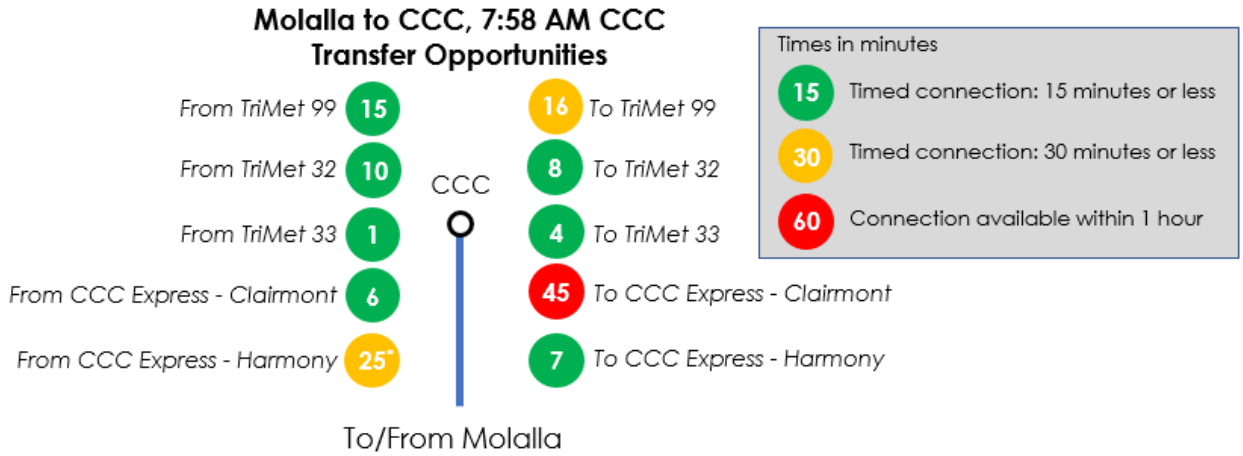
Figure 2. Molalla to Canby Timing Connections at Canby Transit Center, 8:00 AM Arrival



Molalla to Clackamas Community College (CCC)

This route connects Molalla with Liberal, Mulino, Carus, and Clackamas Community College (CCC) with services 5 AM to 8:30 PM Monday through Friday and 7 AM to 4:55 PM on Saturdays. Weekday peaks have near half hour headways and weekday off-peak and Saturdays have approximately one-hour headways. The Molalla to CCC route meets the Federal Transit Administration (FTA) definition of an intercity route and is therefore not required to deviate for complementary paratransit. Connections can be made at Ross Street Transit Stop to the Molalla City and Canby routes and at the CCC transit center to the CCC Xpress Shuttle as well as TriMet routes 32, 33, and 99X. Figure 3 shows an example of transfer opportunities for the Molalla to CCC route during its 7:58 AM arrival at CCC. As depicted below, passengers can transfer to and from most routes within a 15-minute window. Longer transfers include transferring from the CCC Express Harmony shuttle with a 25-minute wait, to TriMet Route 99 with a 16-minute wait, and to the CCC Express Clairmont shuttle with a 45-minute wait. The CCC Express Clairmont provides service to an on-campus building less than a mile from the CCC Transit Center.

Figure 3. Molalla to CCC Timing Connections at CCC, 7:58 AM Arrival



*50-minute gap from the Molalla to CCC's 7:58 AM arrival. For the Harmony shuttle, an earlier run of the Molalla to CCC route arrives at 7:23 AM (-25 minutes), decreasing the gap to a 25-minute wait.

Adjacent Fixed-Route Transit Services

SCTD services connect with CAT and SMART in Canby and CCC Xpress Shuttle and TriMet in Oregon City. The following section describes the connecting fixed-route services. None of these services enter SCTD's service area.

Canby Area Transit (CAT)

Canby services include the CAT Route 99X, a general public dial-a-ride within the Canby urban growth boundary, and paratransit dial-a-ride services to eligible individuals who are unable to access the fixed route service. The 99X connects Woodburn to Oregon City, including stops in Hubbard, Aurora, Barlow, and Canby. This service is available 5 AM to 10:45 PM, Monday through Friday. A one-way fare is $1.00, which is paid cash only or via punch passes. Monthly passes are available for $20. Discounts are available for youth.

South Metro Area Regional Transit (SMART)

SMART services that connect to SCTD include Route 3X: Canby, which provides express service between Wilsonville Station and Canby Transit Center. This service is available 5:30 AM to 7:20 PM, Monday through Friday. Fares are $1.50 one-way, with punch passes also available. Monthly passes are available for $35. Discounts are available for seniors, youths, people with disabilities, and Medicare card holders.

Cherriots

Cherriots provides service within Salem-Keizer and connections to adjacent communities including Woodburn and Wilsonville. Buses operate Monday through Friday only. Fares range between $1.60 and $3 on services, with monthly passes available. Reduced rates and passes are also available.

CCC Xpress Shuttle

This free shuttle provides service between the Oregon City and Harmony campuses, as well as the Clackamas Town Center MAX Station. Service is available from 6:45 AM to 6:30 PM, Monday through Thursday and between 7:30 AM to 12 PM on Friday. Services are available to the general public in addition to students.

Tri-County Metropolitan Transportation District of Oregon (TriMet)

TriMet provides three routes with direct connections to SCTD's services: Routes 32, 33, and 99, which are described further below:

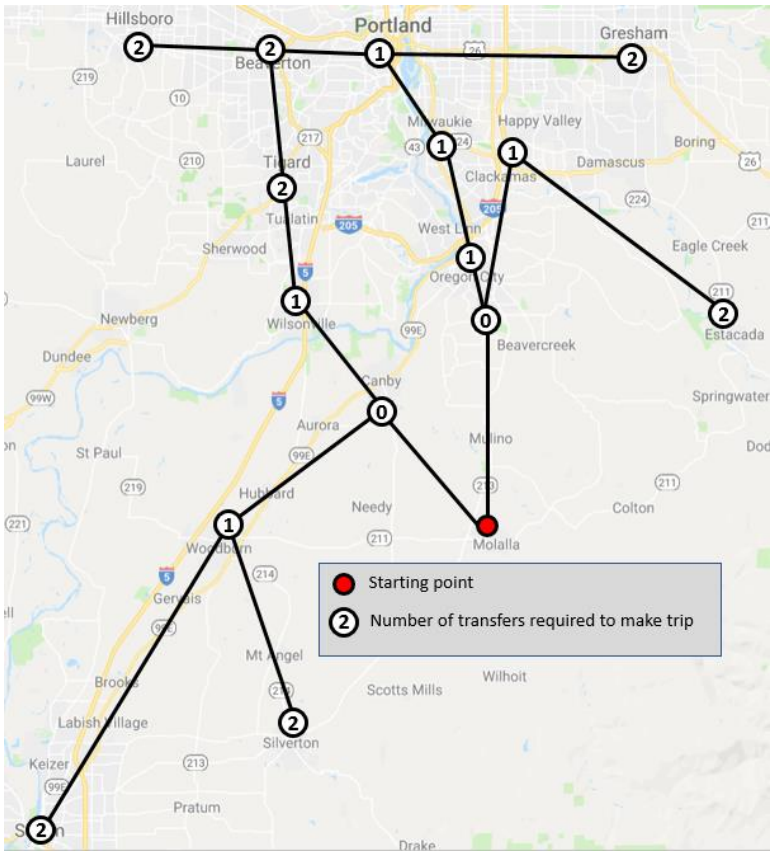
- Route 32: Provides service between CCC, Gladstone, and Milwaukie. This service is available Monday through Friday from 5 AM to 10 PM and Saturdays from 9:45 AM to 5:30 PM.
- Route 33: Provides service between CCC, Gladstone, Milwaukie, and the Clackamas Town Center. Service is available Monday through Friday from 4 AM to 2 AM and weekends from 5:30 AM to 2 AM.
- Route 99: Provides service between CCC, Gladstone, Milwaukie, and downtown Portland. Service is available Monday through Friday from 5:30 AM to 10:30 PM and weekends from 7:30 AM to 10:30 PM.

TriMet also provides a paratransit dial-a-ride service, TriMet Lift, described under the Demand-Response Services section. All TriMet services have fares of $2.50/adults and $1.25/Honored Citizens and Youth for a one-way ride. Day passes are available for $5/adults and $2.50/Honored Citizens and Youth. Monthly and yearly passes are also available.

Connectivity to Adjacent Fixed-Route Transit Services

Figure 4 shows cities within two transfers of SCTD's services. As shown and described above, SCTD riders can travel to Woodburn, Wilsonville, Portland, Milwaukie, downtown Oregon City, and Clackamas Town Center within one transfer from SCTD services. SCTD riders can travel to Silverton, Salem, Hillsboro, Beaverton, Gresham, Estacada, and other cities within two transfers from SCTD services.

Figure 4. Intercity Mobility for Molalla



Demand-Response Services

Demand-response services provide door-to-door transportation within and adjacent to SCTD's service area.

Ride Connection

This Portland-based private, non-profit organization coordinates operation of small community-based transportation providers in Clackamas, Multnomah, and Washington counties for qualifying seniors and people with disabilities. Most Ride Connection users qualify for ADA services. Ride Connection offers door-to-door rides, which must be scheduled at least four days in advance for any purpose, free of charge. Ride Connection also provides services and assistants for medical-based transportation, including Dialysis Transportation and medical shuttles. In the Molalla area, several shuttles are operated for Ride Connection by the Molalla Adult Center.

TriMet LIFT

A program operated by TriMet, this paratransit service is a shared-ride mode for people with disabilities or disabling health conditions who require assistance outside of standard TriMet accessibility measures. Transporting passengers up to ¾ mile beyond the outermost portions of TriMet Bus and Rail services, TriMet Lift service is available 4:30 AM to 2:30 AM, seven days a week. Requests must be received before 5pm the day prior to the reservation. Arrangements

for reoccurring rides are available. Fares match those of standard adult TriMet fare, with single tickets, punch cards, monthly passes, and annual passes available.

Ride to Care (Non-Emergency Medical Transportation)

Operated in conjunction with healthcare providers and Washington, Multnomah, and Clackamas counties, Ride to Care is a scheduled ride service specifically concerned with aiding patients with mobility issues. This free shuttle service is available 24 hours, 7 days a week for eligible members of Health Share.

TriMet Medical Transportation Program

TriMet provides non-emergency medical transportation to eligible Oregon Health Plan clients traveling to covered medical services. Transportation is provided for clients who have no other way to get to their medical services. TriMet contracts with local companies to provide medical transportation rides, so rides are dependent on the availability of a provider and must be arranged as far in advance of an appointment as possible.

Other Services and Programs

Other transportation programs complement fixed-route and demand-response services within the SCTD service area. These services include ridesharing services, travel training, and fare relief programs.

Drive Less Connect

This program seeks to connect commuters in Oregon for vanpools, carpools, and bike groups. The platform is also used to organize encouraging commuter challenges by ODOT and its regional partners. This service is transitioning to a new platform called Ride Amigos in the coming months.

RideWise

A travel training program provided by Ride Connection and TriMet that provides information on travel choices as well as methods for safely and independently accessing public transportation to older adults and people with disabilities. The training is tailored to each individual's ability level and is provided free of charge to users in Multnomah, Clackamas, and Washington Counties. TriMet LIFT eligibility is not rescinded upon completion of the program, the training can take place wherever the user is most comfortable, and the training is provided by a qualified representative of the Ride Connection Program.

Ride Together

As a subsidiary of Ride Connection, this program connects Ride Connection-approved drivers with riders to access trips that are longer distance, in the evening, on the weekends, inter-county, and cross-county, among other exceptions. These rides qualify for mileage reimbursement and are available to people with disabilities and older adults in Multnomah and Washington Counties.

Transportation Reaching People (TRP)

TRP is a volunteer-based program for Clackamas County people with disabilities and seniors. The service is available free of charge for medical appointments or essential errands. Trained drivers use their own vehicles to assist eligible residents.

Veterans Helping Veterans

Provided by Ride Connection, this program matches volunteer veterans with other veterans, as well as spouses and widows, for rides to medical appointments or for other basic needs. If veterans choose to use their own vehicle for this personalized transportation, mileage reimbursement is available. The service is provided free of charge. Rides can be arranged by calling Ride Connection.

Access Transit: Fare Relief

TriMet provides and Ride Connection administers grants of up to $30,000 in TriMet fares for qualified nonprofit and community-based organizations to disburse to low-income recipients.

TRANSIT FLEET, EQUIPMENT, AND TECHNOLOGY

The following sections describe SCTD's transit fleet, stop amenities, park and ride facilities, and transit technologies.

Fleet

SCTD currently owns six buses and operates five of them, with one bus in reserve. SCTD has several new buses purchased in 2018 and as a result sold two buses. The average age of the active fleet is 2.3 years of use. Of the active fleet, three vehicles are in excellent condition, one in adequate condition, and one in poor condition. Two vehicles are above 150,000 miles, nearing their expected useful life (EUL) of 200,000 miles and potentially needing replacement sooner than their 7-year EUL timelines. All vehicles are equipped with ADA seats and bike racks that hold two bikes. Table 1 summarizes the fleet information.

Table 1. Transit Fleet

Asset Model	Year	Seats	ADA Seats	Last Condition	Odometer Reading	EUL Category	Fuel Type	Status
Van	2014	16	2	Poor	283,614	7 yrs/200,000 miles	Diesel	Reserve
Starcraft Allstar XL	2016	20	2	Poor	151,024	7 yrs/200,000 miles	Diesel	Active
Starcraft Allstar XL	2016	20	2	Adequate	192,468	7 yrs/200,000 miles	Diesel	Active
Starcraft Allstar XL	2018	20	2	Excellent	97,815	7 yrs/200,000 miles	Diesel	Active
Starcraft Allstar XL	2018	20	2	Excellent	74,598	7 yrs/200,000 miles	Diesel	Active
Starcraft Allstar XL	2018	20	2	Excellent	58,284	7 yrs/200,000 miles	Diesel	Active

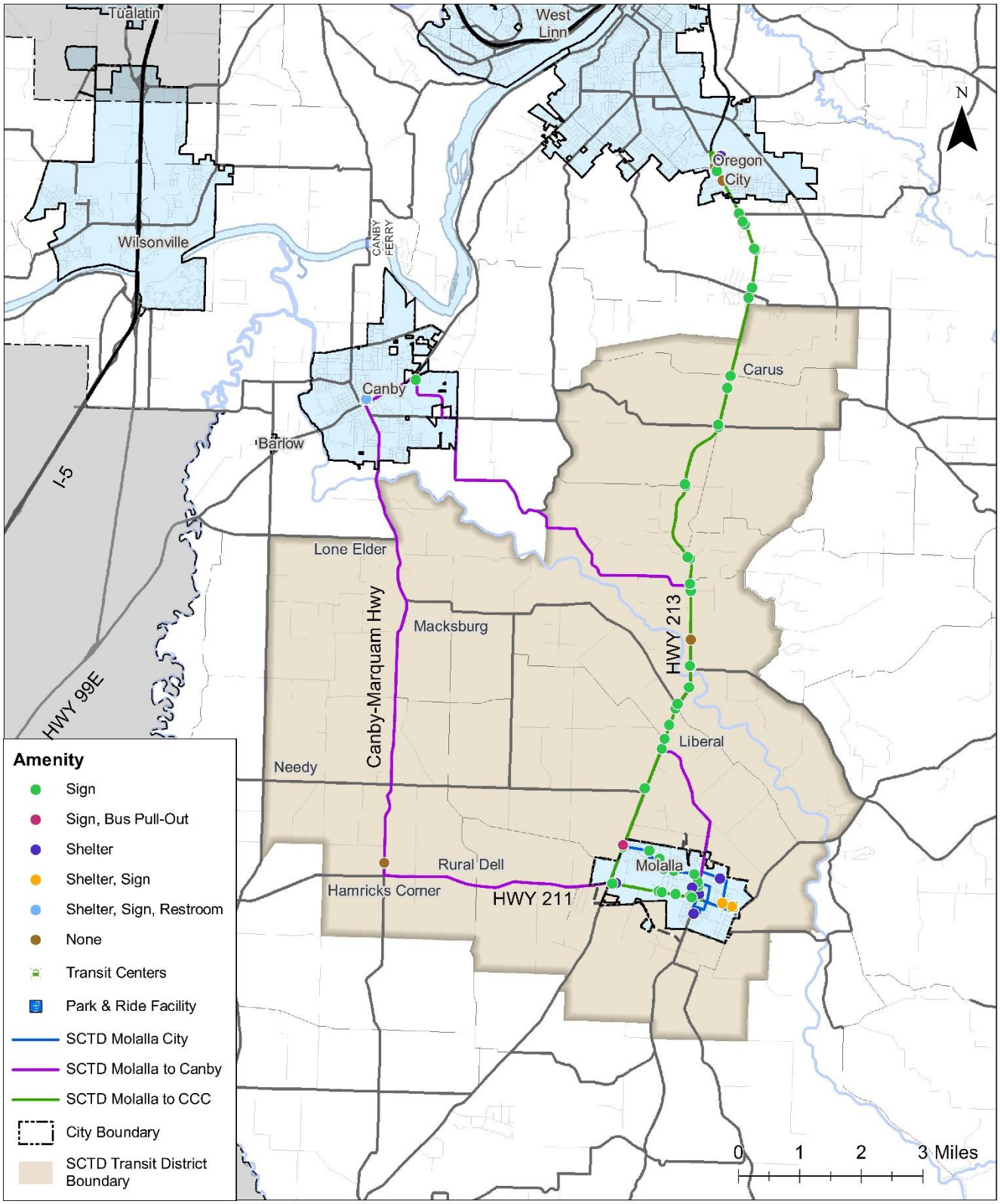
Transit Stop Amenities

Transit stop amenities increase the comfort while riders wait to board. Amenities can include stop signage, bus shelters, benches, timetables, trash cans, bike racks, and more. Some stops in the SCTD system lack signage. The stops that provide bus shelters include:

- Ross Street Transit Center
- Molalla Safeway
- Molalla Public Library
- Molalla Adult Center
- Arbor Terrace Apartments
- SCTD Office/Park & Ride
- CCC
- Canby Transit Center

Figure 5 displays the transit stops served by SCTD routes, as well as their amenities.

Figure 5. SCTD Transit Stop Amenities



Park and Ride Facilities

Park and ride facilities are available at the SCTD Office located at 807 E Main Street and CCC at 9225 SE Sunnyside Road. The CCC park and ride allows free parking for up to 24 hours, offers 750 spaces, and offers bike lockers.

Transit Technologies

SCTD does not currently provide real-time bus arrival information, mobile ticketing, or fare reciprocity with adjacent providers. These technologies can help facilitate a more efficient and convenient user experience and have the potential to better serve SCTD riders in the future.

SERVICE AREA OVERVIEW

The following section describes the demographics, employment, and commuting patterns in the SCTD service area.

DEMOGRAPHICS

The following describes general population characteristics, Title VI populations, and other demographic characteristics of the SCTD service area. The TDMP update aims to examine how to improve access to low-income, senior, and youth populations, Low English Proficiency, and other disadvantaged groups. As the SCTD service area includes portions of census block groups, the City of Molalla's information will be evaluated where demographic information for the overall service area is not available.

General Population

The estimated population of the service area is near 25,526 people. Table 2 shows the population growth in the City of Molalla and Clackamas County and Figure 6 shows the service area population density. As displayed below, the City of Molalla has experienced a 59% increase in population since 2000, a growth rate near 3.5% per year. This outpaces the County's growth rate in the same time period.

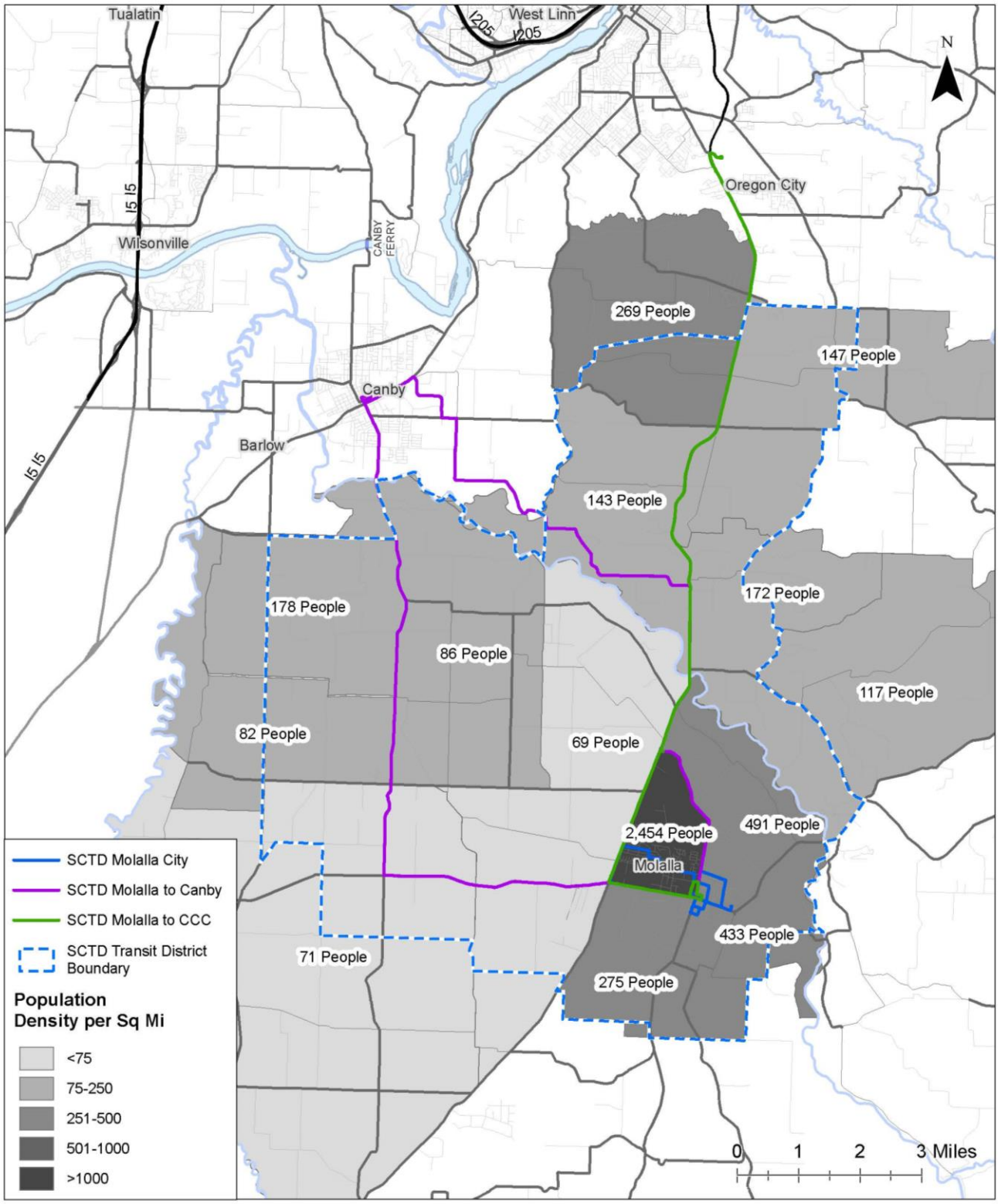
Table 2. Study Area Population 2000 – 2017

Place	Population (2000)	Population (2010)	Population (2017)	% Change (2000 - 2017)	Annual % Change
Molalla	5,647	8,108	8,987	59%	3.5%
Clackamas County	338,391	375,992	399,962	18%	1.1%

Source: U.S. Census 2000 and 2010. ACS 2017 5-Year Estimates.

The City of Molalla TSP projects a population and household annual growth rate of 2.2% between 2017 and 2035 and an increase of1.5% between 2035 and 2040. Additionally, the TSP projects an employment annual growth rate of 3.3% between 2017 and 2040. The service area of SCTD is expected to continue its rapid growth in the coming years, a key consideration in meeting the area's growing transportation needs.

Figure 6. Population Density

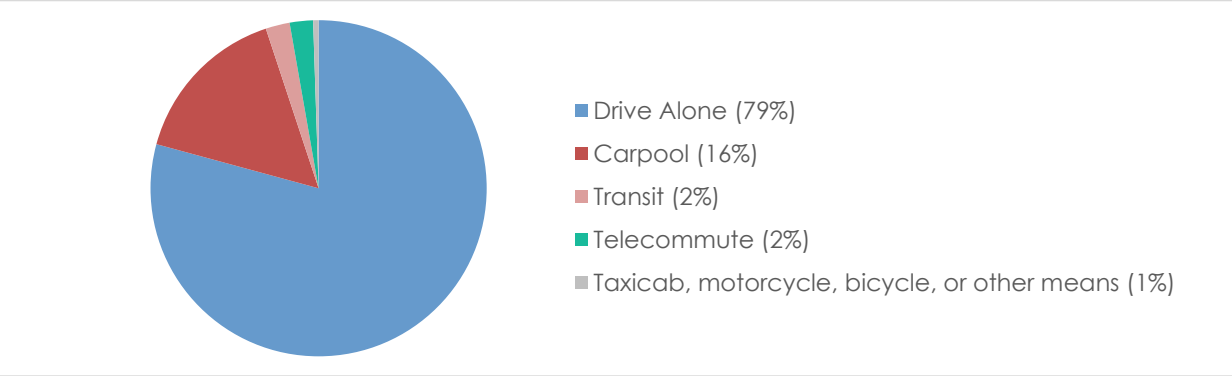


Source: ACS 2017 5-Year Estimates.

Mode Split

Figure 7 depicts the commute mode split in the service area of SCTD. Most residents of the study area drive alone for their commute. The next largest group carpool to work (16%), followed by telecommuting (2%), and transit (2%).

Figure 7. Commute Mode



Source: American Community Survey (ACS) 2017 5-Year Estimates, Table A09005, Molalla City

Vehicle Availability

Table 3 summarizes vehicle availability by household for the block groups in SCTD's service area and the vehicle availability to onboard survey respondents. Only 6% of households in this area do not have access to a vehicle while 35% of onboard survey respondents indicated they do not have access to a vehicle. This discrepancy highlights the importance of providing efficient, reliable service to the residents within the service area, as many depend on these services for their transportation needs.

Table 3. Vehicles per Household

Vehicles Available	Percent of Total Households (ACS)	Vehicles Available	Percent of Onboard Respondents
No Vehicle	6%	**No Vehicle**	35%
1 Vehicle	28%	**1 Vehicle**	40%
2 Vehicles	43%	**2 Vehicles**	12%
3 Vehicles	18%	**3+ Vehicles**	13%
4+ Vehicles	5%		

Source: ACS 2017 5-Year Estimates, Table A10030, Molalla City

Title VI Populations Overview

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order

12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency.[1]

Table 4 summarizes the Title VI populations in the study area. As depicted in the table below, the SCTD service area has a higher percentage of households with Limited English Proficiency and people with disabilities compared to the whole of Clackamas County. Providing reliable, quick service to all people is a central tenet of SCTD's mission.

Table 4. Households with Title VI Populations in Study Area

	Limited English Proficiency	Elderly (60+ Years)	Youth (Under 18 Years)	Ethnicity (Non-White)	Low-Income	Disability
Service Area	4%	11%	24%	7%	9%	14%
Molalla	3%	10%	31%	8%	12%	13.5%
Clackamas County	2%	17%	22%	11%	9%	12%

Source: ACS 2017 5-Year Estimates, Tables B16004, 21007, B01001, B02001, A01001, A03001, A13005, S1602, S1810

SCTD's Civil Rights Program, the Title VI and Limited English Proficiency Plan, provides policies, goals, and objectives related to serving these populations.

Age

Figure 8 displays the percentage of households in the study area with residents aged 65 and older. Large swaths of the SCTD Transit District Boundary include census blocks with 20% or more senior populations, including communities such as Macksburg, Needy, Marquam, and Liberal. Only two smaller tracts contain less than 10% senior residents. These demographics indicate the high number of elderly people residing within SCTD's service district, and the ever-present imperative to consider this population's unique mobility needs.

Figure 9 depicts the percentage of households within the study area that include people ages 5 – 17. Molalla's core downtown and immediate eastern neighborhoods are home to between 20 – 30% of youth, as are tracts along the periphery of SCTD's service district near census-designated place Mulino. With only two central tracts that house a population consisting of less than 10% youths, the Transit District Boundary encompasses a significant juvenile population. Incorporating the needs of the youth into transit planning is imperative to not only improving the SCTD system, but also to molding lifelong public transit riders.

Household Income

Figure 10 details the percentage of households in poverty within the study area. The federal poverty level is calculated by the size of the household and is adjusted annually – the federal poverty level for an individual is $12,140 in annual earning, and $25,100 for a household of four.[2] Ranging between 5 – 15% of households in poverty, the SCTD Transit District Boundary encompasses a diverse range of needs. As shown, high concentrations of persons in poverty are located southeast of Molalla and in the eastern edge of the SCTD service area near census-designated place Mulino. The Molalla to Canby route provides service to these populations, and the Molalla City route can connect low-income people with necessary resources. However, these routes, while potentially connecting this population to jobs and services, could improve the general connectivity of the higher impoverished tracts along the periphery of the service area. Census data also provides income ranges for the City of Molalla, as

[1]Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), youth/children (under 18), veterans, and LEP (primary language is not English) (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at http://www.fta.dot.gov/civilrights/12328.html).

[2] https://www.healthcare.gov/glossary/federal-poverty-level-fpl/

shown in Table 5. ODOT goals related to serving low-income populations assess service to households at the 200% poverty level, or $50,200 for a family of 4. As depicted in Table 5, 21% of households earn less than $25,000 annually (near 100% poverty) and 43% of households earn less than $50,000 annually (near 200% poverty).

Table 5. Share of Households by Income Range

Income Range	Percent of Total Households
Less than $10,000	6%
$10,000 to $14,999	4%
$15,000 to $24,999	11%
$25,000 to $34,999	6%
$35,000 to $49,999	16%
$50,000 to $74,999	22%
$75,000 to $99,999	15%
$100,000 to $149,999	13%
$150,000 to $199,999	6%
$200,000 or more	2%

Source: ACS 2017 5 YR Estimates Table B19001 for Molalla City

Limited English Proficiency

Figure 11 illustrates the locations of households with people who have limited English proficiency in the SCTD service area. According to the U.S. Census Bureau, limited English proficiency refers to anyone over the age of five who reported speaking English less than "very well."[3] As shown, high concentrations of households with limited English proficiency are located south of Molalla, and along the periphery of the service area.

Race and Ethnicity

Figure 12 shows the locations of households with minority populations. In the U.S Census Bureau's American Community Survey, minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. As shown, high concentrations of minority populations are located south of Molalla and in the eastern edge of the SCTD service area near census-designated place Mulino.

Populations with a Disability

Figure 13 illustrates the locations of households with people with disabilities in the SCTD service area. As displayed below, high concentrations of persons with disabilities are located south of Molalla and south of Barlow. These populations are served by the Molalla – Canby Route as well as the Molalla – CCC Route.

Veteran Populations

Figure 14 displays the percentage of households with veterans in the study area. As depicted below, the tracts that Molalla and its immediate outskirts consist of are home to high percentages of veterans, as are the areas of Liberal, Mulino, Carus, Needy, and Macksburg. Providing these citizens with mobility options is integral to SCTD's mission.

[3] https://www.migrationpolicy.org/article/limited-english-proficient-population-united-states

Figure 8. Households with Populations 65 and Over

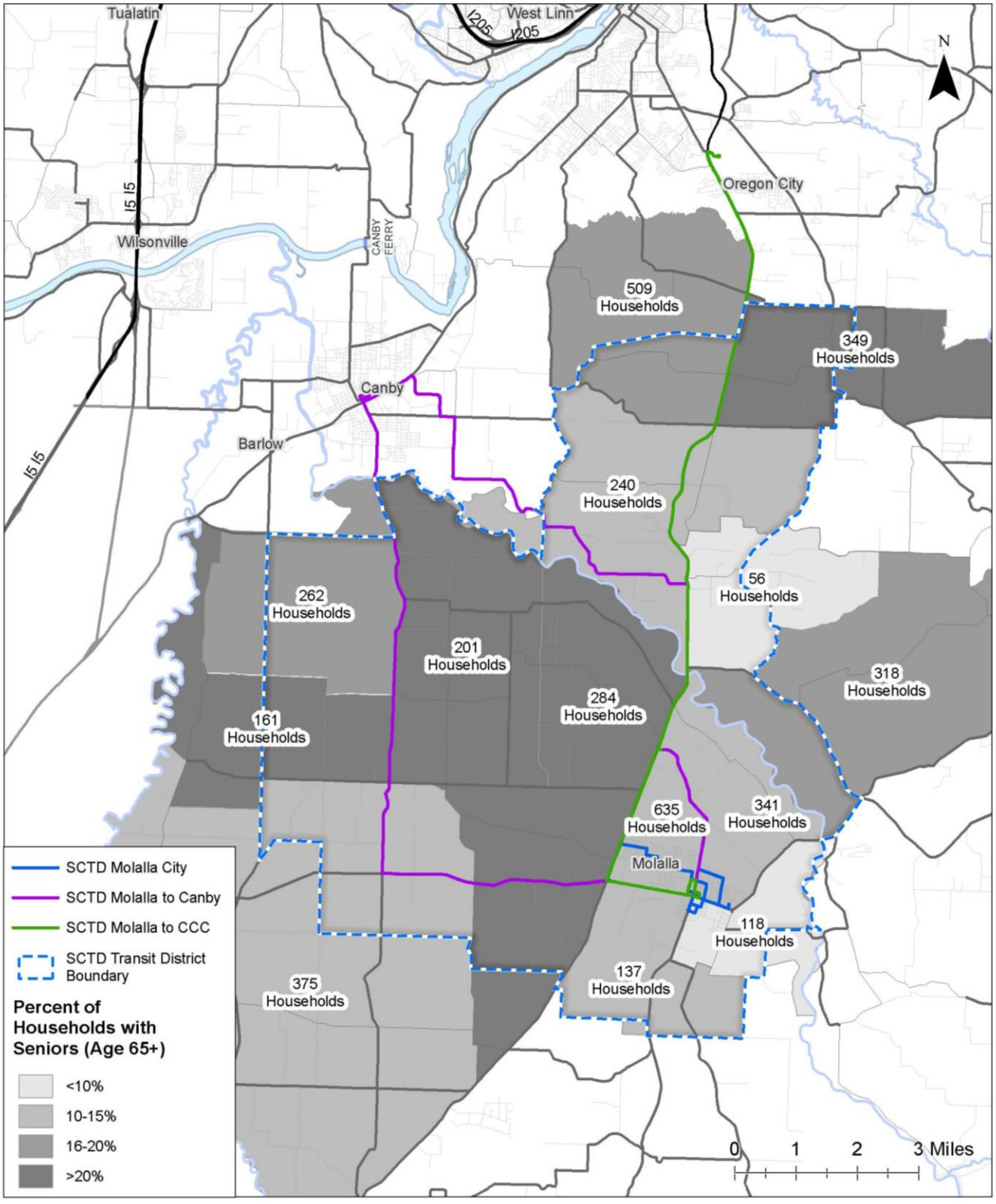


Figure 9. Households with Populations Ages 5-17

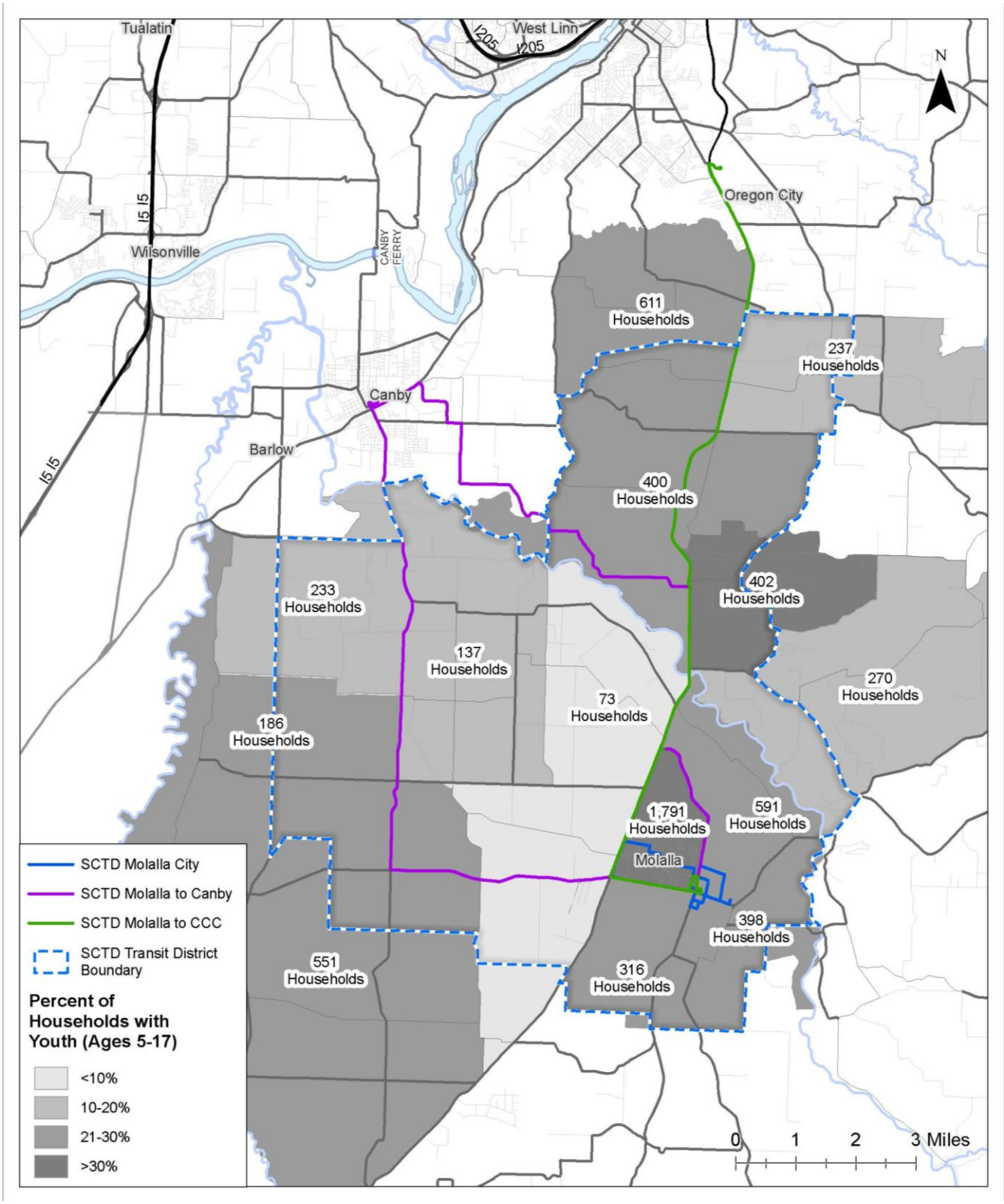


Figure 10. Households with Populations in Poverty

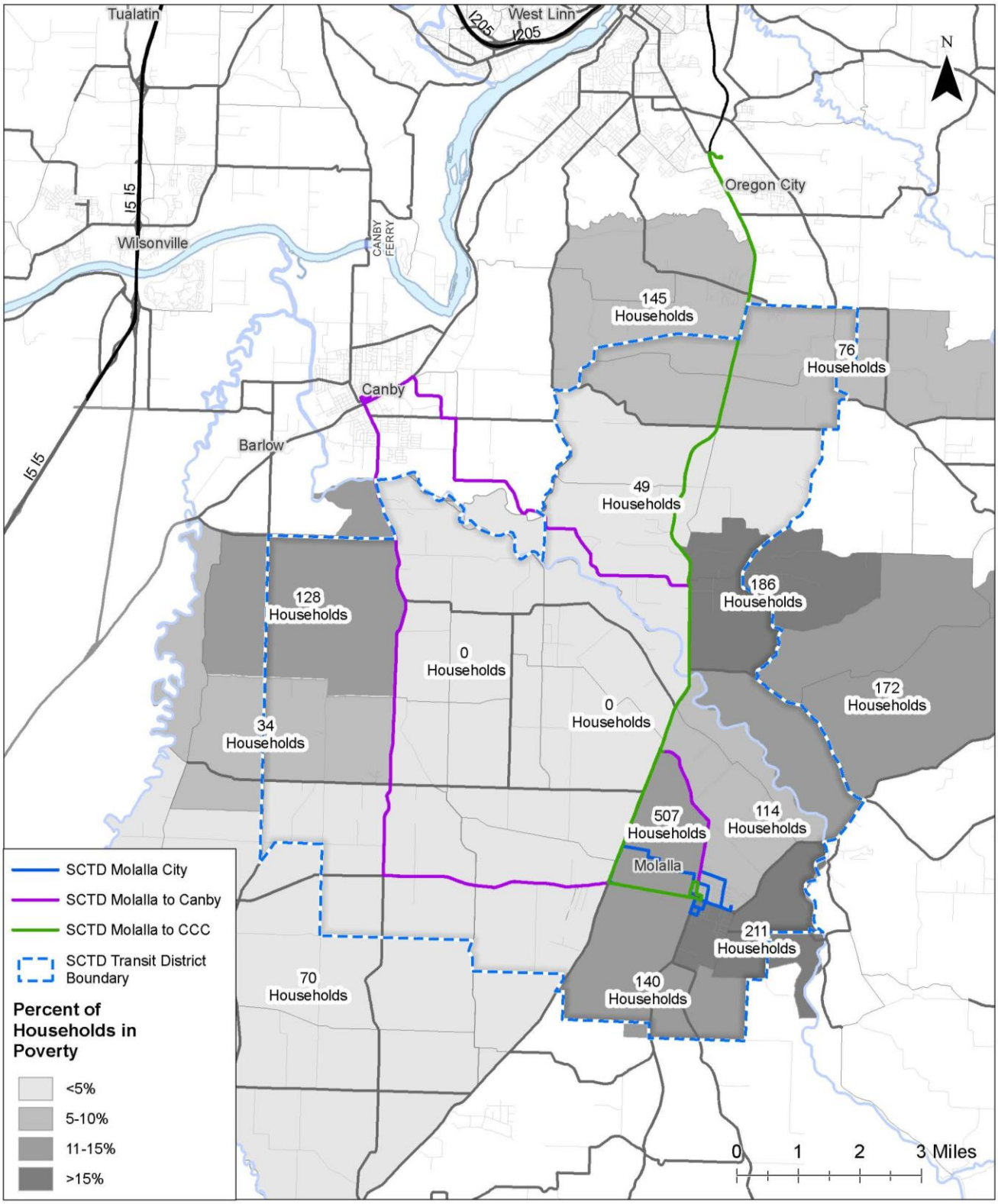


Figure 11. Households with Limited English Proficiency Populations

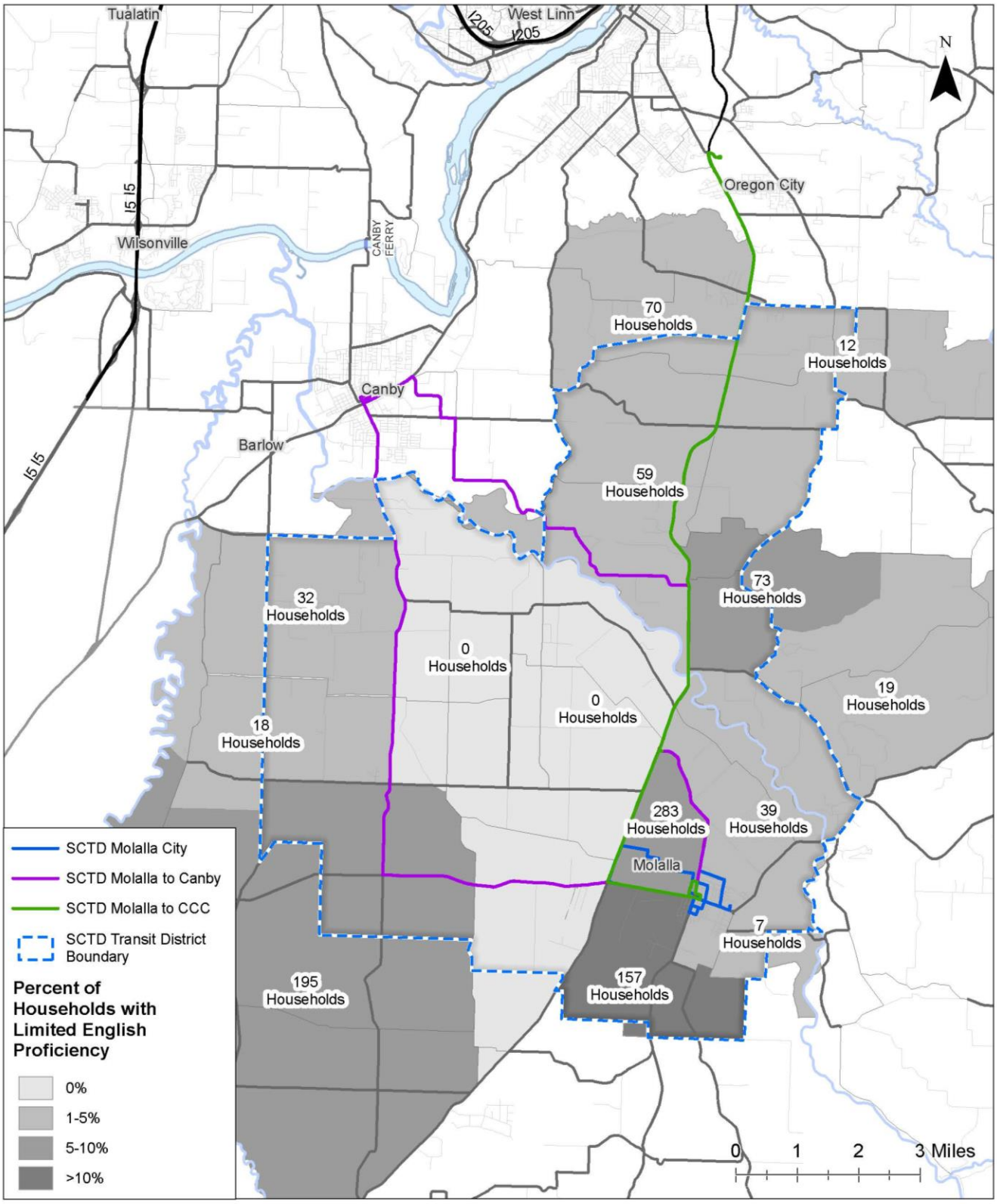


Figure 12. Households with Minority Populations

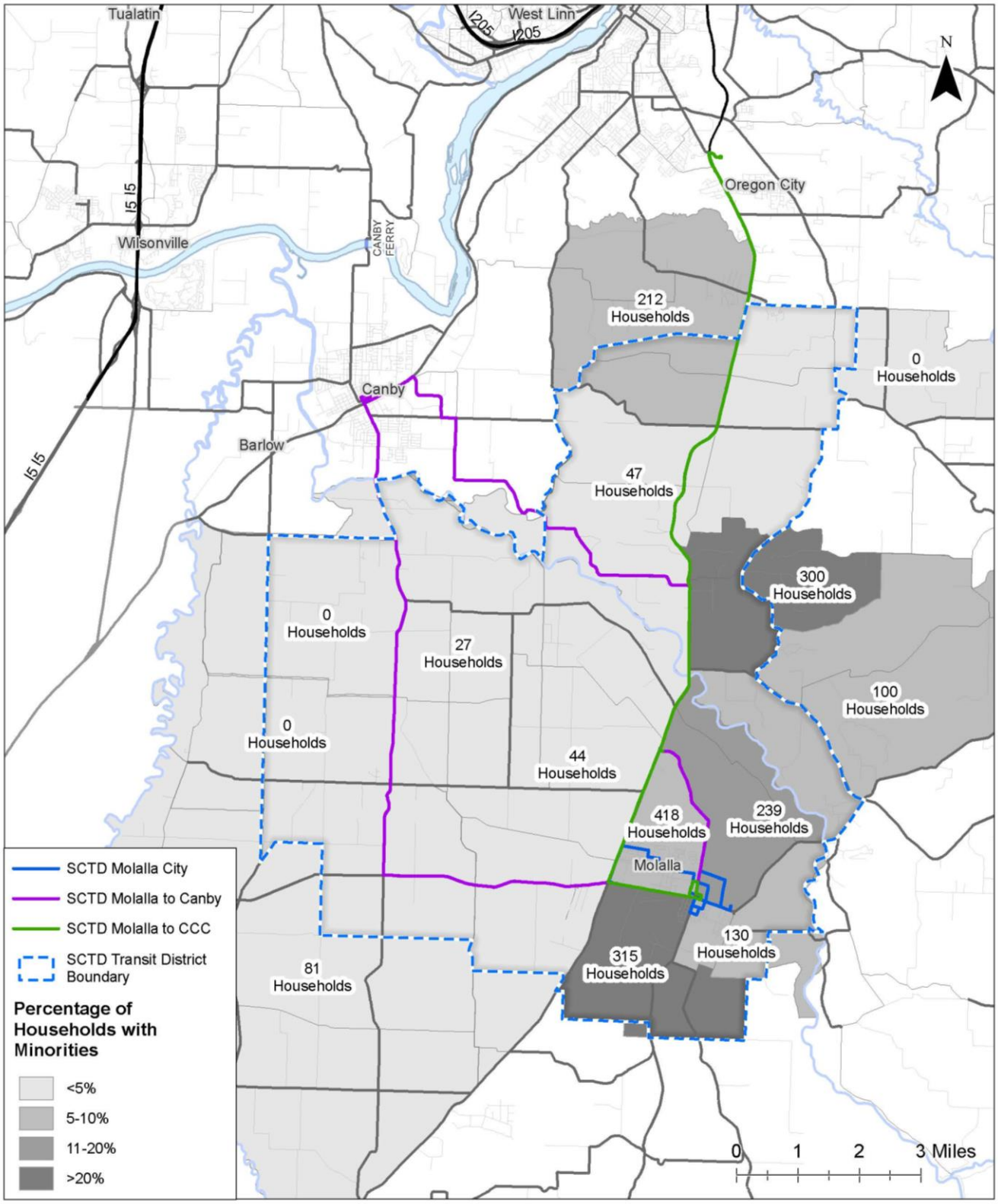


Figure 13. Households with People with Disabilities

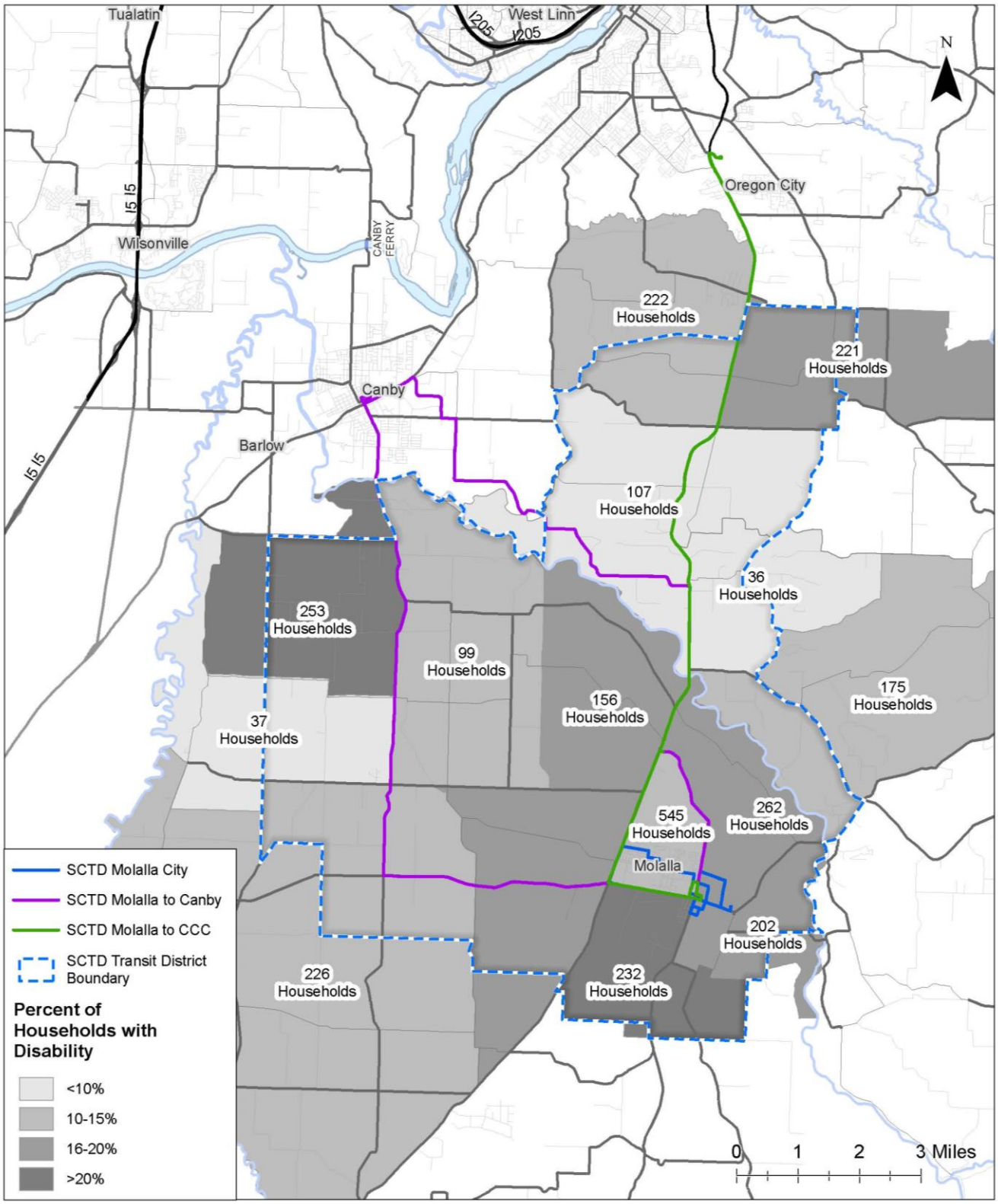
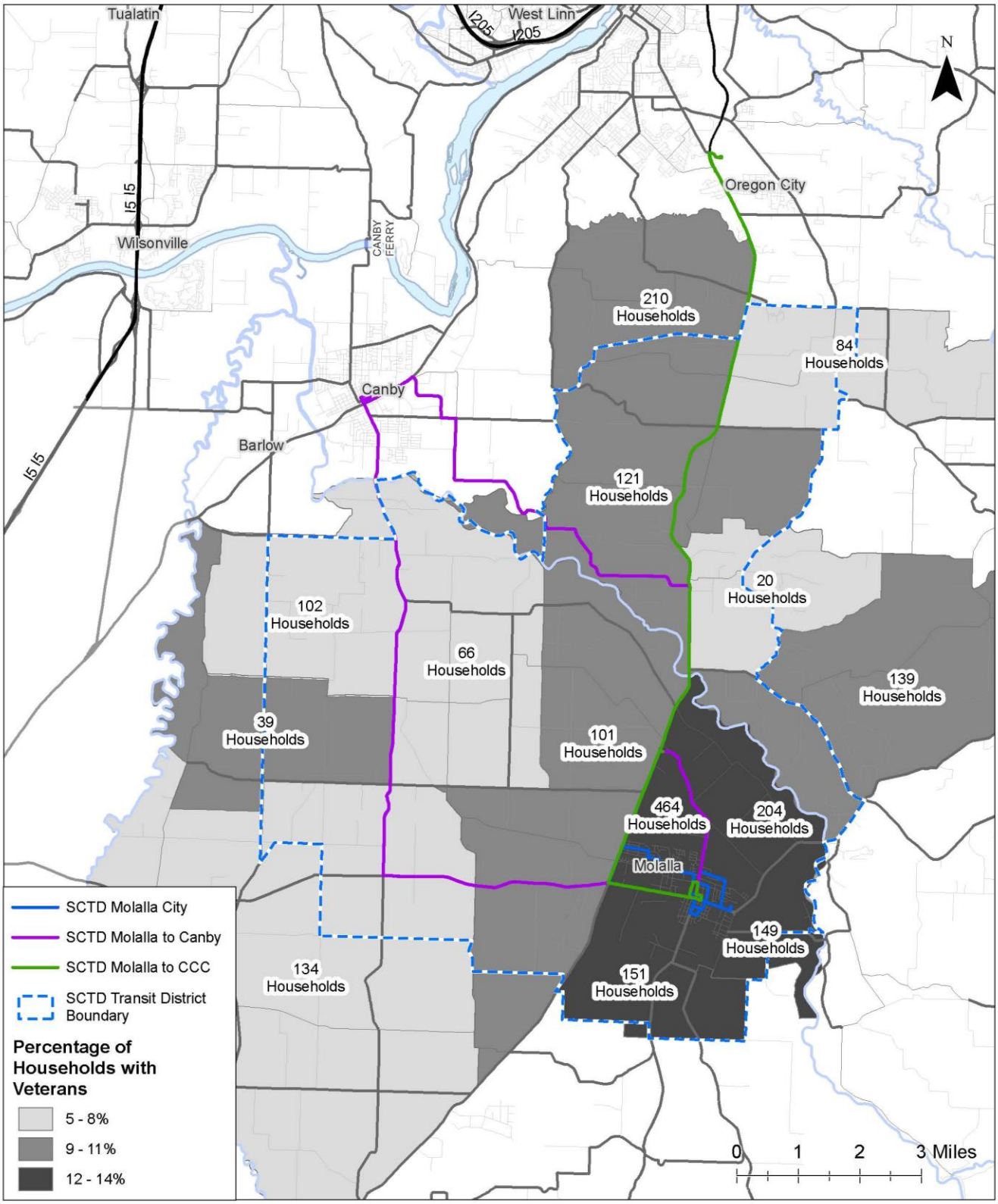


Figure 14. Households with Veterans



JOBS AND EMPLOYMENT

The following sections describe employment and commuting patterns in the SCTD service area. This information is largely informed by Longitudinal Employer-Household Dynamics (LEHD) employment data, which is a product of the U.S. Census Bureau. This dataset and tool provide valuable information about where workers live and work. Queries can be made for many employment variables including place of work, place of residence, work industry, and commute distance. One of the most helpful visualization tools available from the LEHD is the web-based On-The-Map feature. This tool provides a means to look at jobs based on home location or work location. This data set is generated based on administrative records, therefore some work locations may be over- or underrepresented. For example, if workers in Molalla have their paychecks processed with an address in Salem, their job site may be shown in Salem instead of Molalla, if there is not a local address shown in the administrative data.

In 2015, approximately 3,698 employees lived in Molalla. Of those employees, 439 (11.9%) worked within Molalla while 3,259 (88.1%) were employed outside Molalla. For those traveling outside of Molalla for employment, Portland, Oregon City, and Canby were the primary work locations. There were approximately 2,025 people employed in Molalla, with the 439 (21.7%) employees living in Molalla and the remaining 1,586 (78.3%) live outside of Molalla and commute into Molalla. For those traveling into Molalla for employment, Woodburn, Oregon City, and Salem are the primary home locations.

Commuting Patterns by Place of Residence

Table 6 and Figure 15 show where Molalla residents commute for their primary employment. Of the 1,581 (88.1%) Molalla residents who commute to cities outside of Molalla, 647 (17.5%) commute to Portland, 163 (4.4%) commute to Oregon City, and 156 (4.2%) commute to Canby. Oregon City and Canby are both served directly by SCTD, with service to Portland possible via transfer at CCC. The majority of Molalla residents in the "All Other Locations" category are from unincorporated areas.

Table 6. Work Locations of Molalla Residents

Places	Count	Share
Portland	647	17.5%
Molalla	439	11.9%
Oregon City	163	4.4%
Canby	156	4.2%
Wilsonville	124	3.4%
Salem	118	3.2%
Tigard	112	3.0%
Beaverton	90	2.4%
Milwaukie	90	2.4%
Tualatin	81	2.2%
All Other Locations	1,678	45.4%

Figure 15. Commute Patterns for Molalla Residents

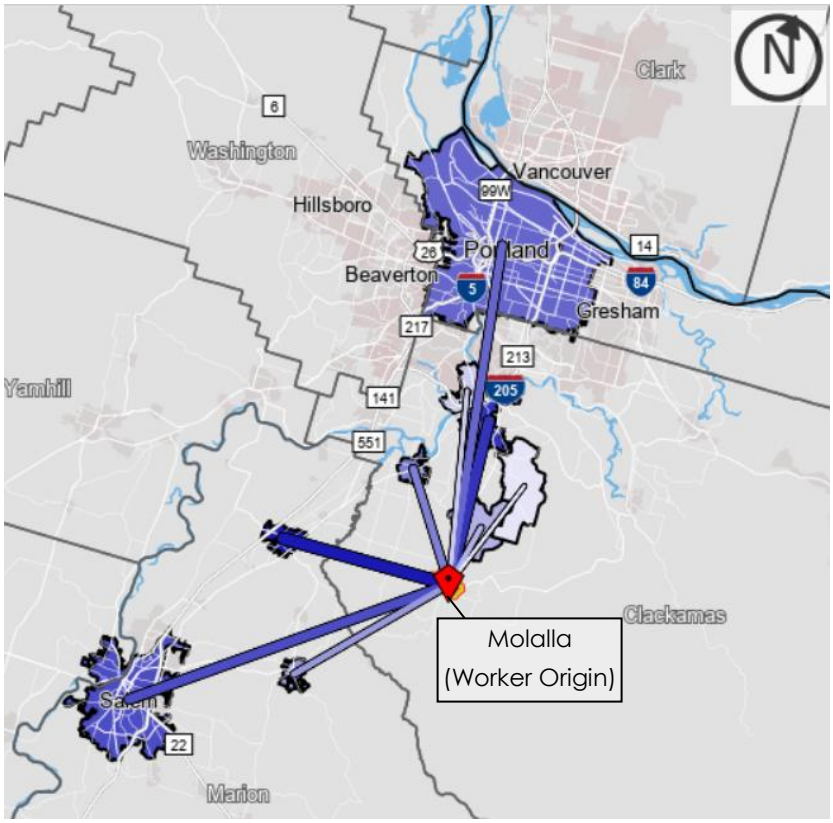


Table 7 shows the commute distance for Molalla residents. Only 848 (23%) Molalla residents commute less than 10 miles to their primary employment. The majority travel 10 to 50 miles to work. About 198 (5%) travel more than 50 miles to their jobs each day.

Table 7. Distance from Home to Work – Molalla Residents

Distance	Count	Share
Less than 10 mi	848	23%
10 to 24 mi	1,669	45%
25 to 50 mi	983	27%
Greater than 50 mi	198	5%
Total	**3,698**	**100%**

Table 8 shows the departure time to work for Molalla residents. 519 (13%) employees depart before any SCTD service begins and an additional 2,198 (56%) employees depart before the Molalla to Canby or Molalla City routes begin. All SCTD services are available for the remaining 1,202 (21%) employees, though refined data on the 4:00 PM to 11:59 PM departures is not available.

Table 8. Departure Time to Work – Molalla Residents

Time	Count	Share
12:00 a.m. to 4:59 a.m.	519	13%
5:00 a.m. to 5:29 a.m.	304	8%
5:30 a.m. to 5:59 a.m.	344	9%
6:00 a.m. to 6:29 a.m.	429	11%
6:30 a.m. to 6:59 a.m.	610	16%
7:00 a.m. to 7:29 a.m.	511	13%
7:30 a.m. to 7:59 a.m.	341	9%
8:00 a.m. to 8:29 a.m.	177	5%
8:30 a.m. to 8:59 a.m.	154	4%
9:00 a.m. to 9:59 a.m.	168	4%
10:00 a.m. to 10:59 a.m.	42	1%
11:00 a.m. to 11:59 a.m.	51	1%
12:00 p.m. to 3:59 p.m.	116	3%
4:00 p.m. to 11:59 p.m.	153	4%
Total	**3,919**	**100%**

Commuting Patterns by Place of Work

Table 9 and Figure 16 show the home locations of employees in Molalla. 1,586 (78.3%) workers travel to Molalla from other locations, with 85 (4.2%) from Woodburn, 70 (3.5%) from Oregon City, and 66 (3.3%) from Salem. Oregon City residents can commute via the Molalla to CCC route. Woodburn and Salem residents would need to transfer in Canby onto the Molalla to CCC route. The majority of Molalla workers in the "All Other Locations" category are from unincorporated areas.

Table 9. Home Locations of People Employed in Molalla

Places	Count	Share
Molalla City	439	21.7%
Woodburn City	85	4.2%
Oregon City	70	3.5%
Salem City	66	3.3%
Portland City	54	2.7%
Canby City	44	2.2%
Silverton City	40	2.0%
Mulino CDP	34	1.7%
West Linn City	30	1.5%
Beavercreek CDP	23	1.1%
All Other Locations	1,140	56.3%

Figure 16. Home Location for People Employed in Molalla

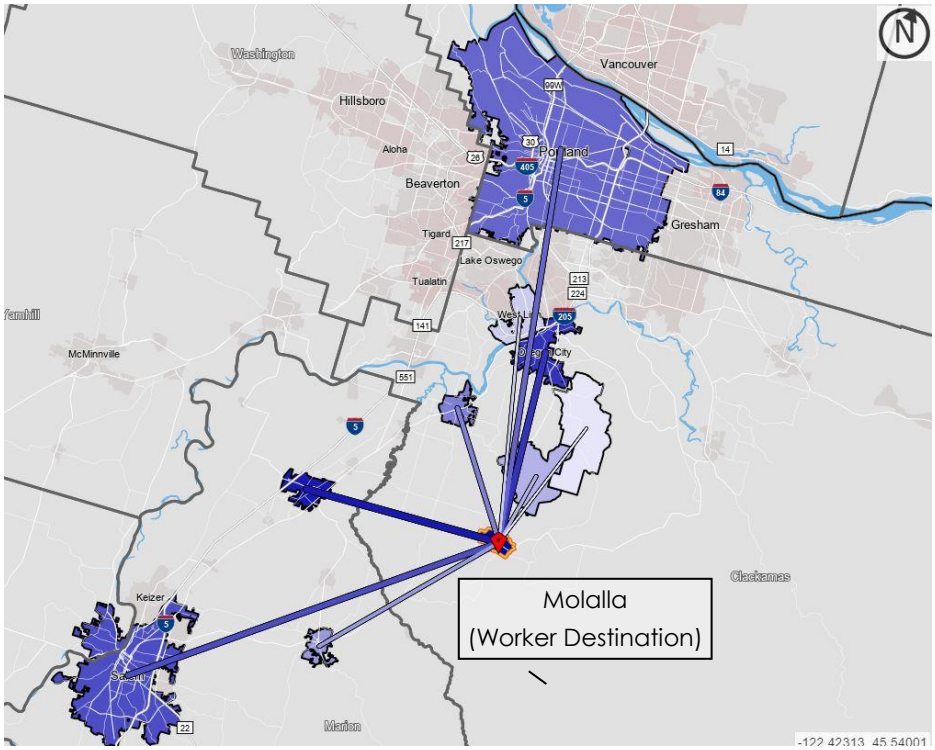


Table 10 shows the commute distance for Molalla employees. 911 (45%) employees live less than 10 miles from Molalla and 212 (11%) employees travel more than 50 miles to their jobs each day.

Table 10. Distance Work to Home for People Employed in Molalla

	Count	Share
Less than 10 mi	911	45%
10 to 24 mi	655	32%
25 to 50 mi	247	12%
Greater than 50 mi	212	11%
Total	**2,025**	**100%**

OUTREACH FINDINGS

Outreach to the public and stakeholders was performed to inform the existing transit use and transit needs. Table 11 summarizes the efforts and participation. The efforts resulted in a total of 207 participants to date.

Table 11. Public and Stakeholder Outreach Summary

Effort	Dates Conducted	Location	Participants
Onboard Surveys	March 13th and 16th, 2019	SCTD Buses	110
Online Survey	March 25th - April 14th, 2019	Online	55
Outreach Events	March 28th, 2019	Molalla Public Library	4
	March 28th, 2019	Molalla Adult Center	5
	April 3rd, 2019	Clackamas Community College	18
Driver Survey	April 15th – 19th, 2019	SCTD District Office	7
SCTD Board of Directors Work Session	April 25th, 2019	Arrowhead Golf Course	8
Stakeholder Small Groups	To be completed.		

The onboard and online survey, outreach events, driver survey, and SCTD Board of Directors work session are summarized in Appendices A through D. Key findings from these efforts are below.

ONBOARD AND ONLINE SURVEY

Key findings from **existing travel patterns** questions are as follows:

- Bus stops with the highest activity include Canby Transit Center, CCC, Ross Street Transit Center, Molalla Safeway, and Canby Fred Meyer.
- Most riders do not transfer between services. TriMet Route 33 is the most common non-SCTD route that riders transfer to/from.
- Most riders walk to and from bus stops. Molalla to Canby and Molalla to CCC riders drove or got a ride to and from bus stops more often than the Molalla City route.
- Approximately 40% of onboard respondents were going to or from work. Other common uses included college, recreation/social, and shopping.
- If bus service were not available, approximately 5% of Molalla to Canby and Molalla to CCC weekday riders would not make their trip while approximately 30% of Molalla to CCC weekend riders and Molalla City riders would not make their trip.

Key findings from **service quality and improvements** questions are as follows:

- Of 25 non-riders who took the online survey, only one was not familiar with any of SCTD's services. 76% were aware of Molalla to CCC and 60% were aware of Molalla to Canby or Molalla City. Approximately 80% of existing riders and 30% of non-riders ranked their understanding of SCTD's services as good or very good.
- Riders and non-riders indicated real-time vehicle arrival information and online/mobile trip planning tools as the highest-interest tools for rider convenience.
- Riders and non-riders indicated text alerts and website accessed via mobile device as their top preferences for receiving service alerts.

- In ranking service improvements, the overall highest priority was increased frequency, followed closely by extended hours and weekend service.
- When asked about what caused respondents to miss a trip, riders noted being unable to afford Uber/Lyft/Taxis/transit, being unable to rely on friends/family, health issues, disabilities, no working vehicle, and no license more often than non-riders. Non-riders indicated SCTD not running where or when they needed to travel more often than riders did.

Key findings from the **general information** are as follows:

- Most onboard survey respondents ride SCTD several times per week while riders that took the survey online reported less frequent trips.
- Survey respondents' ages were fairly well-distributed. The Molalla to CCC route, which serves the college, had more 19-24-year-olds than other routes and non-riders. Non-riders had proportionally more 65+-year-old respondents. Contrary to these results, older adults and youth riders are typically considered more transit-dependent than other age groups.
- Molalla to CCC weekend riders had high proportions of low-income riders despite having higher amounts of full-time and part-time workers. Non-riders had higher incomes on average compared to riders.
- CCC weekend riders had the highest proportion of respondents who did not have a working motor vehicle.
- Molalla City and Molalla to Canby routes have the highest proportions of respondents with a disability while CCC weekend and non-riders had the lowest.

OUTREACH EVENTS

Participants at the Molalla Public Library and Molalla Adult Center elected to provide verbal feedback to the project team. There were four participants and comments below represent feedback from a single individual unless otherwise noted. Comments included:

- Provide earlier service to Canby (6 AM), whether that be through earlier hours on the current service, vanpools, or rideshare coordination.
- Provide Sunday service and later service to CCC.
- Coordinate with Canby services and find opportunities for consolidation.
- Express shuttles to Canby.
  - This response indicated the participant was not aware of the existing service.
- Bus service to Woodburn.
- Enhanced bus stop signage.
- Remove the one grocery bag limit. Two participants noted this.
  - A driver in attendance discussed the concern of items rolling under the pedals. Providing baskets or allowing items to be stored in the ADA lift area when not in use are potential solutions.

Participants at the CCC event provided feedback on a short questionnaire.

- Only eight (44%) respondents were aware of SCTD.
- Of the five Molalla and Mulino residents that could ride SCTD services to get to CCC, one resident was not aware of SCTD.

DRIVER SURVEY

- Employees' length of service ranged from three months to nine years, with an average duration of 2.6 years.
- On a scale of 1 to 5, with 1 being the lowest and 5 being the highest, 5 employees ranked SCTD's service as 5, 1 ranked service at 3.5, and 1 did not respond.
- Two drivers reported the one-bag rule as a challenge. One driver reported issues with properly loading wheelchair-bound individuals onto the bus. One driver on the Canby route reported difficulty turning out of the Canby Fred Meyer parking lot.
- Improving buses and bus stops ranked as a high priority among the drivers, with detailed follow-up including potholes needing gravel/paving at some stops, especially Highway 213 at Excalibur in Carus. Improving information and technology also ranked high, with medium prioritization of providing service to additional destinations and increasing headways. Providing weekend service ranked as a low priority.
- Two drivers recommended posting consistent signage explaining SCTD rules and procedures to both improve behavior and describe the fare policies. One driver expressed that riders desire service to Woodburn. One driver recommended that Saturday's timetable be adjusted to include "more break time later in the day."

SCTD BOARD OF DIRECTORS WORK SESSION

The Board provided the following input on what they'd like the plan to include:

- Exploration of special event buses for the community. Example: Tulip fields and Elk Farm, senior days at outlet malls, Buckeroo, strawberry festival, and hops festival.
  - Previous service for Buckeroo was unsuccessful as several riders were inebriated.
  - Transit must be provided on a regular schedule to not compete with Charter services.
- Consideration of marketing needs and productivity measures. We need to educate the community and advertise/communicate services, host booths at conferences.
- The plan should advise on funding opportunities.

EXISTING TRANSIT MARKETS AND NEEDS

The following sections describe existing ridership and transit demand for SCTD's services. Figure 17 shows historical ridership from 2013 through 2018 as compared to the total service hours provided that year. As shown, system ridership peaked in 2016 with 102,159 total one-way passenger trips. 2018 ridership totaled 92,077 one-way passenger trips, including 24,051 on the Molalla City route, 14,075 on Molalla to Canby, and 53,951 on Molalla to CCC.

Figure 17. Historical Ridership

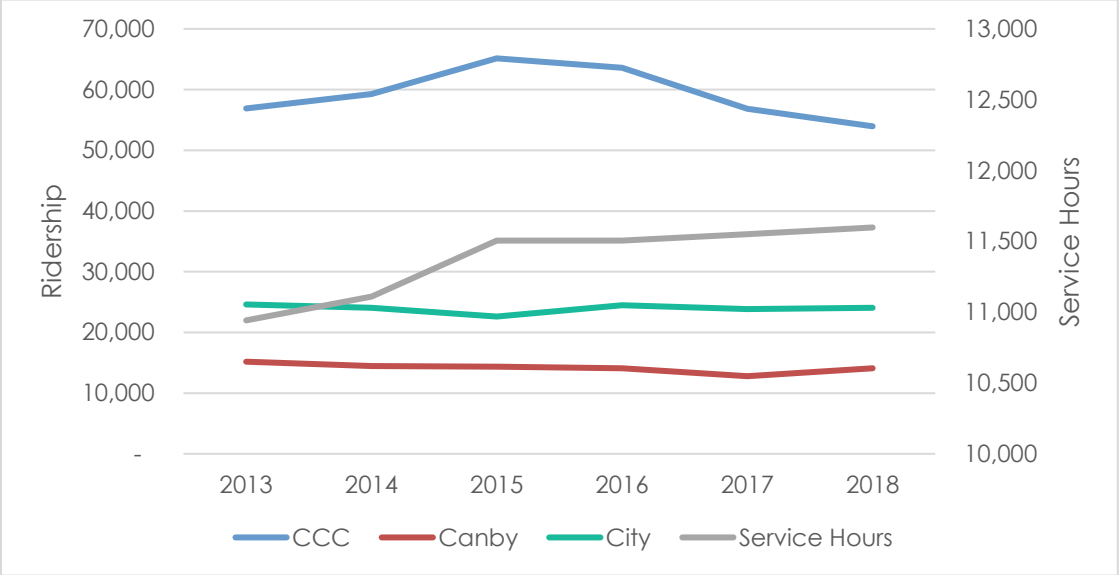


Table 12 shows the annual service miles, service hours, and ridership for Financial Year 2017 (FY17, July 1, 2017 through June 30, 2018). The table also includes riders per mile and riders per hour, depicted comparatively in Figure 18 and Figure 19. As shown, the Molalla to CCC route provides the most annual service miles and hours. The Molalla to Canby and Molalla City routes provide the same number of service hours, though Molalla to Canby runs more annual service miles. The Molalla City route provides the highest riders per mile and riders per hour compared to the Molalla to Canby and Molalla to CCC routes.

Table 12. FY17 Annual Service Miles, Service Hours, and Ridership.

	Molalla City	Molalla to Canby	Molalla to CCC
Service Miles	15,510	54,864	181,950
Service Hours	2,540	2,540	6,518
Ridership	24,051	14,075	53,951
Riders per Mile	1.6	0.3	0.3
Riders per Hour	9.5	5.5	8.3

Figure 18. FY17 Riders per Mile

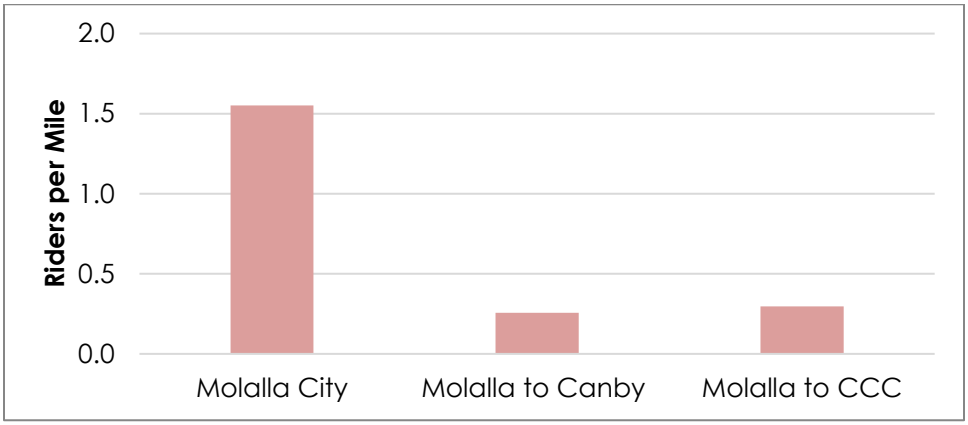
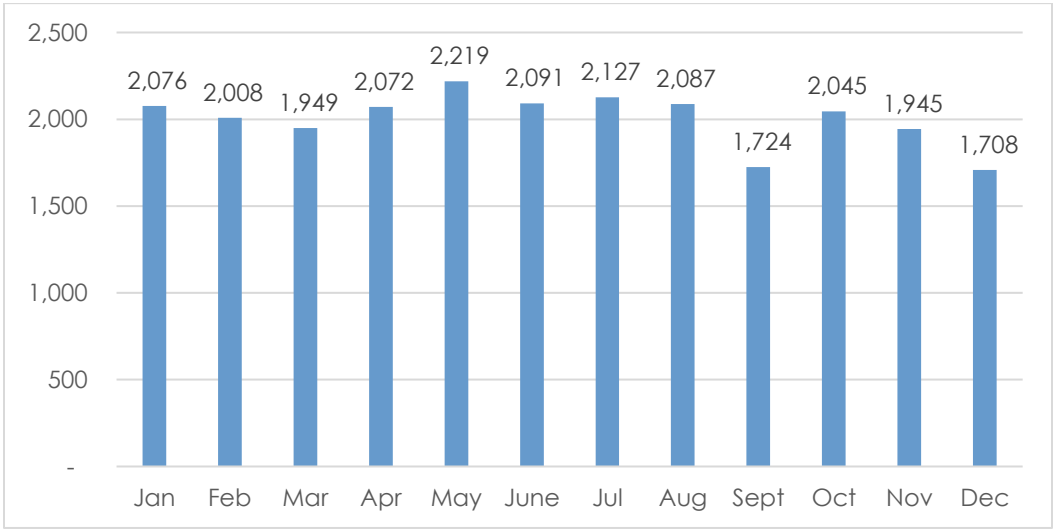


Figure 19. FY17 Riders per Hour

MOLALLA CITY

Figure 20 depicts monthly ridership data for 2018, with a total of 24,051 one-way passenger trips. Peak ridership occurred in May while the lowest ridership occurred in September and December.

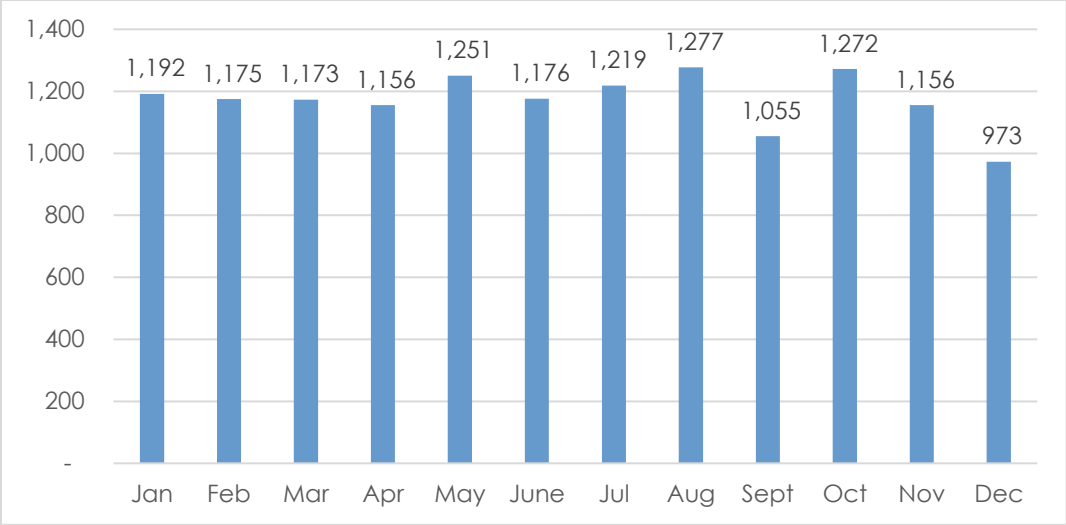
Figure 20. Molalla City 2018 Ridership



MOLALLA TO CANBY

Figure 21 shows monthly ridership data for 2018, with a total of 14,075 one-way passenger trips. Peak ridership occurs in May, August, and October while the lowest ridership occurred in September and December.

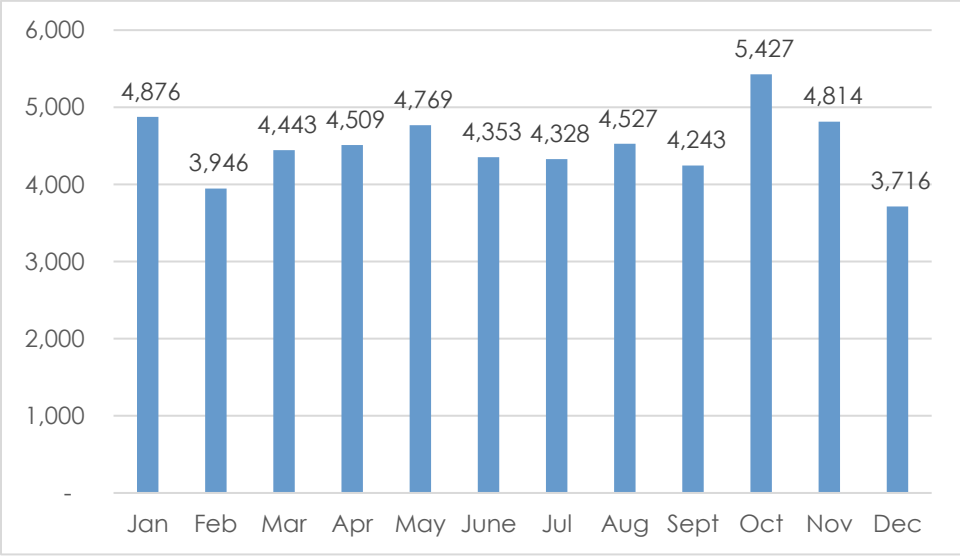
Figure 21. Molalla to Canby 2018 Ridership



MOLALLA TO CCC

Figure 22 shows monthly ridership data for 2018, with a total of 53,951 one-way passenger trips. Peak ridership occurs in January, October, and November while the lowest ridership occurred in February and December.

Figure 22. Molalla to CCC 2018 Ridership



TRANSIT COOPERATIVE RESEARCH PROGRAM REPORT 161 TRANSIT NEED METHODOLOGY

The purpose of this evaluation is to understand how well the current system meets the expected demand. It is important to note that the demand reported by this analysis is only a rough estimate based on the demographic makeup of the service area and the current miles of service. It is a very broad-brush analysis based on typical demographic factors that would indicate a propensity to use transit. It doesn't contain any specific land use variables and is generic for all rural areas in a given state.

In 2012, the Transportation Research Board (TRB) published a methodology to estimate rural transit demand through Transit Cooperative Research Program (TCRP) Report 161 and Web-Only Document 58. TCRP Report 161 is a workbook providing step-by-step procedures for quantifying the need for passenger transportation services and quantifies the demand that is likely to be generated given the service hours provided. Web-Only Document 58 is a methodology report describing how the research team developed the need and demand estimation methods, findings of the analysis, and the recommendation for function to be used in estimating need and demand.

The methods for estimating demand address four specific markets – general public rural passenger transportation, passenger transportation specifically related to social service or other programs, travel on fixed-route services in small cities (less than 50,000 population and less than 70 vehicle hours of service per day), and travel on commuter services from rural areas to urban centers. The methods were developed using data from the Rural National Transit Database (2006, 2009, and 2010), the National Household Transportation Survey (2001 and 2009), the American Community Survey (various years) and the Longitudinal Employment-Household Dynamics dataset, as well as data on services operated and ridership on those services provided by over 200 individuals who participated in workshops held in a dozen states. Tests by the research team indicated the methods provide reasonable first estimates of transit need (i.e., the methods account for about 40−70% of the variance in the demand estimate), but other factors not included in the models can still result in substantial differences between the methods' estimates and actual ridership.

Our existing conditions analysis focused on the current socioeconomic conditions in Molalla, and transit service as it is now. Inputs used to estimate transit need include:

- City population
- College and university enrollment (4-year only)
- Annual revenue-hours of service
- Workers commuting from rural areas to urban center
- Distance from rural areas to urban center
- Urban center as a state capital

The inputs relevant to SCTD were used to generate an expected number of transit trip demand. Note that TCRP 161 states the following with regard to its estimates:

> *The estimates of need made using the mobility gap method are typically far greater than the number of trips actually observed on rural passenger transportation systems and are likely greater than the demand that would be generated for any practical level of service. Much of the remaining trip-based mobility gap is likely filled by friends and relatives driving residents of non-car-owning households. Therefore, agencies choosing to use the mobility gap may wish to establish a target or goal for the proportion of the gap to be satisfied by publicly provided services. In the testing of these*

suggested methodologies with a number of rural transit agencies, it was found that, at best, only about 20% of the mobility gap trip-based need was met.

Molalla City

The small city fixed route inputs include city population (8,987), the population of enrolled students at institutes of higher education located within the city (0), and the annual revenue-hours of service for the route (2,540 hours). The transit demand of this route is estimated at 24,300 annual 1-way passenger trips, exceeding the ridership by approximately 250 trips. SCTD captures 99% of the mobility gap total.[4] *Appendix E* includes the detailed analysis per TCRP Report 161 methodology.

Molalla to Canby

Drawing on data provided by the LEHD analysis in the previous section, this calculation used the number of workers commuting from a rural area to an urban center, the distance from the rural area to the urban center, and whether or not that urban center is the state capitol to estimate annual 1-way passenger trips. In addition to Canby, the Molalla to Canby route facilitates commutes to Wilsonville and Salem, shown on LEHD with high commute ties and possible to get to with one transfer. Table 13 shows the TCRP Report 161 demand for the Molalla to Canby route.

Table 13. Molalla to Canby TCRP Report 161 Demand

Origin	Destination	Transfer Route	Annual 1-Way Passenger Trip Demand
Molalla	**Canby**	None	1,800
	Wilsonville	SMART 3X	1,300
	Salem*	SMART 3X & Cherriots 1X	1,800
		Total	***4,900***

*Demand Calculator included consideration of Salem as Oregon state capitol.

With a total of 14,075 trips in 2018, the ridership is nearly triple the TCRP Report 161 estimated demand of 4,900 annual 1-way passenger trips. During the onboard survey completed in March 2019, respondent trip purposes included middle/high school, recreation/social, and healthcare, indicating this route is used for purposes beyond work commuting which the trip type the methodology is designed to estimate.

Molalla to CCC

Similar to the Molalla to Canby route, the Molalla to CCC route also serves to provide commutes to urban centers. In addition to Oregon City, the Molalla to CCC route facilitates commutes to Portland and Milwaukie, shown on LEHD with high commute ties and possible to get to with one transfer. Table 14 shows the TCRP Report 161 demand for the Molalla to CCC route.

Table 14. Molalla to CCC TCRP Report 161 Demand

Origin	Destination	Transfer Route	Annual 1-Way Passenger Trip Demand
Molalla	**CCC / Oregon City**	None	1,800
	Milwaukie	TriMet 32	800
	Portland	TriMet 99	6,100
		Total	***8,700***

[4] *TCRP 161 methodology measures need in origin-destination trips. To the extent that riders transfer between routes to complete their trip, the number of origin-destination trips made by transit will be overestimated.*

With a total of 53,951 trips in 2018, the ridership is over six times the TCRP Report 161 estimated demand of 8,700 annual 1-way passenger trips. During the onboard survey completed in March 2019, respondent trip purposes included college, middle/high school, healthcare, recreation/social, shopping, and court, indicating this route is used for purposes beyond work commuting which the trip type the methodology is designed to estimate.

COMPARISON TO SIMILAR PROVIDERS

While each transit provider has unique service area and operating characteristics, comparing similar transit providers can help to gauge SCTD's performance. Transit agencies that receive federal funding are required to report information about service miles, service hours, and ridership to the National Transit Database (NTD). The most recent year of available NTD data, 2017, was obtained for SCTD and other small city transit providers in Oregon, including Sandy Area Metro, Canby Area Transit, and Woodburn Transit. Table 15, Figure 23, and Figure 24 show the comparison results. As shown, SCTD provides one-way passenger trips per vehicle revenue mile and vehicle revenue hour higher than its peer providers.

Table 15. Transit Provider Comparison

Data	Sandy Area Metro	SCTD	CAT	Woodburn Transit
Annual Vehicle Revenue Miles	341,335	255,343	210,918	121,450
Annual Vehicle Revenue Hours	15,919	11,635	14,693	8,819
One-Way Passenger Trips	121,227	98,498	76,294	29,973

Note: NTD data is shown by calendar year while the SCTD data shown in the previous section is from the financial year, hence small variations in data.

Figure 23. One-Way Passenger Trips per Vehicle Revenue Mile

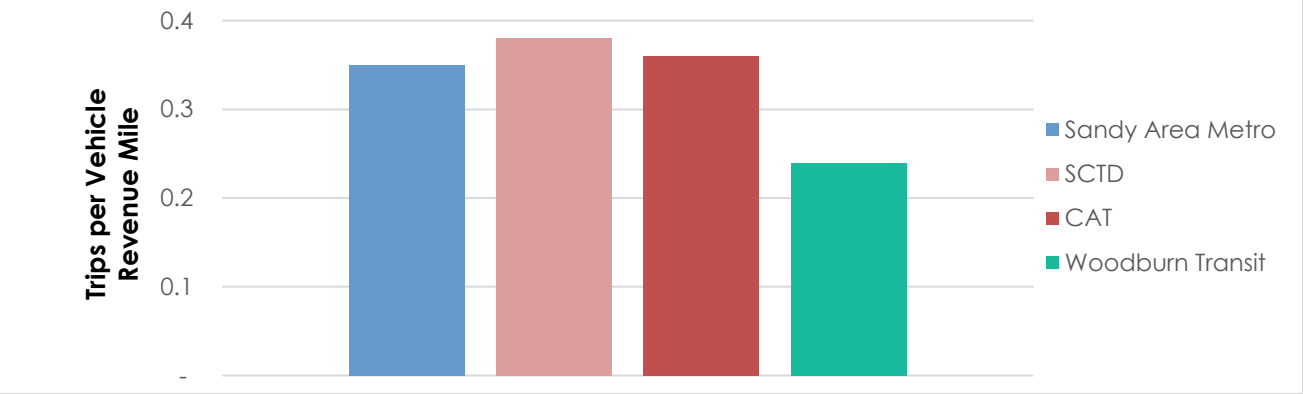
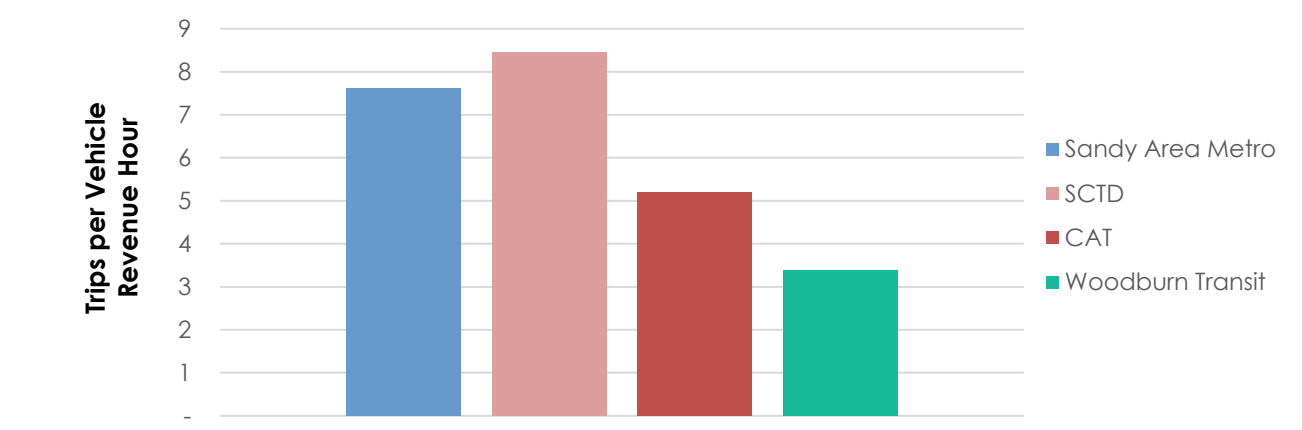


Figure 24. One-Way Passenger Trips per Vehicle Revenue Hour



FINANCIAL OVERVIEW

This section provides funding information for SCTD overall, as well as by specific service routes. In addition, it discusses the fare structure SCTD uses and revenues by route.

COST ALLOCATIONS

Table 16 shows the annual cost allocations for SCTD by expense type. As shown for FY17, capital expenses were the highest in FY17. This was due to the completion of SCTD's new office and bus facilities. Capital expenses are typically driven by fleet replacement and upgrade needs; for SCTD this is reflected in the approximately $384,000 spent on vehicle purchases in FY17 and $475,000 planned for vehicle purchases and upgrades in the FY18 budget.

Table 16. Cost Allocations by Expense Type

Year	Operations	Administration	Maintenance	Capital	Total
2017-2018	$569,312.10	$167,719.37	$91,589.28	$967,081.10	$1,795,701.85

Source: SCTD Profit & Loss Budget 2017-2018

Operations, administration, and maintenance costs can be compared to the system's service hours and service miles to establish relative cost per service hour and cost per service mile. These costs allow for locally-calibrated cost estimates when developing future service alternatives. Table 17 shows the cost factors, equations, and results for SCTD's system. The cost factors are used to develop fully loaded costs per service hour for SCTD's services based on their service hours and service miles, the results of which are shown in Table 18. As shown, the Molalla to Canby and Molalla to CCC routes have higher hourly costs than the Molalla City route.

Table 17. SCTD Cost Factors

Factor	Equation	SCTD Result
Operating Factor	$\frac{System\ Operating\ Costs}{System\ Revenue\ Service\ Hours}$	$49.09 per hour
Maintenance Factor	$\frac{System\ Maintenance\ Costs}{System\ Revenue\ Service\ Miles}$	$0.36 per mile
Administrative Factor	$\frac{System\ Adminstrative\ Costs}{System\ Operating\ Costs + System\ Maintenance\ Costs}$	25%

Table 18. FY17 Fully Loaded Costs per Service Hour

Service	Cost/Service Hour[1]
Molalla City	$64.33
Molalla to Canby	$71.38
Molalla to CCC	$74.25
Total	**$71.45**

[1]*Total cost includes labor, mileage, and administrative costs but not capital costs and fleet replacement impacts.*

The system cost per service hour was compared to peer transit providers to evaluate SCTD's efficiency. Figure 25 shows the results. As shown, SCTD operates at a similar cost to Sandy Area Metro and Woodburn Transit and substantially lower than CAT.

Figure 25. Peer Comparison of Cost per Service Hour

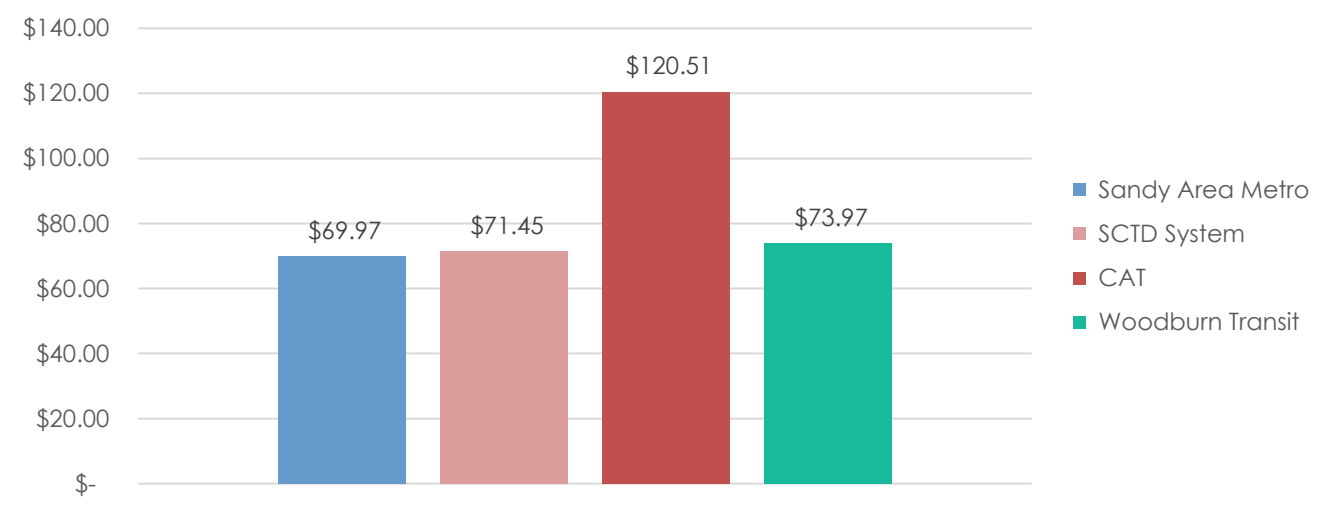


Table 19 shows the projected income and expenses for SCTD in FY18. As shown, approximately half of SCTD's funding comes from grant revenue, followed closely by payroll & self-employment tax. Contracted services, material, and supplies comprise approximately half of SCTD's expenses.

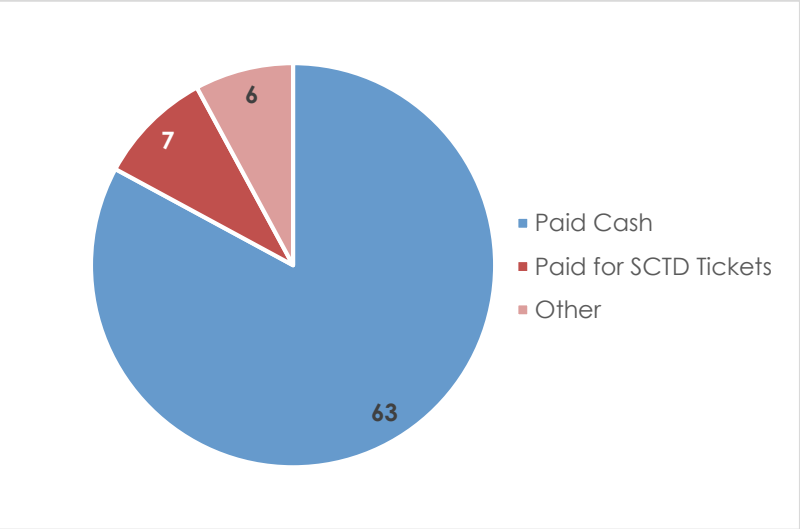
Table 19. FY18 Projected Income and Expenses

Income	Amount
Grant Revenue	$1,014,000
Payroll & Self-Employment Tax	$700,000
Fare Revenue	$60,000
Interest Income	$8,000
Cash Carryover	$400,000
Total	**$2,182,000**
Expense	**Amount**
Contracted Services, Materials & Supplies	$957,000
Capital Expenses	$475,000
Personal Services	$350,000
Contingency	$400,000
Total	**$2,182,000**

FARE STRUCTURE AND REVENUE

The SCTD fare system is a flat rate of $1.00 per ride per person on the commuter services to CCC and Canby and is fareless on the local City route. Only US one-dollar bills or SCTD tickets purchased from the District Office are valid. Children age 6 and under ride for free when accompanying an adult rider. Figure 26 shows the proportion of the type of fare collected for services that require fare, based on onboard results. As shown, the cash fare is the most common payment type.

Figure 26. Payment Type



Source: SCTD Onboard Survey 2019

Fare Revenue by Route

Details on fare revenue and comparisons to costs, ridership, and service hours are provided in Table 20. The unit costs established in Table 17 were used to calculate the total cost by route. Total cost per ride represents the average cost of providing the transit service for each rider by service. The Molalla to Canby route has by far the highest average total cost/rider, followed by the Molalla to CCC route.

Table 20. FY17 Fare Revenue and Related Statistics

Service	Ridership	Fare Revenue ($)	Total Cost[1]	Cost/Service Hour[1]	Farebox Ratio (Revenue/ Cost)	Total Cost/ Rider
Molalla City	24,051	$0	$163,387	$64.33	0%	$6.79
Molalla to Canby	14,075	$7,621	$181,297	$71.38	4%	$12.88
Molalla to CCC	53,951	$29,212	$483,936	$74.25	6%	$8.97
Total	**92,077**	**$36,832**	**$828,621**	**$71.45**	**4%**	**$9.00**

[1]*Total cost includes labor, mileage, and administrative costs but not capital costs and fleet replacement impacts.*

Statistics by Route

Table 21 summarizes statistics and funding for FY17. As shown, Molalla City has the highest riders per hour and riders per mile as well as the lowest cost per rider and cost per hour. Molalla to CCC has the lowest cost per mile.

Table 21. FY17 Statistics Summary

	Riders per Hour	Riders per Mile	Cost per Rider	Cost per Hour	Cost per Mile
Molalla City	9.47	1.55	$6.79	$64.33	$10.53
Molalla to Canby	5.54	0.26	$12.88	$71.38	$3.30
Molalla to CCC	8.28	0.30	$8.97	$74.25	$2.66
System Total	**7.94**	**0.36**	**$9.00**	**$71.45**	**$3.28**

NEXT STEPS

This memorandum documents the baseline transit service within the SCTD service area. The memorandum will be used to inform the Transit Development and Master Plan by evaluating existing performance and summarizing transit needs in the community.

APPENDICES

A. Onboard and Online Survey Summary
B. Outreach Events Summary
C. Driver Survey Summary
D. SCTD Board of Directors Work Session Summary
E. TCRP Report 161 Outputs

APPENDIX A ONBOARD AND ONLINE SURVEY SUMMARY

APPENDIX B OUTREACH EVENTS SUMMARY

APPENDIX C DRIVER SURVEY SUMMARY

APPENDIX D SCTD BOARD OF DIRECTS WORK SESSION SUMMARY

APPENDIX E TCRP REPORT 161 OUTPUTS