

PART - A

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

1300 S Evergreen Park Drive SW, PO Box 47250
Olympia, WA 98504-7250
Telephone (360) 664-1222 - Fax (360) 586-1181

RECEIVED

JUN 17 2005

WASH. UT. & TP. COMM

Private Nonprofit Transportation Provider

Application Fee: \$50.00

10604

APPLICATION FOR CERTIFICATE

To provide transportation services for compensation solely to persons with special transportation needs

(For Commission Use Only)

Reception Number: 0010597	Safety/Inspection: CS.	Application D #: 79383
111 0268 231 02 50.00	Insurance: CS CS	Carrier ID: 43786
Date Filed: 6-17-05	DOCKET # TN-051029	Employee: CS

NPC 1091

TYPE OF APPLICATION (check one)

New Certificate Reinstatement Certificate Transfer Certificate (New Owner or New Name)

APPLICANT IDENTIFICATION

Attach a copy of approved articles of incorporation and proof of status as a registered non-profit corporation

C#: WA UNIFIED BUSINESS IDENTIFIER (UBI)#: 602-515-651
*APPLICATION PENDING

APPLICANT NAME: RIDE CONNECTION INC. PHONE #: (503) 528-1720

d/b/a: FAX #: (503) 493-7431

BUSINESS (MAILING) ADDRESS: 3220 N. WILLIAMS AVE.
(street address, P.O. Box):
(city, state, zip) PORTLAND, OR 97227

PHYSICAL ADDRESS: (street address, if different)

PRINCIPAL OFFICERS (List names, titles, and addresses of two principal officers of the nonprofit corporation)

ELAINE WELLS, EXECUTIVE DIRECTOR	3220 N WILLIAMS AVE, PORTLAND, OR 97227
ROBERT UELAND, BOARD PRESIDENT	12001 NE STANTON, PORTLAND, OR 97220

TRANSFER OF CERTIFICATE

Complete this section if you are transferring an existing certificate to a new corporation, or if you are changing your corporate name. List name of current certificate holder and the certificate number to be transferred. If this section is not complete, you will be issued a new certificate number instead of having the existing certificate reissued.

NAME ON CERTIFICATE: _____

CERTIFICATE NUMBER: _____

INSURANCE REQUIREMENTS (must check one) (certificate will not be issued until acceptable insurance is received)

The applicant will provide service only in vehicles with a seating capacity of less than 16 passengers, including the driver - \$500,000 in Public Liability and Property Damage Insurance is required. Complete and submit the Safety Fitness Survey. You will not be subject to the motor carrier safety provisions relating to Commercial Driver's License and Controlled Substance and Alcohol Training/Testing.

The applicant will provide service in vehicles with a seating capacity of 16 passengers or more, including the driver - \$1,000,000 in Public Liability and Property Damage Insurance is required. Complete and submit the Safety Fitness Survey. You will be subject to all of the motor carrier safety provisions including Commercial Driver's License and Controlled Substance and Alcohol Training/Testing.

EQUIPMENT LIST (Attach additional list if necessary)

State & License Number	Year and Make of Vehicle	Seating Capacity	Vehicle Identification Number (VIN#)
*VEHICLE WILL BE PURCHASED USING WSDOT STATE/FEDERAL GRANT FUNDING			

CONDITIONS JUSTIFYING GRANT OF CERTIFICATE (Attach Additional Sheet if Necessary)

Please describe the transportation service you will provide to persons with special transportation needs if a Private Nonprofit Transportation Provider certificate is granted. Be sure to describe the special transportation needs that exist and the source of your "compensation". (i.e. Private or Government grants or contracts, passenger fares, etc.)

*SEE ATTACHED WSDOT PUBLIC TRANSPORTATION STATE AND FEDERAL GRANT PROGRAM, 2005-2007 APPLICATION FORM.

As applicant, I understand that the filing of this application does not in itself constitute authority to operate and that no operations may be conducted until a certificate is received from the Commission. I hereby declare and affirm that the information contained in this application is true to the best of my knowledge and belief.

Clare M. Wells / Executive Director

Signature / Title

6-3-05

Date

PART - B

SAFETY FITNESS SURVEY

Instructions: In each category shown below, list the person and/or position responsible for understanding, maintaining, and complying with current Federal Motor Carrier Safety Regulations (FMCSR).

Copies of the FMCSR's are available from several vendors, these include, but are not limited to:

Washington Trucking Associations, 930 So. 336th St., Suite B, Federal Way, WA 98003, (206) 838-1650
J. J. Keller, P O Box 368, Neenah, WI 54957-0368, (800) 558-5011
Willamette Traffic Bureau, 1444 SE Hawthorne, Portland, OR 97214, (503) 236-1183
Government Printing Office, 915 2nd, Seattle, WA 98174, (206) 553-4270

Controlled Substances and Alcohol Testing (Part 382)

Name: _____ Position: _____

Any person who drives a commercial motor vehicle requiring a CDL must be in a Controlled Substance and Alcohol Testing program that complies with the FMCSR in 49 CFR Part 382 and 49 CFR Part 40.

Each company will have in place a system for complying with FMCSR governing alcohol and controlled substances testing requirements (49 CFR Part 382 and 49 CFR Part 40)

Commercial Drivers License (CDL) Requirements (Part 383)

Name: _____ Position: _____

Any driver who operates a vehicle that meets the definition of a commercial motor vehicle as described below must have a valid CDL. The definition of a commercial motor vehicle is:

- < has a gross combined weight rating of 26,001 pounds that includes a towed unit with a gross vehicle weight rating of more than 10,000 pounds; or
- < has a gross vehicle weight rating of 26,001 pounds or more; or
- < is designed to transport 16 or more passengers, including the driver; or
- < is of any size and is used to transport hazardous materials of an amount that requires placarding under HM regulations.

(Definition shown above applies in reference to this section and that of controlled substance testing.) Contact local Department of Licensing office for additional information

Driver Qualification Requirements (Part 391)

Name: BRUCE RAMSEYER Position: COMPLIANCE SPECIALIST

Each company must maintain a complete Driver Qualification File for each employee (whether permanent, casual or intermittent) authorized to drive a motor vehicle. To determine what information is required, review FMCSR Part 391.51.

Owner/operators that work exclusively in intrastate commerce within Washington have limited exemptions that are found in WAC 480-14-370(7). Owner/operators that conduct any interstate operations must maintain a complete file on themselves and any casual or intermittent driver that they may use.

Drivers Hours of Service (Part 395)

Name: BWUG RAMSEYER Position: COMPLIANCE SPECIALIST

Each company must maintain true and accurate hours of service records for each individual that drives a motor vehicle. If company's operations meet all requirements of the "100 air mile radius driver," a record of duty status is acceptable. A driver must complete a driver's daily log book when he/she exceeds the 100 air-mile radius or he/she exceeds 12 hours.

Note: Reference 49 CFR, Part 395.1(e) and WAC 480-14-380

Vehicle Inspection, Repair, and Maintenance (Part 396)

Name: BWUG RAMSEYER Position: COMPLIANCE SPECIALIST

Part 396.11 requires that drivers prepare a written "Driver Vehicle Inspection Report" on each vehicle used each day. Refer to Part 396.11 for a description of the required content of this report.

Each motor carrier must maintain certain required records for each vehicle that include the following: (see Part 396.3(b)).

- X Identification of the vehicle.
- X A means to indicate the nature and due date of various inspection and maintenance operations to be performed.
- X A record of inspections, repairs and maintenance indicating their date and nature.

All companies must comply with Part 396.17 dealing with Periodic Inspections. Each motor carrier must inspect, or have inspected, all motor vehicles subject to its control at least once during the preceding 12 months.

My signature below certifies that I understand my responsibility as a motor carrier of passengers and I will comply with all the safety requirements which apply to my operations.


Signature of applicant

6/3/05
Date

Please ask for technical assistance if you require information on any of these safety issues.

Technical Assistance

As part of the application process, the Commission voluntarily provides technical assistance on any of the Safety Fitness requirements. The goal and mission of the Commission is to assist carriers in understanding the safety rules and regulations and what is necessary to have an adequate and effective safety program.

Requesting additional information on any or all of the below listed sections will not result in your company being selected for a safety compliance audit. There is no additional charge for this service. Technical assistance may be in the form of a personal contact or telephone contact, depending on Commission employee availability.

If you want information on any of the safety requirements, check the appropriate box(es) below. Please include day and evening phone numbers and the name of the person to be contacted.

MOT CAR # 43786

Place an "X" or check mark in the box in front of any subject on which you wish assistance.	Subject/Topic Area
	Controlled Substances and Alcohol testing (Part 382)
	Commercial Driver's Licensing requirements (Part 383)
	Minimum Levels of Financial Responsibility (Insurance) (Part 387)
X	Driver Qualification requirements (Part 391)
	Driving of Commercial Motor Vehicles (Part 392)
X	Parts and Accessories Necessary for Safe Operation (Part 393)
X	Hours of Service requirements (Part 395)
X	Inspection, Repair, and Maintenance (Part 396)

Contact person: BRUCE RAMSEYER

Day telephone number: (503) 528-1722

Evening telephone number: _____

ACORD CERTIFICATE OF LIABILITY INSURANCE

OP ID 25
RIDE-60

DATE (MM/DD/YYYY)
07/06/04

PRODUCER (OR) Heffernan Insurance Brkrs 5100 SW Macadam, Suite 440 Portland OR 97239 Phone: 503-226-1320 Fax: 503-226-1478	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.												
INSURED Ride Connection Inc. Attn: Joan Heineman 3220 North William Portland OR 97227	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th style="width:80%;">INSURERS AFFORDING COVERAGE</th> <th style="width:20%;">NAIC #</th> </tr> <tr> <td>INSURER A: Alliance of NonProfits for Ins</td> <td></td> </tr> <tr> <td>INSURER B:</td> <td></td> </tr> <tr> <td>INSURER C:</td> <td></td> </tr> <tr> <td>INSURER D:</td> <td></td> </tr> <tr> <td>INSURER E:</td> <td></td> </tr> </table>	INSURERS AFFORDING COVERAGE	NAIC #	INSURER A: Alliance of NonProfits for Ins		INSURER B:		INSURER C:		INSURER D:		INSURER E:	
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INSURER B:													
INSURER C:													
INSURER D:													
INSURER E:													

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR	ADD'L	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	X	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	200415788	07/01/04	07/01/05	EACH OCCURRENCE \$ 100,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A		AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	200415788	07/01/04	07/01/05	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC \$ AUTO ONLY: AGG \$
A		EXCESS/UMBRELLA LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input checked="" type="checkbox"/> RETENTION \$10,000	200415788	07/01/04	07/01/05	EACH OCCURRENCE \$ 2,000,000 AGGREGATE \$ 2,000,000 \$ \$ \$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				<input type="checkbox"/> WC STATU-TORY LIMITS <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
		OTHER				

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
 Tri-Met, the State of Oregon, Oregon Department of Transportation, Oregon Transportation Commission, the Public Transit Section, and each of their respective directors, officers and employees are included as Additional Insured with respect to work or operations connected with the agreement, per form CG2026 attached.

CERTIFICATE HOLDER TRI MET P.O. Box 10054 Portland OR 97210	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL <u>30</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE
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Operating grant

Washington State Department of Transportation

Public Transportation State and Federal Grant Program

2005-2007 Application Form

Funding request for projects beginning July 1, 2005, and ending June 30, 2007.

SUMMARY SECTION

Complete one SUMMARY SECTION for each application type (operating, capital, project development) per agency/organization.

General Agency Information

Legal Name of Agency:	Ride Connection, Inc		
Mailing Address:	3220 N Williams, Portland, Oregon 97227		
Main Office Address:	Same		
Federal ID Number:	94-3076771		
Contact Person:	Elaine Wells	Telephone Number	503-528-1725
E-Mail Address:	elainew@rideconnection.org	Fax Number	503-493-7431
Legislative District(s)	49 th	Congressional District(s)	3rd

Transit Agencies Only

Is this application to be funded by the transit formula funds allocated to your transit agency by the Washington State Legislature: Yes No

Note: If you answered yes to this question, this application will not be considered for evaluation as part of the competitive grant process, but will be funded based on your formula allocation.

Cost Summary

TOTAL COST for all Projects:	\$	334,044
Less fares and/or donations	\$	
NET COST for all Projects	\$	334,044
Funding already secured for this project:		
Federal Funds		
State Funds		
Local Cash (Foundations, Donations, Fund Raising)	\$	29,000
Unsecured Funds		
Foundations, Donations, Fund Raising	\$	138,022
Less TOTAL MATCHING FUNDS for all Projects:	\$	167,022
TOTAL REQUEST in this application:	\$	167,022

Type of Grant

What type of grant are you requesting (check one only):

Amount of Request

	Capital Grant	\$
	Operating Grant	\$167,022
	Project Development Grant	\$

Type of Applicant (check one box only):

	Rural Public Transit		Small Urban Public Transit		Urban Public Transit
X	Private Non-Profit Agency		General Purpose Government (City, County)		Private for Profit
	Special District (i.e. School, Port)		Tribal Government		State Agency

Would your agency be willing to receive:

Federal funds? (Yes or No) yes
 State funds? (Yes or No) yes

Management and Experience

What experience does your agency have with passenger transportation services?

Ride Connection has extensive experience developing, expanding, and supporting coordinated community based special needs transportation programs since 1988. The mission of Ride Connection is *linking accessible, responsive transportation with community need*. Ride Connection was incorporated as a non-profit agency in the late 1980's, as an outgrowth of a citizen's committee appointed by TriMet. The goal was to address the special transportation needs of our elders and people with disabilities living in the Portland tri-county area.

Since our beginning, we have played an important role in planning and developing transportation services to improve special needs transportation in the Portland Metropolitan area. We now support a network of 33 service providers and provide training and oversight for drivers, management of agency accessible vehicles, service coordination, and evaluation of services. By centralizing these services Ride Connection can ensure program efficiency. Working with the service providers, Ride Connection identifies transportation needs and pilots new programs to address these needs. The network has experienced an increase in service demand and service delivery each year of operation.

In the last four years, Ride Connection has implemented:

- Services in Clark County Washington
- Rural Washington County U-Ride Program for JARC clients, rural general public (5311) - Washington County, Oregon
- WorkLink travel training program (JARC funded)
- Expanded Title XIX non-medical program in Washington County (E&D non-medical Medicaid)
- Expanded service in Southeast Portland (Oregon State funding)

- Shuttle services for King City, Oregon the Gateway area of Portland, and N/NE RideAbout (State and TriMet funded)
- Developed a bloodborne pathogen training curriculum (state funded)
- Developed Mobility Support Services concept (RideWise) to support our Portland tri-county customers in gaining access to the most appropriate transportation services (state and TriMet funded)
- Vehicle maintenance program for our fleet of 72 vehicles (state funded)
- Maintained existing services in the tri-county area (TriMet and state funded)
 - Total services provided
 - 295,445 rides to 9,738 individuals in FY2003-2004

What experience does your agency have in managing grant awards?
 Ride Connection has extensive experience in managing public grant awards (see attached funding flow chart). The majority of the programs listed above have been funded by public funding, both federal and state. Some of our programs may be funded with a combination of federal and state funding.

- a) Federal Transit Administration funds (JARC, 5311, 5310)
- b) Other Federal funds
 Title XIX – approximately ½ of funding is federal DHS funding
- c) Oregon State funds
 Rural Washington County U-Ride, STF and private Foundation funding
 Title XIX – approximately ½ of funding is from state of Oregon
 Bloodborne pathogen training development (OR-OSHA grant)

In addition:

(Other) TriMet general fund (local) has funded shuttle services and our recent mobility support service (RideWise) design and implementation.

END OF SUMMARY SECTION

Financial Information

For Operating and Development Grants

7. For operating and project development grants, please report your agency's transportation operating budget for the past two calendar years. In the far right column, indicate how this grant request would be spent for this project only during the 2005-2007 timeframe.

	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007 (24 months)
	(actual)	(budgeted)	(project expenses)
Direct Operating			
Labor & Benefits	546,463	796,105	51,016
Supplies & Fuel			
Insurance	71,737	83,300	1,500
Maintenance	85,148	151,253	
Occupancy, Phones	48,780	49,029	4,800
Postage, Supplies, Printing	12,833	14,832	500
Professional Fees	1,741	20,941	
Program Expense	6,917	16,179	
Misc.	15,561	9,851	
Contracted Services: Service	1,835,788	2,293,760	233,075
Contracted Services: Trainers	35,242	97,906	
Subtotal:	2,660,210	3,533,156	290,891
Administrative			
Labor & Benefits	176,536	251,402	12,073
Rent & Utilities	16,943	16,950	
Consultant Services	97,542	57,313	23,600
Other: Supplies, Postage, Materials	6,321	7,416	
Repairs & Maint.	7,562	100	
Fund Raising	62,466	42,529	
Misc./Overhead	24,371	24,930	7,480
Subtotal:	391,741	400,640	43,153
Total Gross Operating Expenses:	3,051,951	3,933,796	
Less Passenger Fares and Donations:	7,632	7,225	
Total Net Operating Expenses:	3,044,319	3,926,571	

8. What operating revenue has your agency used in the past two years to operate your passenger transportation services? In the far right column, indicate all sources of funding you will use for matching the grant request for this project only.

Revenues Source	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007 (24 months)
	(actual)	(budgeted)	(local match & project revenues)
Local Funds (list):			
TriMet	810,320	1,213,182	
			*
State Funds (list):			
STF Formula	1,168,347	1,323,057	
STF Discretionary	101,311	133,862	
State Of Oregon-DD Waivered	1,885		
			*
Federal Funds (list):			
5311	90,750	90,750	
Job Access	402,791	518,500	
SPD	165,723	202,138	
STF Discretionary	25,485	96,962	
5310	104,152	291,616	
Other (list):			
Foundation Grants	116,274	14,504	157,022
Contributions	48,184	20,000	10,000
Training Fees		2,000	
Vehicle Disposition		10,000	
Interest Income	9,097	10,000	
Subtotal Operating Revenue:	3,044,319	3,926,571	167,022
Requested Operating/Development Grant:	N/A	N/A	
**Total Operating Revenue:	3,044,319	3,926,571	167,022

*For Projected Revenue, do not include any state or federal funds that are requested in this application.

**This amount must be equal to Total Net Operating Expenses on the previous page.

Proposed Project Work Plan

13. Work plan - List all major project tasks and activities in the far left column. Identify the expected project expenditures under the appropriate columns. Indicate whether project tasks are for capital, operating, or development activities. **All tasks listed below are for operations.**

Key to abbreviations: RC – Ride Connection, HSC-Human Services Council

Tasks/Activities	July 05- Dec 05 (6 months)	Jan 06- June 06 (6 months)	July 06 –June 07 (12 months)
Develop contract/work plan between RC and HSC	\$833	\$625	\$1,285
Recruit and hire for service staff (HSC)	\$33,500	\$28,900	\$57,800
Assign Ride Connection staff to volunteer recruitment/outreach function in support of CI Co service (.5 FTE)	\$13,380	\$12,547	\$25,686
In Aug. '05, begin offering medical trips (in addition to current svc level of life sustaining)	\$21,750	\$21,750	\$44,375
Begin "general purpose" service in 2 nd fiscal year while maintaining medical trans progr			\$25,000
Year End Evaluation, reporting, administration & vehicle maintenance	\$4,190	\$4,641	\$9,480
Training offered to drivers and escorts/ related materials	\$1,211	\$1,146	\$2,345
Fund Development activities/ materials	\$5,900	\$5,900	\$11,800
Totals:	\$80,764	\$75,509	\$177,771

* Please note these expenses listed are for the operations application, and fund development costs and related activities are listed as such.

14. Complete the attached Passenger Service Vehicle Inventory Form located on the last page of the application.

Please Note: All applicants must complete the Passenger Service Vehicle Inventory Form. Public transit agencies that have submitted a 2004-2010 Transit Development Plan and a PTMS Vehicle or Asset Inventory may substitute that form for the one provided.

END OF PROJECT SECTION

Supplemental Information

Please provide any additional information that could be useful to the evaluators. Try to keep your comments brief. Also you may use this page to elaborate on information that you have provided in other sections of the application. Indicate the specific question number from this application when providing supplemental information.

Attachments Checklist

	Letters committing matching funds (Required on projects with financial partners)
X	Vehicle Inventory (Required on all applications)
X	Service area map (Required on all applications)
X	Letters of Support (Optional)

Application Authority

I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal and managerial capability to implement and manage the project associated with this application.

NOTE: Your application must be signed by someone authorized to sign contracts on behalf of your organization, such as the Board Chairperson or Chief Executive Officer.

Applicant Agency Ride Connection, Inc.

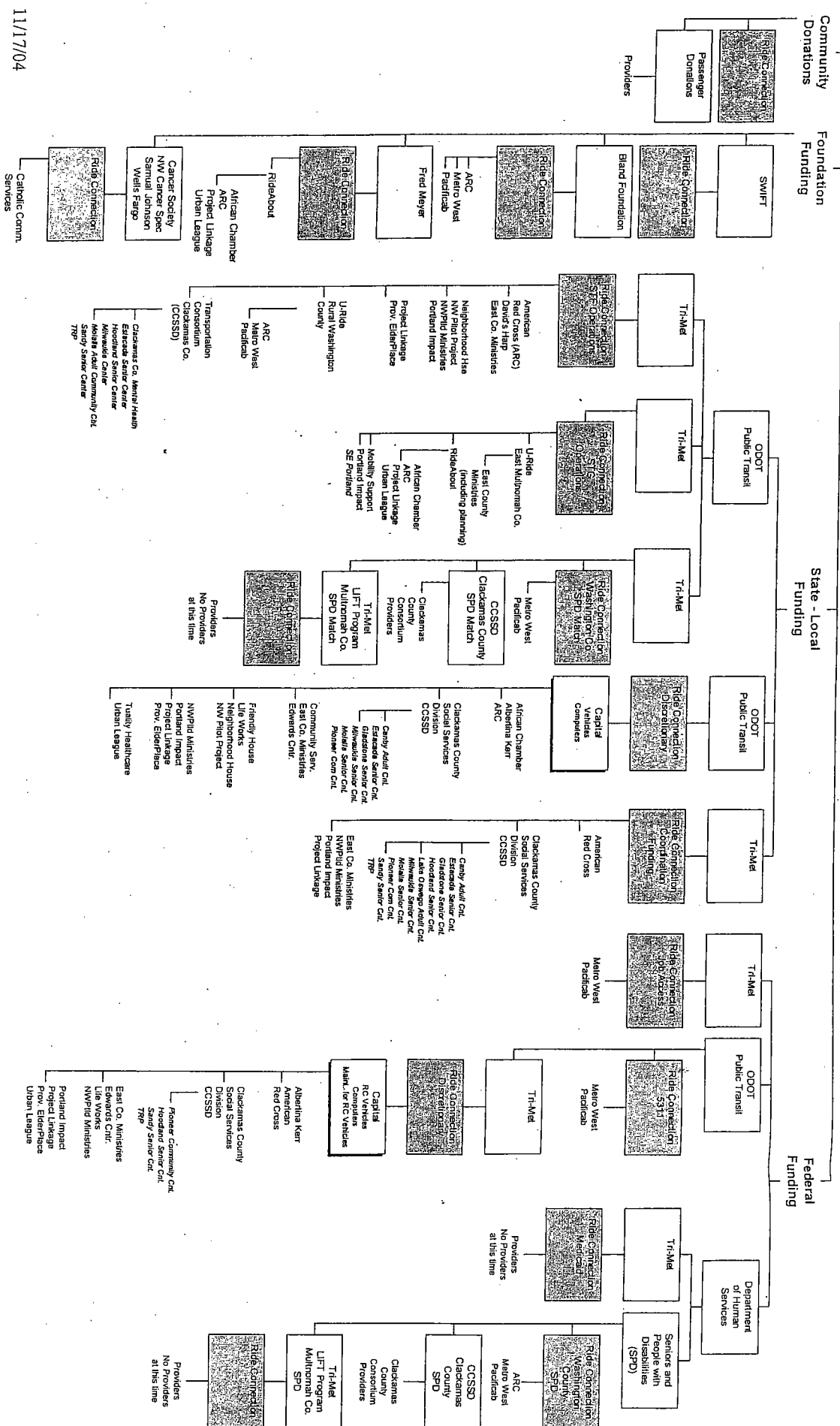
Project Title U-Ride Clark County Special Needs Transportation Operations Project

Name and Title of Signatory Elaine M. Wells, Executive Director

Elaine M. Wells
Authorized Signature

November 17, 2004
Date

Funding Flow



11/17/04

PROJECT SECTION

Complete one PROJECT SECTION for each project. If submitting multiple projects, please make additional copies of the entire PROJECT SECTION and submit one for each project.

ORDER OF PRIORITY NUMBER 1

Indicate number according to priority of importance to your organization - begin with number one as the highest priority.

Project Title

U-Ride Clark County Special Needs Transportation Operations Project

Type of Activity

Describe the type(s) of activity to be funded with this application:

A. Sustain Service	<input type="checkbox"/> Fixed Route	<input type="checkbox"/> Route Deviated
<input checked="" type="checkbox"/> Dial a Ride		
<input type="checkbox"/> Intercity Bus		
B. Expand Service	<input type="checkbox"/> Extend hours of service	<input type="checkbox"/> Reduce Response Time
<input type="checkbox"/> Establish new service area		
<input checked="" type="checkbox"/> Increase frequency		
C. <input type="checkbox"/> Service to provide employment options		
D. <input type="checkbox"/> Project Development		
E. Equipment Replacement	<input type="checkbox"/> Replace minibuses	<input type="checkbox"/> Replace Buses
<input type="checkbox"/> Replace vans		
<input type="checkbox"/> Add wheelchair accessibility	<input type="checkbox"/> Replace other equipment	
F. Fleet Expansion	<input type="checkbox"/> Extend hours of service	<input type="checkbox"/> Reduce response time
<input type="checkbox"/> Establish new service area		
<input type="checkbox"/> Increase vehicle capacity	<input type="checkbox"/> Add vehicles to fleet	

Service Level Information

Please provide the Service Level Information requested below for all operating projects and capital projects for rolling stock purchases:

	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007
	(actual)	(budgeted)	(projected 24 mo)
Vehicle Service Hours*	2,351	2,296	3,120
Vehicle Service Miles**	40,473	30,428	193,939
Passenger Trips***	2,564	1,280	8,450

* Total service hours for all vehicles used for the passenger transportation services described in this project.

** Include mileage from all vehicles used for passenger transportation services described in this project.

*** Passenger trips include each time a passenger boards a vehicle used for the passenger transportation services described in this project.

How were your service level estimates developed?

Service level estimates were based upon:

Vehicle Service Hours – 30 hours/week X 52 weeks = 3120

Vehicle Service Miles – current average trip in Clark County U-Ride Program is 23.77 miles

Number of passenger trips is estimated at a total of 8450 –

2005-06 – 2900 medical trips (indicates 127% increase over trips recorded in current program)

2006-07 – 3550 medical trips (indicates 22% increase from previous year)

2000 general purpose trips (first year of this service)

Project Description

1. Provide a detailed description of the project.

Some background related to the development of the project:

On January 6, 2003, coordinated transportation services were initiated for non-medicaid medical transportation through a Clark County service network, *U-Ride Clark County*. Start up funding for development and implementation of the program was provided by the United Way of the Columbia/Willamette – for planning in 2001-02 and for operations in 2003 to last through June 30, 2004. The network, coordinated by Ride Connection, involves Catholic Community Services Volunteer Chore Services Program (VCS), the Retired and Senior Volunteer Program (RSVP), the American Cancer Society (ACS) and the Greater Vancouver Interfaith Association (GVIA). The Human Services Council of Southwest Washington was approached in 2001 about their involvement. They were unable to participate at that time, due to other imminent projects. The network agencies involved, along with Ride Connection, formed a steering committee for Clark County and applied for start-up funding from United Way of the Columbia/Willamette. These organizations continue to meet monthly to monitor the program under the leadership of Ride Connection Board Member, Dr. Ken Nitta.

A dedicated member of our Board of Directors and a resident of Vancouver, Dr. Ken Nitta, chairs the *U-Ride Clark County* committee and communicates its progress back to the Board. Dr. Nitta, a

radiation oncologist, is an advocate for patients who face challenges finding transportation to crucial medical treatments such as radiation for cancer or dialysis. In 2001, Dr. Nitta convened meetings of the agencies listed above on behalf of Ride Connection. These agencies were chosen because of their strong volunteer base and their awareness of the need for transportation services. Once implemented in Clark County, the demand for our *U-Ride* transportation services to medical appointments has shown continuous growth, with the program exceeding its service goals for the first and second years of service. The program provided general medical transportation in addition to life sustaining medical trips until July 1, 2004, when the United Way funding ended.

As of July 1, 2004, *U-Ride Clark County* is providing transportation service limited to life sustaining medical appointments i.e. chemotherapy and radiation treatments for cancer, and dialysis. Since the end of United Way funding, *U-Ride* services have been funded through small private foundation grants and donations from individuals in the community. The intent of this application is twofold; 1) to support the return of services to include general medical trips, which were provided as part of the program through June 2004, and 2) expansion of the program in July 2006 to include trips to general destinations -- destinations that assist people in remaining independent in their homes.

This effort includes the participation of several organizations as described above. Ride Connection provides resource development for program services, in addition to providing staff support for coordination. Ride Connection staff also provides volunteer recruitment, orientation and training of drivers and escorts, community outreach for riders and community support, program-related evaluations, record keeping, and reporting. Ride Connection manages the vehicle operations, including maintenance, insurance and training of drivers. The Vancouver Retired Senior and Volunteer Program (RSVP) will continue to recruit volunteer drivers and escorts for the program, and help with outreach to potential customers and volunteers. The Human Services Council, who currently brokers service for the Medicaid transportation program and JARC (Job Access Reverse Commute) program in Clark County will also broker our rides. They have recently installed software with a capacity that will allow the influx of new calls and new riders. With an additional FTE through this operations grant, they will provide this service, meaning that riders will access the program (and others) through one phone number. The American Cancer Society assists with an annual cash donation, and refers patients and volunteers for services. The Greater Vancouver Interfaith Association joined the network in 2003 and has provided venues for outreach about the program.

Services are offered by over 30 dedicated volunteers trained in providing special needs transportation for people with disabilities or our frail elders. The majority of these volunteers use their own vehicles to provide services, and are reimbursed through the program for their mileage costs. Citizens hear about our program through calls to the American Cancer Society, outreach of network partner agencies, physician's offices and through the media. These calls are currently taken and screened by staff and volunteers at VCS who then contact volunteer drivers to assign a trip. The volunteers provide the trip and report their mileage and time to VCS, who then reports to Ride Connection. The program will remain the same, with the exception of VCS intake and dispatch which will transfer to the Human Services Council. This will ensure a single phone number access point and will allow other service providers to participate thus reducing the possibility of a ride turn down.

We will maintain services to medically related destinations through June 30, 2005, and then expand to include additional destinations such as grocery stores, nutrition sites, volunteer locations and to visit friends and family in July 2006. Our application includes a ½ FTE outreach and volunteer coordinator staff person who will build the volunteer base in preparation of this second year of expanded service.

It is important to note that we are also applying for a wheelchair accessible vehicle for use by the U-Ride Clark County program. This will reduce our service costs for people needing wheelchair accessibility. Currently, these trips are scheduled through a contract with a private provider. Although these services are offered at a reduced rate to Ride Connection, operating our own vehicle in Clark County will allow us to improve efficiency through grouping trips and utilizing volunteer drivers.

2. What is the need for this service, equipment, or project? How did your agency identify the need?

The need for special needs transportation service in Clark County has been noted by many public and private non-profit agencies. The American Cancer Society (ACS) receives frequent calls from patients and their families who are struggling to arrange transportation life-sustaining treatment for the patient. For years the ACS attempted to provide an independent transportation program. Individuals within the ACS knew that a coordinated effort was being provided in the Portland tri-county area through Ride Connection. Dr. Ken Nitta of Vancouver was on the local ACS affiliate's Board of Directors. Through his involvement in advocating for Clark County service he was selected to serve on Ride Connection's Board of Directors. He has been instrumental in pointing out the gaps in service in Clark County.

In Clark County, demand for special needs transportation far outstrips supply. There are individuals who do not qualify for existing programs, such as those under the age of 60 with cancer or needing rides to dialysis. C-Tran's ADA provider, C-Van, provides rides to ADA-eligible riders with disabilities. The system only covers the ADA-defined service area, which is limited to a 3/4 mile radius around regular fixed route public transit service. This leaves a large expanse of the geographical area of Clark County with no service. Less than 50% of the population lives in Vancouver, the area most regularly served by C-Tran. With the recent failure of a tax levy intended to provide funding for C-Tran, their service area will be curtailed even more. As an example, Battleground Washington, served with a bus line and a circular route, will no longer be served.

When Ride Connection's United Way funding ended on June 30, 2004, we restricted our service to life-sustaining medical, leaving many of those we had previously served without service to general medical appointments. As an example of the problems people face, a woman called our office from the Ridgefield area in Clark County. Her mother had been released from the hospital, and they wanted to bring her to their home as she rehabilitated. The challenge was that her mother required several trips for physical rehabilitation per week, and the family lived outside C-Van's service area. She uses a wheelchair, and is unable to transfer to a car seat. The daughter called for-profit providers in Clark County, and it was going to be nearly \$100 per appointment to have her transported which was a prohibitive cost for the family. When her daughter called us, she considered it a last resort, and was thrilled to hear U-Ride Clark County could indeed help with the transportation. This allowed her mother to leave the care center and rehabilitate in a family setting.

Many people in Clark County are referred to medical care and/or specialists in Portland, Oregon. The U-Ride Clark County service will take individuals directly to appointments in Portland. Otherwise, individuals unable to drive must take a taxi or the bus to a Portland fixed route stop where they pick up a bus or an ADA TriMet LIFT vehicle. It requires transfers and additional time, which create stress

and discomfort for patients. In some cases, lack of appropriate transportation options prevent those feeling ill or struggling with fatigue from successfully reaching the treatment they need.

There are people who are not technically disabled, but need door to door service i.e. help with their coat, help negotiating the stairs, or help getting groceries into the house. People riding to medical appointments are reassured because the U-Ride volunteer drivers wait during their appointment if appropriate. This helps people who are feeling vulnerable feel more secure, and they know they won't have to wait for their ride back home. This is important for those undergoing treatments as they may not feel well or have much stamina. Family members who might otherwise provide transportation may live elsewhere, or may find it impossible to take time off work to provide the needed transportation. Our service reassures them that their loved one is being safely transported and reaching their medical appointments.

Our Board of Directors has long been aware of the lack of special needs transportation in Clark County and included a goal to start coordinated service in Clark County in Ride Connection's 1999 agency strategic plan. Because of a sudden growth in Oregon service, the Washington State plans were delayed, but that was the reason for our eventual application to the United Way. Accessible, appropriate, and comprehensive service remains a service goal for Ride Connection.

In addition to these local circumstances, in the May 2004 issue of AARP's Bulletin, an article was included about changes needed in our communities to accommodate the aging of baby boomers. It was entitled "Ending Isolation" and cites the recent research that more than half of all non-drivers age 65 and older stay at home on any given day. One of the main reasons cited is limited transportation options.

From a press release of the Surface Transportation Policy Project

More than 3.5 million Americans 65 and older risk becoming isolated simply because they don't drive and our existing transportation network will not meet their needs.

A new study shows that half of all non-drivers age 65 and over stay at home on a given day, many because of limited transportation options. This trend is particularly troublesome as the baby boom generation of Americans grows older.

*From a report of the Surface Transportation Policy Project in partnership with AARP:
Aging Americans: Stranded without Options*

The demographics of the United States will change dramatically during the next 25 years as more baby boomers reach their 60s. The US Census Bureau predicts that the number of Americans age 65 or older will swell from 35 million today to more than 62 million by 2025 - nearly an 80 percent increase.

Information is based on new analysis of the National Household Transportation Survey of 2001

This expected increase in elder population in the coming 20 years will magnify the present need for special needs transportation services in southwest Washington. As of the 2000 Census, there were an estimated 39,328 persons aged 65 and older and 49,565 persons aged 21 and over with disabilities in Clark County. As in any population, many have impaired mobility or impaired mental capacity that

leads to the need for special transportation services. Our elders and individuals living with disabilities, those among our most vulnerable, are most likely to be affected by lack of accessible transportation. As stated in the paragraph above, the numbers of people affected will only continue to grow.

It is easier, perhaps, to gauge the value of providing transportation to a medical appointment than simply providing people the freedom from isolation. Yet studies have found that isolation is an important factor in mental and physical illness. The overall well being of an individual is often concurrent with their involvement with family, friends, community and sense of independence. That does not take into account the value of an older person's experience to their community when they can maintain involvement through accessible, responsive transportation. As mentioned earlier, other articles have made the point that the "driving life expectancy" of baby boomers is less than their actual life expectancy by about 6-10 years, depending upon gender, life style and chronic illness conditions.

With Ride Connection's experience developing a growing transportation network in the Portland area, these facts and statistics underscore the need for our current services and for expansion beyond medically-related transportation for Clark County. The number of trips for medically-related trips alone grew steadily since the program was first offered in January 2003. For the first three months of service in 2003, 206 trips were offered to 16 unduplicated riders. In comparison, for the first three months of 2004, 483 trips were offered. This growth in demand continued with only small efforts to publicize the program.

Stakeholders, policy makers, and social service organizations serving our elders and people with disabilities in Clark County have expressed the need for special needs transportation services that match current need and demand. Public officials agree there is a need, however, general transportation issues (issues around the I-5 corridor, neighborhood congestion, etc) currently take precedence in planning efforts and local dollars are not available to support the services. We are making headway in this area through communication with policy makers; however the local funds are not available at this time to support the project at the current levels, or with the expansion that will so greatly enhance service to people in Clark County.

3. If you receive this grant, how will your community benefit? How will you know if the project was a success?

U-Ride Clark County is in a position to truly improve the quality of life for many more individuals and their families who face transportation challenges. Special needs transportation provides benefits to individuals, their families, and their communities. The ability to access transportation is a critical part of living, remaining a part of one's community and maintaining one's health. Also, when trips to the grocery store, pharmacy, or to the local meal sites are provided along with medically-related trips, they help maintain a person's independence and make it possible for individuals to remain in their homes - "aging in place". There is economic benefit as well, with a greater number of people doing their business in the community.

The most critical need is for non-medicare medically related transportation such as to treatment that must be given on a frequent basis - radiation treatment for cancer or dialysis. The American Cancer Society and oncology treatment centers cite cases where individuals missed crucial treatments due to lack of transportation. Other trips may provide access to medical screenings or dental checkups that can detect potentially serious health problems. Riders in Portland's tri-counties frequently report in our annual evaluation that they attend exercise classes and gyms, as well as travel more frequently to their

health providers for preventative services. These trips can maintain an individual's health, prevent worsening of existing health conditions and avoid trips to the emergency room. This is why medical transportation has been and will continue to be a priority for Ride Connection.

The Community Transportation Association of America has stated that "community transportation is a highly effective aspect of preventive health care". It cites the following reasons: 1) it helps citizens, communities, and government programs avoid more expensive emergency medical services, and 2) it provides access to routine doctor's appointments and pharmacies.

Another benefit of the Ride Connection model is its coordinated community-based network of volunteers and staff who provide a personal component to the transportation service. Volunteers and staff are provided training in transporting seniors and individuals with disabilities, whether in their own automobile or in an agency vehicle. We have observed the benefits of this service in many different ways. Our drivers provide "door-to-door" service, helping people in and out of their homes and their destinations. This level of assistance can make the difference between an elderly person or a person with a disability venturing out of their home at all. Our riders report feeling more secure knowing the volunteer is waiting for them while they are in seeing the doctor. Families of our riders feel secure knowing that if their elder is easily overwhelmed or confused outside of their home, the driver is there to see that they safely arrive at their destination.

The scenarios cited above are also examples of how driving can be an especially rewarding volunteer experience. One of the *U-Ride Clark County* drivers volunteered to be the daily driver for six weeks for an individual needing transportation to radiation treatment for cancer. The driver wanted to provide consistency and security in that person's life at that time. Another driver has volunteered to transport people to Seattle if necessary. Time is a precious gift, and both of these examples illustrate the dedication of our drivers. This program provides a benefit for the community as it has become apparent that people who want to give to their community through volunteering appreciate the opportunity to serve in this way. In a recent interview, a Portland Network volunteer said he feels he receives back much more than he gives. Providing special needs transportation through a well-organized system is a rewarding volunteer opportunity.

Determining the effectiveness of the project...

Ride Connection provides the overall evaluation of its network programs, including *U-Ride Clark County*. The numbers of trips, individuals served, average mileage, and average cost per mile, cost per hour, and cost per trip are all reviewed by staff on a monthly basis. Typically, a quarter in one year is measured against a similar period in the previous year. We expect to see an increase in the number of trips, and with this, we look for a decrease in cost per trip. We will judge this project successful if we increase trips, decrease cost per ride, and meet the goals listed in the first section of this Project Description. This information is used to gauge where the project is succeeding, where it could be more effective, and what additional resources may be needed. The basic aspects of this special needs transportation program are readily evaluated through regular review of reports.

The effectiveness of our project is also dependent upon our record and reputation for safety. The driving records of our volunteers as well as evaluations of driver trainings are integral parts of maintaining our safety and effectiveness. Drivers receive the "Safe at Any Age" safe driving course, as well as our mobility assistance training upon entering the program, and every three years after. Participants have an opportunity to evaluate these trainings after each presentation.

Ride Connection also conducts regular surveys of riders and volunteer drivers to determine their level of satisfaction. The responses are generally very positive and allow us to provide important positive feedback to our partners and the volunteers. These evaluations also give insight into the value of these services to our riders. The occasional criticism is taken seriously, and followed up on by staff. This results in consideration of changes that need to be made. This is also true if a complaint or incident is reported to our service staff. Written procedures are in place to ensure thorough review of any incident by the operations staff and the management team.

The Clark County steering committee meets monthly to share information about the program. Successes and concerns are discussed, as well as observations about where additional services are needed. These discussions provide a more subjective view of the effectiveness of the program. Dr. Nitta chairs these meetings and has an opportunity to share concerns with Ride Connection's Board of Directors at monthly Board meetings.

4. Is the project described in this application included in an agency, local, regional, or statewide plan?

Yes No

Comments:

The Ride Connection Board of Directors included Clark County service development and provision in their 1999-2001; 2002-2004 strategic plans and current strategic plan which is in process of completion.

5. Describe your agency's plan to continue the proposed project or to proceed to the next phase following the 2005-2007 biennium.

Ride Connection will build upon the proposed project to meet the future need. Concurrent with this application, Ride Connection is applying for a Project Development Grant. The purpose of this Project Development Grant is to develop a coordinated service plan to address Southwest Washington transportation needs. The intent is to operate the existing Clark County program as described. At the same time we will create a coordinated transportation plan for the future with all our partners in the Southwest Washington region whose goals are providing transportation for their citizens that are currently without service or have limited service.

Program expansion in the years ahead will also include elements of our mobility support services (RideWise), in which people are assisted in determining which transit or para transit services will serve them best for any given trip. They will be offered classes or one-on-one coaching so that they will be able to make future decisions on their own. It will give them the most flexibility, dependent upon their ability. For example, coaching riders in using mass transit is a growing program in the Portland tri-county area that could expand into Clark County. One day, it might be the *U-Ride* service, another day, it might be a C-Van or fixed route. Additional components of expansion may include shuttle service among communities and/or shopping shuttles, deviated fixed-route or expanded dial-a-ride.

Efforts are underway at Ride Connection to build a private funding base in Clark County to supplement our public funding applications. A portion of the fund development staff's time at Ride Connection has been included in the budget to work on building this funding base. The proposed project will continue to operate with the level of service contingent upon available funding. At a minimum, the project will provide life sustaining non-medicaid medical transportation.

6. If you received grant funding in the 2003-2005 biennium, what efforts did you make to acquire permanent funding for that project?

NA

7. Describe all your efforts to coordinate, or create partnerships to support the proposed project.

Start up funding for development and implementation of a volunteer special needs transportation program was provided by the United Way of the Columbia/Willamette -for planning in 2001-02 and for operations through June 30, 2004. The network has involved Catholic Community Services Volunteer Chore Services Program (VCS), the Retired and Senior Volunteer Program (RSVP), the American Cancer Society (ACS) and the Greater Vancouver Interfaith Association (GVIA), all coordinated by Ride Connection.

The Human Services Council of Southwest Washington was approached in 2001 about their involvement. Because they are the Medicaid transportation broker in the county, we asked them to provide intake and dispatch for our *U-Ride* program. They were unable to participate at that time due to previous commitments to other programs. They are now able to be a partner in this operations project by taking calls and providing dispatch for our program which will result in a one-number access point for riders.

The network agencies involved, along with Ride Connection, formed a Clark County steering committee and applied for start-up funding from United Way of the Columbia/Willamette. A dedicated volunteer member of Ride Connection's Board of Directors and a resident of Vancouver, Dr. Ken Nitta, chairs the *U-Ride Clark County* committee and communicates its progress back to the full Board of Directors. In 2001, Dr. Nitta began convening meetings of the network agencies listed above on behalf of Ride Connection. These agencies were chosen because of their strong volunteer base and their awareness of the need for transportation services. (These organizations continue to meet monthly to monitor program activity under the leadership of Ride Connection Board Member, Dr. Ken Nitta.)

Recently, a contact was made to a local service club (one of the Sertoma clubs in the county), in regard to their participation as a partner in supporting *U-Ride* services both financially as well as with volunteers. Interestingly, about the time we made contact with one of the club leaders, he had just learned that he had to give up his driver's license. He has been supportive of our services, and of a potential partnership with Sertoma. Should our Project Development application to WSDOT be funded, one of our outreach individuals will begin contacting all the faith communities involved in the Greater Vancouver Interfaith Association for volunteer support.

Informational reports have been made to the Clark County Commissioners, C-Tran personnel, as well as the Ridgefield, Washougal, and Battleground City Councils. We will report progress on special needs transportation issues annually. Although these entities are not partners per se, their support is

key to creating awareness of the need for special needs transportation services. These bodies are aware of general transportation issues county-wide and all are appreciative of being updated on the increased need among the target population for special needs transportations.

Washington State Department of Transportation

Public Transportation State and Federal Grant Program

2005-2007 Application Form

Funding request for projects beginning July 1, 2005, and ending June 30, 2007.

SUMMARY SECTION

Complete one SUMMARY SECTION for each application type (operating, capital, project development) per agency/organization.

General Agency Information

Legal Name of Agency:	Ride Connection, Inc		
Mailing Address:	3220 N Williams, Portland, Oregon 97227		
Main Office Address:	same		
Federal ID Number:	94-3076771		
Contact Person:	Elaine Wells	Telephone Number	503-528-1725
E-Mail Address:	elainew@rideconnection.org	Fax Number	503-493-7431
Legislative District(s)	49 th	Congressional District(s)	3rd

Transit Agencies Only

Is this application to be funded by the transit formula funds allocated to your transit agency by the Washington State Legislature: Yes No

Note: If you answered yes to this question, this application will not be considered for evaluation as part of the competitive grant process, but will be funded based on your formula allocation.

Cost Summary

TOTAL COST for all Projects:	\$	60,300
Less fares and/or donations	\$	
NET COST for all Projects	\$	60,300
Funding already secured for this project:		
Federal Funds		
State Funds		
Local Cash		
Partnership Funds		
In-Kind Contribution (cash value)		
Less TOTAL MATCHING FUNDS for all Projects:	\$	00
TOTAL REQUEST in this application:	\$	60,300

Type of Grant

What type of grant are you requesting (check one only): Amount of Request

<input type="checkbox"/>	Capital Grant	\$60,300
<input type="checkbox"/>	Operating Grant	\$
<input type="checkbox"/>	Project Development Grant	\$

Type of Applicant (check one box only):

<input type="checkbox"/>	Rural Public Transit	<input type="checkbox"/>	Small Urban Public Transit	<input type="checkbox"/>	Urban Public Transit
<input checked="" type="checkbox"/>	Private Non-Profit Agency	<input type="checkbox"/>	General Purpose Government (City, County)	<input type="checkbox"/>	Private for Profit
<input type="checkbox"/>	Special District (i.e. School, Port)	<input type="checkbox"/>	Tribal Government	<input type="checkbox"/>	State Agency

Would your agency be willing to receive:

Federal funds? (Yes or No) yes
 State funds? (Yes or No) yes

Management and Experience

What experience does your agency have with passenger transportation services?

Ride Connection has extensive experience developing, expanding, and supporting coordinated community based special needs transportation programs since 1988. The mission of Ride Connection is *linking accessible, responsive transportation with community need*. Ride Connection was incorporated as a non-profit agency in the late 1980's, as an outgrowth of a citizen's committee appointed by TriMet. The goal was to address the special transportation needs of our elders and people with disabilities living in the Portland tri-county area.

Since our beginning, we have played an important role in planning and developing transportation services to improve special needs transportation in the Portland Metropolitan area. We now support a network of 33 service providers and provide training and oversight for drivers, management of agency accessible vehicles, service coordination, and evaluation of services. By centralizing these services Ride Connection can ensure program efficiency. Working with the service providers, Ride Connection identifies transportation needs and pilots new programs to address these needs. The network has experienced an increase in service demand and service delivery each year of operation.

In the last four years, Ride Connection has implemented:

- *Services in Clark County Washington*
- *Rural Washington County U-Ride Program for JARC clients, rural general public (5311) – Washington County, Oregon*
- *WorkLink travel training program (JARC funded)*
- *Expanded Title XIX non-medical program in Washington County (E&D non-medical Medicaid)*
- *Expanded service in Southeast Portland (Oregon State funding)*

- Shuttle services for King City, Oregon the Gateway area of Portland, and N/NE RideAbout (State and TriMet funded)
- Developed a bloodborne pathogen training curriculum (state funded)
- Developed Mobility Support Services concept (RideWise) to support our Portland tri-county customers in gaining access to the most appropriate transportation services (state and TriMet funded)
- Vehicle maintenance program for our fleet of 72 vehicles (state funded)
- Maintained existing services in the tri-county area (TriMet and state funded)
 - Total services provided
 - 295,445 rides to 9738 individuals in fiscal year 2003-04

What experience does your agency have in managing grant awards?

Ride Connection has extensive experience in managing public grant awards (see attached funding flow chart). The majority of the programs listed above have been funded by public funding, both federal and state. Some of our programs may be funded with a combination of federal and state funding.

- a) Federal Transit Administration funds (JARC, 5311, 5310)
- b) Other Federal funds
 - Title XIX – approximately ½ of funding is federal DHS funding
- c) Oregon State funds
 - Rural Washington County U-Ride, STF and private Foundation funding
 - Title XIX – approximately ½ of funding is from state of Oregon
 - Bloodborne pathogen training development (OR-OSHA grant)

In addition:

(Other) TriMet general fund (local) has funded shuttle services and our recent mobility support service (RideWise) design and implementation.

END OF SUMMARY SECTION

PROJECT SECTION

Complete one PROJECT SECTION for each project. If submitting multiple projects, please make additional copies of the entire PROJECT SECTION and submit one for each project.

ORDER OF PRIORITY NUMBER 2

Indicate number according to priority of importance to your organization - begin with number one as the highest priority.

Project Title

Vehicle Purchase for U-Ride Clark County

Type of Activity

Describe the type(s) of activity to be funded with this application:

A. Sustain Service

Dial a Ride

Fixed Route

Route Deviated

Intercity Bus

B. Expand Service

Establish new service area Extend hours of service Reduce Response Time

Increase frequency

C. Service to provide employment options

D. Project Development

E. Equipment Replacement

Replace vans

Replace minibuses

Replace Buses

Add wheelchair accessibility

Replace other equipment

F. Fleet Expansion - ~~this would be the first Ride Connection vehicle used for U-Ride Clark County~~

Establish new service area Extend hours of service Reduce response time

Increase vehicle capacity Add vehicles to fleet

Service Level Information

Please provide the Service Level Information requested below for all operating projects and capital projects for rolling stock purchases:

	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007
	(actual)	(budgeted)	(projected 24 mo)
Vehicle Service Hours*	2351	2296	3120
Vehicle Service Miles**	40,473	30,428	193,939
Passenger Trips***	2564	1280	8450

* Total service hours for all vehicles used for the passenger transportation services described in this project.

** Include mileage from all vehicles used for passenger transportation services described in this project.

*** Passenger trips include each time a passenger boards a vehicle used for the passenger transportation services described in this project.

How were your service level estimates developed?

Service level estimates were based upon:

Vehicle Service Hours – 30 hours/week X 104 weeks = 3120

Vehicle Service Miles – current average trip in Clark County U-Ride Program is 23.77 miles

Number of passenger trips is estimated at a total of 8450 –

2005-06 – 2900 medical trips (indicates 127% increase over trips recorded in current program)

2006-07 – 3550 medical trips (indicates 22% increase from previous year)

2000 general purpose trips (first year of this service)

Project Description

1. Provide a detailed description of the project.

U-Ride Clark County is a special needs collaborative coordinated service by Ride Connection in partnership with the American Cancer Society, Catholic Community Services, the Retired and Senior Volunteer Program, and the Greater Vancouver Interfaith Association. In 2003, *U-Ride Clark County* began providing medically-related transportation services to individuals in Clark County who did not qualify to use existing programs or lived outside existing service areas. The transportation services have been provided primarily by volunteer drivers using their own vehicles. When a request is made for wheelchair accessible service, a commercial provider is called to provide accessible vehicle service. A contract ensures the rate at which we are charged for this service, nevertheless, it is calculated to be more expensive than using a vehicle owned by the program.

This application for capital vehicle funding is for the purchase of a wheelchair accessible vehicle to be used in Clark County. This vehicle will be used to provide wheelchair accessible transportation to people 60 and older and individuals with disabilities within Clark County. The purchase of this vehicle will also allow us to group rides whenever possible. The vehicle will be used to provide transportation for Clark County residents into the Portland tri-county area as needed.

The vehicle will be driven by drivers who will have received training and testing in the safe operation of this type of vehicle. They also receive training about safe mobility for our wheelchair customers.

We will purchase the vehicle according to Washington State procurement law. Upon delivery of the vehicle, it will be inspected and the appropriate logos affixed. The vehicle will be leased to an appropriate operator and its maintenance managed by Ride Connection.

2. What is the need for this service, equipment, or project? How did your agency identify the need?

Currently, when our program receives a request for wheelchair accessible services, a commercial provider is called to provide accessible service. A contract exists that ensures the rate at which we are charged for this service. Nevertheless, it is calculated to be more expensive than using a vehicle owned by the program. For example, in fiscal year 2003-04 we contracted for 138 wheelchair rides at a cost of \$4604. With the use of volunteer drivers, or even a combination of paid and volunteer drivers, the cost of providing 138 trips would be significantly less.

Our program benefits in the following ways with ownership of our own program vehicle: 1) volunteer and paid drivers will be trained in the use of the vehicle, and therefore operational costs to provide this service will be reduced and, 2) with ownership and management of the vehicle within our program, group rides will be more easily scheduled further increasing program efficiency and 3) *U-Ride Clark County* will display the appropriate logos of partner organizations, providing additional community awareness of our program, the organizations involved and services provided.

Reduction in operating costs and flexibility in scheduling trips are the greatest needs addressed through this application. With such a great service need throughout Clark County, any additional efficiency gained will result in additional service. In addition to operating a more economical service with our own vehicle, having the additional visibility in the community will support recruitment of additional volunteer drivers. Our volunteer drivers are recruited with the knowledge that they will be asked to drive their own vehicles, and while they are reimbursed for mileage, their service results in significant "wear and tear" on their cars. We have been successful in recruiting volunteers who enjoy driving Ride Connection vehicles in our Portland area programs. Additionally, the presence of a Ride Connection vehicle in and around the communities will serve as a reminder of the importance of special needs transportation.

3. If you receive this grant, how will your community benefit? How will you know if the project was a success?

The community will benefit from greater capacity of accessible special needs transportation services in Clark County in the following ways:

- 1) Both volunteer and paid drivers will be trained in the use of the vehicle, and therefore operational costs to provide this service will be reduced, allowing for more service to be provided.
- 2) With ownership and management of the vehicle within our program, group rides will be more easily scheduled further increasing program efficiency and again, allowing for more service to be provided.

- 3) *U-Ride Clark County* will display the appropriate logos of partner organizations, providing additional community awareness of our program, the organizations involved and services provided.
- 4) Our volunteer drivers will benefit to the extent that the program-provided vehicle will mean less wear and tear on their personal vehicles.

Reduction in operating costs, additional service, flexibility in scheduling trips and assurance of safe transportation are the greatest benefits to be gained by the community. With such a great service need throughout Clark County, any additional efficiency gained will result in additional service. In addition to operating a more economical service with our own vehicle, having the additional visibility in the community will support recruitment of additional volunteer drivers. This will also be of benefit through generation of additional awareness and support for special needs transportation.

The project will be successful if volunteers are successfully oriented and providing wheelchair accessible trips by December 1, 2005 and, in fact, the program provides additional rides at lower cost, as compared to previous months.

4. Is the project described in this application included in an agency, local, regional, or statewide plan?

 X Yes No

Comments: Service in Clark County has been included in Ride Connection's Strategic Plan since 1999.

5. Describe your agency's plan to continue the proposed project or to proceed to the next phase following the 2005-2007 biennium.

Ride Connection will continue to operate and maintain an accessible vehicle to provide rides through the *U-Ride Clark County* program. This program provides medically related transportation for individuals over 60 and those individuals with disabilities, as well as members of the general public in need of life sustaining treatment. In the second year of the project, 2006-07, the program will expand to include transportation for those over 60 and individuals with disabilities to more general destinations such as the grocery store and other shopping, senior centers, nutrition programs and trips for personal business.

With C-Tran's reduction of service in Clark County there will be opportunities to operate limited shuttle services within this time period. Beyond fiscal year 2006-07, we are planning on creating service partnerships that will include shuttles between small cities in Clark County and Vancouver/Portland. The 2007-09 biennium application will include a capital project for additional vehicles to be used to provide more frequent shuttles and thus more regular service between these cities and Vancouver/Clark County.

6. If you received grant funding in the 2003-2005 biennium, what efforts did you make to acquire permanent funding for that project? NA

7. Describe all your efforts to coordinate, or create partnerships, to support the proposed project.

Our existing medical transportation project *U-Ride Clark County*, is a result of partnerships. Dr. Ken Nitta, a radiation oncologist involved with the American Cancer Society and Ride Connection, brought Ride Connection, the American Cancer Society, the Retired Senior and Volunteer Program, and Catholic Community Services together to plan for a medical service transportation program. The Human Services Council in Southwest Washington was invited to participate but was unable to do so and asked to be included later. This collaborative group planned the program and Ride Connection applied for a grant to United Way of the Columbia/Willamette. The United Way granted funding for planning, coordination and operation (\$56,000 each year for two years) from July 1, 2002 through June 30, 2004.

Each participating entity contributes to the program. Ride Connection has provided significant in-kind resources for additional planning and fund development. The American Cancer Society provides referrals for riders, access to individuals to be recruited as drivers, and a cash contribution. Catholic Community services has provided the volunteers, call intake and dispatch, and RSVP has provided volunteer recruitment. These relationships have provided support of the overall project for which the vehicle is being purchased.

Ride Connection's role will be to purchase, manage and maintain the ownership of the vehicle for *U-Ride Clark County*. Ride Connection has over 70 vehicles in its fleet currently, and has access to services for maintenance and operation of a service vehicle. The vehicle will be leased to an appropriate service provider. The Human Services Council will provide call intake and dispatch for the program as of July 1, 2005.

As we plan for the future, we will be working very closely with C-Tran's C-Van staff to plan for future collaborative efforts enhancing special needs transportation in Clark County. C-Van staff and the Human Services Council will be included in planning functions for which we are submitting a project development grant, along with faith-based and service organizations in Clark County.

Financial Information

For Operating and Development Grants

8. For operating and project development grants, please report your agency's transportation operating budget for the past two calendar years. In the far right column, indicate how this grant request would be spent for this project only during the 2005-2007 timeframe.

	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007 (24 months)
	(actual)	(budgeted)	(project expenses)
Direct Operating			
Labor & Benefits			
Supplies & Fuel			
Insurance			
Maintenance			
Depreciation (only on assets not paid for with state or federal grant funds)			
Other:			
Contracted Services			
Subtotal:			
Administrative			
Labor & Benefits			
Rent & Utilities			
Consultant Services			
Other:			
Subtotal:			
Total Gross Operating Expenses:			
Less Passenger Fares and Donations:			
Total Net Operating Expenses:			

9. What operating revenue has your agency used in the past two years to operate your passenger transportation services? In the far right column, indicate all sources of funding you will use for matching the grant request for this project only.

Revenues

Source	July 1, 2003 through June 30, 2004	July 1, 2004 through June 30, 2005	July 1, 2005 through June 30, 2007 (24 months)
	(actual)	(budgeted)	(local match & project revenues)
Local Funds (list):			
State Funds (list):			*
Federal Funds (list):			*
Other (list):			
Subtotal Operating Revenue:			
Requested Operating/Development Grant:	N/A	N/A	
**Total Operating Revenue:			

*For Projected Revenue, do not include any state or federal funds that are requested in this application.
 **This amount must be equal to Total Net Operating Expenses on the previous page.

Proposed Project Work Plan

13. Work plan – List all major project tasks and activities in the far left column. Identify the expected project expenditures under the appropriate columns. Indicate whether project tasks are for capital, operating, or development activities.

Tasks listed below are related to Capital Purchase.

Tasks/Activities	July 05- Dec 05 (6 months)	Jan 06- June 06 (6 months)	July 06 –June 07 (12 months)
Place order for wheel chair accessible vehicle according to Washington State procurement law	\$100		
Accept delivery/inspect vehicle/attach appropriate logos		\$60,200	
Training of drivers in safe use of wheel chair accessible vehicle (budget is included in ops grant)			
Totals:	\$100	\$60,200	

14. Complete the attached Passenger Service Vehicle Inventory Form located on the last page of the application.

Please Note: All applicants must complete the Passenger Service Vehicle Inventory Form. Public transit agencies that have submitted a 2004-2010 Transit Development Plan and a PTMS Vehicle or Asset Inventory may substitute that form for the one provided.

END OF PROJECT SECTION

Supplemental Information

Please provide any additional information that could be useful to the evaluators. Try to keep your comments brief. Also you may use this page to elaborate on information that you have provided in other sections of the application. Indicate the specific question number from this application when providing supplemental information.

*This capital application is for a wheelchair accessible vehicle to be used to sustain the U-Ride Clark County Program. The vehicle will allow the U-Ride program to operate more efficiently as it will alleviate the need to contract for accessible service.

Attachments Checklist

	Letters committing matching funds (Required on projects with financial partners)
X	Vehicle Inventory (Required on all applications)
X	Service area map (Required on all applications)
X	Letters of Support (Optional)

Application Authority

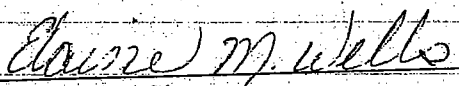
I certify, to the best of my knowledge, that the information in this application is true and accurate and that this organization has the necessary fiscal and managerial capability to implement and manage the project associated with this application.

NOTE: Your application must be signed by someone authorized to sign contracts on behalf of your organization, such as the Board Chairperson or Chief Executive Officer.

Applicant Agency Ride Connection, Inc.

Project Title Vehicle Purchase for Clark County

Name and Title of Signatory Elaine M. Wells, Executive Director


Authorized Signature

November 17, 2004
Date

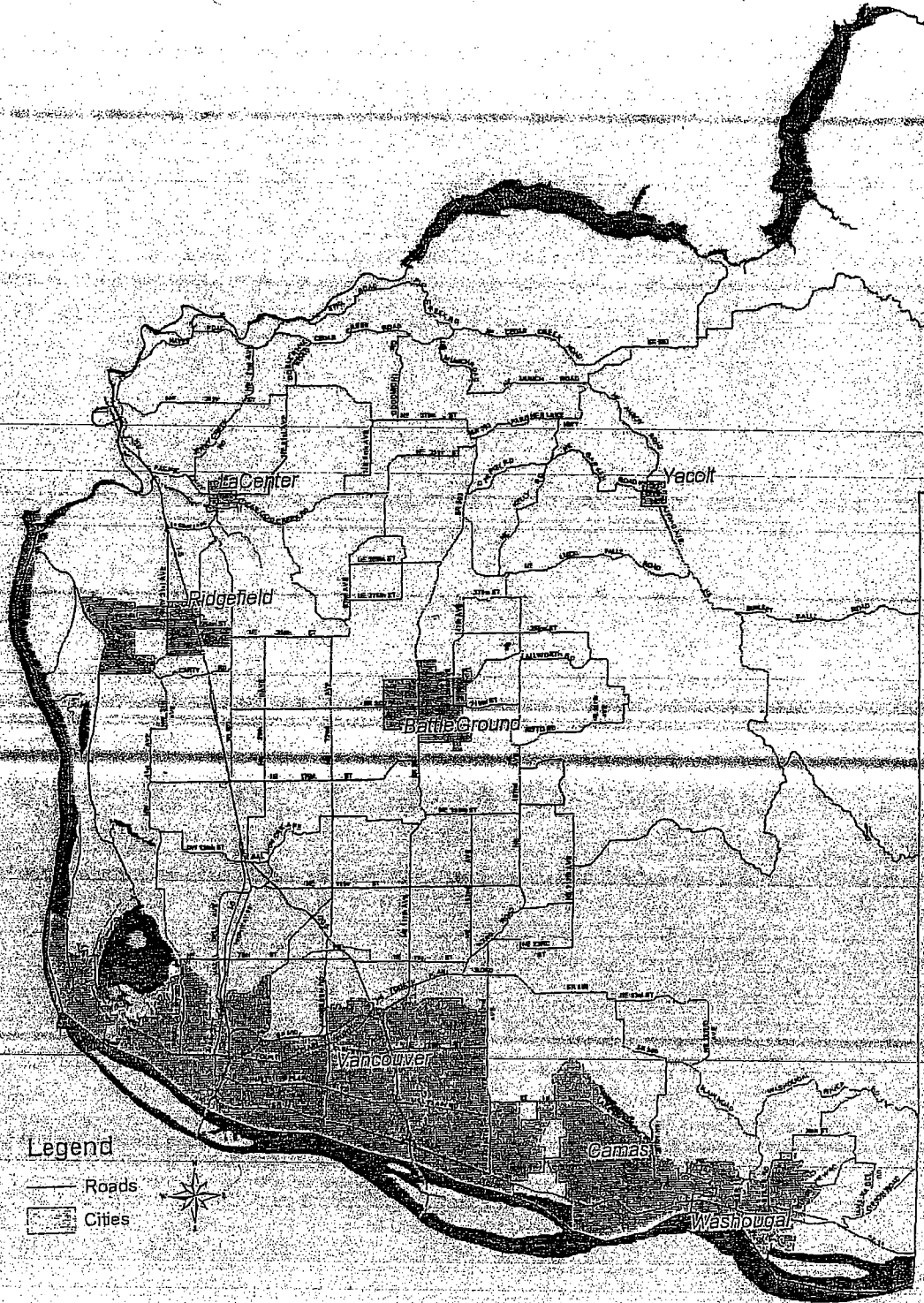
Attachments

Grant submitted to
Washington Department of Transportation

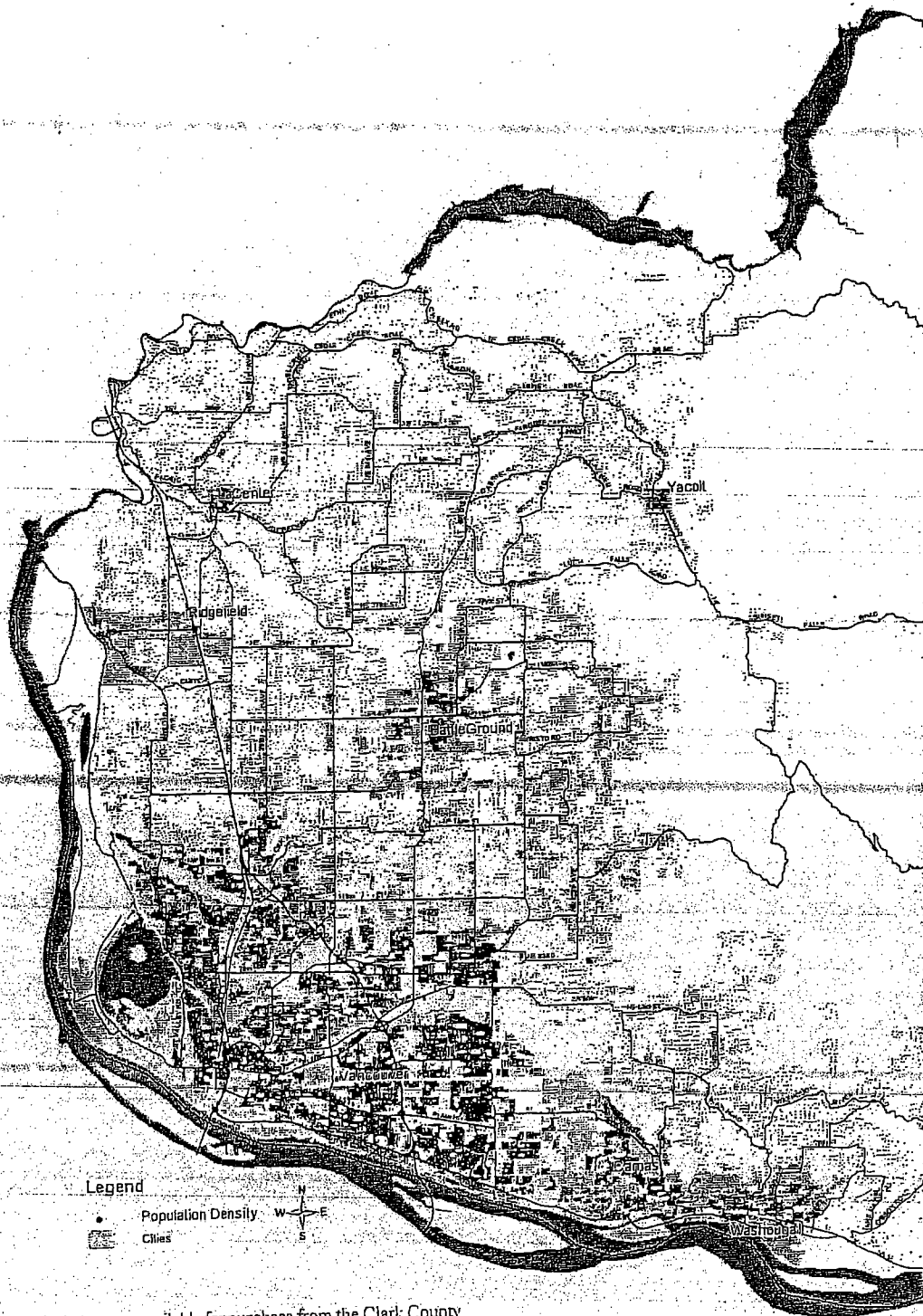
November, 2004

Ride Connection, Inc

CLARK COUNTY, WASHINGTON



POPULATION DENSITY FOR CLARK COUNTY: 2001



More detailed maps are available for purchase from the Clark County Department of Assessment and GIS (360) 397-2391.

SOURCES AND NOTES: Clark County Department of Assessment and GIS, Assessor's Database, 2001.

Letters of Support



November 15, 2004

To: Washington State Department of Transportation
From: The American Cancer Society
Re: Washington State Department of Transportation Applications

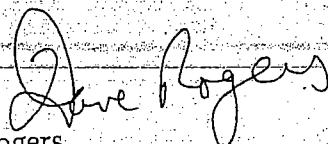
I am pleased to provide this letter of support for Ride Connection's applications to Washington State Department of Transportation's Project Development Grant and Operations Grant. These grants will help Ride Connection from July 2005 thru June 2007 provide rides to cancer and dialysis patients.

As a volunteer-driven organization and a member of the U-Ride Clark County Advisory Council, we are supportive of any efforts to develop and maintain the volunteer base so vital to providing warm, personalized service to riders.

The American Cancer Society has fielded calls for years from people in need of transportation for cancer patients needing rides to therapy. Radiation therapy is the biggest challenge, as it often requires daily trips to a treatment center for weeks. In this context, this service can be life saving or life sustaining. We are currently referring our calls for rides to this program. It has a good volunteer base, but as I understand it, more drivers will soon be needed as the program grows.

The American Cancer Society has collaborated with Ride Connection to provide rides to cancer patients. In 2001 we were part of the planning process for U-Ride Clark County. In 2003 U-Ride Clark County began to provide those services we planned.

The American Cancer Society have also provided funds to U-Ride Clark County for the past three years. In October of this year we provided \$5,000.00 to this effort. We intend to continue giving money to this endeavor in the years to come.


Dave Rogers
Vice President Metro Market Operations



To: Review Committee
 From: Penny Grellier, Volunteer Services Program Manager
 Date: November 11, 2004
 Re: Ride Connection application to Washington State Department of Transportation

I am writing on behalf of Catholic Community Services (CCS) in support of Ride Connection's application to the Washington Department of Transportation to fund a transportation program in Clark County.

For the past two years, Ride Connection has contracted with Catholic Community Services to provide transportation to low-income elderly and disabled residents of Clark County. CCS provides trained volunteer drivers, who use their own vehicles and donate their time, to take these community members to life-sustaining medical appointments. Without this service, these patrons would not be able to get to their appointments due to limited income and limited availability of public transportation. There are also many people who need help getting to general medical appointments; an expansion of the existing transportation network would encompass this need.

Catholic Community Services has also held a contract with the Human Services Council for several years to provide Medicaid transportation in Clark County. Because we are familiar with that agency's policies and procedures, we support the proposed collaboration between Ride Connection and the Human Services Council to expand general transportation. This partnership would simplify access to special needs transportation for Clark County residents.

Another important part of this proposal is creation of a plan for coordinated special needs transportation solutions. As a representative of CCS, I have participated in a similar project in Tacoma: the Pierce County Coordinated Transportation Coalition. This coalition has succeeded in bringing together those concerned with transportation issues and has begun implementing solutions.

As manager of the CCS Volunteer Chore Service program, I supervise staff who work with Clark County residents in desperate need of transportation to essential services. Our program receives many requests for assistance from residents who live in rural areas where there is no public transport, they are unable to drive, cannot afford to pay for taxi service and their destinations are often an hour's ride from their home. A coordinated transportation project brings several providers together to work collaboratively. It will provide essential transportation services to county residents who currently have little or no access to healthcare and other critical services. It will also result in a more efficient and effective use of available transportation.

I encourage your support of this important project.

Sincerely,

Penny Grellier
 Volunteer Services Program Manager

Agency of Catholic Community Services of Western Washington; Archdiocese of Seattle



P.O. Box 1995
Vancouver, Washington 98668-1995



www.ci.vancouver.wa.us

November 16, 2004

Review Committee
Washington State Department
Of Transportation

Re: Ride Connection's Application to Washington Department of Transportation

It is my understanding that Ride Connection, Inc. is applying to the Washington Department of Transportation for funding to enhance special needs transportation options in Clark County.

I am pleased to offer this letter in support of Ride Connection's application and the U-Ride Clark County program. Ann Blaker made a presentation to our City Council in January, explaining that additional funds were needed to sustain the current medical program. She emphasized that it was very important to find resources for community planning around the broader issue of alternative transportation services.

Although the majority of citizens within Vancouver's city limits have more transportation options through our transit system, there are many who need transportation to medical treatments that are too ill to take the bus or do not qualify for our ADA C-Van service. These people need the special service offered by Ride Connection's door to door model.

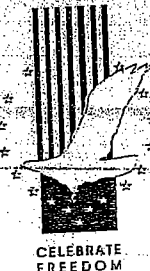
I support both the operations and project development applications that are being submitted by Ride Connection, Inc. It will be critical to many in our community.

Sincerely,

A handwritten signature in black ink that reads "R. E. Pollard".

Royce E. Pollard
Mayor

Royce E. Pollard • Mayor
Dan Tonkovich • Councilmember
Pat Jollota • Councilmember
Jeanne Harris • Councilmember



Tim Leavitt • Councilmember
Jeanne E. Stewart • Councilmember
Larry J. Smith • Councilmember
Pat McDonnell • City Manager

230 Pioneer Street
P.O. Box 608
Ridgefield, WA 98642



phone (360) 887-3557
fax (360) 887-0861
cityofridgefield@qwest.net

April 12, 2004

Ms. Elaine Wells, Director
Ride Connection
3220 N Williams
Portland, OR 97227

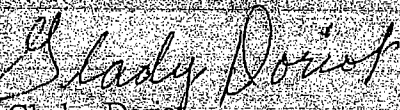
Dear Ms. Wells,

Ms. Ann Blaker attended one of our council meetings and explained that Ride Connection is a non-profit community service organization offering assistance to senior citizens and persons with disabilities without transportation.

It is important to build an infrastructure that will allow people to age in place and to provide a means for them and persons with disabilities to live where they choose.

Please accept this letter from the City Council of the City of Ridgefield as an expression of our support for Ride Connection and the receiving of grants for continued service to our area.

Sincerely,


Gladys Dorio
Mayor



City of Battle Ground

City Hall • Administration Department

109 S.W. 1st Street, Suite 221 • Battle Ground, WA 98604 • (360) 342-5000 • Fax (360) 342-5050

November 8, 2004

Re: Washington State Department of Transportation Application

Review Committee,

Please accept this letter as an expression of my support of *Ride Connection*. I understand that *Ride Connection* is a non-profit, community service organization offering assistance to persons with disabilities and senior citizens without alternative transportation in Clark County, as well as other jurisdictions.

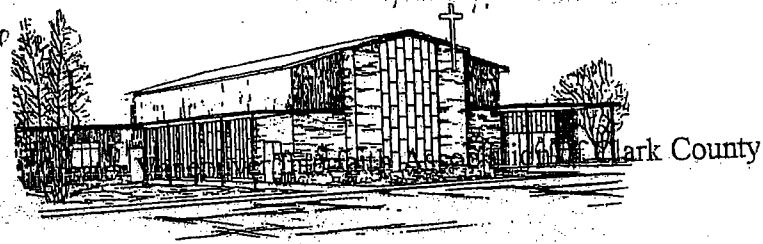
With the recent failure of Clark County Public Transportation Benefit Area Authority ballot measure, which would've maintained and enhanced public transit services, *Ride Connection* is needed now more than ever. The failure of the ballot measure means that ADA services within the Clark County Public Transportation Benefit Area will be curtailed and *Ride Connection* is expected to have increased demand.

For this reason, I am in support of *Ride Connection* receiving funding so that this essential service can continue in the Clark County area.

Sincerely,

John G. Idsinga
Mayor

cc: Ms. Ann Blaker, Director of Development



EAST VANCOUVER UNITED METHODIST CHURCH
A WELCOMING / RECONCILING CONGREGATION

5701 Mac Arthur Blvd.

Vancouver, WA. 98661

(360) 693-4761

November 8, 2004

To: Washington State Department of Transportation
Application for Funding
Support Letter for U-Ride Clark County

From Rev. R. Tom Tucker, President
Greater Vancouver Interfaith Association

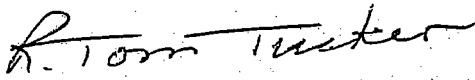
It is my privilege to write in support of the grant application for the Vancouver Medical Transportation Program - U-Ride Clark County. As President of the Greater Vancouver Interfaith Association of Clark County, we see a great need for the continuation and expansion of this program. As the population of Clark County continues to grow at a rapid rate, so does our need for community transportation. Our collaboration among community groups has been providing rides for our neighbors since January 2003 for medical related appointments, with an emphasis on the frequent trips required for chemotherapy, radiation, and kidney dialysis treatments. Many Clark County residents have to travel into Portland for these services.

The Greater Vancouver Interfaith Association joined the already established collaboration of Ride Connection, City of Vancouver Retired and Senior Volunteer Program, Catholic Community Services' Volunteer Chore Services, and the American Cancer Society. We have endorsed the project and work within our faith communities to recruit volunteer drivers and escorts to maintain and expand the program's capacity.

Ride Connection, an established Portland non-profit agency is leading the funding, marketing, and volunteer efforts of this partnership in Clark County. Since 1988, Ride Connection has been successfully supporting community transportation programs in the tri-county Portland Metropolitan area. The faith-based community in Vancouver is pleased to be a partner with this team to increase the capacity to serve our neighbors by assisting them in receiving the best health care possible.

The application for funding from the Washington State Department of Transportation would allow us to focus more coordination and expand the medical transportation program in meeting the needs of clients living in Southwest Washington.

Thank you for your consideration to this grants proposal.

Sincerely yours, 

R. Tom Tucker, President G.V.I.A. of Clark County, WA



Adventist Medical Center
Radiation Oncology

10123 SE Market Street
Portland, Oregon 97216
503-251-6305

November 11, 2004

To: Review Committee for applications
Re: Ride Connection's application to Washington State Department
of Transportation

Physicians

Medical Director
Lynne E. Dawson, MD

Kenneth M. Nitta, MD
Marilyn N. Ling, MD
Scott B. Schneider, MD

I am writing in support of the grant applications for U-Ride Clark County. As a physician living in Clark county I have seen the hardship that families endure in transporting their elderly and disabled relatives to medical appointments. Those undergoing cancer treatment may not be elderly or disabled, but they too often face challenges with transportation, as their physician may advise them not to drive. Often times this requires a family member to miss work or quit their job to drive their parent in for daily radiation and chemotherapy treatments. For these sick and elderly patients public transportation is not an option because of the long wait times and exposure to inclement weather.

U-Ride Clark County has helped several organizations use their volunteers to transport patients to their medical appointments in Clark County. These volunteers are able to help these sometimes weak and frail patients get from their homes into cars or vans. They are able to wait with the patient at the medical offices and transport them home with minimal wait times. Some of these drivers will stop by the pharmacy to pick up prescriptions for the patient. More importantly they often form bonds of friendship and comradeship that enable these patients to get well.

The U-Ride Clark County program has brought together several community organizations to help solve some of these transport issues. Working together we hope to help more families in the future.

I enthusiastically support the efforts of U-Ride Clark County and hope you will be able to fully fund their program.

Yours truly,


Kenneth M. Nitta, M.D.

TheColumbian.com

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C-Tran's riders plead for reprieve

Wednesday, November 17, 2004

By ERIN MIDDLEWOOD, Columbian staff writer

Almost 100 bus riders on Tuesday pleaded with C-Tran's board of directors to delay route cuts and ask voters again to approve the tax hike rejected Nov. 2.

One by one, the riders approached the lectern at the Fishers Landing Transit Center in east Vancouver to tell their stories. Some were in wheelchairs, or blind, or too poor to afford a car. Others have more options, but rely on commuter routes to avoid traffic congestion and high parking costs in downtown Portland.

Anna Bryant rides the No. 72 (Orchards) route, slated to be cut. She said she can't afford a car, and has no other transportation. "I won't be able to go shopping. I can't call anyone to come. I don't have anyone," Bryant said. "I understand saying we have to respect the voters. Maybe this is one time we should educate them."

C-Tran's nine-member board of directors, which includes all three Clark County commissioners as well as representatives from the county's cities, laid out clear plans for both passage and failure of the tax measure well in advance of the Nov. 2 election.

Fifty-four percent of voters rejected the tax hike, which would have doubled the 0.3 percent transit sales tax, adding 30 cents on a \$100 purchase and raising \$13 million a year more for C-Tran.

The board said the agency would cut 14 routes, run buses only inside the Vancouver urban area, eliminate service on weekends and after 8:30 p.m., and discontinue commuter runs to downtown Portland.

Moving ahead with the cuts requires another vote by the board, which has been delayed until Dec. 14. There was indication the cuts will not go forward without some debate.



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Clark County Commissioner Craig Pridemore said he would support drawing down the agency's savings account before making the proposed cuts.

C-Tran's future has been uncertain since voters approved Initiative 695's \$30 car tabs in 1999. C-Tran lost \$12 million in annual operating funds 40 percent of its budget. The agency reduced service by 13 percent and laid off 78 employees.

C-Tran staved off still more cuts by raiding what had been a \$70 million-plus reserve fund.

But next year, the account will dip to the \$17 million minimum set by the bus board to cover emergencies, bus replacement and self-insurance.

That reserve account sits at \$59 million now. Rep. Deb Wallace, D-Vancouver, has repeatedly advocated delaying such projects as relocating the Seventh Street Transit Center to spare the routes on the chopping block.

"You have choices," she told C-Tran's board. Her comments came after more than three hours of sometimes tearful testimony.

"People cannot go without this service," said Donna Brown, a wheelchair-using Camas resident. "This is my lifeline to dialysis. If I don't get dialysis, I die."

Carolyn Bean rides C-Tran's commuter routes, which would stop at the light-rail transit centers instead of running all the way into downtown Portland.

"I don't think the service that's going to be offered will be viable for most commuters," Bean said. She suggested C-Tran could charge commuters to use park-and-ride lots.

Decision called 'asinine'

Kathy Koches also rides a commuter route, No. 164. She said her bus has standing-room only each morning and evening.

"We need to let people know what's being cut," Koches said.

"To cut commuter buses that have standing room only is asinine," said Angela Darland, an Orchards resident who drops her daughter off at day care at 6 a.m. before riding the bus to Portland.

Two who voted against the measure turned out to speak, however.

Paul Harris, owner of Cascade Paint and Supply and an unsuccessful Republican legislative candidate, said the sales tax is not the best way to pay for transit, although it's the only transit tax provided by state law.

"We need to look at different ways of funding," Harris said.

Heather Crumbaker, an unsuccessful Vancouver city council candidate, said she voted against the measure because it would have funded a downtown rubber-tired trolley.

"Get over your pet projects and we'll support you 100 percent," Crumbaker said.

"While the public supports transit, many people have reservations about the management of C-Tran," said David Cooper, director of the Arc of Clark County and co-chairman of "Yes for C-Tran" citizen group.

"Management needs to become more in tune with the community and make needed changes. The 'yes' campaign is ready to go," Cooper said.

Talk about this story in Neighborhood Issues.


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Supporting Agencies or Organizations

Required for all Financial Partners

Name of Agency or Organization Human Services Council

Print Name and Title of Signatory Gail Bauhs, Brokerage Director

Signature  Date 11/16/04

Name of Agency or Organization _____

Print Name and Title of Signatory _____

Signature _____ Date _____

Name of Agency or Organization _____

Print Name and Title of Signatory _____

Signature _____ Date _____

Name of Agency or Organization _____

Print Name and Title of Signatory _____

Signature _____ Date _____

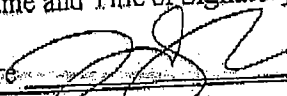
Name of Agency or Organization _____

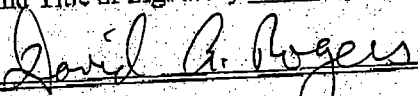
Print Name and Title of Signatory _____

Signature _____ Date _____

Supporting Agencies or Organizations

Required for all Financial Partners

Name of Agency or Organization CATHOLIC COMMUNITY SERVICES
 Print Name and Title of Signatory PENNY GRELLIER, PROGRAM MANAGER
 Signature  Date 11-11-04

Name of Agency or Organization American Cancer Society
 Print Name and Title of Signatory David A. Rogers, Vice President of Metro operations
 Signature  Date 11-16-04

Name of Agency or Organization _____
 Print Name and Title of Signatory _____
 Signature _____ Date _____

Name of Agency or Organization _____
 Print Name and Title of Signatory _____
 Signature _____ Date _____

Name of Agency or Organization _____
 Print Name and Title of Signatory _____
 Signature _____ Date _____



Washington
Secretary of State
 SAM REED

Charities Program
 James M. Dolliver Building
 801 Capitol Way South
 PO Box 40234
 Olympia, WA 98504-0234
 Tel 360.753.0863
 Fax 360.664.4250
 TDD 360.664.1486
 www.secstate.wa.gov/charities

March 14, 2005

Ride Connection, Inc.
 3220 North Williams
 Portland, OR 97227

Registration Number: 10559

Dear Ride Connection, Inc.,

Thank you for submitting registration documents pursuant to the Charitable Solicitations Act, RCW 19.09. The documents submitted for Ride Connection, Inc. have been accepted and registration is complete. Your organization's next renewal will be due on or before **November 15, 2005**.

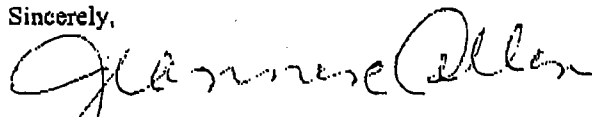
Please remember that annual registration documents and a renewal fee must be submitted each year to maintain registration under the Charitable Solicitations Act. A notice will be sent to your organization prior to its next renewal date.

If your organization contracts with another party to assist in soliciting funds in Washington State, a Fundraising Service Contract Registration Form, copy of the contract/agreement, and a \$10 fee must be submitted to this office prior to the commencement of any campaign. Please contact the Charities Program for forms or further information.

Pursuant to RCW 19.09.085(3), your organization must notify the Charities Program, in writing, within 30 days of any changes to the organization's name, address, telephone number, or other registration information set forth in RCW 19.09.075(1) through (6). A \$10 fee is required for informational changes.

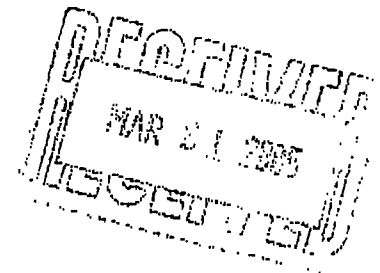
Please contact our office at charities@secstate.wa.gov or (360) 753-0863 if you have any questions. Press menu option 5 for a Customer Service Representative.

Sincerely,



Charities Program
 Office of the Secretary of State

CH:acc



This acceptance letter is your proof of current registration. Please retain a copy for your records. Should you require a replacement acceptance letter and/or copy of your registration documents, these items can be obtained from our office for a \$5 fee.

Registration Number: 10559 Ride Connection, Inc.

STATE of WASHINGTON



SECRETARY OF STATE

COPY

Charities Program • 801 Capitol Way S • PO Box 40234 • Olympia, WA 98504-U234
 Phone: 360-753-0863 • Fax: 360-664-4250 • E-mail: charities@secstate.wa.gov

CHARITABLE SOLICITATIONS RENEWAL FORM

FEE: \$10

Make payable to "State of Washington"

Ride Connection, Inc.
 3220 North Williams
 Portland, OR 97227

Due Date: February 15, 2005
 See Note in Section 2 for extension information

IMPORTANT NOTE: Submissions received (not Postmarked) after the due date shown above will be assessed a \$50 late fee. Please allow 7-10 days for postal delivery & receipt validation.

Please complete entire form or write "n/a" if not applicable. Incomplete forms will not be accepted. All documents must be typewritten or printed legibly in ink. Please do not staple form or attachments.

SECTION 1 - ORGANIZATION INFORMATION

Please mark changes, if any, to the information below:

Organization's Full Legal Name: Ride Connection, Inc.		Street Address (if different than mailing): 3220 North Williams Portland, OR 97227	
Mailing Address: 3220 North Williams Portland, OR 97227		Country: United States	
County (WA only):	Telephone Number: (503)528-1720	Extension:	Fax Number: (503)493-7431
Email Address: ride@rideconnection.org		Web Address: www.rideconnection.org	

ALSO KNOWN AS NAMES

"Also Known As" names include, but are not limited to, acronyms, abbreviations, shortened names, Doing Business As (DBA) names and program names, if any.

Ride Connection
 Volunteer Transportation, Inc.

SUBSIDIARIES

A superior or parent organization may submit a consolidated registration on behalf of itself and any or all of the chapters, subsidiaries, branches, affiliates, related foundations, or supporting organizations under its supervision or control that solicit contributions in Washington State.

Is this a consolidated registration submitted by a superior or parent organization on behalf of any chapters, subsidiaries, branches, affiliates, related foundations, or supporting organizations that solicit in Washington State? (check one)

Yes - Attach a list of chapters/subsidiaries/affiliates or similar entities under the organization's supervision or control and on whose behalf the organization submits a consolidated registration. Include the mailing address, email address, and web address for each subsidiary listed. **IMPORTANT NOTE:** Consolidated financial information is required in Section 2, Solicitation Report.

No

ORGANIZATIONAL STRUCTURE

Corporation Name: Ride Connection, Inc.	Organization Type: Exempt Corporation
UBI Number (Unified Business Identifier) (WA only):	Date Incorporated or Established (mm/dd/yyyy): 5/26/1988
State of Incorporation: OR	

FEDERAL TAX INFORMATION

Federal Tax Exempt Status: Exempt	Federal Tax ID/EIN Number: 94-3076771
Type of Federal Tax Exemption Granted (if applicable): 501(c) 3	

NOTE: If the organization's tax-exempt status has changed since its last submission, please provide IRS documentation, confirming the change for our records (e.g. a copy of the organization's IRS Determination Letter).

Registration Number: 10559 Ride Connection, Inc.

SOLICITATION REPORT

Please supply fiscal/accounting beginning/ending dates and complete line items 1 - 8 (REQUIRED):

Fiscal/accounting year beginning: (Mo/Day/Year)	Fiscal/accounting year ending: (Mo/Day/Year)
1. The total gross dollar value of all support received from solicitations: "Solicitations" include, but are not limited to, special events, sale of inventory, and amounts collected on behalf of the charitable organization by a commercial fundraiser or commercial coventurer.	\$ 22,047
2. The total gross dollar value of revenue from all other sources (not the result of a solicitation):	+ \$ 3,536,236
3. The total dollar value of gross receipts, including amounts collected on behalf of the charitable organization by a commercial fundraiser or commercial coventurer: "Gross receipts" include, but are not limited to, contributions, gross revenue from special events, sales of inventory, goods or services (including tickets to events), and all other revenue from solicitations, regardless of custody of funds.	= \$ 3,558,283 (line 1 + line 2 = line 3)
4. The total gross dollar value of expenditures used directly for charitable program services: Payments to affiliates may be included if costs involved are not connected with the administrative or fundraising functions of the reporting organization.	\$ 2,990,034
5. The total gross dollar value of expenditures used for administrative and fundraising costs including amounts paid to or retained by a commercial fundraiser or commercial coventurer: "Administrative and fund-raising costs" include, but are not limited to, the following expenses if not directly related to program services: salaries, wages, compensation, legal, accounting, occupancy, equipment costs, printing and publications, telephone, postage, supplies, travel, meetings, fees for services, and cost of goods or inventory sold that are not directly related to program services.	+ \$ 406,255
6. The total dollar value of program service, administrative and fundraising expenditures: "Expenditures" include, but are not limited to, amounts paid to or retained by a commercial fundraiser, commercial coventurer, or fundraising counsel, amounts expended for charitable program services, administrative expenses, fees for services, and fundraising costs incurred by the charitable organization.	= \$ 3,396,289 (line 4 + line 5 = line 6)
7. Beginning assets (gross):	\$ 3,323,525
8. Ending assets (gross):	\$ 3,614,709

REQUIRED ATTACHMENTS

Please clearly label the attachments that correspond with the following questions:

A) Attach the name, title, address, telephone number, fax number, and email address of the person or entity that prepares the financial information submitted in this Solicitation Report and/or its attachments (e.g. IRS tax return).

Is the person an employee or officer of the organization? Yes No

B) Attach a list of officers or persons accepting responsibility for the Charitable Organization. Include name, title, address, telephone number, fax number, email address, and date of birth.

C) Does the organization utilize Commercial Fundraisers or Commercial Coventurers to solicit contributions in Washington State?
 Yes - Attach a list containing the name, address, telephone number, fax number, email address and contact person for each Commercial Fundraiser or Commercial Coventurer with whom the organization contracts. Include entities retained directly as well as sub-contractors, if any. Indicate which entities, if any, have authority to expend funds and/or incur obligations on behalf of the Charitable Organization.
 Capacity Builders, Ann Blaker, 5410 SE Belmont, A441-1000 OR 97225
 503-221-3563 a.blaker@capacity.net

No

COPY

CERTIFICATE OF COVERAGE



Insurance Services Division
Employer Services

Department of Labor & Industries
PO Box 44144
Olympia WA 98504-4144
www.LNI.wa.gov

EMPLOYER: This official certificate of industrial insurance coverage is in lieu of a policy. It remains in effect until your account is officially closed. There is no limitation of benefits. You are required by law to post both this certificate and copies of the posters listed below. You will soon be receiving 1 copy of each. If you require additional copies, call Labor and Industries at 360-902-4817.

- Job Safety and Health Protection (available in Spanish)
- Your Rights as a Worker/Family Care
- Notice to Employees

WORKER: The employer named below is an insured policyholder with the Washington State Industrial Insurance Trust Fund.

UBI*: 602 515 651 Policy Effective Date
06/24/05

Location
RIDE CONNECTION
3220 N WILLIAMS AVE
PORTLAND OR 97227

Employer
RIDE CONNECTION INC
RIDE CONNECTION
3220 N WILLIAMS AVE
PORTLAND OR 97227

*Your Unified Business Identifier is the only number you need to discuss your business account with the Washington state departments of Revenue, Licensing, Employment Security, Labor and Industries and the Office of the Secretary of State. Other state licenses or registrations may be required for proper licensing of your business.

E211741-000(6/02)

Registration Number: 10559 Ride Connection, Inc.



Charities Program • 801 Capitol Way S • PO Box 40234 • Olympia, WA 98504-0234
 Phone: 360-753-0863 • Fax: 360-664-4250 • E-mail: charities@secstate.wa.gov

CHARITABLE SOLICITATIONS RENEWAL FORM

FEE: \$10

Make fees payable to "State of Washington"

Ride Connection, Inc.
 3220 North Williams
 Portland, OR 97227

Due Date: November 15, 2005

Check here to request **EXPEDITED MAIL SERVICE** (optional). If checked, please enclose an additional \$20 fee.

IMPORTANT NOTE: Submissions received (not Postmarked) after the due date shown above will be assessed a \$50 late fee. Please allow 7-10 days for postal delivery & receipt validation.

Please complete entire form or write "n/a" if not applicable. Incomplete forms will not be accepted. All documents must be typewritten or printed legibly in ink. Please do not staple or bind form or attachments.

SECTION 1 – ORGANIZATION INFORMATION			
Please mark changes, if any, to the information below:			
Organization's Full Legal Name: Ride Connection, Inc.			
Mailing Address: 3220 North Williams Portland, OR 97227		Street Address (if different than mailing): 3220 North Williams Portland, OR 97227	
County (WA only):		Country: United States	
Telephone Number: (503)528-1720	Extension:	Fax Number: (503)493-7431	
Email Address: ride@rideconnection.org			
Web Address: www.rideconnection.org			
ALSO KNOWN AS NAMES			
"Also Known As" names include, but are not limited to, acronyms, abbreviations, shortened names, Doing Business As (DBA) names and program names, if any.			
Ride Connection Volunteer Transportation, Inc.			
SUBSIDIARIES			
A superior or parent organization may submit a consolidated registration on behalf of itself and any or all of the chapters, subsidiaries, branches, affiliates, related foundations, or supporting organizations under its supervision or control that solicit contributions in Washington State.			
Is this a consolidated registration submitted by a superior or parent organization on behalf of any chapters, subsidiaries, branches, affiliates, related foundations, or supporting organizations that solicit in Washington State? (check one)			
<input type="checkbox"/> Yes - Attach a list of chapters/subsidiaries/affiliates or similar entities under the organization's supervision or control and on whose behalf the organization submits a consolidated registration. Include the mailing address, email address, and web address for each subsidiary listed. IMPORTANT NOTE: Consolidated financial information is required in Section 2, Solicitation Report.			
<input type="checkbox"/> No			
ORGANIZATIONAL STRUCTURE			
Corporation Name:		Organization Type: Foreign Corporation	
UBI Number (Unified Business Identifier) (WA only):		Date Incorporated or Established (mm/dd/yyyy): 5/26/1988	
State of Incorporation: OR			
FEDERAL TAX INFORMATION			
Federal Tax Exempt Status: Exempt		Federal Tax ID/EIN Number: 94-3076771	
Type of Federal Tax Exemption Granted (if applicable): 501(c) 3			

Registration Number: 10559 Ride Connection, Inc.

NOTE: If the organization's tax-exempt status has changed since its last submission, please provide IRS documentation, confirming the change for our records (e.g. a copy of the organization's IRS Determination Letter).

PURPOSE CODE(S)

NOTE: Purpose codes are adopted from the National Taxonomy of Exempt Organizations (NTEE).

Human service-other multipurpose

PURPOSE DESCRIPTION

"Linking accessible responsive transportation with community need" is more than the Ride Connection mission statement. It describes the essence of its transportation network and captures the objectives of Ride Connection and its partners. Providing individuals with accessible transportation that is responsive to their needs is foundational to Ride Connection and its network. Since its inception in 1986 the network has grown to more than 30 transportation providers who serve seniors and people with disabilities throughout the tri-counties. In FY 2002, Ride Connection's network provided 248,229 rides to 10,917 individuals who lacked other viable transportation alternatives. Ride Connection does not provide direct service. Each and every ride is provided by an organization in the local community. Ride Connection's function is to support, equip and strengthen these organization so they are able to provide transportation that meets the needs of their neighbors and their neighborhood.

FINANCIAL CONTACT INFORMATION

Contact Name: Joan M. Heinemann

Telephone Number: (503)528-1724

Email Address: jheinemann@rideconnection.org

Extension:

THREE HIGHEST PAID OFFICERS OR EMPLOYEES OF THE ORGANIZATION

Officer or Employee Name	Title
Elaine Wells	Executive Director
Joan Heinemann	Fiscal Director
Julie Wehling	Deputy Director

CHARITY'S COMMENTS REGARDING SOLICITATION REPORT (OPTIONAL):

WAC 434-120-105(2)(c) allows organizations the opportunity to provide additional information which the organization believes would be of assistance in understanding, or to provide context for, the financial information reported.

SECTION 2 - FINANCIAL, ADMINISTRATIVE & FUNDRAISING INFORMATION

Please complete the following questions and/or provide the appropriate attachments:

Did the organization solicit or collect contributions in Washington during its most recent fiscal/accounting year end? (check one)

- Yes
 No - Please check reason: No activity in Washington State Other: _____ (describe)

Did/will the organization submit a Federal tax return to the Internal Revenue Service for its most recent fiscal/accounting year end? (check one)

- Yes - Please check type of tax return filed: IRS Form 990 IRS Form 990 EZ IRS Form 990PF
 No - Please check reason: Church/church-affiliated Government-affiliated Covered by group return - or -
 Annual gross receipts less than \$25,000 Other: _____ (describe)

REQUIRED ATTACHMENT

If the organization has/will file an IRS Form 990, 990EZ or 990PF with the Internal Revenue Service for its most recent fiscal/accounting year end...a complete copy of the tax return MUST be provided with this renewal form. Be sure to include Schedule A and all attachments except contributor lists/Schedule B. Do not attach the organization's financial statement, audit, bank statement, or annual report.

NOTE: DO NOT submit the Charitable Solicitations Renewal Form or filing fee without a copy of the Form 990, 990EZ or 990PF.

CONSOLIDATED FINANCIAL INFORMATION

Is this registration submitted on behalf of any other charitable organization(s), including but not limited to chapters, subsidiaries, branches, affiliates, related foundations, or supporting organizations? (check one)

- Yes - You must complete line items 1 - 8 of the Solicitation Report below using CONSOLIDATED totals reflecting the financial activities of ALL organizations on whose behalf the registration is submitted. Attach the names and IRS Form 990s, if any, for all organizations on whose behalf the registration is submitted (e.g. individual and group returns). **IMPORTANT NOTE: You must complete Section 1, Subsidiaries if submitting a consolidated registration.**
 No - You must complete line items 1 - 8 of the Solicitation Report below using the organization's financial information.

Registration Number: 10559 Ride Connection, Inc.

D) Does the organization, or a Commercial Fundraiser or Commercial Coventurer operating on its behalf, use any other mailing, street, electronic or internet addresses (excluding those provided in Section 1) to conduct solicitations in Washington State?
 Yes - Attach a list of other addresses used, including those used by Commercial Fundraisers or Commercial Coventurers, if any.
 No.

E) Is the Charitable Organization registered for fundraising in any other state besides Washington State?
 Yes - Attach a list of states where the organization is registered to solicit contributions. Include all names (excluding the organization's full legal name provided in Section 1) under which the organization is currently registered/has been registered in the past three years.
 No, we are only registered to solicit contributions in Washington State.

TYPES OF SOLICITATIONS CONDUCTED (Check all that apply):

- | | | |
|--|--|--|
| <input type="checkbox"/> Entertainment/Special Event | <input type="checkbox"/> Telemarketing | <input type="checkbox"/> Product Sale |
| <input type="checkbox"/> Direct Mail | <input type="checkbox"/> Vehicle/Boat Donations | <input type="checkbox"/> Advertisements/Coupon Books |
| <input type="checkbox"/> Internet Solicitations | <input type="checkbox"/> Resale Of Donated Goods | <input type="checkbox"/> Newspaper/Magazine |
| <input type="checkbox"/> TV/Radio | <input type="checkbox"/> Door to Door | <input type="checkbox"/> Other _____ (describe) |

LEGAL ACTIONS, IF ANY

Has the Charitable Organization, or any individual required to be identified in its registration, been subject to any legal actions in which a judgment of final order was entered, or action is currently pending? "Actions" include any administrative or judicial proceedings alleging that the entity has failed to comply with these rules, chapter 19.09 RCW, or state or Federal laws pertaining to taxation, revenue, charitable solicitation, or record-keeping, whether such action has been instituted by a public agency or a private person or entity.

Yes - Provide a list of legal actions, including the court or other forum, case number, title of legal action, and date of each action.
 No

SIGNATURE (Required)

By signing this renewal form, the applicant: (a) certifies that the information contained in the application and in the attachments is accurate and true to the best of the applicant's knowledge; (b) irrevocably appoints the Secretary of State to receive process (notice of lawsuits) in non-criminal cases against the applicant, and under the conditions set out in RCW 19.09.305; and (c) certifies that neither the organization nor any of its officers, directors, and principals has been convicted of a crime involving charitable solicitations, nor been subject to permanent injunction or administrative order under the Washington Consumer Protection Act (Chapter 19.86 RCW) in the past ten years.

Juan M Heinemann Juan M Heinemann Fiscal Director 12-7-04
Signature of applicant Printed name Title Date

NOTE: Expedited Mail Service is available for registration documents requiring 24-hour turnaround. To utilize Expedited Mail Service, please enclose \$20 per registration document (in addition to regular fees) and write the word "EXPEDITE" in bold letters on the outside of the envelope and on the document. Your request will be processed and mailed within ONE business day of receipt by the Charities Program.

Print Date: November 2, 2004
CH:ren

Registration Number: 10559 Ride Connection, Inc.

PURPOSE CODE(S)

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NOTE: Purpose codes are adopted from the National Taxonomy of Exempt Organizations (NTEE).
Human service - other multi-purpose

PURPOSE DESCRIPTION

"Linking accessible responsive transportation with community need" is more than the Ride Connection mission statement. It describes the essence of its transportation network and captures the objectives of Ride Connection and its partners. Providing individuals with accessible transportation that is responsive to their needs is foundational to Ride Connection and its network. Since its inception in 1986 the network has grown to more than 30 transportation providers who serve seniors and people with disabilities throughout the tri-counties. In FY 2002, Ride Connection's network provided 248,229 rides to 10,917 individuals who lacked other viable transportation alternatives. Ride Connection does not provide direct service. Each and every ride is provided by an organization in the local community. Ride Connection's function is to support, equip and strengthen these organizations so they are able to provide transportation that meets the needs of their neighbors and their neighborhood.

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Contact Name: Joan M. Heinemann Telephone Number: (503)528-1724
Extension:
Email Address: jheinemann@rideconnection.org

THREE HIGHEST PAID OFFICERS OR EMPLOYEES OF THE ORGANIZATION

Officer or Employee Name	Title
Elaine Wells	Executive Director
Joan Heinemann	Fiscal Director
Julie Sims Wohling	Deputy Director

CHARITY'S COMMENTS REGARDING SOLICITATION REPORT (OPTIONAL):

WAC 434-120-105(2)(o) allows organizations the opportunity to provide additional information which the organization believes would be of assistance in understanding, or to provide context for, the financial information reported.

SECTION 2 - FINANCIAL, ADMINISTRATIVE & FUNDRAISING INFORMATION

Please complete the following questions and/or provide the appropriate attachments:

Did the organization solicit or collect contributions in Washington during its most recently ended fiscal/accounting year? (check one)
 Yes
 No - Please check reason: No activity in Washington State Other: _____ (describe)

Did/will the organization submit a Federal tax return to the Internal Revenue Service for its most recently ended fiscal/accounting year? (check one)
 Yes - Please check type of tax return filed: IRS Form 990 IRS Form 990 PF IRS Form 990EZ
 No - Please check reason: Church/church-affiliated Government-affiliated Covered by group return - or -
 Annual gross receipts less than \$25,000 Other: _____ (describe)

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If the organization has/will file an IRS Form 990, 990PF or 990EZ for its most recently ended fiscal/accounting year...a complete copy of the tax return MUST be provided with this renewal form. Be sure to include Schedule A and all attachments except contributor lists/Schedule B. Do not attach the organization's financial statement, audit, bank statement, or annual report.

NOTE: If the organization's tax return for its most recently ended fiscal/accounting year has not yet been completed, please contact our office prior to the due date for instructions on obtaining an extension and DO NOT submit the Charitable Solicitations Renewal Form or filing fee. Late fees will apply if the extension is requested after the organization's due date.

CONSOLIDATED FINANCIAL INFORMATION

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 No - You must complete line items 1 - 8 of the Solicitation Report below using the organization's financial information.

STATE of WASHINGTON



SECRETARY OF STATE

COPY

Charities Program • 801 Capitol Way S • PO Box 40234 • Olympia, WA 98504-0234
 Phone: 360-753-0863 • Fax: 360-664-4250 • E-mail: charities@secstate.wa.gov

CHARITABLE SOLICITATIONS RENEWAL FORM

FEE: \$10

Make payable to "State of Washington"

Ride Connection, Inc.
 3220 North Williams
 Portland, OR 97227

Due Date: February 15, 2005

See Note in Section 2 for extension information

IMPORTANT NOTE: Submissions received (not Postmarked) after the due date shown above will be assessed a \$50 late fee. Please allow 7-10 days for postal delivery & receipt validation.

Please complete entire form or write "n/a" if not applicable. Incomplete forms will not be accepted. All documents must be typewritten or printed legibly in ink. Please do not staple form or attachments.

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Organization's Full Legal Name: Ride Connection, Inc.

Mailing Address:
 3220 North Williams
 Portland, OR 97227

Street Address (if different than mailing):
 3220 North Williams
 Portland, OR 97227

County (WA only):

Country: United States

Telephone Number: (503)528-1720

Extension:

Fax Number: (503)193-7131

Email Address: ride@rideconnection.org

Web Address: www.rideconnection.org

ALSO KNOWN AS NAMES

"Also Known As" names include, but are not limited to, acronyms, abbreviations, shortened names, Doing Business As (DBA) names and program names, if any.

Ride Connection
 Volunteer Transportation, Inc.

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 No

ORGANIZATIONAL STRUCTURE

Corporation Name: Ride Connection, Inc

UBI Number (Unified Business Identifier) (WA only):

Organization Type: Foreign Corporation

State of Incorporation: OR

Date Incorporated or Established (mm/dd/yyyy): 5/26/1988

FEDERAL TAX INFORMATION

Federal Tax Exempt Status: Exempt

Federal Tax ID/EIN Number: 94-3076771

Type of Federal Tax Exemption Granted (if applicable): 501(c) 3

NOTE: If the organization's tax-exempt status has changed since its last submission, please provide IRS documentation, confirming the change for our records (e.g. a copy of the organization's IRS Determination Letter).

"Linking accessible, responsive transportation with community needs."

3220 N Williams Ave
Portland, OR 97227
Direct: (503) 528.1722
Fax: (503) 493.7431



Fax

To: Colleen Smith	From: Bruce Ramseyer
Fax: (360) 586-1181	Pages: 2 (including cover)
Phone: (360) 664-1222	Date: 7/22/2005
Re: Form E for Ride Connection	CC:

Urgent **For Review** **Please Comment** **Please Reply**

Please find the following Form E for Ride Connection. Your agency should soon be receiving an original from our insurance broker, Alliance of Nonprofits for Insurance.

If you need any additional information, feel free to contact me at bramseyer@rideconnection.org or (503) 528-1722.

Best regards,

A handwritten signature in black ink, appearing to read "Bruce Ramseyer", written in a cursive style.

Bruce Ramseyer

● **Confidentiality Notice:** The information contained in this facsimile is confidential and legally privileged and is intended only for the use of the individual named above. If you are not the intended recipient, you are hereby notified that the disclosure, copying, distribution or taking of any action in regard to the contents of this fax except its direct delivery to the intended recipient is strictly prohibited. If you have received this fax in error, please notify the sender immediately by telephone. Thank you.

FROM: Washington Utilities and Transportation Commission
Transportation Operations
PO Box 47250 Phone: (360) 664-1222
Olympia, WA 98504-7250 Fax: (360) 586-1181

Date: 07-20-2005 Staff: Colleen Smith

D079383
RIDE CONNECTION, INC
3220 N WILLIAMS AVENUE
PORTLAND, OR 97227

Return this document with the completed/corrected items listed below for prompt processing of your application for operating authority.

- X Obtain a CVSA safety inspection of your vehicle (s) and remit a copy of the completed inspection form. You may contact Carolyn Caruso at (360) 664-1244 for an appointment.

- X Once this step is completed I should be able to complete the processing and issue the certificate for you. Colleen

UNITED STATES OF AMERICA

The State of  Washington
Secretary of State

I, **SAM REED**, Secretary of State of the State of Washington and custodian of its seal,
hereby issue this

CERTIFICATE OF AUTHORITY

to

RIDE CONNECTION INC DBA RIDE CONNECTION

a/an OR Non-Profit Corporation. Charter documents are effective on the date indicated
below.

Date: 10/14/2005

UBI Number: 602-515-651

APPID: 394162



Given under my hand and the Seal of the State
of Washington at Olympia, the State Capital

Sam Reed, Secretary of State

"Linking accessible, responsive transportation with community needs."

3220 N Williams Ave
Portland, OR 97227
Direct: (503) 528.1724
Fax: (503) 493.7431



Fax

To: Colleen Smith	From: Joan Heinemann
Fax: 360-586-1181	Pages: 2
Phone: 360-664-1223	Date: 10/19/2005
Re: Certificate of Authority	CC: Julie Wehling
<input type="checkbox"/> Urgent	<input type="checkbox"/> For Review
<input type="checkbox"/> Please Comment	<input type="checkbox"/> Please Reply

Colleen,

Here is the Certificate of Authority from the State of Washington that we finally received in the mail today. I believe this is what you need in order to issue our Washington Utilities and Transportation Certificate that we have been waiting for. Please let me know if you need anything else

Joan

Confidentiality Notice: The information contained in this facsimile is confidential and legally privileged and is intended only for the use of the individual named above. If you are not the intended recipient, you are hereby notified that the disclosure, copying, distribution or taking of any action in regard to the contents of this fax except its direct delivery to the intended recipient is strictly prohibited. If you have received this fax in error, please notify the sender immediately by telephone. Thank you.

ACORD CERTIFICATE OF LIABILITY INSURANCE

DATE(MM/DD/YYYY)

9/22/2005

PRODUCER
B & S INSURANCE AGENCY
 3801 150th Ave SE #300
 Bellevue, WA 98006-1668
 (425) 455-2227

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
ADAM'S MOVING AND DELIVERY SERVICES, LLC
 1200 NW 126TH ST
 SEATTLE, WA 98177

INSURERS AFFORDING COVERAGE		NAIC#
INSURER A:	FIREMANS FUND INSURANCE COMPANY	
INSURER B:		
INSURER C:		
INSURER D:		
INSURER E:		

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INBR LTR	ADSL INBRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE(MM/DD/YY)	POLICY EXPIRATION DATE(MM/DD/YY)	LIMITS
		GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMSMADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO.JECT <input type="checkbox"/> LOC				EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MEDEXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$
		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS				COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EAACC \$ AGG \$
		EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMSMADE <input type="checkbox"/> DEDUCTIBLE RETENTION \$				EACH OCCURRENCE \$ AGGREGATE \$ \$ \$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below OTHER				<input type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A		CARGO COVERAGE	MXI 98204629	09/17/05	09/17/06	LIMIT- 10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
DEDUCTIBLE - 1,000

CERTIFICATE HOLDER
WASHINGTON UTILITIES & TRANSPORTATION COMMISSION
 PO BOX 47250
 OLYMPIA, WA 98504

CANCELLATION
 SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.
 AUTHORIZED REPRESENTATIVE

ACORD™ CERTIFICATE OF LIABILITY INSURANCE		DATE (MM/DD/YYYY) 9/22/2005
PRODUCER B & S Insurance Agency Inc 3801 150th Ave SE, Suite 300 Bellevue, WA 98006	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED Adam's Moving and Delivery Services LLC 1200 NW 126th St Seattle, WA 98177	INSURERS AFFORDING COVERAGE INSURER A: National Indemnity Company INSURER B: INSURER C: INSURER D: INSURER E:	NAIC #

COVERAGES
 THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR	ADD'L	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS
		GENERAL LIABILITY <input type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC				EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$
A		AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	70TRN-347785	8/22/2005	8/22/2008	COMBINED SINGLE LIMIT (Ea accident) \$ 100,000.00 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
		GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY EA ACC \$ ACC \$
		EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE RETENTION \$				EACH OCCURRENCE \$ AGGREGATE \$ \$ \$ \$
		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OF FICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below				<input type="checkbox"/> WC STATUTORY LIMIT <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A		OTHER Physical Damage	70TRN-347785	8/22/2005	8/22/2008	Comp ded \$1,000.00 Collision ded \$1,000.00

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
 Evidence of Insurance

CERTIFICATE HOLDER Washington Utilities & Transportation Commission PO BOX 47250 Olympia, Wa 98504	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 10 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE
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Cochrane & Company
1717 South Rustle Road
Suite 200
Spokane, WA 99224
Phone: (509) 838-0655 Fax: (509) 838-1710
www.cochraneco.com

Date: September 22, 2005

To: Jon Sefton
B & S Insurance Agency Inc
3801 150th Ave SE, Suite 300

Bellevue, WA 98006

From: Cherida McFarlane
Underwriting Assistant

Re: Named Insured: Adam's Moving and Delivery Services LLC
Policy Number: 70TRN-347795

Thank you for your business. Please be advised the insured that the following filings have been made out of our office. These filings have been faxed as well as mailed with the exception of B.C. filings. All B.C. filings are mailed, as B.C. will not accept a fax.

- FHWA Liability
- FHWA Cargo
- Form E filings for Washington
- Form H filings for
- Other

We have requested the following filings to be made by the company as we do not have the authority to make them. Please allow a minimum of five (5) days for these filings to be processed by the Company's filing department.

- FHWA Liability
- FHWA Cargo
- Form E filings for
- Form H filings for
- Other

Please feel free to call me with any questions you may have at (888) 293-4554 or contact me via email at cmcfarlane@cochraneco.com.

Thank you.