

**METRO**

TO: Andy Cotugno, Planning Director
FROM: Mark Turpel, Principal Planner
DATE: August 7, 2007
SUBJECT: 2008-2011 MTIP – Air Quality Conformity Determination – Replacement Table/Page

In the Air Quality Conformity Determination Report for the 2008-2011 Metropolitan Transportation Improvement Program, there is a Table 5, Service Hours – Weighted by Capacity. This table is intended to address the Transportation Control Measure that is included in the Second Portland Carbon Monoxide Maintenance Plan.

Table 5 as included in the July 31, 2007 Air Quality Conformity Determination was calculated on the basis of one actual year (2006) and adopted plans for future years (years 2007 through 2010). However, these calculations should have been made for all actual year data – that is, the latest five years – from 2002 through 2006.

Accordingly, an errata sheet has been prepared to correct this calculation and to demonstrate that the Transportation Control Measure has been met.

Attached is an errata sheet that shows both a redline version that illustrates what changes are being made to page 14 and Table 5 to address the requirement and a “clean” version of page 14 with the changes incorporated.

These changes will be provided to JPACT for their consideration as they deliberate about item 5.2 of the August 9, 2007 JPACT agenda – Resolution No. 07-3824.

I would be happy to answer any questions about this matter.

Thank you.

Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual hours for assessments conducted between 2006 and 2017. However, data is only available for 2006, and other years necessary to calculate a five-year average beginning 2006 are estimated based on financial plans. The first full assessment using actual service hours would first be calculated in year 2011, with data from 2006 through 2010. Presented below are projections of actual transit service hours weighted by capacity with a combination of actual service hours in year 2006 and planned hours from 2007 through 2010 from 2002 through 2006.

	Bus	Rail (bus equivalency)	Streetcar (bus equivalency)	Commuter Rail (bus equivalency)	Total	Percent Change year-to-year
2001	2,032,944	682,765	=	=	2,715,709	
20026 (actual)	1,953,420 2,048,484	1,126,543 866,708	33,640	-	3,113,603 2,915,192	7%
20037 (planned)	1,953,420 2,049,156	1,133,601 908,560	39,582	-	3,126,603 2,957,716	0.421%
20048 (planned)	1,953,420 2,047,932	1,167,070 949,732	54,839	0	3,175,329 2,997,664	1.561%
20059 (planned)	1,953,420 2,033,544	1,199,760 1,157,461	54,839	17,521	3,225,539 3,191,005	1.586%
20106 (planned)	1,953,420 1,953,420	1,543,304 1,126,543	54,839	21,023	3,572,586 3,079,963	10.76-3%
Average annual change						2.76%

Source: TriMet. Year 2006 is actual service hours weighted by capacity derived from the Monthly Reports prepared by TriMet's Financial Analysis Division. Years 2007 through 2010 are projections based on planned changes to service. Streetcar hours were provided by Portland Streetcar Inc. Streetcar and Commuter rail not included, nor is SMART or CTRAN service which connects to or provides service to the Metro area.

Findings. Accordingly it is found that this transit service TCM concerning transit service increase been met because:

- the above analysis of weighted transit service hours shows an annual average transit service increase of 2.76 percent, which exceeds the TCM of 1.0 percent.

TCM 2. Bicycle Paths

"Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514."

Compliance Actions - Transit Service Increase

This transit service TCM calls for a calculation of actual hours for assessments conducted between 2006 and 2017. Presented below are actual transit service hours weighted by capacity from 2002 through 2006.

Table 5. Service Hours – Weighted by Capacity				
	Bus	Rail (bus equivalency)	Total	Percent Change year-to-year
2001	2,032,944	682,765	2,715,709	
2002	2,048,484	866,708	2,915,192	7%
2003	2,049,156	908,560	2,957,716	1%
2004	2,047,932	949,732	2,997,664	1%
2005	2,033,544	1,157,461	3,191,005	6%
2006	1,953,420	1,126,543	3,079,963	-3%
Average annual change				2.7%

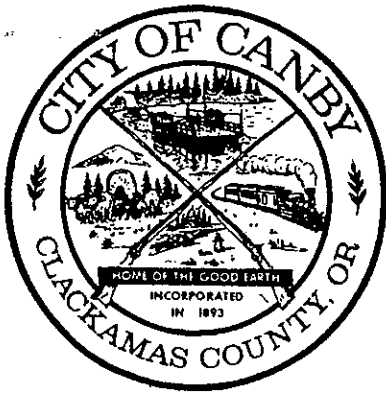
Source: TriMet. Streetcar and Commuter rail not included, nor is SMART or CTRAN service which connects to or provides service to the Metro area.

Findings. Accordingly it is found that this transit service TCM concerning transit service increase been met because:

- the above analysis of weighted transit service hours shows an annual average transit service increase of 2.7 percent, which exceeds the TCM of 1.0 percent.

TCM 2. Bicycle Paths

"Jurisdictions and government agencies shall program a minimum total of 28 miles of bikeways or trails within the Portland metropolitan area between the years 2006 through 2017. Bikeways shall be consistent with state and regional bikeway standards. A cumulative average of 5 miles of bikeways or trails per biennium must be funded from all sources in each Metropolitan Transportation Improvement Program (MTIP). Facilities subject to this TCM must be in addition to those required for expansion or reconstruction projects under ORS 366.514."



City of Canby

Canby Transit Office

July 25, 2007

City of Wilsonville
City Council
30,000 SW Town Center Loop East
Wilsonville, Oregon 97070

Dear Madam Mayor and City Councilors:

We recently learned there has been a discussion at City Council regarding the elimination of transit service between Wilsonville and Canby - SMART's Route 205 and we understand a rider survey is being conducted. We were disappointed when SMART eliminated the midday service. We felt the midday service was so important that Canby Area Transit replaced two of the five round trips. CAT is now carrying over 320 riders per month on those two trips alone. Therefore, we are writing to request that you reconsider the elimination of this route. We believe it is extremely important to continue this connection for a number of reasons and ask that you please take them into consideration prior to making a final decision.

Transportation connections between Wilsonville and Canby began nearly 100 years ago in 1914 when the Canby Ferry began crossing the river between our two communities. Times have changed, yet the need for transportation between our communities is still extremely important. We want to thank you for the transit service provided by SMART to Canby. We believe it benefits both Wilsonville and Canby residents, commuters, and visitors and has been well received considering the steady increase in ridership.

The success of community transit systems is going to be how well we take care of the demands of our customers and their need to get from point A to point B as quickly and as efficiently as possible. People don't tend to consider who owns the section of the road they are traveling on as they move from a city road, to a county road, to a state road, the transition is seamless. The same should be true when a person chooses or needs to travel using public transportation. They need to get to their destination and if the service stops at the edge of their community many times that means they can't get to work, to school, or to medical appointments.

Canby is a bedroom community with nearly 60% of our residents traveling to other parts of the region to go to work. And Wilsonville has the opposite issue with your community nearly doubling in size during the work day due to the influx of workers traveling into your community. The recent survey you conducted in the fall of 2005, as part of the SMART Transit Master Planning process used the sampling of zip codes and represented approximately one third of the total number of employees in Wilsonville. The results indicated that of those who participated in the survey, there were over 200 people who live in Canby and work in Wilsonville.

The addition of the new Wilsonville commuter rail station and park and ride will generate additional demand for feeder services and transportation connections. Wilsonville, although the end of the commuter rail line, is not going to be the final destination for many commuters. They

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will need bus service to their homes, whether that is in Wilsonville, Canby, Oregon City, Aurora, Woodburn, or Salem. Eliminating SMART's route 205 would prevent commuters from reaching all but one of these destinations.

Withdrawing from the Tri-Met district has allowed both of our cities to have local control of our transit systems. This is a great thing for our cities and our citizens and both of our communities have been able to improve service beyond what was provided by Tri-Met and at a lower rate. We believe CAT has been able to do a better job than a large agency like Tri-Met to meet the needs of our residents. Yet, our cities face the challenges of growth in the Portland Metropolitan region and by withdrawing we also took on a responsibility to make connections to other parts of the region and not just serve our own community.

Not too long ago, Wilsonville and Canby were relatively small communities and the growth rate over the last few years has been significant. Today, Wilsonville's population is almost 17,000 and Canby's is over 14,000. More and more people are looking for homes and jobs and people are driving further from home to their places of employment. Corporations are also struggling with finding ways to attract and retain employees, and adequate transportation to and from work is a major issue for many businesses. It is our vision that Wilsonville and Canby continue to work together to improve transit connections between our communities and to the various transit systems throughout the region to provide mobility and access for riders who can't or don't choose to drive.

You are blessed with a large business community and their payroll tax contribution, and Canby is blessed with many of Wilsonville employee's choosing to make their homes in our fine City. So of course we believe our current arrangement is ideal with SMART providing peak hour service and CAT providing lunch time service. We believe ridership will continue to grow on this route.

We ask that you please retain the service between Wilsonville and Canby and we want to continue to work with SMART to find more ways to coordinate and collaborate on transportation related issues. We appreciate your consideration of this matter and look forward to continuing our relationship as your neighbor and your partner in transportation.

Sincerely,



Mayor Thompson
City Councilors
City of Canby

cc: Metro Council
JPACT
C-4
Mark Adcock, City Manager, Canby
Arlene Loble, City Manager, Wilsonville
Steve Dickey, Transit Director, SMART
Cynthia Thompson, Transit Director, CAT

Potential JPACT Meeting Dates

Members/Alternates	2nd Thursday 7:30 AM		2nd Thursday 5:00 PM		2nd Tuesday 7:30 AM	
	Yes	No	Yes	No	Yes	No
Bill Kennemer	1					
Ted Wheeler	1					
Donna Jordan			1			
Paul Thalhofer	1					
Rob Drake			1			
Fred Hansen	1					
Jason Tell	1					
Dick Pederson	1					
Don Wagner	1		1			
Bill Wyatt					1	
Mayor Pollard	1					
Steve Stuart			1			
Peter Capell	1					
TOTAL	10	0	2	7	1	4

First Choice

Third Choice

Second Choice