

RESOLUTION NO. 750

A RESOLUTION ADOPTING THE CANBY TRANSIT PLAN AND AUTHORIZING THE FILING OF AN APPLICATION TO WITHDRAW FROM THE TRI-COUNTY METROPOLITAN TRANSIT DISTRICT OF OREGON (TRI-MET).

WHEREAS, ORS 267 provides a process for the City of Canby to withdraw from Tri-Met's service area; and

WHEREAS, extensive community involvement has demonstrated support for this withdrawal, including numerous public meetings of the City Council and Public Transportation Task Force, and the gathering of the signatures of over 1,100 registered voters in the Canby area; and

WHEREAS, Canby supports increased use of public transit as a way to ease traffic congestion, improve air quality, and provide transportation alternatives for those who cannot or do not wish to drive; and

WHEREAS, the proposed Canby Transit Plan demonstrates that Canby could provide improved transit services with the same revenue currently collected by Tri-Met in Canby; and

WHEREAS, the proposed Canby Transit Plan has been developed with extensive citizen and business community involvement and reflects the goals of the Canby community; and

WHEREAS, Canby desires continued good relations with Tri-Met and looks forward to working cooperatively with Tri-Met and other area transit providers to provide local and regional transit services; and

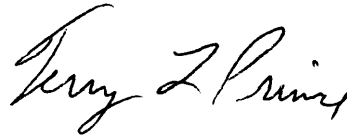
WHEREAS, all legal requirements have been met in order for the City to file an application for withdrawal with Tri-Met;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Canby, as follows:

1. The City Council supports the application to withdraw from Tri-Met and directs staff to take all necessary measures to file said application, the citizen petition, and other documents with Tri-Met and work with Tri-Met to complete the required process.
2. The City Council urges the Tri-Met Board of Directors to approve Canby's application and will work with the Board to obtain that approval.
3. The Canby Transit Plan is hereby adopted as the guiding plan for developing and implementing transit services should Tri-Met approve Canby's withdrawal application. As stated in the Transit Plan, the plan is a guide only; modifications and additions may be

required over time as conditions change.

ADOPTED this 2nd day of May, 2001 by the Canby City Council.

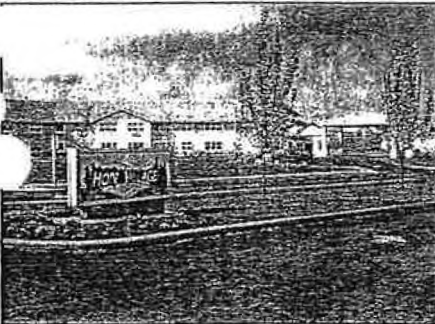
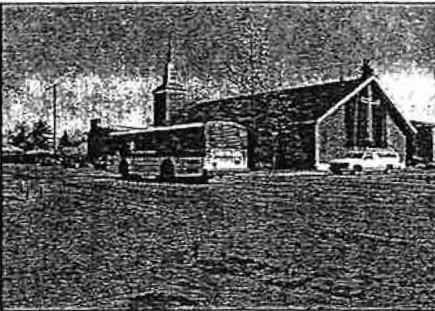
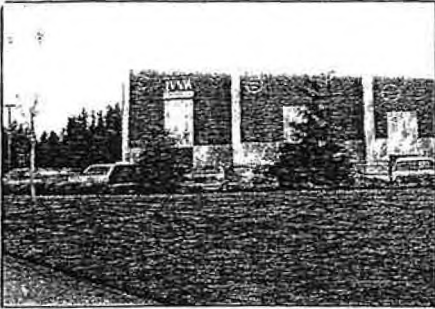
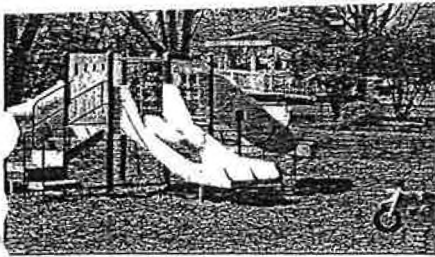
A handwritten signature in cursive script, reading "Terry L Prince".

Terry L Prince - Mayor

ATTEST:

A handwritten signature in cursive script, reading "Chaunee Seifried".

Chaunee Seifried
City Recorder, Pro-Tem

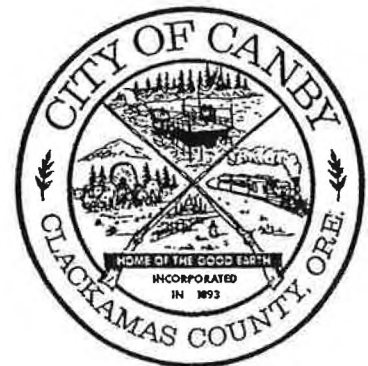


CITY OF CANBY

TRANSIT PLAN



May 2001



CANBY TRANSIT PLAN

Direct questions or comments to:

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Executive Summary

The City of Canby is applying to withdraw from the Tri-County Metropolitan Transportation District of Oregon (Tri-Met). Under Oregon State Law the Tri-Met board may approve Canby's withdrawal "if the board considers such withdrawal to be in the best interests of the district and the affected area." This Transit Plan will demonstrate how Canby's withdrawal will best serve the interests of our area and the remaining Tri-Met district.

This Canby Transit Plan describes the reasons for Canby's withdrawal and provides a detailed explanation of Canby's proposed services. Canby Transit will better serve the citizens and businesses of Canby by enhancing local service and increasing linkages to nearby transportation hubs.

The area proposed for withdrawal is all land within Canby's Urban Growth Boundary. Canby would assess a payroll tax in this area, replacing Tri-Met's current tax, and would use the revenues to operate a city transit system providing enhanced service to its residents. Transit operations will function as a City department, with bus services provided by a private contractor. Services will begin on Wednesday, January 2, 2002.

The Canby Transit Plan will serve to guide the development and implementation of Canby's transit services. The proposed system is based on extensive citizen input and is supported by a detailed survey of Canby citizens. The program described here is practical, achievable, and in the best interest of Canby. However, as time goes on modifications and additions may be required. This plan is intended to be a guide and Canby will be flexible in considering any needed changes in the future.

The Tri-Met board may approve Canby's withdrawal if the board considers the withdrawal to be in the best interests of the Tri-Met district and the withdrawn area.

Current Service

Canby is currently served by two Tri-Met bus lines: the 79 and the 35. The 35 provides six peak-hour trips on weekdays to and from Portland via Oregon City. No service is available on weekends or holidays, or during off-peak hours on week days. The 79 provides hourly service to and from Clackamas Town Center via Oregon City: 12 trips to the Town Center and 14 trips back. Again, no service is provided on weekends or holidays.

In addition, Tri-Met provides LIFT service in the City of Canby and surrounding areas. Currently, there are 43 registered users of the LIFT service in the Canby area, and of these 23 have used the service in the past six months.

Ridership on the 79 and 35 lines is low. A community survey indicates that Canby residents do not frequently use the bus and have unmet needs in terms of scheduling and route coverage.

Proposed Service

The paramount goal of Canby Transit will be to best serve the needs and interests of its customers. To understand these needs, a detailed community survey was prepared, identifying the services of most benefit to Canby's citizens. Based on the results of this survey and extensive public involvement, services have been designed to best serve community needs.

Canby Transit will utilize two main service strategies. These strategies will provide increased mobility and connectivity for our customers, and are the reason Canby's withdrawal from Tri-Met will serve the best interests of the community:

- **Convenient schedules.** Canby Transit will tailor schedules to community needs, expanding weekday service hours and implementing evening and weekend service as funds are available.
- **Improved local service.** Canby Transit hopes to create a local shuttle route to improve access to local destinations and the intercity route. This service will be implemented based on funding availability.

Details of each proposal are presented below. Current Tri-Met service levels will be equaled or exceeded from the very first day of Canby Transit service. Existing commuter service and on-demand accessible services will be maintained.

Canby Transit would be a department of the City of Canby managed by a full-time Transit Manager. The actual bus operation would be provided by a private company contracted and supervised by the City. The City will own or lease all vehicles.

Local control of transit service will ensure Canby Transit is responsive to the community's needs and usage patterns. The Oregon Department of Transportation's Public Transit staff will provide service oversight under the Federal Transportation Administration's small cities program. This monitoring will ensure service meets required standards. With local control and state monitoring, Tri-Met can be assured Canby's service will indeed serve the best interests of the community.

Financing

Canby Transit will be funded by a 0.006 (six-tenths of one percent) employer payroll tax. This is less than currently levied by Tri-Met (0.006195) but is the maximum allowed under law for Canby. This tax may generate up to \$640,000 annually. At this time, Canby does not anticipate reducing the payroll tax beyond the 0.006 level.

**Canby Transit
services will be
fareless and will
require no new taxes.**

Various state and federal grant sources exist to supplement and expand transit services. Canby Transit plans to apply for these grants, but is not counting on them to provide service.

Canby Transit plans to be fareless. Fares typically do not cover a large percentage of transit revenues, they take time to collect and administer, and they are a barrier to increasing ridership. This is why other local transit systems, including Wilsonville's and

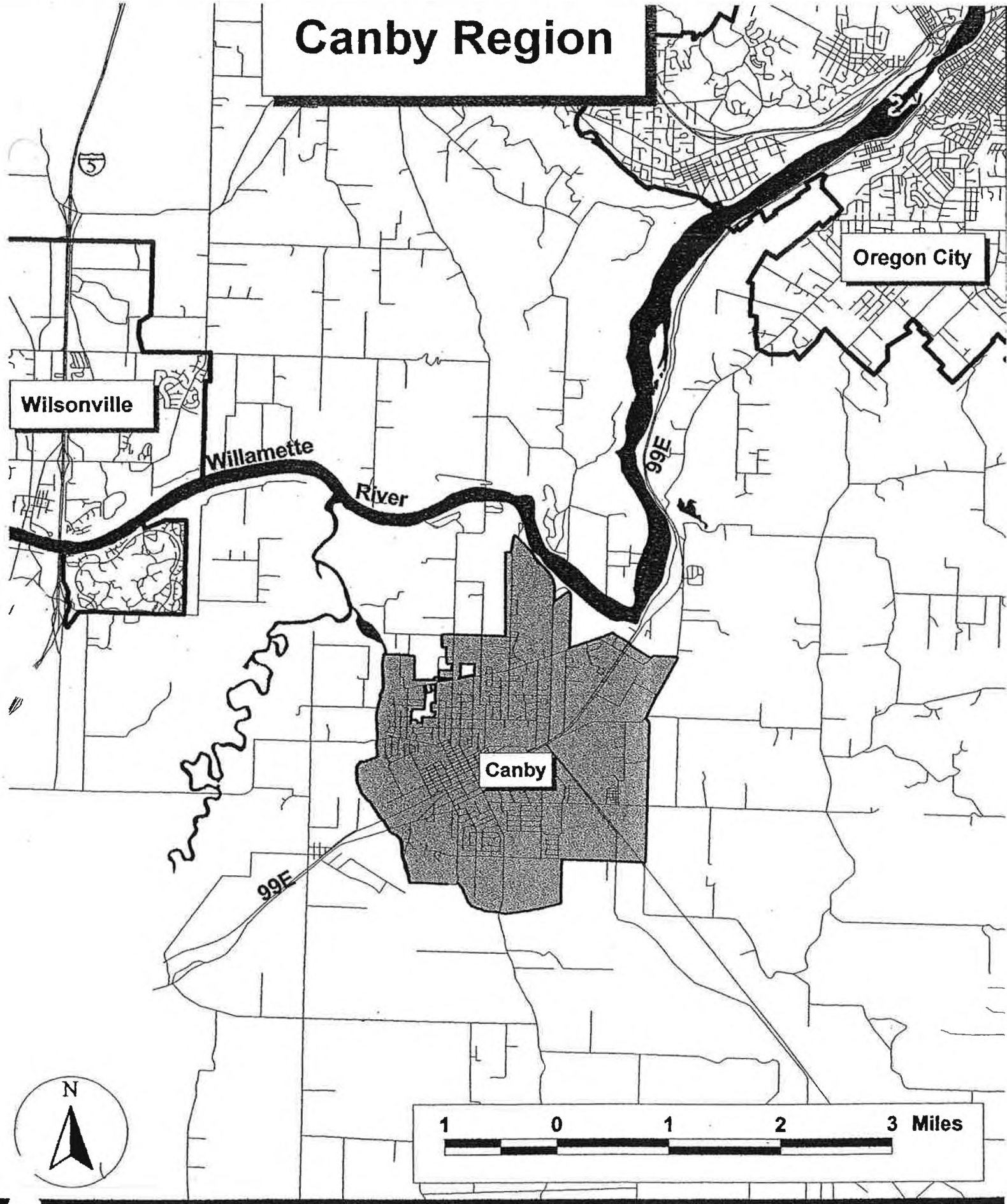
Sandy's, do not collect fares. Of course, Canby reserves the right to consider charging fares if revenues are too low to provide service without them.

Benefit to Tri-Met

Canby's withdrawal from Tri-Met will simplify Tri-Met's service map and allow it to focus on the core Portland Metro area. Increased ridership on Canby Transit will feed into Tri-Met lines and generate increased fares. Tri-Met's revenues will not be reduced since Canby's withdrawal will be compensated for by an automatic tax increase for the remaining district. This increase will be minor and should not have a significant impact on business.

Canby Transit will contribute to important regional goals such as reduced congestion, improved air quality, and transportation access for all community members.

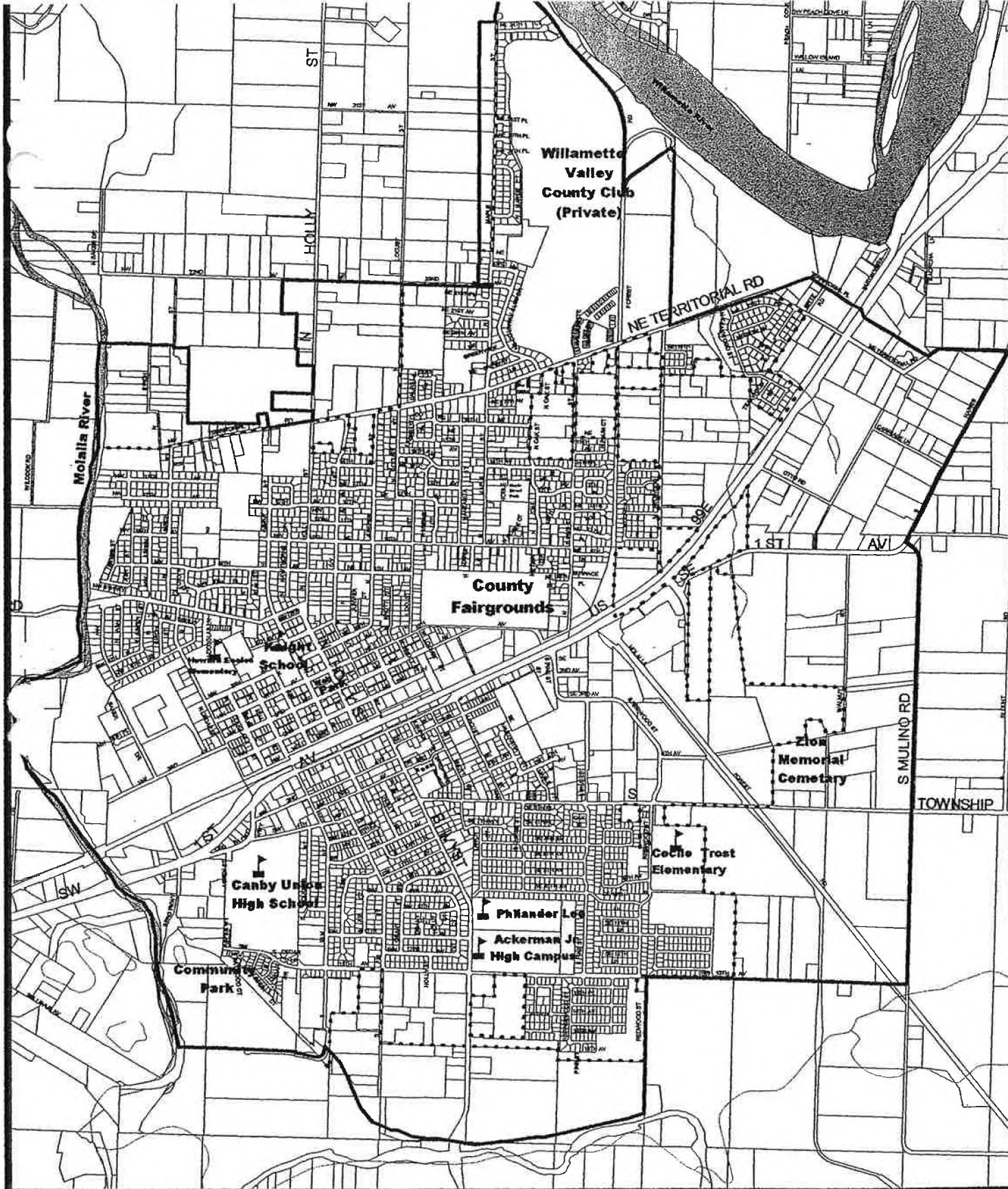
Canby Region



employees. Sandy's SAM is also a City department but the bus operation is contracted to a private company.

Canby Transit will follow Sandy's model, which has proven to be very successful. Since Canby is geographically separate from neighboring communities, there is no need to create a new government (transit district) with a broad geographic base to provide transit services. Nor is there any political support for such a new government entity. The area to be withdrawn is the City's Urban Growth Boundary (UGB) plus two small areas completely surrounded by the UGB (map, page 4).

The City of Canby will hire a full-time Transit Manager to manage all aspects of the transit service. Bus operation and maintenance will be provided by a private contractor. All fixed-route vehicles will be owned or leased directly by the City of Canby. More detail on staffing and contracting is provided below.



AREA TO BE WITHDRAWN FROM TRI-MET TRANSIT DISTRICT

— City of Canby Urban Growth Boundary

1000 0 1000 2000 3000 Feet



Current Service

Tri-Met Fixed Routes

Canby is currently served by two Tri-Met bus lines: the 79 and the 35. Their service routes and schedules are shown in Appendix B. The 35 provides six daily trips, all in peak commuter hours, on weekdays to and from Portland via Oregon City on Highway 99E. This service takes approximately 15 minutes to travel between Canby and the Oregon City transit center. The last bus arrives in Canby at 6:47 PM. No service is available on weekends or holidays, or during off-peak hours on week days. Canby is not shown on the map on Tri-Met's printed schedule for the 35, so some citizens have noted that it's not clear where they can catch the bus in Canby.

The 79 provides service to and from Clackamas Town Center via Oregon City: 12 trips to the Town Center and 14 trips back. The service is hourly from 6:30 AM to 7:30 PM. It takes approximately 22 minutes to travel to and from Oregon City and an additional 23 minutes to and from Clackamas Town Center. Passengers have to leave downtown Portland at about 6:00 PM, or be at the Oregon City Transit Center by 7:00 PM, to catch the last bus to Canby. Again, no service is provided on weekends, holidays, or later in the evening.

**The last bus to Canby
leaves Oregon City at
7:00 PM.**

The 79 functions as Tri-Met's only local bus in Canby, traveling to downtown Canby via N. Holly Street from Territorial Road and back the same way. Eight mid-day rides to Canby continue down to S. Ivy and 13th Avenue to serve the Canby Adult Center and Ackerman Junior High.

No changes are proposed to route 79 or 35 service in Tri-Met's Annual Service Plan 2001 Transit Plan Update.

Tri-Met's fare is \$1.20 for service within Canby, to Oregon City/Clackamas Town Center or as far as Lake Oswego, and rises to \$1.50 for Portland and other more distant points. "Honored citizens" (seniors) pay \$0.60.

Community satisfaction with these services was evaluated in a detailed survey of City residents. Professor Thomas Sanchez at the Center for Urban Studies, Portland State University designed a survey, collected the data, and prepared a summary report of the results. This Canby Transportation Needs Assessment was mailed to 2,000 randomly selected households in the Canby Transit service area in the summer of 2000. More than 500 responses were received, providing a good geographic and demographic cross-section of the Canby community. The survey included 13 questions focusing on travel characteristics, the use of existing public transportation, and suggestions for improvement.

The complete Canby Transportation Needs Assessment including detailed results is provided in Appendix D of this plan.

The survey found "Canby residents do not heavily use Tri-Met buses #79 and #35. When they are used, the frequency tends to be on a weekly or monthly basis." Seventy-six

percent of respondents stated they never take the bus, with about 18 percent reporting they “sometimes” use it and 6 percent reporting frequent use.

These findings are echoed by current Tri-Met ridership figures, which have been provided by Tri-Met staff. According to Tri-Met’s Spring 2000 ridership study, an average of 28 persons per day board the 35 bus in Canby going north to Oregon City, and an average of 33 persons per day board the 79 bus in Canby going north.

Tri-Met LIFT service

Tri-Met provides fully accessible on-demand service to qualified customers. According to Tri-Met, there are 41 registered LIFT customers residing within Canby’s Urban Growth Boundary, of which 23 have taken at least one trip in the past six months (October-March).

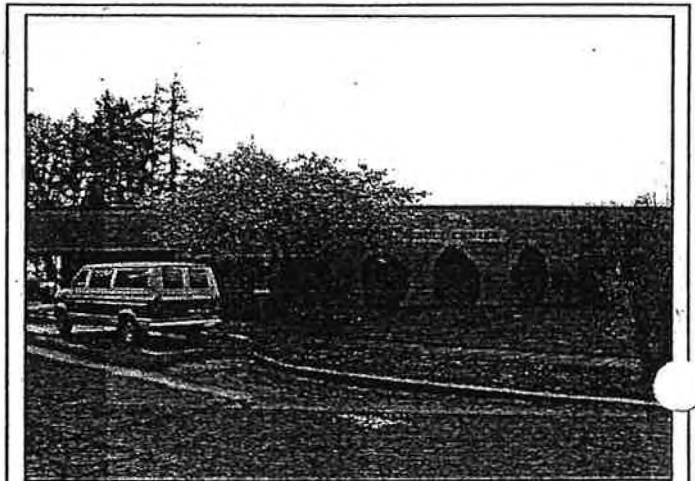
Tri-Met provided 628 LIFT trips to these customers over the past six months, or an average of 3.5 trips per day. This is an average of about 4.5 trips per active customer per month. Canby knows of no complaints relating to this important service.

Other transportation services

The Canby Adult Center provides local shuttle services to Canby’s senior population on weekdays between 8:30 AM and 4:30 PM. Services include scheduled rides to the Adult Center and local grocery stores as well as on-demand rides by reservation to other destinations. The Adult Center provides more than 3,180 of these trips per year all told, an extremely valuable service to the community.

The Adult Center serves the same area as the Canby School District – a wide region extending miles east and south of Canby, and trips are available within that area. A donation of 50 cents each way is asked for, though not required. The Adult Center also coordinates a volunteer driver service to provide door-to-door trips to medical appointments at regional hospitals.

Canby has no local taxi service. The nearest cab companies are in Wilsonville, Oregon City, and Woodburn, making taxi a less convenient transportation option. Canby has a late night volunteer taxi program to fight drunk driving, but it is not a standard taxi service.



The Canby Adult Center currently provides a local shuttle service for Canby’s seniors.

Comments on Canby's Transit Needs

- I am in the Urban Studies program at Portland State University. Many of these classes are held in the late afternoon and evening. Even though I have a great commitment to using public transportation I have to drive downtown because these classes often end between 9 and 10 o'clock and the last bus to Canby is at 7:30.
- I work in the Oregon City paper mill and I never know when I have to work overtime, I used to carpool, but can't anymore. If the bus hours were from 6 am to midnight, then I would use the bus system.
- De Canby a Wilsonville me gustaria que tuvieramos servicio de autobus. Muchas personas no tienen trabajo por falta de transporte. (I would like to have service from Canby to Wilsonville. Many people don't have work because of the lack of transportation.)
- After a full day of classes I sometimes need to use the library. It is very inconvenient to stop in the middle of my research to catch the bus to the last Canby transfer.
- I like to get together with other students to study for final exams. We try to match everyone's schedules to come up with a time to meet. I have to miss any evening study groups if I depend on Tri-met to get me back to Canby.
- It is always a struggle at the beginning of a term to decide on my transportation to and from school. I really like to ride the bus because I use that time to read and study. On the other hand, if I have an appointment that keeps me downtown after the last Canby bus connection, I can find myself stranded. If I plan ahead I can drive my car, but then I end up paying for both a bus pass and for parking downtown.
- I attend the Western Culinary Institute downtown. Our classes sometimes provide catering for events. These events are sometimes in the evening. I have to make special arrangements with my family to pick me up at the Oregon City Transfer Station if I decide to participate in these catering jobs.
- I schedule my classes at Portland State University so that I am in school at the same time my children are in school in Canby. I leave home at 7:00 and the only bus I can catch that can get me to school by my 8:00 class is #35. I drive halfway to Portland to the Park-and-Ride on Hwy 43 because there is nowhere to leave my car at the Oregon City Transit Station. I would like to save the wear and tear on my car since I pay for a bus pass anyway.
- Beaumont College of Hair Design is located in Downtown Portland. If I find a day job I can take the evening classes but I cannot take the bus. The classes end at 9:30 and the last bus to Canby is at 7:30. I could have someone pick me up at the park-and-ride but there is not always someone available and I hate to inconvenience anyone on a regular basis like that.
- I would ride a bus to go to Portland in the evening and attend concerts if it would run long enough to get back home – 11 PM or midnight – because it's difficult to see to drive when it's rainy and dark.

Proposed Canby Transit Service

While current ridership is low, Canby believes there are unmet needs and a latent demand for more transit services in Canby. Ridership can be increased by attending to local needs and concerns. The paramount goal of Canby Transit is to best serve the needs and interests of customers within its service area. Local control of transit service will ensure this happens, and needs and issues that arise will be dealt with swiftly and fairly.

Ridership can be increased by attending to local needs and concerns.

Canby's proposal is bolstered by the success of Sandy's transit program. Sixteen months after Sandy's services started running, ridership is about ten times higher than it was under Tri-Met.

The first step in formulating this plan was the Canby Transportation Needs Assessment described above. This survey identified local transportation needs which form the basis for the Canby Transit Plan.

The Transportation Needs Assessment demonstrated significant interest in a local shuttle service, with desired destinations including Canby's downtown, the highway commercial area, the senior center/city pool, and the high school. Other main desires were late night service on the Oregon City route, service to Wilsonville, service on 99E south to Aurora and Barlow, and direct, non-stop service to downtown Portland.

Canby Transit cannot provide all of these services. At the beginning, a conservative service plan will be used that can clearly be accomplished with available funding. Only after services are successfully run and a budget established would additional services be considered.

To increase ridership and address the needs identified in the community survey, Canby Transit will utilize three main strategies identified as priorities in the survey and by the citizen task force. These strategies will provide increased mobility and connectivity for our customers.

Services will be provided based on availability of funds. More information on funding and service levels is provided in the Financing section and Appendix C.

- **Convenient schedules.** Canby Transit will tailor schedules to community needs, expanding weekday service hours and implementing evening and weekend service.
- **Improved local service.** Canby Transit will feature greatly expanded local service that will bring more people to local destinations and more riders to the intercity service.
- **Fareless service.** Canby Transit will not require a fare on any of its vehicles, including standard routes and accessible on-demand service.

Scheduling

Tri-Met's current schedule serves those who shop or work in Portland from 8 to 5. This schedule favors those with professional or technical jobs and those with leisure time

during the day. However, these people are typically not dependent on public transportation due to their income level. The people underserved by commuter hours are those who more often rely on public transportation, such as service sector workers and students.

For example, retail and restaurant jobs typically end at 9:00 PM or later. Students who study late or have late afternoon and evening classes at universities, colleges, or trade schools need extended hours as well. These workers and students are the same people who would rely on public transportation if they could, because they have lower incomes and car ownership rates. Almost 20 percent of Canby households have one or no cars.

**Almost 20 % of
Canby households
have one or no cars.**

Furthermore, even those not dependent on automobiles can take advantage of flexible traveling options to do personal business at City Hall, the grocery store, or local schools.

Families and teenagers could use evening and weekend service to go to movies or outings in Portland and to attend local cultural or community events.

To service these needs Canby Transit hopes to:

- **Expand weekday service hours** to provide all-day service;
- **Extend weekday service hours** so the last trip ends around 10 PM;
- **Add Saturday service** from 10 AM to 11 PM; and
- **Add Sunday service** from 12 noon to 5 PM.

These hours will apply to the Oregon City service and the local shuttle. The local shuttle will begin service before the first Oregon City bus so that residents have the ability to get from their houses to the first Oregon City bus without a car.

Route coverage

As identified in the community survey, there is unmet demand in Canby for public transportation services to locations not currently covered by Tri-Met. This includes destinations outside Canby and local shuttle service inside Canby. By offering these services, Canby Transit will better serve our customers.

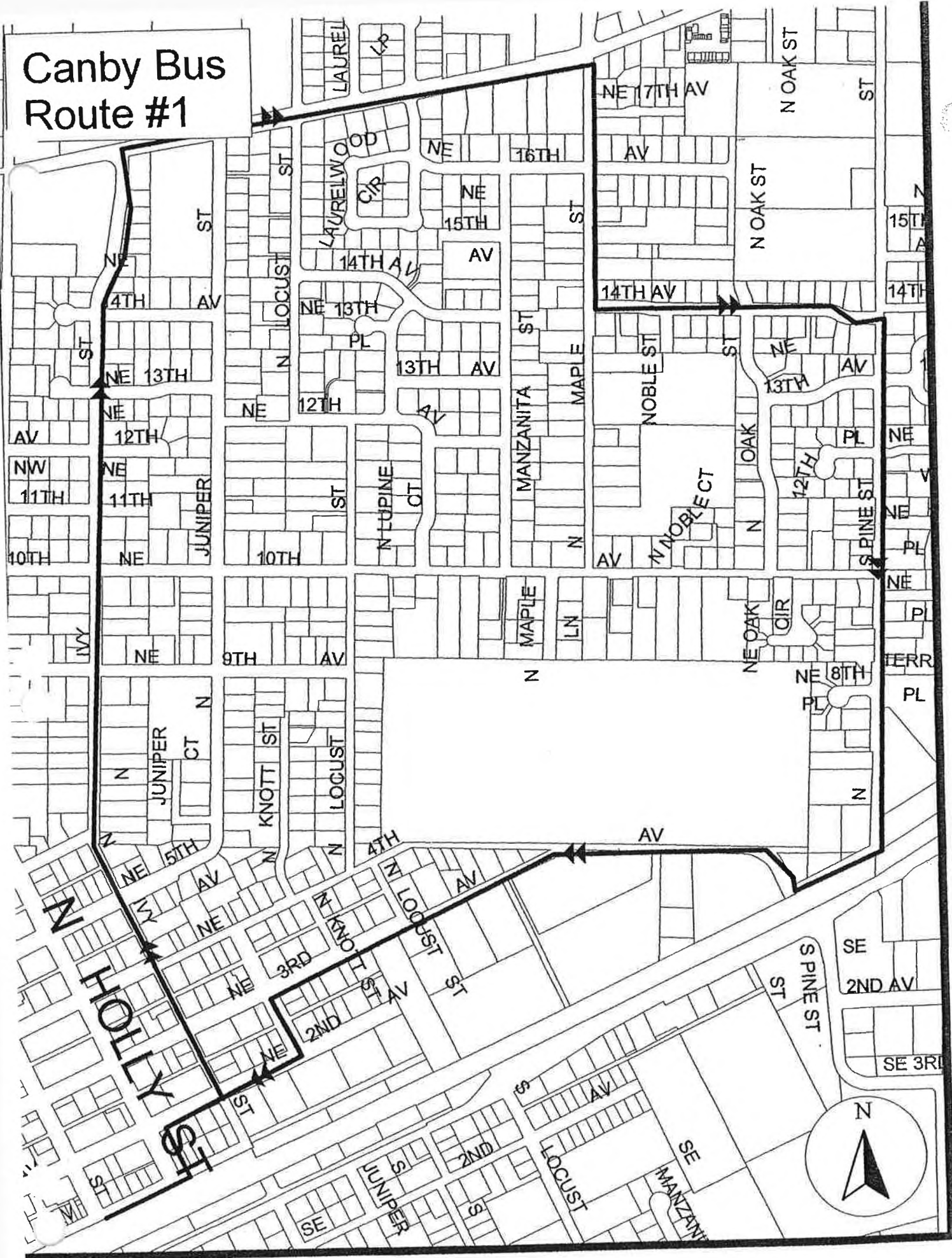
Specific service plans include:

- **Create a local Canby shuttle bus.** If funds are available, Canby will create a local shuttle route. The proposed route is shown on pages 10-14. The local shuttle will operate on a loop route to provide fast, direct service from all areas of Canby to the downtown commercial district. The bus will cover three loops around different areas of Canby, returning to the downtown transit center between each loop. The route has two main advantages.

**Expanded local
shuttle service will
better serve citizens
and local businesses.**

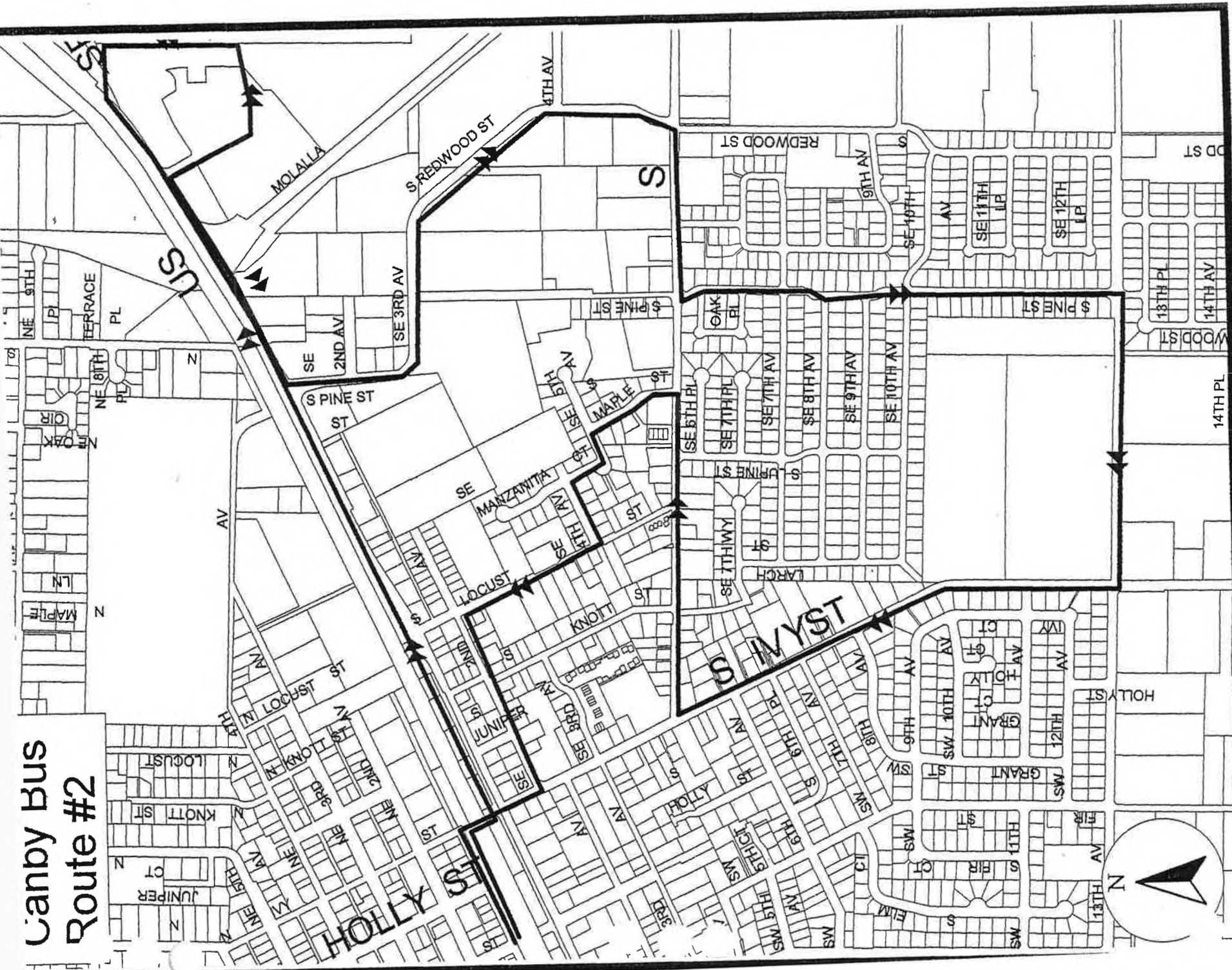
First, it expands the 'feeder area' for the intercity buses. Most Canby residences will be within ¼ mile (1,320 feet) of the shuttle routes (see map, page 14), an easy walking distance for most. This convenience will encourage people to take the bus directly from home to their destination and

Canby Bus Route #1

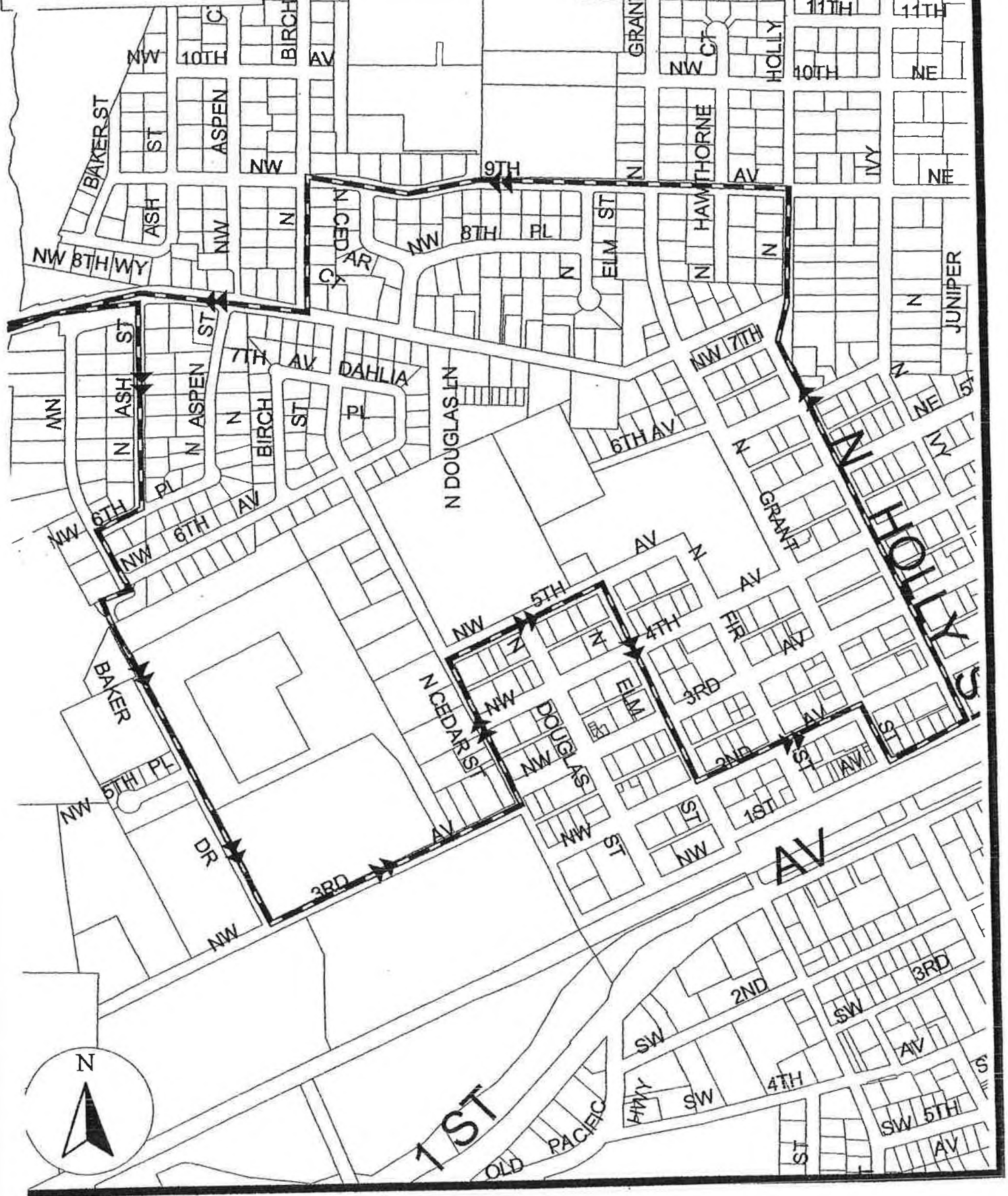


A detailed street map of Canby, Oregon, highlighting the route for Canby Bus Route #2. The route is indicated by a thick black line with arrows showing the direction of travel. Key features include:

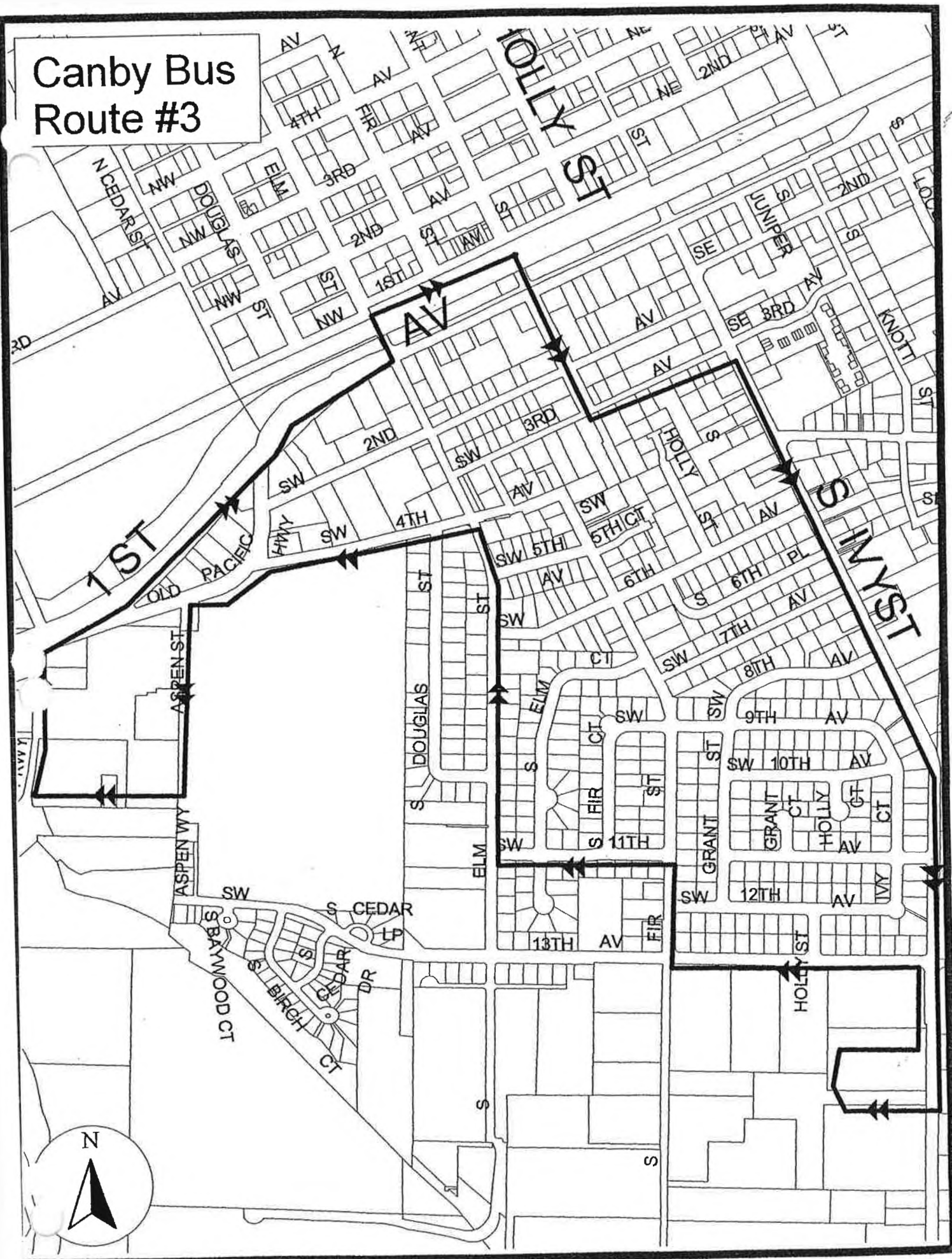
- Main Road:** US Highway runs diagonally from the top left towards the bottom right.
- Local Streets:** Numerous residential streets are shown, including Molalla, S Redwood St, SE 3rd Av, SE 2nd Av, S Pine St, SE Manzanita St, Locust, Knott, SE 4th Av, SE 5th Av, SE 6th Pl, SE 7th Pl, SE 8th Av, SE 9th Av, SE 10th Av, SE 11th Pl, SE 12th Pl, SE 13th Pl, SE 14th Pl, SE 15th Pl, SE 16th Pl, SE 17th Pl, SE 18th Pl, SE 19th Pl, SE 20th Pl, SE 21st Pl, SE 22nd Pl, SE 23rd Pl, SE 24th Pl, SE 25th Pl, SE 26th Pl, SE 27th Pl, SE 28th Pl, SE 29th Pl, SE 30th Pl, SE 31st Pl, SE 32nd Pl, SE 33rd Pl, SE 34th Pl, SE 35th Pl, SE 36th Pl, SE 37th Pl, SE 38th Pl, SE 39th Pl, SE 40th Pl, SE 41st Pl, SE 42nd Pl, SE 43rd Pl, SE 44th Pl, SE 45th Pl, SE 46th Pl, SE 47th Pl, SE 48th Pl, SE 49th Pl, SE 50th Pl, SE 51st Pl, SE 52nd Pl, SE 53rd Pl, SE 54th Pl, SE 55th Pl, SE 56th Pl, SE 57th Pl, SE 58th Pl, SE 59th Pl, SE 60th Pl, SE 61st Pl, SE 62nd Pl, SE 63rd Pl, SE 64th Pl, SE 65th Pl, SE 66th Pl, SE 67th Pl, SE 68th Pl, SE 69th Pl, SE 70th Pl, SE 71st Pl, SE 72nd Pl, SE 73rd Pl, SE 74th 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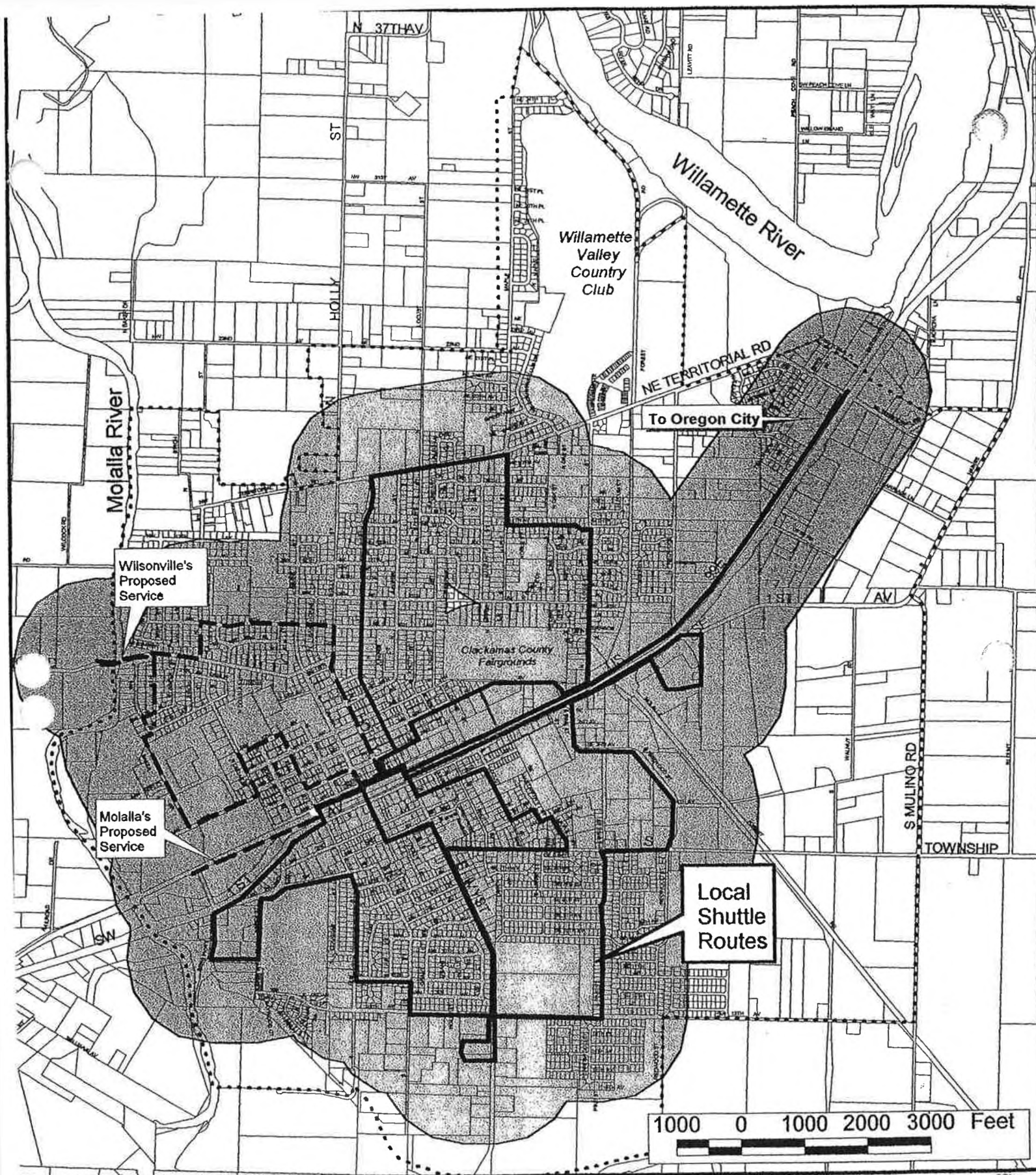


Wilsonville Bus Service







Canby Bus Route #3





**Areas Within 1/4 Mile of
Proposed Transit Routes**

-  Urban Growth Boundary
-  Canby Transit Routes
-  Routes Provided By Others
-  Areas within 1/4 mile of transit routes



back. People are more likely to use the bus if it can be used for the entire trip. Once people are in their car, (i.e. if they have to go to a park-and-ride to start their trip), they are more likely to stay in their car for the whole trip. Of course, this door-to-door service is far more convenient for those without cars as well.

This extensive service area is obtained while speeding travel from and to the main destinations in Canby. Any location on the route will be reached by a shuttle every hour, yet it takes only 15 minutes at most to reach downtown from that location, and the Fred Meyer commercial plaza is reached every half hour. The shuttle's arrival times downtown will coordinate with the service to Oregon City and the potential new services to Wilsonville and Molalla.

The second major benefit is the frequent service to and from Canby's commercial core and nearby commercial and industrial districts. This service will support local employers and businesses by making it easier for customers and employees to access their locations. A main goal of Canby Transit is to support local businesses and industries, especially since they provide the revenue to power the transit service.

The route was designed with extensive input from the citizens on the Public Transportation Task Force. The Task Force compiled a list of important area destinations, including churches, schools, stores, industries, government buildings, and parks. The shuttle route was designed to access as many of these as possible, and as many residences as possible, while focusing on the downtown connection. No location on the route is more than 15 minutes from downtown, providing convenient access to intercity buses as well as downtown stores, the post office, and City Hall.

Destinations within 500 feet of transit service:

- City Hall, Public Library, Police Dep't., Municipal Court, Post Office
- All in-town public schools
- Canby Adult Center, HOPE Village
- Canby Swim Center, Community Park, Skate Park, 13th Avenue Park, Locust St. Park, Wait Park, Maple St. Park
- Downtown business district; Highway 99E businesses
- Cutsforth's Thriftway, Canby Square, Fred Meyer
- N. Baker industrial area, Redwood St. industrial area, Logging Road Industrial Park, NE 3rd Avenue industrial area
- Apartments: Royal Ascot, The Orchards, Casa Verde, Pine Terrace, Canby Garden, Canby Village, Greenbriar, Maple Terrace, etc.
- County Fairgrounds, Depot Museum
- Churches: St. Patrick's, Canby Alliance, Canby Christian, United Methodist, Church of God, Latter-Day Saints, Zoar Evangelical, etc.

The local shuttle route was originally designed with four loops, one in each quadrant of Canby. The proposed Wilsonville service will cover the NW loop (page 14), allowing the local shuttle to travel to more destinations while still maintaining an hourly schedule.

Adjustments to the proposed loop routes may be needed depending on the final route and schedule of the Wilsonville service.

An important consideration was access to employment locations, since employers pay the payroll tax that drives the service. Virtually every store and industry in Canby is located within a few hundred feet of the local shuttle's route. This will improve access to workplaces by local residents, and will also allow workers to easily come downtown or elsewhere during lunch.

Service times have been tested by repeated test drives at different times of day. The local bus will be able to comfortably make each of the three loops in less than hour, allowing coordinated connections to the intercity bus. A detailed list of stop locations will be developed based on safety, convenience, and availability.



- **Continue Oregon City Commuter Service.** Canby Transit will provide direct service to the Oregon City Transit Center along the same route currently taken by Tri-Met's 35 bus. This bus will start at the Canby Transit Center (NW 1st and N. Grant Street), go directly to Highway 99E, and take approximately 15 minutes to travel to Oregon City. Stops will be available in several locations along Highway 99E in Canby, as on the 35. Hours will be extended as described above.

Portland-bound commuters who now take the 35 will be inconvenienced to some degree by having to get off the Canby bus and board a Tri-Met bus at the Oregon City Transit Center. This inconvenience will be minimized by coordinating service times to meet connecting Tri-Met buses in Oregon City. This coordination is very important, being crucial to the convenience of customers transferring to and from Tri-Met routes in Oregon City. Poorly coordinated services would lead to customer frustration and declines in ridership. More details on this coordination are discussed below. The inconvenience should also be offset by the addition of evening and weekend hours. Overall, the community will greatly benefit.

Another topic of discussion with Tri-Met is the possibility of Canby's Oregon City bus covering services in Tri-Met's service area on Highway 99E. It may make sense for Canby to at least pick up passengers as far as South End Road on Highway 99E or even beyond. If this occurs, there may need to be some cost-sharing agreement in place between Canby and Tri-Met.

- **Service to Wilsonville and Molalla.** Canby shares close economic and social ties with Wilsonville and Molalla. About one in three respondents to the community survey reported they would benefit from public transportation service to and from Wilsonville and the I-5 corridor.

The desire for service to Wilsonville may be addressed by a proposed new service by SMART. Wilsonville has applied for \$236,000 in grant funding to begin service to Canby, and their grant request has been scored favorably by Clackamas County. SMART is proposing service from 6 AM to 7 PM Monday-Friday, and from 7 AM to 6 PM on Saturdays.

Molalla has also applied for grant funding from the same source. Their application was for \$197,000 in grant money to provide a route from Molalla to Canby 11 hours per day, Monday through Saturday. Molalla's request was also scored favorably by the County.

The grants have not been awarded yet. But even if they are, they will be for limited periods, and the funding cannot be guaranteed over time. In the future Canby may need to work with Wilsonville and Molalla on a way to provide these services with a more stable funding base. In any case, the fact these services were proposed, and given high marks (they were ranked #1 and #2 by Clackamas County out of five requests), illustrates the area's unmet service needs and the regional importance of Canby.

In addition, Canby would like to find a way to extend the hours of these proposed intercity services to allow late workers, shoppers, and moviegoers to get back to Canby on the bus. While these services are not included in the initial plan, they will be high on the list of future service options.

The Wilsonville service may assume even more importance if the South Metro commuter rail project, connecting Wilsonville, Tualatin, Tigard, and Beaverton, becomes a reality. This would allow residents of Canby to get all the way to Beaverton, as fast or faster than driving in a car, with only one transfer.

Fareless Service

All Canby Transit service will be fareless, including on-demand accessible services. Transit operations will be entirely funded through the employer payroll tax. Riders transferring to Tri-Met buses will probably have to pay the applicable fares at that time. Canby's formal agreement with Tri-Met should address this issue.

Fareless service is an important part of the Canby Transit package. It makes it easier and more attractive for people to "hop on the bus" for a short ride that they wouldn't want to pay fifty cents or a dollar for. This is particularly true for the local shuttle service. It also eliminates confusion, "boarding apprehension," and the need to find exact change. The bottom line is: the easier the service is to take, the more people will ride. This strategy has been successful in Wilsonville and Sandy.

Fareless service will also save Canby the time and expense of collecting and accounting fare receipts. Fare machines cost several thousand dollars and there is staff time needed to collect, count, and disburse those receipts. Typically, fares only cover a small share of

the revenues for a transit operation: Tri-Met recovers approximately 20 percent of their costs from fares, and Salem's Cherriots system only recovers about 15 percent. So, the amount of funds being abandoned is not very high.

Canby could consider fares if revenues from the payroll tax are too low to provide an acceptable level of service. If fares are considered, Canby would hope to work with Tri-Met to allow free transfers between Canby Transit and Tri-Met. Charging passengers twice would not be good for ridership or fair for existing riders. For the reasons listed above, all possible service efficiencies will be examined before the possibility of charging fares. For more information, see the Financing section and Appendix C.

One possible exception to the fareless policy could be if Canby Transit initiated an on-demand service for the general population, as Sandy has done. Sandy allows anyone to call in and schedule a ride for \$1.00 (seniors and those with disabilities do not pay). This service provides access to public transportation for anyone in the service area, while still providing an incentive to use the fixed routes (since they remain fareless). Canby Transit could consider this option at a later date, but it is not included in this operating plan.

District Area

Canby Transit will include all area within Canby's Urban Growth Boundary plus several additional properties that are "doughnut holes" within the UGB. The Urban Growth Boundary is the natural division for this application, since it includes all land that could potentially be annexed to the City. A recent Land Needs Study indicates that the UGB contains more than enough land to handle the next 20 years of development.

The additional properties (nine tax lots totaling approximately 40 acres on the NW side of Canby) must be brought in since otherwise they would be discontinuous from Tri-Met's remaining district. Canby's withdrawal would not be allowed if it broke the Tri-Met district into non-contiguous pieces.

Accessible Service

Canby Transit will provide on-demand wheelchair-accessible service for those who are unable to use the standard fixed routes. This is perhaps the most important element of the service plan because it provides transportation for those with no other options. While all Canby Transit buses will be wheelchair-accessible (with a wheelchair lift and wheelchair tie-down), there are community members who, due to physical or mental disabilities, cannot independently access the standard lines. Canby intends to meet and exceed the requirements of the Americans with Disabilities Act (ADA) in serving these individuals.

Accessible service will be available for anyone unable to use the fixed routes.

Following are details on the proposed on-demand, accessible service plan:

- **Eligibility.** Any person with a physical or mental challenge that does not allow that person to independently board, ride, or disembark from Canby Transit's standard routes will be eligible. Both temporary and permanent conditions are covered. As examples, if passengers cannot recognize or reach bus stops, stand or

wait at bus stops for ten minutes, travel on their own away from home, or move through crowds or traffic, they will be eligible for this service.

As on Tri-Met and other local transit providers, customers will have to apply for and receive approval to use the service, including certification from a physician as to the condition. All persons currently registered for Tri-Met LIFT service will be eligible for Canby's service.

Once a customer is registered for the service, there will be no limitation on the numbers of rides they may take, and there will be no inquiries as to the purpose of a trip.

Personal care attendants or service assistance animals will always be allowed to accompany the main passenger on a trip. In addition, guests of disabled passengers will be accommodated as space allows, although one guest per passenger will always be allowed.

- **Service area.** Accessible service will be provided to and from any location within the Canby Transit service area (Canby Urban Growth Boundary). In addition, any area within $\frac{3}{4}$ mile of any Canby Transit standard route will be covered.

If help getting to Canby's fixed service is all that is needed, the accessible service will bring people to and from the downtown transit center. For trips that extend beyond Canby to locations within Tri-Met's, Wilsonville's, or Molalla's service areas, Canby Transit will work to reach a service agreement with those agencies.

At the outset, an intermediate stop and transfer may be needed, as SMART does for rides outside their service area. The most logical meeting area for Tri-Met service may be the Oregon City Transit Center. Service details would be part of the inter-governmental agreements that will be needed between Canby Transit, Tri-Met, SMART and/or South Clackamas Transit. Tri-Met's recent agreement with Sandy may serve as a model. The ultimate goal would be to provide direct accessible service to any location in any Metro area transit district. This will be considered as funds and vehicles become available.

Destinations more than $\frac{3}{4}$ mile outside any transit district service area will not be covered.

- **Schedule/reservations.** Accessible service hours would be the same as the hours of operation of the standard routes (6 AM to 10 PM Monday-Friday, 10 AM to 11 PM Saturday, and noon to 5 PM Sunday).

Passengers will be able to reserve rides anywhere from two weeks to one day in advance. Reservations will be taken by phone by City staff, with a voice messaging system to take calls after hours. No passenger will be required to travel more than one hour before or one hour after their desired travel time. Canby Transit will endeavor to exactly meet customers' requested times, but adjustments within the one-hour window may be required to maximize the efficiency of trips.

**On-demand
accessible service will
be provided to and
from any location in
the Canby UGB.**

- **Fares.** As with all Canby Transit services, no fare will be required within the Canby area. This applies to guests and personal care attendants as well. Fares may be charged for direct service outside Canby's service area. This will depend on the details of any agreement made with other service providers regarding accessible service.
- **Service provision and oversight.** As with other Canby Transit services, the accessible on-demand service will be provided by a private contractor under the direct supervision of the Canby Transit Manager. The contractor will also provide the vehicle for this service. The Public Transportation Advisory Committee and City Council will provide citizen oversight of the service. As with all Canby Transit services, the Oregon Department of Transportation will monitor the accessible operation to ensure standards are met.

Operating Plan

This section of the plan addresses the policies and guidelines that will control the day-to-day service of Canby's transit operations. The policies focus on customer service, satisfaction, and safety. The guiding principle is "you only have one chance to make a first impression." A heavy promotional campaign is planned for the start of Canby Transit services. If people try the service once, and they have a good experience, they are much more likely to use the service again than if they have an indifferent or negative experience.

The safety of passengers, drivers, and the general public is the first priority.

Safety

The safety of passengers, drivers, and the general public is of primary importance. Canby has reviewed the safety procedures of other transit districts and is committed to a complete risk management and security program including the following elements:

- Clearly defined vehicle maintenance and operation standards;
- On-board emergency and first aid equipment;
- Two-way radios or cell phones in all vehicles for emergency situations;
- A thorough driver screening process including criminal background check, reference check, and driving history records;
- Training for operators and supervisors in customer relations, defensive driving, first aid, and emergency management;
- Personnel policies outlining standard approaches to problem situations and specifying organizational response to failure to meet these standards; and
- Policies regarding use of the system by unaccompanied children.

A safety feature currently being used by Wilsonville and Sandy is video surveillance on all buses. This program has been successful in reducing problem passengers and also allows the city to monitor customer service and review any complaints that may occur. It is also a selling point for recruiting new riders who may be concerned about safety. Canby will evaluate the costs and benefits of this program and may adopt it as part of its operations.

Customer service

Canby will hire a full-time Transit Manager to oversee operations. This person will be directly responsible for customer service issues and will be available to assist the public with all questions, comments, or issues raised by the service. The Transit Manager will have a cell phone to keep in contact during all transit service hours, and will have voice mail for after hours calls. A citizen advisory committee will provide detailed oversight, as described more fully below.

Printed materials will be available in Spanish and Canby will work to provide customer service information in Spanish as well.

Promotion

Public awareness is a key part of a transit program's success. Canby Transit will be an important presence in the community and will be promoted through all available means. This will include newspaper, TV, mailings, the internet, local events, and more.

Canby Transit may allow advertising on the buses. The wide local route coverage and extended service hours will make transit vehicles a good platform for local businesses to advertise. Since local business pays the payroll tax that funds transit, it may make sense to offer discounted advertising rates to local companies. Revenue from advertising is not included in the current budget. The City will also look into joint promotional activities with local businesses.

Other services

Transit services are just one part of an alternative transportation system. As time permits, Canby Transit staff will work on other transportation demand management programs, such as carpooling and ridesharing. These options can supplement and enhance a fixed route transit service.

Transit Center/Bus Stops

The southwest corner of Grant Street and NW 1st Avenue will continue to function as the main transit center in Canby. A shelter will be constructed in this area for the convenience of riders. The shelter will offer route maps and schedules. A bicycle parking rack will also be available at this location. The new Canby Downtown Master Plan includes a discussion of the transit center, proposing to make it a more significant part of the downtown area by developing transportation connections, coordinating design with nearby buildings, and coordinating business hours with transit hours.

The parking lot along NW 1st Avenue is not meant to be an all-day park and ride lot. This use takes parking spaces away from local businesses. Canby Transit will work with transit riders and local business to find adequate parking areas located convenient to bus routes. The local shuttle service may mitigate some of this existing problem.

Bus stops will be marked with signs in English and Spanish indicating the bus route, destination, and schedule information. Canby will work to ensure bus stops are easily accessible by all modes of transportation. Most stops will be in areas with sidewalks. Sidewalk improvements, street crossings, shelters, and other safety/convenience amenities will be made considered as funding becomes available.

Coordination with Tri-Met

As mentioned above, it is in the best interests of both Canby Transit and Tri-Met to coordinate service provision. Coordination between the agencies should be formalized by an inter-governmental agreement, as was done with Sandy. The agreement would cover at a minimum the following:

- Procedures for coordinating service schedules, including changes and emergency/inclement weather procedures;

Canby Transit will coordinate with Tri-Met to ensure rapid, efficient connections.

- Public information issues, including information on Canby service at Tri-Met locations and Tri-Met service at Canby locations;
- Standard operating procedures at transfer points, including stop locations, layover locations, and restroom access for drivers;
- Any necessary fare agreements or cost-sharing methodologies;
- Establishment of responsibility for liability and tort claims; and
- A structure for regional planning, scheduling, and coordination.

The agreement would also need to cover on-demand accessible service responsibilities, as discussed above. Similar policies with Wilsonville and Molalla would be developed when service to those cities becomes available.

Service Contracting

Canby Transit services will be contracted to a private transit provider, as Sandy and Molalla have successfully done. The City of Canby will purchase or lease the fixed-route vehicles while the contractor(s) will provide vehicle operation and maintenance functions. The City will retain strict controls over the staffing and operating procedures of all contract providers. The contract will contain language on the following topics at a minimum:

Canby will retain strict control over the staffing and operation of contract providers.

- Driver recruitment, hiring, training, drug testing, and supervision;
- Uniforms and personnel appearance;
- Customer service policies;
- Vehicle maintenance and inspection programs;
- Record-keeping, statistics, and reporting procedures;
- Cost of service and any performance bonuses or penalties;
- Emergency procedures , inclement weather policies and back-up vehicle availability;
- Insurance, indemnification, and non-discrimination policies;
- Payment procedures; and
- Length of contract, options to extend, and termination procedures.

Accessible services will also be provided by a private contractor, and a similar contract will be needed. It is anticipated this contractor will provide a vehicle for the service.

Financing

Revenues

Tri-Met currently receives a payroll tax at a 0.006195 rate (just over six-tenths of one percent). The payroll tax is imposed on most employers who pay wages for services performed in the district. The tax covers self-employed people as well. Public schools, IRS (c)(3) charities, federal agencies, and customer tips are among the categories exempted from the tax.

Tri-Met has suggested that tax revenues from Canby's 400+ businesses may be over \$750,000 per year. However, Tri-Met cannot provide an exact estimate of their Canby revenues without a somewhat complicated study involving the Oregon Departments of Revenue and Employment. This study is currently underway, but it will not be completed until the Tri-Met Board takes up the withdrawal request. If the revenue projections prove to be significantly different than those used in this plan, changes to the plan can be made before the Tri-Met Board's decision is made.

Under state law, the City of Canby can assess a payroll tax of not more than 0.006 (six-tenths of one percent of payroll). For the purposes of describing service goals, a rough estimation of \$640,000 in tax revenue was used in this plan to demonstrate Canby's service goals. This estimate has been derived using Canby's share of Clackamas County employment (2.8 percent - 1997 data) and an Oregon Employment Department estimate of Clackamas County's total 1999 payroll (over \$4 billion). This number is lower than Tri-Met's for several reasons:

- The city will be collecting the tax, rather than the Department of Revenue (which collects Tri-Met taxes), and lower initial compliance rates are expected;
- Canby's tax rate, as required by state law, will be lower than Tri-Met's; and
- Low-risk assumptions were made at all decision points. Canby has very little money to cover any shortfall in the transit program. For this reason a conservative financial plan is needed to avoid any reliance on money not generated by the payroll tax.

Tri-Met is in the process of completing a detailed revenue study for Canby. Based on the results of this study, Canby plans to submit additional detail on service plans. At this time, Appendix C provides alternate budgets and service levels for sample reduced revenue scenarios. Revenues may be even lower if the Council exempts city government from the tax. The City pays approximately \$20,000 per year in payroll tax.

The payroll tax will be adopted by City Council ordinance after Tri-Met approves Canby's withdrawal. At this time, Canby does not anticipate reducing the payroll tax rate beyond 0.006. Quality transit service at the service levels described in this plan is the highest priority.

Development of additional business in Canby would increase payroll tax revenues. Canby has a significant amount of undeveloped industrial land within its Urban Growth Boundary (approximately 300 acres). An Industrial Master Plan is in place to coordinate development of this area. However, most of the area has not been annexed to the city at

this time, and buildout is anticipated over ten to twenty years. Downtown redevelopment is also anticipated over time. Revitalizing downtown is a community priority and a new Downtown Master Plan will facilitate the effort. Thus, there may come a time when the City Council will have to choose between increasing transit service or reducing the payroll tax, but this long-term possibility is not addressed here.

Various state and federal grant sources also exist to supplement and expand transit services. These include FTA section 5311 and 5310 (senior and disabled) funds. Canby Transit will actively pursue all funding sources, but is not counting on them to provide service in this budget. If any grants are obtained, services may be added to those listed in the operational plan above.

Another reason to maintain the payroll tax at the maximum allowed by law is that granting agencies look more favorably on transit providers that take full advantage of their taxing authority before looking elsewhere for funding.

Operating Budget

Based on the services described in this plan, the following budget is proposed for 2002. This budget does not include the capital costs of acquiring vehicles (discussed below).

- **Contract costs.** Fixed route costs are based on an estimated contract cost of \$40 per operating hour. This cost includes staff, vehicle maintenance, fuel, and other incidental expenses, and is a conservative figure (other cities currently contract out at lower rates). Total hours of service per year will be:

52 Sundays x 5 hours	=	260 hours
52 Saturdays x 11 hours	=	572 hours
261 weekdays x 16 hours	=	4,176 hours
TOTAL	=	5,008 hours per year

This number has been rounded down to 5,000 hours since holidays that fall on weekdays will be run on reduced holiday hours. At \$40 per hour, each of the fixed routes are thus budgeted at \$200,000 per year.

Accessible service costs are based on a flat fee of \$4 per pickup plus \$2 per mile. This number has been applied to 1,500 rides per year (20 percent higher than Tri-Met's current ridership) at an average of 10 miles per ride (enough to go all the way to the Oregon City Transit Center for transfer to a Tri-Met vehicle). This totals \$36,000 per year.

- **Staff.** Two full-time employees are budgeted for 2002. The Transit Manager will report directly to the City Administrator and will be responsible for all facets of transit operations. The Transit Manager will supervise contract employees and a full-time Office Specialist. The Office Specialist will assist with customer service, tax collection, publicity, scheduling, and other matters.
- **Capital expenses.** Transit vehicles are expensive. Canby Transit operations will require four vehicles: a primary and a backup vehicle for each of the two services (Oregon City and local shuttle). Ideally, Canby transit would acquire two 35-foot buses for the intercity service and two medium-size "cutaway" buses for the local

shuttle. The large buses ensure adequate capacity for future growth on the intercity route, while the smaller vehicles ensure maneuverability and efficiency on the local service.

If purchased new, the 35-foot buses are estimated to cost \$175,000 apiece and the cutaways \$75,000 apiece, for a total cost of \$500,000. Based on the timeline of the withdrawal application process, it may not be possible to have new vehicles in place by January 2, 2002. The City may need to purchase or lease used vehicles instead. Vehicles will be stored at the City Public Works yard.

Canby can acquire a low-interest loan from ODOT's Transportation Infrastructure Bank to cover the up-front costs of vehicle acquisition. The operating budget includes \$54,000 per year to pay off the loan. Canby has also applied for Federal funding for the vehicle acquisition, but as mentioned above, this plan is not dependent on external sources of money for success.

The only other capital cost included in the first year budget is a bus shelter at the Canby Transit Center, NW 1st and N. Grant. This shelter will include a bench, trash bin, route maps, and schedules.

\$5,000 has been budgeted for bus signs on the fixed routes. Down the road, Canby may also want to use capital funds for sidewalk and street crossing improvements, additional bus shelters, and other infrastructure projects. This work will take place as funds become available - no funds have been committed in the initial budget.

A budget summary based on \$640,000 in annual revenues is shown on the next page, and Appendix C contains alternative budget and service scenarios.

2002 CANBY TRANSIT BUDGET

Staff

Full-time Transit Manager (includes benefits)	\$ 70,000
Office Specialist (includes benefits)	\$ 35,000

Fixed route service

Oregon City service (5,000 hours per year)	\$200,000
Local shuttle service (5,000 hours per year)	\$200,000

Accessible service

All rides (1,500 rides per year)	\$ 36,000
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Materials and services

Office supplies, training, professional memberships, etc.	\$ 20,000
Bus stop signs	\$ 5,000
Promotional materials (ads, brochures, stickers, caps, etc.)	\$ 15,000

Capital

Vehicle acquisition fund	\$ 54,000
Transit Center shelter	\$ 5,000

TOTAL: \$640,000

Public Involvement

The Canby Transit Plan is the result of an extensive public involvement process, one that will be ongoing through the creation and operation of the City's transit service.

Highlights of the process include:

- **Canby Community Transportation Needs Assessment survey.** As described above, 2,000 public surveys were sent out in the summer of 2000, part of a formal survey document. More than 500 surveys were returned, providing a broad geographic and demographic cross-section of the Canby community. This survey (attached as Appendix D) was used as a starting point in designing transit services and was the beginning of all the public involvement in this project.
- **Canby Public Transportation Task Force.** The City held an open house meeting to discuss public transportation on July 25, 2000. More than 50 citizens attended the meeting, and 26 volunteered to join a task force to lead work on the withdrawal. The Canby Public Transportation Task Force was appointed by the City Council on September 6, 2000. Since then, the group has held more than a dozen public meetings, including subcommittee meetings. The group has representation from many parts of the Canby community, including seniors, students, businesses, Hispanics, commuters, the Canby Planning Commission, the Canby Traffic Safety Committee, Wilsonville's SMART service, and others. A complete list of Public Transportation Task Force members is provided in Appendix A.

The task force has been critical to the success of the process to date, having contributed many hours of work exploring all of the issues addressed in this plan, collecting signatures for the petition, and solidifying community support for a local transit program.

Citizen involvement is very important to the ongoing success of Canby Transit. The task force's role will be formalized with the creation of a standing advisory committee with reduced membership and a fixed meeting schedule. Canby already has advisory committees for Traffic Safety, Bicycle and Pedestrian issues, Historic Review, and other issues. This has proven to be a successful way to gather citizen input on various issues. The Public Transit Advisory Committee will advise the City Council on all aspects of transit operations.

- **City Council meetings & public hearings.** The Canby City Council has been extensively involved in the transit project from the beginning. The Council has had many discussions in their public meetings and receives a status report on the withdrawal project at each meeting. The Transit Plan will be presented to and adopted by the Council at a public meeting with extensive notice. Tri-Met will also hold a public hearing to discuss the issue.
- **Circulation of petitions.** Under state law, Canby's petition to withdraw must be accompanied by the signatures of at least 15 percent of registered voters in the area to be withdrawn. This required Canby to gather about 1,100 signatures. Members of the Public Transportation Task Force led the effort, taking the

petition through neighborhoods and to churches, sporting events, local meetings, and businesses. The signature gathering process turned out to be a very important component of the public involvement effort and raised awareness of the project in the community.

“Unofficial” petitions of support were also gathered at schools and in the business community. These petitions were intended to demonstrate support for the project from those too young to vote and those residing outside of Canby’s service area.

- **Business community involvement.** Canby’s business community has been involved in the transit process from the beginning. This involvement is critical as the business community pays the tax that drives transit service. Several local business people are members of the task force, and a presentation before approximately 75 people at a March 2001 Chamber of Commerce luncheon raised awareness of the project.

As specific service plans and schedules begin are put together, the City will work closely with local businesses to ensure that schedules coordinate with industrial shift changes and store hours.

- **Newspaper articles.** The *Canby Herald* and the *Oregonian* have been very cooperative in running articles describing the status of the project and publicizing meetings. More than twenty articles have appeared in the two papers since the project began.
- **Starting up the service.** As soon as Canby receives Tri-Met’s approval on the withdrawal, a new form of public involvement will begin. The Canby Transit Manager will coordinate this involvement. There will be a contest to name the system, a competition to design a logo and color scheme, and more. Of course, this will be accompanied with articles in the paper, presentations to local groups, and other forms of publicity. Canby Transit will be an visible presence in the community.

Future Service Options

Canby is committed to providing the best transit service possible. This transit plan describes a conservative, realistic service program that expands transportation options for local residents and businesses. The program described here contains the highest priority service options for Canby at this time. However, many more services and destinations have been identified in the planning process. In the future, should resources become available, service expansions may be possible. At that time, the following services could be considered:

- Direct services to important regional destinations, such as Clackamas Community College, Kaiser Sunnyside Medical Center, and Willamette Falls Hospital. Canby has no colleges or hospitals so these are very common destinations for local residents.
- Direct service to the Portland airport and/or a MAX station.
- Expanding service hours as late as midnight to accommodate late shifts, late movies, unexpected emergencies, and other issues.
- Increasing local coverage or adding on-demand service for those not located on the fixed-route shuttle.
- Expanding services to Wilsonville and Molalla. As noted above, these two cities have applied for grant funding to begin transit service to Canby. Canby may be able to supplement the hours/days of operation of these services. In addition, Canby will consider providing these services on a non-grant basis to ensure their ongoing availability.
- Adding service south on Highway 99E to Barlow, Aurora, and Woodburn.
- Adding a direct commuter express service to Portland (perhaps stopping only at the Oregon City and Lake Oswego transit centers). This would probably only run one or two times each day, but would greatly reduce trip time to Portland.
- Adding targeted services for special events in Canby such as the Clackamas County Fair, General Canby Day, Slice of Summer concerts, sporting events, productions at the Fine Arts Center, etc.
- Direct service to special events in Portland such as Blazers games and concerts.
- Service to surrounding farms, which are a significant local employment base.
- Service to Molalla River State Park and other regional recreation areas.
- Connection to any future transportation system developed through Metro's South Corridor Transportation Alternatives Study. This project is reviewing transportation alternatives for the Portland-Oregon City corridor, including commuter rail and Bus Rapid Transit. Canby would work to connect to any transportation system that was developed in this corridor.
- Direct on-demand service (i.e. no transfer point) for disabled passengers to any location in any neighboring transit district.

Benefits to Tri-Met

To approve the withdrawal, the Tri-Met board must find that Canby Transit will benefit both the withdrawn area and the area remaining in Tri-Met's district. Tri-Met will benefit by having their services more focused on their core area (defined generally by Metro's UGB).

If Canby Transit increases ridership, many of those riders will funnel into the Tri-Met system at Oregon City, a direct benefit to Tri-Met. The automatic tax increase for Tri-Met ensures that revenue loss will be minimized (the only loss will be fares from those few riders traveling within Canby or from Canby to the Oregon City Transit Center). Essentially, Tri-Met will be taking in the same amount of money while providing fewer services.

Increased ridership will also contribute to important regional goals such as reduced congestion, improved air quality, and transportation access for all citizens. It is not important which agency contributes to these benefits; the important part is that they happen at all.

Legal Requirements

Canby's application is filed pursuant to ORS 267.250 to 267.263. This section addresses the legal requirements of that statute and demonstrates Canby's compliance with the requirements of state law.

ORS 267.253 Petition for withdrawal from district; filing period; number of signatures; contents of petition. (1) If the electors of an affected area wish to withdraw from a district, they may file a petition for withdrawal with the district board at the times and in the manner provided for in this section. However, if the formation of the district was initiated under ORS 267.107, the petition for withdrawal may not include any area within the urban growth boundary described in ORS 267.114.

Analysis: Canby qualifies as an "affected area" as defined in ORS 267.250(1). To qualify as an affected area, the area must be over one square mile (Canby's UGB is more than three square miles); it must be within a transit district (Canby's UGB is entirely within the Tri-Met service district); and its population must be between 10,000 and 15,000 (Canby's 2000 population is 12,910 and residents of unannexed property add less than 500 to that total.) In addition, an affected area's withdrawal must not break a transit district into two non-contiguous parts; Canby's withdrawal will not have that effect. ORS 267.107 only applies to Salem's Transit District.

(2) A petition for withdrawal under this section may be filed only during the period from January 1 to August 20 in calendar year 2001 and in every fifth calendar year thereafter.

Analysis: This petition is submitted in May 2001, meeting the stated requirement.

(3) A petition for withdrawal under this section shall be signed by not less than 15 percent of the electors registered in the affected area described in the petition.

Analysis: According to Clackamas County Elections records, there are approximately 7,300 electors residing within Canby's Urban Growth Boundary. Canby's petition is accompanied by 1,200 valid signatures, totaling over 16 percent of those electors.

(4) A petition filed under this section shall contain substantially the following:

(a) A statement that the petition is filed pursuant to ORS 267.250 to 267.263;

Analysis: The required statement is made at the beginning of this section.

(b) The names of the district and all affected counties; and

Analysis: The affected district is the Tri-County Metropolitan Service District of Oregon, and the area to be withdrawn is located entirely within Clackamas County.

(c) A request that proceedings be commenced for the withdrawal of the affected area from the district.

Analysis: This request is made in the cover letter accompanying Canby's application.

(5) There shall be attached to the petition a map which clearly and precisely shows the exterior boundaries of the affected area by reference to prominent landmarks such as streets, highways, rivers or the boundaries of cities and counties. The map shall be used in lieu of a metes and bounds or legal description of the affected area.

Analysis: The map on page 4 of this plan meets this requirement. This map is available as a GIS shape file if needed.

(6) The district board, within five days after receiving a petition filed under this section which conforms to the requirements of this section, shall file the petition with the county clerk of each county in which any part of the affected area is located for signature verification.

Analysis: This is Tri-Met's responsibility.

ORS 267.253(6) to 267.263 contain the process and approval criteria that Tri-Met must follow after receiving Canby's application. The process will be:

- Within five days, Tri-Met must file the petition with the Clackamas County Clerk for verification of the signatures.
- After certification of the signatures, Tri-Met must complete a study of the issue. The study must consider the extent to which residents of Canby use existing Tri-Met service, the amount of revenue received from Canby, the existing and historic service levels in Canby, and the tax effect a withdrawal would have on the remaining area. The study must be completed within 70 days after certification of the signatures.
- After certification of the signatures and completion of the study, the Tri-Met board must schedule a public hearing on the petition. This hearing can be scheduled no more than 90 days after certification of the signatures, and no

sooner than 20 days after completion of the study. The hearing can be conducted by the board or a hearings officer.

- Notice of the hearing must be provided in a Canby newspaper at least five days in advance, must be posted in at least four places around town at least 15 days in advance, and must contain certain information about the application and its results.
- The board may hold additional hearings or meetings on the issue, but it must make a final decision on the application no later than December 31.
- The board *must* approve the withdrawal if use of the transit system by Canby residents is less than 30 percent of the average use of the system overall, direct service is not planned to the area, taxes are adversely affecting the area, *and* the board has not received a petition from more than 15 percent of the electors in Canby seeking extension of the transit service. Canby does not meet these criteria and is not filing under this provision.
- The board *may* approve Canby's withdrawal "if the board considers such withdrawal to be in the best interests of the district and the affected area." This Transit Plan demonstrates how this criteria is met.
- If the application is approved, the Tri-Met board must adopt it by ordinance. The withdrawal takes effect on the first day of January following the date which is thirty days after adoption of the ordinance. That is, if the ordinance is approved by December 1, 2001, the withdrawal will take effect January 1, 2002. If the ordinance is approved between December 2 and December 31, 2001, the withdrawal will take effect January 1, 2003.
- If Canby's application is approved, Tri-Met's tax rate will automatically increase in its remaining district to such a level that revenues are equal to those produced before the withdrawal. Tri-Met must use the revenues to improve service in the remaining district.

Appendices

Appendix A: Canby Public Transportation Task Force

Donna Borges, Task Force staff

Barb Kirwin (Chair), School Bus Services

Steve Allen, Director of Operations, SMART

Tim Austen, Chamber of Commerce Board Member, local business owner

Barbara Austin, interested citizen, Mom's Club

Nathan Clayton, local business owner

Mary Cooper, interested citizen, resident of HOPE Village

Bev Doolittle, Chamber of Commerce Director

Brenda Durban, Clackamas County Social Services

Dave Eatwell, Canby Business Revitalization

Sam Flaherty, interested citizen

Curtis Gottman, interested citizen

Lila Gottman, Bicycle and Pedestrian Advisory Committee

Philip Groelz, interested citizen

Scott Gustafson, Chamber of Commerce Board member, local business owner

Brett Kitter, Canby High School student

Mary Lieghty, interested citizen and current Tri-Met commuter

Doris Mathis, Adult Center Board member

Caroline McFarland, interested citizen, resident of HOPE Village

Oscar Monteblando, Todos Juntos

Chris Muller, Canby High School Student

JanEvert Roskott, interested citizen

Laurie Sandsness, Traffic Safety Committee

Dave Sargent, Disabled Access group

Joan Seely, interested citizen, works in Portland

Ann Skoe, interested citizen

Jean Tallman, Planning Commission

Working Subcommittees:

Youth Use of Transit System Subcommittee; Bus System Strategy Subcommittee, Local Routes and Schedules Subcommittee; Commuter Routes and Connectivity to Regional Transit Subcommittee; Transit System Accessibility for Seniors and Disabled Subcommittee.

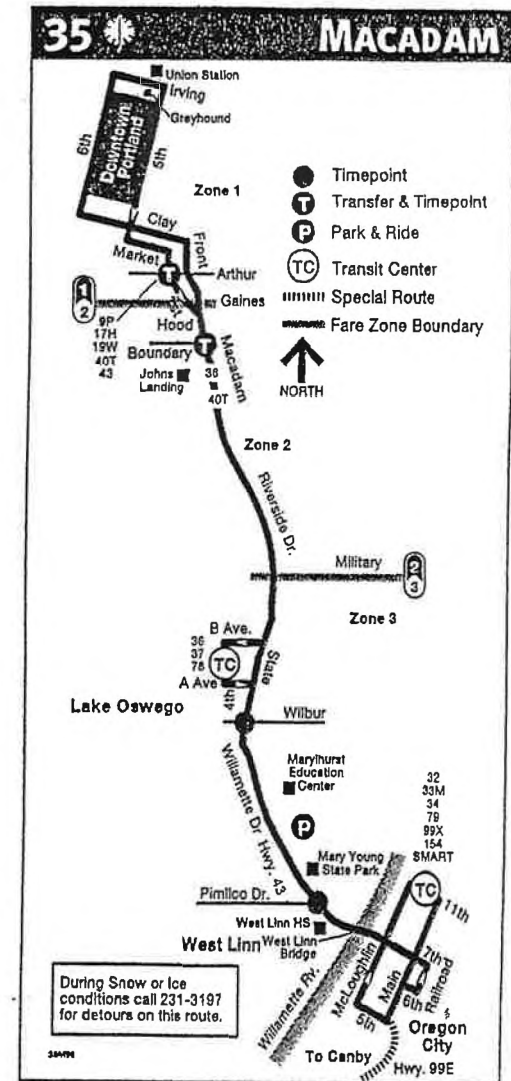
Appendix B: Current Tri-Met schedules and maps for Canby

35 Macadam

Weekday
Saturday
Sunday

35	MACADAM						
WEEKDAYS	TO PORTLAND						
	Canby at 1st & Grant 79	Oregon City Transit Center 32 33M 34 79 99X 154	Willamette & Burns 154	State St & Wilbur 36	Lake Oswego Transit Center 36 37 78	Macadam & Boundary 36 40T 43	NW 6th & Irving
1:1	4:48	4:53	5:01	5:05	5:16	5:25	5:31
5:51	5:37	5:42	5:50	5:55	6:06	6:15	6:22
6:07	6:06	6:12	6:20	6:25	6:36	6:45	6:53
6:23	6:22	6:28	6:36	6:41	6:52	7:03	7:10
6:32	6:30	6:36	6:44	6:49	7:00	7:11	—
6:32	6:39	6:45	6:54	6:59	7:10	7:22	—
6:32	6:48	6:55	7:04	7:09	7:20	7:32	7:40
6:52	6:58	7:04	7:14	7:19	7:31	7:43	—
6:52	7:08	7:14	7:24	7:29	7:42	7:54	8:02
—	7:35	7:42	7:53	7:57	8:11	8:23	8:31
—	8:04	8:11	8:21	8:27	8:40	8:52	9:00
—	8:34	8:41	8:51	8:57	9:10	9:22	9:30
—	9:04	9:11	9:21	9:27	9:40	9:52	10:00
—	9:35	9:42	9:51	9:57	10:08	10:20	10:28
—	10:05	10:12	10:21	10:27	10:38	10:50	10:58
—	10:35	10:42	10:51	10:57	11:08	11:20	11:28
—	11:05	11:12	11:21	11:27	11:38	11:50	11:58
—	11:35	11:42	11:51	11:57	12:08	12:20	12:28
—	12:05	12:12	12:21	12:27	12:38	12:50	12:58
—	12:35	12:42	12:51	12:57	1:08	1:20	1:28
—	1:05	1:12	1:21	1:27	1:38	1:50	1:58
—	1:35	1:42	1:51	1:57	2:08	2:20	2:28
—	2:05	2:12	2:21	2:27	2:38	2:50	2:58
—	2:35	2:42	2:51	2:57	3:08	3:20	3:28
—	3:05	3:13	3:22	3:28	3:39	3:51	3:59
—	3:31	3:38	3:47	3:53	4:05	4:19	4:27
—	3:57	4:04	4:13	4:19	4:31	4:45	4:53
—	4:16	4:23	4:32	4:38	4:49	5:03	5:11
—	4:38	4:45	4:54	4:58	5:11	5:25	5:33
—	5:11	5:18	5:27	5:31	5:44	5:58	6:06
—	5:44	5:51	6:00	6:06	6:19	6:29	—
6:22	6:37	6:43	6:51	6:56	7:07	7:16	7:23
—	7:39	7:45	7:53	7:58	8:08	8:17	8:23
—	8:39	8:45	8:53	8:58	9:08	9:17	9:23
—	9:42	9:47	9:55	9:58	10:08	10:16	10:22
—	10:41	10:46	10:54	10:57	11:07	11:15	11:21

35	MACADAM						
WEEKDAYS	TO OREGON CITY TC						
	NW 5th & Hoyt	SW 5th & Oak	1st & Lincoln 9P 17H 19W 36	Macadam & Boundary 36 40T 43	Lake Oswego Transit Center 36 37 78	State St & Wilbur 36	Canby at 1st & Grant 79
—	5:32	5:40	5:45	5:57	5:59	6:06	6:11
5:55	5:59	6:07	6:12	6:24	6:26	6:33	6:39
6:25	6:29	6:37	6:42	6:54	6:56	7:03	7:10
6:56	7:00	7:09	7:14	7:27	7:29	7:37	7:44
7:25	7:30	7:39	7:44	7:57	7:59	8:07	8:14
7:55	7:59	8:09	8:14	8:27	8:29	8:37	8:44
8:25	8:30	8:39	8:44	8:57	8:59	9:07	9:14
8:56	9:00	9:09	9:14	9:27	9:29	9:37	9:44
9:25	9:30	9:39	9:44	9:57	9:59	10:07	10:14
9:56	10:00	10:09	10:14	10:27	10:29	10:37	10:44
10:25	10:30	10:39	10:44	10:57	10:59	11:07	11:14
10:56	11:00	11:09	11:14	11:27	11:29	11:37	11:44
11:25	11:30	11:39	11:44	11:57	12:00	12:08	12:14
11:56	12:00	12:09	12:14	12:27	12:30	12:38	12:44
12:25	12:30	12:39	12:44	12:57	1:00	1:08	1:14
12:56	1:00	1:09	1:14	1:27	1:30	1:38	1:44
1:26	1:30	1:39	1:44	1:57	2:00	2:08	2:14
1:56	2:00	2:09	2:14	2:27	2:30	2:38	2:44
2:26	2:30	2:39	2:44	2:57	3:00	3:08	3:14
2:50	2:54	3:06	3:12	3:27	3:31	3:41	3:49
3:08	3:12	3:24	3:30	3:45	3:49	3:59	4:07
3:31	3:35	3:46	3:52	4:08	4:09	4:18	4:25
3:54	3:59	4:10	4:16	4:28	4:31	4:41	4:49
4:10	4:15	4:26	4:32	4:45	4:48	4:58	5:06
4:26	4:32	4:44	4:50	5:04	5:07	5:18	5:27
4:42	4:47	4:58	5:05	5:20	5:23	5:34	5:42
4:52	4:57	5:10	5:17	5:32	5:35	5:45	5:52
5:08	5:13	5:25	5:32	5:49	5:52	6:01	6:08
5:31	5:36	5:48	5:55	6:12	6:15	6:24	6:31
6:03	6:07	6:17	6:23	6:37	6:40	6:49	6:55
6:30	6:34	6:43	6:48	7:01	7:04	7:12	7:18
7:29	7:32	7:41	7:46	7:58	8:01	8:09	8:15
8:29	8:32	8:41	8:46	8:58	9:01	9:09	9:15
9:29	9:32	9:41	9:46	9:58	10:01	10:09	10:15
10:30	10:33	10:41	10:45	10:55	10:57	11:04	11:09
11:30	11:33	11:41	11:45	11:55	11:57	12:04	12:09




CONNECTIONS TO OTHER TRANSPORTATION PROVIDERS:


Oregon City TC
SMART 202


CLACKAMAS TOWN CENTER					
WEEKDAYS		TO CLACKAMAS TOWN CENTER			
Canby at 1st & Grant 35	Southend Rd & Hwy 99E	Oregon City Transit Center 32 33 34 35 99X 154	Webster & Strawberry	Hwy 212 & 82nd Drive 29 31	Clackamas TC 28 29 31 71 72 152 155 156 157 158
—	—	6:05	6:15	6:20	6:28
—	—	6:25	6:35	6:40	6:48
6:33	6:41	6:55	7:05	7:10	7:18
—	—	7:25	7:35	7:40	7:48
7:33	7:41	7:55	8:05	8:10	8:18
—	—	8:25	8:35	8:40	8:48
8:33	8:41	8:55	9:05	9:10	9:18
—	—	9:25	9:35	9:40	9:48
9:33	9:41	9:55	10:05	10:10	10:18
—	—	10:25	10:35	10:40	10:48
10:33	10:41	10:55	11:05	11:10	11:18
—	—	11:25	11:35	11:40	11:48
11:33	11:41	11:55	12:05	12:12	12:20
—	—	12:25	12:35	12:42	12:50
12:33	12:41	12:55	1:05	1:12	1:20
—	—	1:25	1:35	1:42	1:50
1:34	1:42	1:55	2:05	2:13	2:21
—	—	2:25	2:35	2:43	2:51
2:34	2:42	2:55	3:05	3:13	3:21
—	—	3:25	3:35	3:43	3:51
3:34	3:42	3:55	4:05	4:13	4:21
—	—	4:25	4:35	4:43	4:51
4:34	4:42	4:55	5:05	5:12	5:20
—	—	5:25	5:35	5:42	5:50
5:47	5:55	6:08	6:18	6:24	6:32
—	—	6:27	6:37	6:42	6:50
—	—	7:27	7:37	7:42	7:50
—	—	8:27	8:37	8:42	8:50
—	—	9:27	9:37	9:42	9:50

WEEKDAYS					TO C.		
Clackamas TC 28 29 31 71 72 152 155 156 157 158	Hwy 212 & 82nd Drive 29 31	Webster & Strawberry	Oregon City Transit Center 32 33M 34 35 89X 154	Southend Rd & Hwy 99E	1st & Elm In Canby	13th & Hwy In Canby	Canby at 1st & Grant 36
5:43	5:50	5:54	6:04	6:16	—	—	6:27
6:00	6:07	6:11	6:21	—	—	—	—
6:36	6:44	6:49	7:00	7:12	—	—	7:23
6:56	7:04	7:09	7:20	—	—	—	—
7:32	7:40	7:45	7:55	8:07	—	—	8:18
7:57	8:05	8:10	8:20	—	—	—	—
8:27	8:35	8:40	8:50	9:02	9:13	9:16	9:20
8:57	9:05	9:10	9:20	—	—	—	—
9:27	9:35	9:40	9:50	10:02	10:13	10:16	10:20
9:57	10:05	10:10	10:20	—	—	—	—
10:27	10:35	10:40	10:50	11:02	11:13	11:16	11:20
10:56	11:05	11:10	11:20	—	—	—	—
11:26	11:35	11:40	11:50	12:02	12:13	12:16	12:20
11:56	12:05	12:10	12:20	—	—	—	—
12:26	12:35	12:40	12:50	1:02	1:13	1:16	1:20
12:56	1:05	1:10	1:20	—	—	—	—
1:26	1:35	1:40	1:50	2:02	2:14	2:17	2:21
1:56	2:05	2:10	2:20	—	—	—	—
2:26	2:35	2:40	2:50	3:02	3:14	3:17	3:21
2:56	3:05	3:10	3:20	—	—	—	—
3:23	3:34	3:39	3:50	4:03	4:15	4:18	4:22
3:53	4:04	4:09	4:20	—	—	—	—
4:22	4:33	4:38	4:50	5:04	—	—	5:15
4:52	5:03	5:08	5:20	—	—	—	—
5:26	5:35	5:40	5:50	6:03	—	—	6:14
5:56	6:05	6:10	6:20	—	—	—	—
6:37	6:45	6:50	7:00	7:12	—	—	7:23
6:57	7:05	7:10	7:20	—	—	—	—
7:57	8:05	8:10	8:20	—	—	—	—
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9:57	10:05	10:10	10:20	—	—	—	—

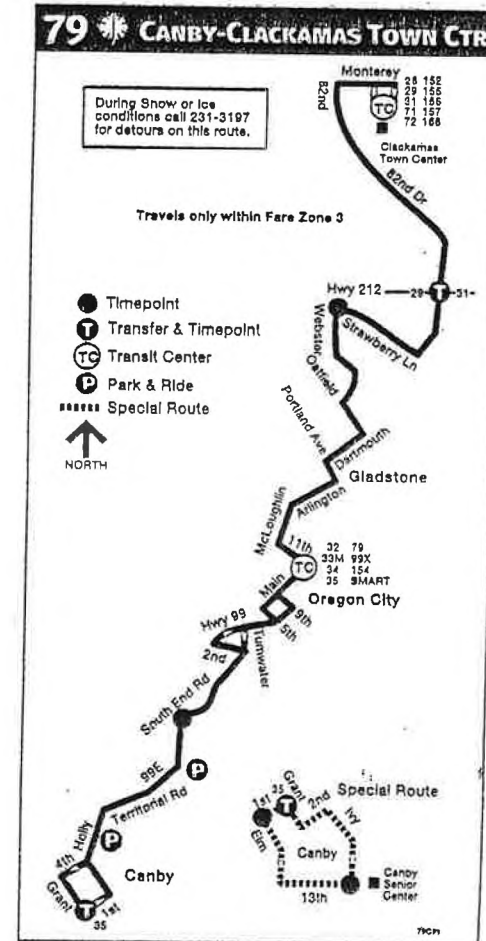


79  CLACKAMAS	
TOWN CENTER	
SUNDAY	TO CLACKAMAS TOWN CENTER
Oregon City Transit Center 33W 35	Webster & Strawberry
Hwy 212 & 82nd Drive	Clackamas TC 31 71 72 155 156
9:04	9:14
9:34	9:44
10:04	10:14
10:34	10:44
11:04	11:14
11:34	11:44
12:04	12:14
12:34	12:44
1:04	1:14
1:34	1:44
2:04	2:14
2:34	2:44
3:04	3:14
3:34	3:44
4:04	4:14
4:34	4:44
5:04	5:14
5:34	5:44
6:04	6:14
6:34	6:44
7:34	7:44
8:34	8:44
9:34	9:44

79  CLACKAMAS TOWN CENTER				
SUNDAY		TO OREGON CITY TC		
Clackamas TC 31 71 72 155 156	Hwy 212 & 82nd Drive	Webster & Strawberry	Oregon City Transit Center 33M 35	
8:32	8:40	8:44	8:54	
8:53	9:01	9:05	9:15	
9:23	9:31	9:35	9:45	
9:53	10:01	10:05	10:15	
10:23	10:31	10:35	10:45	
10:53	11:01	11:05	11:15	
11:23	11:31	11:35	11:45	
11:56	12:06	12:10	12:20	
12:26	12:36	12:40	12:50	
12:56	1:06	1:10	1:20	
1:29	1:36	1:40	1:50	
1:59	2:06	2:10	2:20	
2:29	2:36	2:40	2:50	
2:59	3:06	3:10	3:20	
3:29	3:36	3:40	3:50	
3:59	4:06	4:10	4:20	
4:29	4:36	4:40	4:50	
4:59	5:06	5:10	5:20	
5:29	5:36	5:40	5:50	
5:59	6:06	6:10	6:20	
6:54	7:02	7:06	7:16	
7:54	8:02	8:06	8:16	
8:54	9:02	9:06	9:16	
9:55	10:03	10:07	10:17	

79  CLACKAMAS			
TOWN CENTER			
SATURDAY	TO CLACKAMAS TOWN CENTER		
Oregon City Transit Center 32 33M 34 35	Webster & Strawberry	Hwy 212 & 82nd Drive 31	Clackamas TC 31 71 72 155 156 157 158
8:08	8:18	8:22	8:29
8:27	8:37	8:41	8:48
9:04	9:14	9:18	9:25
9:34	9:44	9:48	9:55
10:04	10:14	10:18	10:25
10:34	10:44	10:48	10:55
11:04	11:14	11:18	11:25
11:34	11:44	11:48	11:55
12:04	12:14	12:18	12:25
12:34	12:44	12:48	12:55
1:04	1:14	1:18	1:25
1:34	1:44	1:48	1:55
2:04	2:14	2:18	2:25
2:34	2:44	2:48	2:55
3:04	3:14	3:18	3:25
3:34	3:44	3:48	3:55
4:04	4:14	4:18	4:25
4:34	4:44	4:48	4:55
5:04	5:14	5:18	5:25
5:34	5:44	5:48	5:55
6:04	6:14	6:18	6:25
6:34	6:44	6:48	6:55
7:07	7:17	7:21	7:28
7:37	7:47	7:51	7:58
8:37	8:47	8:51	8:58

79		CLACKAMAS TOWN CENTER	
SATURDAY TO OREGON CITY TC			
Clackamas TC 31 71 72 155 156 157 158	Hwy 212 & 82nd Drive 31	Webster & Strawberry	Oregon City Transit Center 32 33M 34 35
8:37	8:45	8:49	8:59
8:53	9:01	9:05	9:15
9:28	9:36	9:40	9:50
9:58	10:06	10:10	10:20
10:28	10:36	10:40	10:50
10:58	11:06	11:10	11:20
11:28	11:36	11:40	11:50
11:58	12:06	12:10	12:20
12:28	12:36	12:40	12:50
12:58	1:06	1:10	1:20
1:28	1:36	1:40	1:50
1:58	2:06	2:10	2:20
2:28	2:36	2:40	2:50
2:58	3:06	3:10	3:20
3:28	3:36	3:40	3:50
3:58	4:06	4:10	4:20
4:28	4:36	4:40	4:50
4:58	5:06	5:10	5:20
5:28	5:36	5:40	5:50
5:58	6:06	6:10	6:20
6:28	6:36	6:40	6:50
6:58	7:06	7:10	7:20
7:58	8:06	8:10	8:20
8:58	9:06	9:10	9:20
9:58	10:06	10:10	10:20



CONNECTIONS TO OTHER TRANSPORTATION PROVIDERS:
Oregon City TC
SMART 202

Appendix C: Alternate Budget Packages

As noted in the Financing section above, this Transit Plan is submitted to Tri-Met prior to completion of Tri-Met's detailed study of payroll tax revenues in Canby. The Transit Plan includes a description of those services that could be provided with annual payroll tax revenues of \$640,000. The plan is presented in this way to present a detailed explanation of Canby's approach to transit service and its service priorities.

However, Canby is aware that revenues could be significantly lower than \$640,000, particularly in the initial years of service. In addition, an economic slowdown could reduce employment and payroll. For these reasons, alternate budget/service packages have been prepared. These are each described below and summarized in the table on page C-2.

As noted in the financing section of the plan, Canby's total payroll is expected to rise faster than population along with development of downtown and the industrial area. So, as the City of Canby grows and diversifies, the transit system will grow along with it.

Canby Transit is committed to maintaining on-demand accessible services and service to Oregon City along Highway 99E. This minimum service level will not be diminished. Following are additional services that would be provided at various budget levels.

- **Annual revenues of \$640,000.** This budget and the services it provides are described in the main body of this plan.
- **Annual revenues of \$540,000.** With \$100,000 less, Canby Transit would eliminate Sunday service on both the local and Oregon City routes, saving approximately \$22,000 per year. In addition, \$34,000 per year would be cut from the vehicle acquisition fund, forcing a much longer payback schedule and potentially reduced borrowing power. The materials and services budget would be reduced, allowing fewer promotional items and events. Finally, the Office Specialist position would be reduced to half-time.
- **Annual revenues of \$450,000.** At \$450,000 the local shuttle would be reduced to 12 hours per day on weekdays, with weekend service entirely eliminated, saving a total of \$63,000 per year. Materials and services would be reduced further, and the Office Specialist position would be eliminated.
- **Annual revenues of \$325,000.** At this level, the local shuttle would be eliminated entirely. However, Canby Transit would still provide extended hours on the Oregon City service plus full Saturday hours. On-demand accessible services would also be provided, as in all the other scenarios. Transit services would still be managed by a full-time Transit Manager; they would have a \$20,000 materials and services budget. The City would have \$20,000 per year to finance the repayment of low-interest loans for vehicle acquisition.

Following completion of Tri-Met's revenue study, the City will prepare a finalized budget and service plan adjusted to the appropriate revenue level.

CANBY TRANSIT SERVICE BUDGET/SERVICE SCENARIOS

Staff

Transit Manager	\$70,000	\$65,000	\$60,000	\$60,000
Office specialist	\$35,000	\$15,000		

Fixed Route Services

Oregon City	\$200,000	\$189,000	\$189,000	\$189,000
Local shuttle	\$200,000	\$189,000	\$125,000	

Accessible Service

All rides	\$36,000	\$36,000	\$36,000	\$36,000
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Materials and Services

General	\$20,000	\$15,000	\$10,000	\$10,000
Bus stop signs	\$5,000	\$5,000	\$5,000	\$5,000
Promotional materials	\$15,000	\$6,000	\$5,000	\$5,000

Capital

Vehicle acquisition fund	\$54,000	\$20,000	\$20,000	\$20,000
Transit Center shelter	\$5,000			

TOTAL	\$640,000	\$540,000	\$450,000	\$325,000
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Appendix D: Canby Community Transportation Needs Assessment

CANBY COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

OCTOBER 2000

Prepared for the City of Canby

**Prepared by Thomas W. Sanchez, Ph.D.
Center for Urban Studies
Portland State University**

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Acknowledgement

Jerry Pineau, Donna Borges, and the Canby Transportation Task Force provided valuable comments on several versions of survey materials and the report presented here.

CANBY COMMUNITY TRANSPORTATION NEEDS ASSESSMENT

INTRODUCTION AND METHODOLOGY

To better assess the public transportation needs of community residents, the City of Canby decided to conduct a survey of residents. The Center for Urban Studies at Portland State University (PSU) assisted with the survey design and data collection. This type of data collection and analysis is important for understanding existing conditions and potential transportation service needs in the Canby area. The results of the analysis provide important information about a range of household types, who would likely utilize local public transportation services. The information can be used to identify the level of demand for other transportation systems, such as those provided by regional providers like Tri-Met. Access to transit can provide important links to health care, childcare, job training, education, employment concentrations, and other services unavailable to persons with limited transportation options.

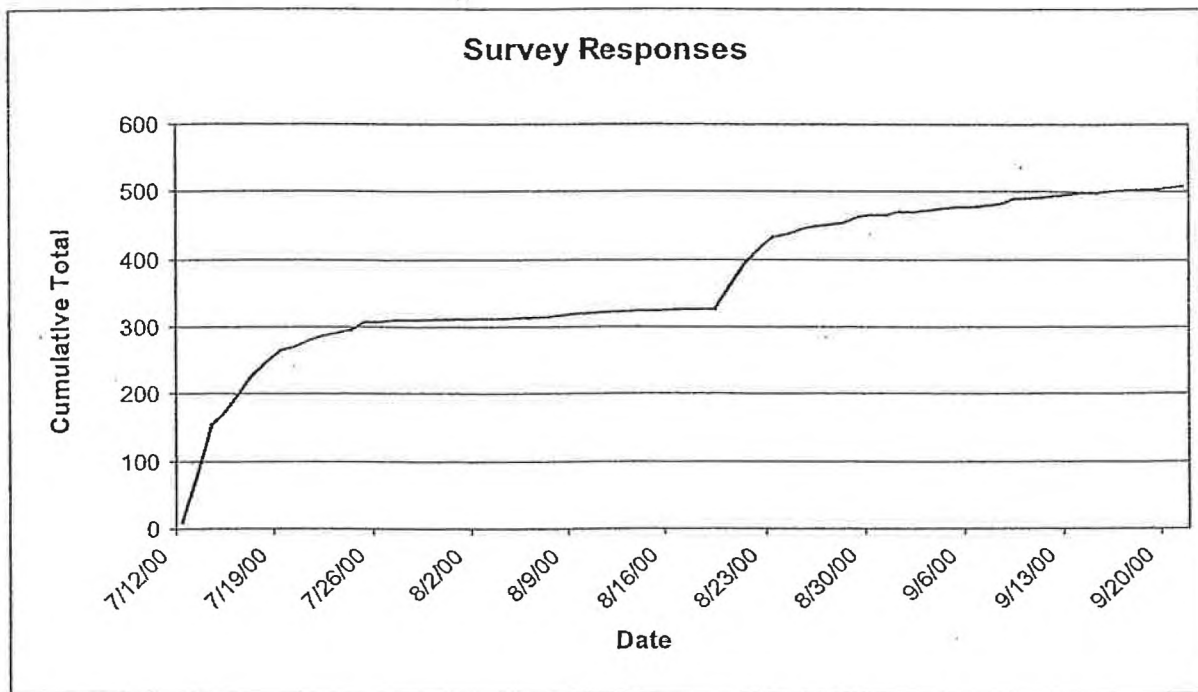
To maximize survey response, a multi-step process was used. During the week of June 19th, the survey was mailed to 2,000 randomly selected households. Each survey (in English and Spanish) contained a cover letter (also in English and Spanish) explaining the purpose of the survey as well as a self-addressed, postage-paid envelope (see Appendices for a copy of the cover letter and survey). The responses were sent directly to PSU and entered into a database. Approximately two weeks after the survey was mailed, a post card was sent to each survey recipient. The post card served as a reminder that survey responses were important to the City and served as a "thank you" for households that had already provided responses. Approximately three weeks after the post card was mailed, a replacement survey (with return envelope) was sent to households that had not yet responded.

RESULTS

Response Rate

The first survey responses were postmarked July 12th with approximately 310 being returned from the initial mailing (see Figure 1). The second mailing (to non-respondents) in mid-August resulted in an additional 197 responses for a total of 507 completed surveys (including 8 Spanish language surveys). This resulted in a response rate of 25 percent, representing 1,371 Canby residents. These responses were also geographically dispersed throughout Canby (see Figure 2).

Figure 1. Survey responses



Demographics

Table 1 shows the age distribution of household members from completed survey responses. Persons age 19 years and younger along with adults were well represented among the responses. Survey responses were also received from a significant number of households (12 percent of responses) with members having physical disabilities. On average, respondent households has 2.7 persons, owned 2.23 vehicles, with the majority of households owning at least two vehicles (see Table 2).

Figure 2. Geographic distribution of responses

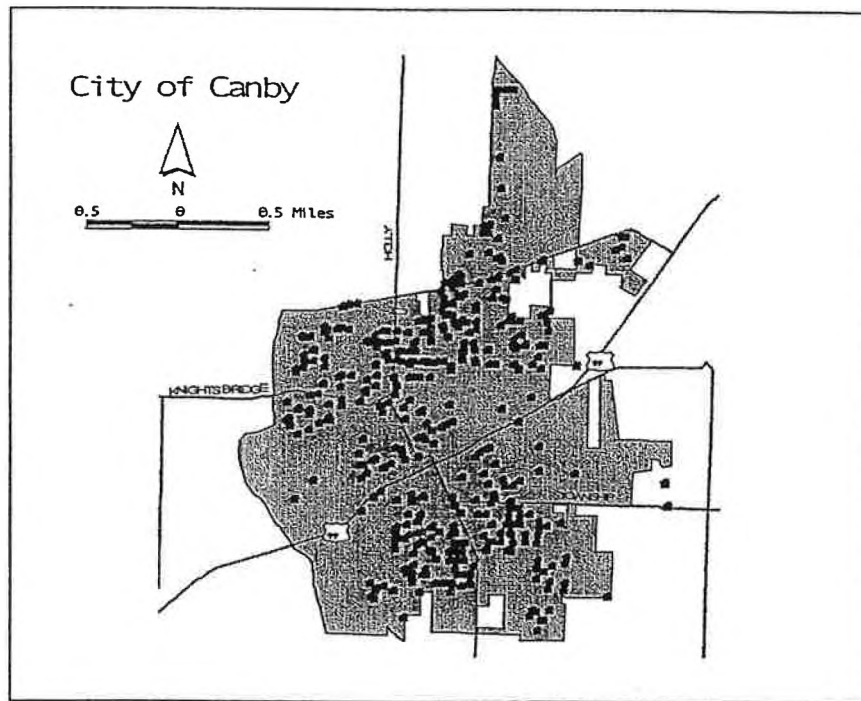


Table 1. Ages of household members

	Frequency	Valid Percent	Percent of Households
0 to 13 years old	239	17.4%	26.0%
14 to 19 years old	148	10.8%	20.5%
20 to 26 years old	76	5.5%	11.1%
27 to 45 years old	316	23.0%	37.1%
46 to 65 years old	378	27.6%	45.8%
65+ years old	214	15.6%	28.6%
Total	1,371		

Table 2. Vehicle ownership rates

No. Cars Owned	Frequency	Valid Percent
0	2	0.4%
1	93	18.6%
2	256	51.3%
3	105	21.0%
4	30	6.0%
5	10	2.0%
6	2	0.4%
9	1	0.2%

Workplace location

The pattern of responses indicated that Canby and Portland were the most frequent workplace locations for Canby residents. The Oregon City area, Wilsonville area, and Other areas were also frequently identified as workplace locations (see Table 3).

Table 3. Workplace locations (percent of valid responses)

	Canby Area	Oregon City area	Portland	Wilsonville area	Aurora area	Other area	No. of Responses
Worker 1	34.9	8.4	27.6	10.4	3.3	15.4	395
Worker 2	37.5	11.6	17.5	11.6	5.8	16.0	275
Worker 3	55.9	10.2	10.2	6.8	5.1	11.9	59
Worker 4	0.0	0.0	50.0	0.0	0.0	50.0	2

Non-work trips

As might be expected, the most frequent (at least once per day) non-work travel for Canby residents occurs within Canby. While trips to surrounding communities do not occur on a daily basis, significant numbers of Canby residents need to travel outside of Canby on at least a weekly basis. These trips are distributed evenly among Oregon City (North), Portland, Wilsonville, and Aurora (South) area. These patterns are relatively similar for the first two or three persons in the household (see Table 4).

Table 4. Non-work trip locations (percent of valid responses)

	Canby Area	Oregon City area	Portland	Wilsonville area	Aurora area	Other area
Person 1						
> 1 trip per day	25.7	3.2	1.7	3.2	1.8	0.0
1 trip per day	31.8	7.7	8.4	6.4	4.1	0.0
> 1 trip per week	36.1	41.5	30.8	34.0	22.9	0.0
> 1 trip per month	6.4	47.5	58.6	56.4	71.2	0.0
No. of responses	374	284	237	188	170	0
Person 2						
> 1 trip per day	32.9	1.3	2.1	3.4	0.7	26.8
1 trip per day	25.5	6.2	4.2	5.4	4.4	32.0
> 1 trip per week	35.5	49.8	28.8	34.5	27.0	30.9
> 1 trip per month	6.1	42.7	64.4	56.8	67.9	9.3
No. of responses	310	225	191	148	137	97

Table 4. (cont.)

Person 3

> 1 trip per day	19.6	7.9	5.4	3.3	0.0	30.6
1 trip per day	43.1	18.4	16.2	10.0	13.9	27.8
> 1 trip per week	23.5	23.7	29.7	46.7	16.7	30.6
> 1 trip per month	13.7	50.0	48.6	40.0	69.4	8.3
No. of responses	51	38	37	30	36	36

Person 4

> 1 trip per day	20.0	0.0	20.0	33.3	0.0	0.0
1 trip per day	33.3	0.0	0.0	0.0	10.0	0.0
> 1 trip per week	40.0	57.1	50.0	50.0	15.0	0.0
> 1 trip per month	6.7	42.9	30.0	16.7	75.0	0.0
No. of responses	15	7	10	6	20	0

Alternate Travel Modes

Canby residents often walk or ride bicycles compared to using a carpool, bus, or taxi. "Other" modes also appear to be used frequently (see Table 5).

Table 5. Alternate modes of travel (percent of valid responses)

	Often	Sometimes	Never	Not Sure	No. of Responses
Walk	25.1	57.3	17.4	0.2	478
Bike	10.6	41.2	47.7	0.5	442
Carpool	6.3	20.9	55.2	0.0	387
Bus	5.9	17.6	75.8	0.7	426
Taxi	6.0	9.5	83.7	0.8	252
Other	19.8	11.3	56.1	12.7	212

Use of existing Tri-Met Buses #79 and #35

Small numbers of respondents reported that they use the #79 bus. From the responses shown in Table 6, it appears that ridership is most often on a weekly basis. However, because the number of responses is so low, it is hard to confirm patterns of trip frequency or location. In addition, only 7.4 percent of respondents reported that they use the #35 bus. Relatively few of these persons reported that they use the service more than once per month (see Table 7).

Table 6. Use of existing Tri-Met Bus #79

Person 1	Canby Area	Oregon City area	Portland	Wilsonville area	Aurora area	Other area
> 1 trip per day	10.5	5.9	6.3	0.0	0.0	16.7
1 trip per day	10.5	17.6	6.3	0.0	0.0	16.7
> 1 trip per week	15.8	29.4	25.0	50.0	0.0	0.0
> 1 trip per month	63.2	47.1	62.5	50.0	100.0	66.7
No. of responses	19	17	16	2	3	6
Person 2						
> 1 trip per day	0.0	0.0	0.0	0.0	0.0	0.0
1 trip per day	11.1	10.0	14.3	0.0	0.0	0.0
> 1 trip per week	44.4	30.0	14.3	50.0	0.0	0.0
> 1 trip per month	44.4	60.0	71.4	50.0	100.0	100.0
No. of responses	9	10	7	2	1	2
Person 3						
> 1 trip per day	0.0	0.0	0.0	0.0	0.0	0.0
1 trip per day	25.0	33.3	20.0	0.0	0.0	33.3
> 1 trip per week	25.0	33.3	20.0	0.0	0.0	33.3
> 1 trip per month	50.0	33.3	60.0	100.0	100.0	33.3
No. of responses	8	9	5	1	1	3
Person 4						
> 1 trip per day	0.0	0.0	0.0	0.0	0.0	0.0
1 trip per day	50.0	50.0	25.0	0.0	0.0	0.0
> 1 trip per week	0.0	0.0	0.0	0.0	0.0	0.0
> 1 trip per month	50.0	50.0	75.0	0.0	0.0	0.0
No. of responses	2	2	4	0	0	0

Table 7. Use of existing Tri-Met Bus #35

	Frequency	Valid Percent
Once per day	6	1.2
Several times per day	5	1.0
> once per week	4	0.8
> 2 times per month	19	3.9
Never	450	92.8
No. of responses	485	

Canby transit service

More respondents reported that they would use morning non-stop service to Portland compared to mid-day or evening service. The reported frequency of use for this service appears

significantly higher than does the frequency shown for Tri-Met routes #79 and #35. Nearly 30 percent of respondents reported that they would use morning non-stop service to Portland. Weekdays were the most desired days of service (see Tables 8, 9, and 10).

Table 8. Morning non-stop service to Portland

	Frequency	Valid Percent
Once per day	39	8.1
Several times per day	12	2.5
> once per week	25	5.2
> 2 times per month	66	13.8
Never	337	70.4
No. of responses	479	
	Frequency	Percent
Monday	71	14.0
Tuesday	73	14.4
Wednesday	76	15.0
Thursday	85	16.8
Friday	78	15.4
Saturday	33	6.5
Sunday	4	0.8

Table 9. Mid-day non-stop service to Portland

	Frequency	Valid Percent
Once per day	7	1.5
Several times per day	2	0.4
> once per week	17	3.7
> 2 times per month	84	18.1
Never	355	76.3
No. of responses	465	
	Frequency	Percent
Monday	33	6.5
Tuesday	36	7.1
Wednesday	37	7.3
Thursday	44	8.7
Friday	49	9.7
Saturday	60	11.8
Sunday	39	7.7

Table 10. Evening non-stop service to Portland

	Frequency	Valid Percent
Once per day	12	2.6
Several times per day	3	0.7
> once per week	15	3.3
> 2 times per month	51	11.1
Never	378	82.4
No. of responses	459	
	Frequency	Percent
Monday	10	2.0
Tuesday	8	1.6
Wednesday	16	3.2
Thursday	30	5.9
Friday	29	5.7
Saturday	24	4.7
Sunday	3	0.6

If a local shuttle service were offered within Canby, the most popular destinations would be the downtown area, the 99 E Commercial area, the 13th and Ivy area, and the high school area. Nearly half of the respondents reported that they would use the shuttle to visit the downtown. Other areas (St. Patrick's Church area, SE Quadrant, and Maple Street Park) were identified as potential destinations by approximately 10 percent of respondents (see Table 11).

Table 11. Destinations for local shuttle service

	Frequency	Percent
High School area	113	22.3
Downtown area	245	48.3
99 E Commercial area	177	34.9
St. Patrick Church area	69	13.6
SE Quadrant	117	23.1
13th and Ivy area	125	24.7
Maple St. Park area	87	17.2
Other area	1	8.6

If the City were to offer regularly scheduled service to the I-5 corridor, a greater proportion of households would benefit from service to the Wilsonville area and north (32.5 percent) compared

to the Aurora area and south (20.7 percent). Another 25 percent reported that they would benefit very little from service either to the north or south (see Table 12).

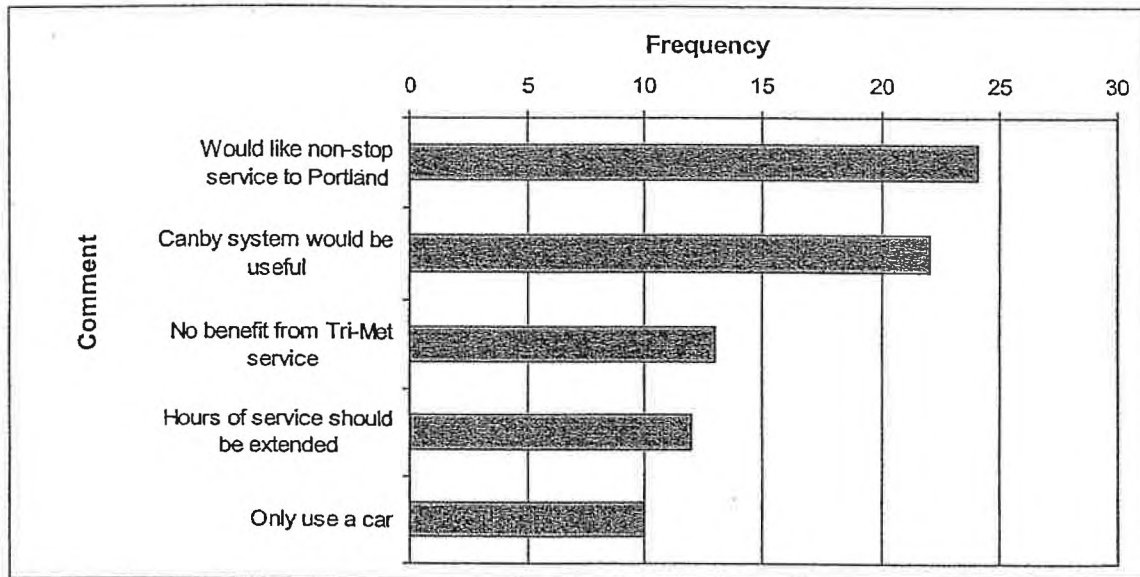
Table 12. Anticipated benefit from service to I-5 corridor

	To & From Wilsonville Area and North		To & From Aurora Area South	
	Frequency	Valid Percent	Frequency	Valid Percent
Very much	51	10.6	18	3.8
Some	105	21.9	79	16.8
Very little	122	25.4	125	26.6
None	199	41.5	246	52.3
No. of responses	480		470	

Survey Comments

Overall there were 129 comments provided by survey respondents. These comments fell into approximately 30 different, although not exclusive, categories. About half of these were mentioned only once or twice. The most frequent comment/suggestion provided were in favor of non-stop service to Portland. Respondents were also interested in evening and weekend service both to and from downtown Portland and/or to MAX stops. The next most frequent comment/suggestion provided was in favor of locally provided transit service. Respondents commented that both a local circulator and inter-city service would be a benefit to the community. Comments that respondents are not in favor of continuing Tri-Met service, the need for extended service hours, and that many residents only use cars were the next most frequent. A majority of the other comments related to the extent, location, and feasibility of new or expanded transit service. See Figure 3 and the following list of other comments.

Figure 3. Frequent comments made by survey respondents



Other Comments	Frequency
Only use transit occasionally	5
Unable to use transit	4
Public transportation too slow/inconvenient	4
Need service to Salem	4
Airport shuttle would be useful	4
Benefit from Tri-Met service	4
Canby does not need its own service	3
Prefer connections/service through Wilsonville	3
Need service "TO" Canby	3
Transfer at Oregon City is inconvenient	3
Will not support a tax for Canby service	3
Use SMART	2
Service needs to accommodate a variety of lifestyles	2
Need long distance service	2
Need service to Hillsboro	2

SUMMARY

Approximately one out of four Canby households sampled returned a completed survey questionnaire. A total of 481 responses represented a good geographic cross-section of City residents. The survey included 13 questions focusing on travel characteristics and uses of existing public transportation services. The survey also asked questions to gauge the potential demand for locally provided public transportation services.

- Approximately 30 percent of respondents reported that they would use locally provided non-stop service to Portland in the morning, with 25 percent reporting potential mid-day use, and less than 20 percent reporting potential evening use.
- There appeared to be significant interest in a local shuttle service, especially to downtown and the 99 E Commercial area locations as well as to the 13th and Ivy, SE quadrant, and high school area locations.
- Approximately one in three respondents reported that they would benefit from public transportation services to and from the Wilsonville area (North). Approximately one in five respondents reported that they would benefit from a similar service to and from the Aurora area (South).
- Comments provided by survey respondents indicate an interest in locally provided public transportation service. Respondents identified a variety of service needs and locations.

In general, the results of the survey suggest that the City of Canby has certain transportation mobility needs. Unlike large cities which must make major investments in order to see results, Canby is small enough that pilot projects and incremental service additions can be tested and modified as demand warrants. A local shuttle system could effectively connect the quadrants of the city as well as serving specific locations such as the downtown, the 99 E Commercial corridor, and schools.

Being small in size, and having identifiable locations showing demand for transit service, Canby can also take advantage of flexible service options. These include vanpool services for targeted populations such as seniors and disabled, demand responsive route deviation, along with community circulator-type service. It is likely that a combination of these services will provide better coverage and local connectivity than does the current fixed route service.

Besides local circulation needs, the results of the survey suggest that more direct and efficient connections are desired to Portland, Wilsonville, and the I-5 corridor (in both the north and south

directions). Locally provided express service, again based upon small operating resources, may be more responsive to local needs compared to current service. Shuttle service focused on weekday peak hours as well as some weekend service appears to be in demand. As Canby continues to grow it will be important to serve local mobility needs, as well as maintaining good connections to regional employment locations, shopping, and recreational locations.

The purpose of this survey was to gauge the needs and opinions of Canby residents. If it is concluded that there is sufficient demand for locally provided transportation service, Canby would then need to examine the economic feasibility of different service options. This would involve an analysis of estimated numbers of rides, the origins and destinations of these rides, and the appropriate route/service alternatives. This planning is likely best done through a service operator experienced with small towns and needs similar to those of Canby.

PORTLAND STATE UNIVERSITY

June 2000

Dear Canby Resident:

No, this is not just any survey. This is the beginning of an innovative program of citizen participation looking at public transportation needs of your community. The City of Canby has commissioned us at the Center for Urban Studies, Portland State University, to begin this effort by conducting this survey.

This survey will collect information about your public transportation needs, especially relating to bus service and local shuttle service. It is very important that this survey information be obtained from as many Canby households surveyed as possible so the broadest range of transportation needs can be considered for planning purposes. This information will be compiled and analyzed and presented to the Canby Public Transportation Needs Task Force to determine how best to serve you. This survey information and the recommendations from the Task Force will be the basis for the potential petition to withdraw from the Tri-Met Transportation District. This survey is not intended to consider rider fares or scheduling, these issues will be considered by the Task Force at a later time.

You were selected randomly among Canby residents. You do not need to put your name on any part of the survey or return envelope. Replies on individual returns will be kept strictly confidential. Participation is entirely voluntary, but we encourage you to reply and help us in our efforts. Your response is very important to us. Completing the survey should take no more than 10 to 15 minutes.

When you have completed the survey, please place it in the enclosed postage-paid envelope. If you need help with any part of the survey, please contact Tom Sanchez at (800) 547-8887, extension 8743, or at Portland State University, Center for Urban Studies, PO Box 751-CUS, Portland, OR 97207.

Your input is very valuable and will help all of us to shape the future of Canby through our mutual efforts to provide a place to live, play and work. Thank you for this very important contribution to your future.

Thank you,



Tom Sanchez, Ph.D.
Center for Urban Studies
Portland State University

PORTLAND STATE UNIVERSITY

2000 de junio

Estimados residentes de Canby:

Esto no es solamente una encuesta. Este es el comienzo de un proyecto innovador de participacion como ciudadanos que necesitan transporte publico en su comunidad. El pueblo de Canby nos ha delegado al Centro de Estudios Urbanos, de la universidad de Portland State para comenzar y conducir esta encuesta.

La encuesta acumulara información sobre las necesidades de transporte publico. Es muy importante que los padres de familia hagan esta encuesta lo más pronto posible para que las necesidades de transporte sean consideradas para planear y determinar las variedades de extensiones de transporte de autobus. Toda esta información recogida será combinada y analizada para ser presentada a la comision de trabajo Transporte Publico de la Ciudad de Canby y para determinar como servirle a usted. El resultado de esta encuesta y las recomendaciones de la Comision de Trabajo será el fundamento de la petición del distrito de Transporte Tri-Met.

A usted lo escogieron por azar de los residentes de Canby. Usted no tiene que escribir su nombre en ninguna parte de esta encuesta o el sobre incluido. Su repuesta se va quedar estrictamente confidencial. Su participacion será voluntaria, pero nosotros lo apoyamos a usted que conteste y nos ayúdenos en nuestros esfuerzos. Su repuesta es muy importante para nosotros. La encuesta le tomara como unos 10 a 15 minutos.

Cuando usted termine esta encuesta, por favor de ponerlo en el sobre incluido no necesita estampilla de correo. Si usted necesita ayuda con unas de las partes de esta encuesta por favor llame al Sr. Tom Sanchez al teléfono 800-547-8887, extensión 8743 o a la universidad de Portland State, Centro de Estudios de Urbanos, P.O. Box 751-CUS, Portland, OR 97207. Su repuesta tiene mucho valor y nos ayudara a todos para el futuro de Canby en nuestros esfuerzos para proveer a usted un lugar que viva, juege y trabaje. Gracias por su importante contribucion en su futuro.

Gracias,



Tom Sanchez, Ph.D.
Center for Urban Studies
Portland State University

7

	<i>Canby</i>	<i>Oregon City Area North</i>	<i>Portland</i>	<i>Wilsonville Area North</i>	<i>Aurora Area South</i>	<i>Other (list)</i>
Person 1	[]	[]	[]	[]	[]	
Person 2	[]	[]	[]	[]	[]	
Person 3	[]	[]	[]	[]	[]	
Person 4	[]	[]	[]	[]	[]	

8. Please tell us how often your household uses TRI-MET MORNING EXPRESS BUS #35? (check one)

☐ Once per day ☐ Several times per day ☐ More than once per week ☐ More than twice per month ☐ Never

If the City of Canby replaced Tri-Met as the bus service provider with its own public bus service and that service included the following options, how often and when would your household members use it?

9. Canby system: morning non-stop service to Portland?

How often? (check one)

☐ Once per day ☐ Several times per day ☐ More than once per week ☐ More than twice per month ☐ Never

Which days? (check one or more)

☐ Mon ☐ Tues ☐ Wed ☐ Thurs ☐ Fri ☐ Sat ☐ Sun

10. Canby system: mid-day non-stop service to Portland?

How often? (check one)

☐ Once per day ☐ Several times per day ☐ More than once per week ☐ More than twice per month ☐ Never

Which days? (check one or more)

☐ Mon ☐ Tues ☐ Wed ☐ Thurs ☐ Fri ☐ Sat ☐ Sun

11. Canby system: evening non-stop service to Portland?

How often? (check one)

☐ Once per day ☐ Several times per day ☐ More than once per week ☐ More than twice per month ☐ Never

Which days? (check one or more)

☐ Mon ☐ Tues ☐ Wed ☐ Thurs ☐ Fri ☐ Sat ☐ Sun

12. If the City of Canby had a LOCAL SHUTTLE SERVICE and your household used the service, what area (s) would be their destination(s)? (check one or more)

<input type="checkbox"/> High School area	<input type="checkbox"/> SE Quadrant (SE 1 st or Mollala Forest Rd)
<input type="checkbox"/> Downtown Commercial area	<input type="checkbox"/> 13 th and Ivy area
<input type="checkbox"/> 99E Commercial area	<input type="checkbox"/> Maple St Park area
<input type="checkbox"/> St. Patrick Church area	<input type="checkbox"/> Other area _____

13. If the City of Canby offered regularly scheduled public transportation services to and from the Interstate 5 corridor as noted below, how much would your household benefit? (For example, convenience, timesaving, cost savings, etc.)

To & from Wilsonville Area and North (check one)

☐ Very much ☐ Some ☐ Very little ☐ None

To & from Aurora Area and South (check one)

☐ Very much ☐ Some ☐ Very little ☐ None

COMMENTS/QUESTIONS



THANK YOU VERY MUCH FOR PROVIDING THIS VALUABLE INFORMATION. IF YOU HAVE ANY QUESTIONS OR COMMENTS REGARDING THIS SURVEY, PLEASE CONTACT TOM SANCHEZ AT 800-547-8887, extension 8743.

ENCUESTA DE TRANSPORTE SOBRE LAS NECESIDADES DE LA COMUNIDAD DE CANBY

¿Cuántas personas en su familia corresponden a las siguientes edades? (especifique el número en el espacio)

_____ 0 a 13 años de edad _____ 14 a 19 años de edad _____ 20 a 26 años de edad
 _____ 26 a 46 años de edad _____ 46 a 65 años de edad _____ 65+ años de edad

2. ¿Alguien de su familia tiene una discapacidad física? (circule una) SI NO

3. ¿Cuántas personas de su familia son dueños de un automóvil? (especifique el número en el espacio) _____

4. ¿Indique los lugares de trabajo de las personas de su familia incluso los de medio tiempo?

	Area de Canby	Area Norte de Oregon City	Portland	Area Norte Wilsonville	Area Sur de Aurora	Otros Lugares de Trabajo (anote)
Trabajador 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Trabajador 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Trabajador 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Trabajador 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

5. Por cada miembro de su familia, indique el número de viajes, que utilizan todo tipo de transportación, por otras actividades que no sea de trabajo (como educación, médica, negocios familiares, o por placer)

Mas que un viaje al día, ponga cuatro (4) en la repisa Un viaje al día, ponga tres (3) en la repisa
 Mas que un viaje por semana, ponga dos (2) en la repisa Mas de un viaje por mes, ponga uno (1) en la repisa

	Canby	Area Norte de Oregon City	Portland	Area Norte Wilsonville	Area Sur de Aurora	Otro (Anote)
Persona 1	[]	[]	[]	[]	[]	_____
Persona 2	[]	[]	[]	[]	[]	_____
Persona 3	[]	[]	[]	[]	[]	_____
Persona 4	[]	[]	[]	[]	[]	_____

6. ¿Que tan seguido personas en su familia usan los siguientes tipos de transporte? (marquen uno por cada tipo)

	Seguido	Aveces	Nunca	No estoy seguro/a
Caminar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicicleta	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
En grupo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Autobus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Otro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Si en su familia usan el autobus existente #79 TRI-MET, indique su destino y número de viajes.

Mas de un viaje por día, ponga cuatro (4) en la repisa Mas de un viaje por semana, ponga dos (2) en la repisa
 Un viaje por día, ponga tres (3) en la repisa Mas de un viaje por mes, ponga uno (1) en la repisa

	Canby	Area Norte de Oregon City	Portland	Area Norte Wilsonville	Area Sur de Aurora	Otro (anote)
Persona 1	[]	[]	[]	[]	[]	_____
Persona 2	[]	[]	[]	[]	[]	_____
Persona 3	[]	[]	[]	[]	[]	_____
Persona 4	[]	[]	[]	[]	[]	_____

8. ¿Por favor diganos cuantas veces los miembros de su familia usan el autobus por la mañana #35?

☐ Una vez al dia ☐ Varias veces al dia ☐ Mas de una vez a la semana ☐ Mas de dos al mes ☐ Nunca

Si la Ciudad de Canby cambia Tri-Met como proveedor de servicios de autobuses con autobuses publicos y ese servicio incluyera los siguientes opciones, que tan seguido y cuando tus familiares lo usarian?

9. Sistema de Canby: Mañana sin parar servicio a Portland?

¿Que tan seguido? (marca uno)

☐ Una vez al dia ☐ Varias veces al dia ☐ Mas de una vez a la semana ☐ Mas de dos al mes ☐ Nunca

¿Que dias? (marca uno)

☐ Lunes ☐ Martes ☐ Miercoles ☐ Jueves ☐ Viernes ☐ Sabado ☐ Domingo

10. Sistema de Canby: Medio dia sin parar servicio hasta Portland?

¿Que tan seguido? (marca uno)

☐ Una vez al dia ☐ Varias veces al dia ☐ Mas de una vez a la semana ☐ Mas de dos al mes ☐ Nunca

¿Que dias? (marca uno o dos)

☐ Lunes ☐ Martes ☐ Miercoles ☐ Jueves ☐ Viernes ☐ Sabado ☐ Domingo

11. Sistema de Canby: Tardes sin parar servicio a Portland?

¿Que tan seguido? (marca uno)

☐ Una vez al dia ☐ Varias veces al dia ☐ Mas de una vez a la semana ☐ Mas de dos al mes ☐ Nunca

¿Que dias? (marca uno o dos)

☐ Lunes ☐ Martes ☐ Miercoles ☐ Jueves ☐ Viernes ☐ Sabado ☐ Domingo

12. ¿Si la Ciudad de Canby tuviera un servicio local de viajes cortos y su familia usara el servicio, a que areas seria su destino?

<input type="checkbox"/> Area de High School	<input type="checkbox"/> SE Quadrant (SE 1 st or Mollala Forest Rd)
<input type="checkbox"/> Area comercial	<input type="checkbox"/> Area 13 y Ivy
<input type="checkbox"/> Area comercial de 99E	<input type="checkbox"/> Area de la calle Maple Park
<input type="checkbox"/> Area de la Iglesia San Patricio	<input type="checkbox"/> Otras areas _____

13. ¿Si la Ciudad de Canby ofreciera servicios regulares de transporte publico de y a la interseccion 5 de los lugares anotados avajo, que tanto su familia se beneficiaria? (Por ejemplo, conveniencia, se ahorrarian tiempo, se ahorrarian dinero, ect.)

Para y de la area de Wilsonville y Norte (anote uno)

☐ Mucho ☐ Muy poquito ☐ Algo ☐ Nada

Para y de la area de Aurora y Sur (anote uno)

☐ Mucho ☐ Muy poquito ☐ Algo ☐ Nada

COMENTARIOS/PREGUNTAS



MUCHAS GRACIAS POR PROVEERNOS CON ESTA INFORMACION TAN IMPORTANTE. SI TIENE ALGUNA PREGUNTA O UN COMENTARIO ASERCA DE ESTA ENCUESTA, PORFAVOR CONTACTE A TOM SANCHEZ AL 800-547-8887, extencion 8743.

Thank you for your help!

We appreciate the time and thought you took to complete and return your Canby Community Transportation Needs Survey. We are assembling the data as you read this card.

If you have not yet returned the survey form, we again invite you to participate. It is not too

late to add your voice to those who have already responded. If you need a new packet, please call 1-800-547-8887, ext. 8743, and we will be happy to send you one.



Sincerely,

Tom Sanchez

Tom Sanchez
Center for Urban Studies
Portland State University
Post Office Box 751
Portland, Oregon 97207-0751

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UNIVERSITY**

Survey Comments

Canby can't take care of its own streets. We don't need to be taxed for bus service to Portland too!

I believe Canby would benefit in this transportation area; keep Canby a small town personality rather than being trapped in the cancerous tentacle of Tri-Met/METRO.

Tri-Met is a disaster going up and down the streets of Canby with one or two passengers. It would be cheaper to carry passengers in a Limo - no business could operate this way.

I have seen the Tri-Met buses leaving Canby. It always has had less than 4 people. It is my opinion that our tax dollars are already being wasted on public transportation. And I will complain loud and clear if the waste increases.

Paying Tri-Met tax creates no benefit for us.

Get rid of Tri-Met.

I believe it is a super "rip-off" to tax local businesses for Tri-Met, and the Port of Portland. We see VERY LITTLE benefit! The buses are frequently empty!

From the very few riders I see using Tri-Met buses in Canby, I think any bus service is a waste of taxpayer money. Most of the people I see riding the bus, I wouldn't feel safe riding with.

I believe that replacing Tri-Met with a local shuttle service would be excellent for the members of our community. However, at this time I don't believe that my family would use it very often.

It would be desirable that Canby initiate their own transportation and get us out of that totally unnecessary layer of bureaucracy called Tri-Met and Metro.

I would like Canby to get out of Tri-Met control. I don't believe our community receives benefits in proportion to the taxation.

Agree that Canby should withdraw from Tri-Met district.

We would use Canby service because it would be non-stop. Tri-Met is a pain with all the stops.

I would like public transportation. Woodburn, K-Mart, Wal-Mart, Outlet stores (Factory).

Some areas may do well if transportation were available. The working people probably would benefit the most. Also students.

Going to a shuttle program is great - should have happened long ago. As is, Tri-Met is running a very under-used-costly system only because of the revenue generated by business owners. Cost per rider is way -out-of-life.

Re: #12 - As I understand the question - If Canby had a bus and if we rode it where would we go. But really don't think we would in fact use the bus. Also think there would be quite a few people who would use the service.

We strongly support a local bus service. I have used Wilsonville's SMART service and loved it. Tri-Met doesn't benefit this household much. We do foster care with mentally handicapped kids that would use the bus a lot if it was available.

We think that the Wilsonville Smart bus is an excellent service. We would have to work it into our lifestyle.

This would be a great addition to the Canby area. Thank you.

This is something we need. Get people off the road. I would probably get rid of one car. Just knowing it's there in an emergency would be comforting.

I wasn't aware I could get buses to downtown Portland. I'm 68 and no longer comfortable driving to Portland. If schedule and bus numbers were published in local paper, I'd love to go shopping in downtown Portland again!

It would be helpful if a bus schedule were made available at local businesses, with a list of connecting routes. An in-city circular route would be beneficial.

Though we don't use public transportation now, I'd hate to see the City lose it because I believe in public transportation and I use it when appropriate.

Don't do out of town stuff, run a very good shuttle in town that comes often.

Some great ideas! Hope it works out!

My son is blind and needs public transportation. We only have one car between two working adults.

We rely on our own vehicles for transportation and convenience. A local bus system would be good for older people or those who don't drive.

I am 66 and will drive my own vehicle as long as I can - might use a bus later if I'm not able to continue to drive.

I am 83 years old so no bus for me. Buses are needed.

Later in life may use the Tri-Met services, not now!

Public transportation would be very helpful to me since I'm 86 years old and face the possibility of not driving a car in the near future. Thanks for your interest in this area.

Right now, I can still drive. I am not able to walk any distance (to a bus stop) so I don't know how to answer these questions. I am sure some time in the future I will need public transportation.

Right now, we drive our own vehicles, but because we are now in the 65+ years, we are looking to the future and public transportation will become a very important option.

Our current non-use of public transportation could change dramatically as we grow older.

I am retired and still driving my son who lives with me, has no job at this time. After I will drive no more this might change.

Since I am retired I won't use it much, but a change in my health status would change my need for service.

We have not used bus service up until now as it has not been convenient but have been considering doing so if it would become convenient and as our age would make it much more practical.

When no longer able to drive because of age (now 84 years), will need shopping transportation badly, as well as medical (doctor), etc.

Bus needs to accommodate elderly - shopping and medical areas, and children - parks and swim pool.

Local shuttle service needed for children to go from schools to activities (swim center, parks, other schools, etc.) after school and for seniors to stores, adult center, doctor offices, etc.

We do not use shuttle service at this time, but I'm sure it will be very useful when we are too old to no longer drive. Maybe when our kids are old enough to go to the stores by themselves, but too young to drive they too could benefit from these services.

I've lived in Oregon since 1977 and my husband since 1973 and we've never been on Tri-Met or even MAX. This is not something that appeals to us, though we can see it would be practical for senior citizens and those who can't drive.

Please consider this matter for the sake of single, unwed mothers trying to make a life for themselves! Thank you!

Our granddaughter must use Tri-Met to get to school - there is no service on 99 through our town, which would be convenient.

I like the idea of a local shuttle - just live too close to everything to make much use of it!

The city of Canby is twice the size of Estacada. If they can afford better Tri-Met service - weekend/holiday - so can Canby. Someone here is receiving a lot of tax dollars from new

construction of homes and Fred Meyer - where is that going? City Council members trash talk Tri-Met about service too much - it's not free, but you get what you pay for - so how about more runs - weekend and holidays - at least to 10:30pm for new employees in the area. Running a bus service is not cheap.

We would use the bus for special occasions and if we had car trouble. But I know my husband's brother down the street would use it daily to work.

Thanks for the opportunity! In town Canby shuttle service would be valued and used - banks, post office, downtown, library especially, and local stores. If Portland mid-day and evening were available - would use occasionally. Salem, McMinnville shuttle ditto.

The bus would need to pass through the new subdivisions: Township Village, Valley Farms, etc. It would need to run on Saturdays. A plus would be for it to commute to PSU football games at Hillsboro Stadium. The bus should come to the South end of town during the entire day, not just 9:30 to 4:30 like Tri-Met does now.

We would use public transportation if it worked with our work schedule. One person works on Yeon St. in Portland and work is from 6-2:30. One person works at I-5 and 217 and again, works from 6-2:00. We choose not to transfer 50 times to get to work.

Prefer non-stop to Portland then non-stop back to Canby in evening - don't want to transfer at I-5 corridor.

When our son used Tri-Met before he could drive, it was very inconvenient that buses didn't run on weekends to Canby from Portland.

Weekend bus/rail service to downtown might be utilized, especially for special events. Evening and weekend bus service to/from Portland is what I'd most like to see. I'd use it a lot. It wouldn't need to be frequent, but at least one late bus (between 10-12 at night) would make all the difference. On weekends even one bus every three hours would be a huge improvement.

I may use the bus to Portland once or twice a year.

We would occasionally use bus service to Portland, but not twice per month.

You forgot to include return trips from Portland, etc. What goes up, comes down - except in space?

Different rates for different ages. Monthly passes. Have the ability to take your bike to Portland to use there. Thank you for offering an alternative to the auto!

I'm very interested in having some type of bus service continue between Canby and downtown Portland.

I use Tri-Met probably once a month to go to town center, and once a year to the train station in Portland.

How about non-stop service from Portland to Canby?

A bus that went from Canby to Portland would be so wonderful!

Non-stop to Portland mornings, only if return at 5:00 available.

A non-stop shuttle from Canby to downtown Portland and back again in the evenings would be great.

My husband depends upon bus to get to work everyday in Portland. We wish there were evening and weekend service. Thanks.

I would use this service (non-stop to Portland) right now, but I have always wanted this service here in Canby - I would have used it when I did work downtown Portland and could consider a job there again if it was available, since it's monetarily prohibitive to drive there (gas, wear and tear on vehicle - ouch!) Plus you can skip the road rage.

I believe this service would be great for commuters to downtown. (morning non-stop service to Portland)

Since we live and work in Canby, we don't need bus service, but if it were available non stop to Portland we might use it occasionally for recreational purposes.

Questions 9-11 should include an occasionally choice. I wouldn't use any of them on an every day or every week basis, because I stay at home with my kids and my husband can't take all of his tools with him to a construction site on a bus, but we would ride for recreational purposes.

I would ride a bus to go to Portland in evening and attend concerts if it also would run long enough to get back home - like 11pm or midnight. Because it is difficult to see to drive when it is rainy and dark.

I would have taken the bus for my summer job in NW Portland, but it took way too long. It is not an effective solution for my needs as yet.

Tri-Met doesn't come early enough. (6-2:30 shift) in Portland. Would use it if available.

Winter weather I could see myself using public transportation non-stop to Portland. Not sure but potentially the way to travel most days of week (excluding Dr. appointments I do in Portland and when I would drive to PDX).

Non-stop service from Canby to Portland would be excellent, especially if it stopped at MAX locations.

I would prefer MAX or a commuter train from Wilsonville to Portland. I would use it.

Given more information about non-stop service to and from Portland, I might reconsider my answers to questions 9-11. I'm not opposed to riding the bus, but the service would have to get me pretty close to work without having to transfer onto Tri-Met, and would have to run over an extended time period. (I work some overtime, and never know exactly when I'm coming home.) I think we would find a local shuttle service to be essentially irrelevant to us.

Our daughter's fiancé lived with us for a couple of months before moving into an apartment in Tualatin. He used the Tri-Met service to commute into downtown Portland to work. Part of his reason for moving to Tualatin was the quicker, easier Tri-Met commute.

Keep Tri-Met.

I would love to have an express bus to downtown Portland. I am 72 years old, in excellent health and would love to be able to go to Portland Art Exhibits, museums, Schnitzer, Civic Auditorium, etc. But I no longer wish to drive my car in that urban congestion. I would love also to have transportation to the Portland PDX airport. I fly often to visit my children in California, and now either leave my car in long term parking or take a shuttle/taxi, both of which are very expensive - with a trip averaging about \$100.

Shuttle to airport would be very helpful.

To the airport?

Most helpful to me would be a connection to the airport, but again we would not use it very frequently.

If going to Portland, I drive to Lake Oswego and take Tri-Met #35. Usually travel mid-morning and mid-afternoon.

Would be helpful if transportation ran from ~7am until 7pm.

I can definitely see the need for a shuttle system around the City of Canby, but for those of us who ride all the way from Canby to Portland, we are sincerely hoping the Tri-Met system will NOT be discontinued.

I have looked at getting a Tri-Met connection to my school in the Sunnyside area, but there are no available options to get me there by my start time of 7:15am.

How about getting back from Portland to Canby in the evening after work?

We are retired and only go to Woodburn south and Portland once in a while. Drive 5000 miles a year.

If there was a way to get back from Portland, I would occasionally use such service on Saturdays. I'm surprised #13 didn't include service to Oregon City, the only service I would seriously consider, since I go there frequently.

At present I ride the 99EX from Oregon City in the morning and then 99EX to OC transfer to #35 and come to Canby evenings from downtown Portland.

Worker one and two work in Gladstone - River Rd. and Jennings Ave. The only bus service up 99E is very early in am. Otherwise, it is a 30 minute wait at Oregon City! And no covered area to wait in! That makes it so inconvenient to make it an hour commute or longer for a 12-15 minute drive!

You have questions re: TO, however I have relatives who would come out to Canby and in to Oregon City transfer depot - if service was along Territorial area.

I work in the Oregon City paper mill, and I never know when I have to work overtime. I used to car pool, but can't anymore. If the bus hours were from 6am to midnight, then I would use the bus system.

You need to keep service in commuter hours to the Oregon City transit center, that are currently served by Tri-Met. If you get rid of anything, get rid of the non-commuter trips.

I feel the biggest voids are no transportation on weekends to Oregon City transfer station and absolutely no service to the Wilsonville area. Also a connection to I-5 corridor so all connections don't have to be made through Oregon City's transfer station.

Bus won't help me much - I work 4am to 1pm. On days off I'd go downtown Portland, or Town center, or Washington Square, or even Salem.

Me gustaria que se considerara la ruta Canby - Aurora, Woodburn, Gervais. (I would like a route from Canby to Aurora, Woodburn, Gervais, to be considered.)

Not well designed to elicit transportation needs. There's a big difference between "more than twice per month" and "never", Questions 10, 11. We would like the option of non-stop service to Portland mid-day or evenings, as well as to Salem.

Only if it went all the way to Salem would it really do us any good at this point.

If Canby offered services connecting to Salem I would use it Monday-Friday. I am anxiously awaiting transit service to Salem. (When I worked in Portland, I rode Tri-Met daily). Please start a service connecting to service going to Salem.

I drive from Canby to Salem for work. If there was a carpool or bus system going I would consider using public transportation.

Would love to use MAX - from Salem to Vancouver too.

The big deal is connectivity - if local bus connected to light rail to Portland and PDX, we would use it daily - regularly. Less interested in around town bus for us, but go for seniors! Canby to Portland; to Salem; to Wilsonville; to Hillsboro.

How about a bus that went to Wilsonville and then transfer to their small bus going to Salem?

Canby all together sucks for teenagers. I'm out of school now, but when in school the only way to get out of Canby was #79 which took 1 hour to get to Clackamas town center. That's the only direction you could go, no service to Wilsonville. During the summer kids who don't drive are stuck in that town.

De Canby a Wilsonville me gustaria que tuvieramos servicio de autobus. Muchas personas no tienen trabajo por falta de transporte. (I would like to have bus service from Canby to Wilsonville. Many people don't have work, because of the lack of transportation.)

We just moved here three days ago. Would use service to and from Wilsonville if my husband could easily get to work at Xerox by 8am and return at 5pm.

We don't use Tri-Met but: what I'd like is a ride from Canby - west to I5 Wilsonville and stop near my work near Tualatin at 6024 SW Jean Rd., Lake Oswego. Otherwise, I drive. Thanks for your concerns.

A loop service including Canby, Woodburn, Wilsonville, Charboneo, and Oregon City would be great! There is no way to Wilsonville other than via Oregon City and there is a commuter route to Salem from Wilsonville. P.S. Free service would be the way to go utilizing government grant monies instead!

Need reliable and timely service to Tigard and Beaverton daily.

My work starts early and I'm unsure there are enough people going to the Tualatin area to stop.

Faster service to Clackamas area is needed for us to benefit.

Bus route to CCC would be used regularly.

To Hillsboro direct! Would benefit the most - current service takes > 1 1/2 - 2 hours (driving is ~ 1 hour in heavy traffic).

If there is a demand for mass transit, a private company should supply the service. Government should not be in the transportation industry. Government is to regulate transportation, not provide it!

Don't think city needs to get into the transportation business.

We do not need a Canby bus line! I rode the bus for several months it worked fine. Keep Canby out of the transportation business!

I am moving from Canby because I do not want to live where community growth has become a "planned" venture. I am sick to death of government plans, period.

Try using the existing train tracks through town for regional and long distance service.

Buses don't run the hours that two of us work. It also would take three times as long to get to and from work. For a lot of people, public transportation is not an option.

I did not fill out previous form because my home is for sale - I'm moving to cut my commute time.

All Canby locations are within walking distance, barring health or physical limitations. Canby withdraws, what happens? Canby stays Tri-met, what happens? Hope this wasn't what the \$60k grant went for.

I don't see a need for a City of Canby service. What would be the cost? - Transportation, taxes, etc.

I would vote against a city funded bus service as well as any Tri-Met expansion.

If Canby chooses their own transportation system and tries to support it through any kind of tax, I would be strongly against the system, and would not support it, or any further such services. If the system cannot support itself, we do not need it.

Don't make the small business's pay for it!

No uses of public transportation now, but don't know about the future. If the need was there, we would use what was available.

I use my vehicle during work for work. The other driver almost always runs errands on way home from work, off the bus lines.

Not able to use public transportation - both jobs require car.

My husband uses a company vehicle, as required for his job.

Would only drive my own car.

We are seniors and use only our own car. We could not use public transportation.

Both retired - wife able to drive.

Private cars are the ideal mode of transportation for our family. Public transportation can sometimes be fun, but it is almost never convenient, time saving, or cost effective.

Public transportation is ok for some people, but for people who live in the fast lane, public transportation is too slow and inconvenient.

We have several means of transportation here. Bus system is used only when auto repair is needed in Oregon City - less than twice a year.

Canby does not need bike paths for people to safely ride their bikes throughout the city and neighborhoods.

Hay muchos errores de español en este forma. Me da gusto que quieren la voz de la comunidad latino aqui en Canby, pero necesitan usar bien nuestro idioma. (There are many Spanish errors in this form. I appreciate that you want the voice of the Latin community here in Canby, but you need to use our language correctly.)

The Steering Committee began reviewing potential service delivery options, by defining key principles to guide concept development

- The plan will ensure that everyone in the tri-county area has access to medical, work and nutritional rides (includes trips for shopping and meal programs) at least five days a week and access to other rides (includes non-grocery shopping, appointments, recreation, etc.) at least two to three days a week.
- Current service levels in the tri-county area will not decrease as a result of the plan's recommendations.
- The plan will support the inclusion of social service agencies, individual E&D transportation providers and other key stakeholders in meeting transportation needs for the E&D community.
- The plan assumes that regional incentives and guidelines will be developed to assist individuals in choosing the mode most appropriate to their functional ability.

Based on these key principles, the Steering Committee developed three service delivery strategies for consideration in the plan development process.

Strategy A: Land Use Concept: In this strategy, a higher level of transportation services for the E&D community are available in areas where the concentration of the E&D population is the greatest. In this strategy, an urban area, city, town or small community would receive more services than those living outside those jurisdictional boundaries for example on a farm or in a rural area.

Strategy B: Transit District Concept: In this strategy, transportation services are greater inside a transit service area boundary. Someone living on a farm inside the City of Wilsonville's transit service area would receive the same level of service as someone living in downtown Portland. However, there would be less service for those living in a town or a community outside the transit service area.

Strategy C: Tri-County: In this strategy, everyone receives the same level of service. Therefore, no matter where you live, you would receive the same high level of service as areas with dedicated regional and local resources for transit services.

Please see more detailed descriptions and figures on pages 41-44.

4.2 Strategy: A Land Use Concept—Recommended Alternative

Prior to choosing the recommended alternative, the Steering Committee held a series of focus groups and public meetings at which all three concepts were presented. More than 25 stakeholder groups and hundreds of individuals in the tri-county area reviewed the service delivery concepts. Input from these outreach efforts helped the Steering Committee to shape and select Strategy A: Land Use Concept as the recommended alternative.

The community and Steering Committee felt that Strategy A was the most effective concept because it is able to:

- Distribute funding more evenly throughout the tri-county area by developing standards for the four different area types—urban, city, town, and rural;
- Provide cost-effective options;
- Incorporate the land use tenets of this plan (see Section 1.6);
- Effectively address the transportation needs of small cities and towns located beyond the urban area;
- Provide the highest levels of service in areas where the majority of the E&D population lives; and
- Support state, regional, and local land use and transportation goals and standards.

In addition, the community and the Steering Committee felt that Strategy A provides services equitably to:

- All elderly and people with disabilities by complementing the established minimum service delivery standards throughout the tri-county area;
- All elderly and disabled (and possibly all) individuals in small towns by establishing local service with connections to the regional system;
- Those who have some difficulty riding the fixed-route system by improving community based transportation options; and
- Those who have major difficulty riding the fixed-route system and live within the urban area, but do not live within $\frac{3}{4}$ of a mile of the fixed-route system.

4.3 Recommended Service Delivery Plan

The recommended service delivery plan allows for communities to design the type of service that is most appropriate for their areas. Elderly and people with disabilities living in urban areas have different needs than those living in small communities. Hence, each area will receive service that is tailored to the demands of its elderly and disabled residents.

Further, the plan addresses all people with disabilities, including children, and allows caregivers and companions to ride as well. While some existing transportation services are client-based and restrictive towards companions and caregivers, service recommendations in the plan are inclusive.

Finally, the Steering Committee recognizes that there are special needs within the E&D population that make transportation particularly difficult to access. These special needs include low-income, frailty and a lack of English proficiency. The recommended service delivery plan addresses those needs by increasing service focused on meeting these special requirements in areas where they are the most prevalent.

TRI-MET STUDY REQUIRED BY ORS 267.257 (1)

On The

PROPOSED WITHDRAWAL OF THE CANBY AREA

From The

**TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON**

(TRI-MET)

Dated: July 9, 2001

I. OVERVIEW

ORS 267.250 to 267.265 establishes a process that allows certain areas of the Tri-Met district to petition the Tri-Met Board of Directors for withdrawal from the district. Each petition is to be evaluated according to the criteria established in the law. The Tri-Met Board makes the decision with regard to withdrawal.

The law requires that Tri-Met conduct a study of the affected area. This report presents the findings of the study for the Canby, Oregon area. Elements of the study include:

- Current use of transit by residents in the affected area;
- Revenues raised during the last three fiscal years in the affected area;
- History of service to the area;
- Whether or when direct service will be provided to the affected area¹;
- Previously filed petitions with respect to the affected area; and
- Calculation of the tax increase in the remainder of the district.

II. AFFECTED AREA

Figure 1 (Page 2) shows the affected area that is proposed to be withdrawn. According to the law, the affected area is directly served.

¹ The law distinguishes between areas that are directly served and those that are not. Direct service, with respect to an affected area, means the location or placement of any of the facilities of the district or of any route used by the transit system of the district within one mile of any boundary of the affected area.

Proposed Canby Withdrawal Area

Legend:

- Potential Withdrawal Boundary
- Taxlots
- Rivers

Scale: 1000 0 1000 2000 3000 Feet

North Arrow

Map Labels: River, Peach Cove, Canby, Clackamas County Fairgrounds, Twilight Corners, TOWNSHIP, MULLEND, REDWOOD ST, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000, 1002, 1004, 1006, 1008, 1010, 1012, 1014, 1016, 1018, 1020, 1022, 1024, 1026, 1028, 1030, 1032, 1034, 1036, 1038, 1040, 1042, 1044, 1046, 1048, 1050, 1052, 1054, 1056, 1058, 1060, 1062, 1064, 1066, 1068, 1070, 1072, 1074, 1076, 1078, 1080, 1082, 1084, 1086, 1088, 1090, 1092, 1094, 1096, 1098, 1100, 1102, 1104, 1106, 1108, 1110, 1112, 1114, 1116, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1148, 1150, 1152, 1154, 1156, 1158, 1160, 1162, 1164, 1166, 1168, 1170, 1172, 1174, 1176, 1178, 1180, 1182, 1184, 1186, 1188, 1190, 1192, 1194, 1196, 1198, 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, 1222, 1224, 1226, 1228, 1230, 1232, 1234, 1236, 1238, 1240, 1242, 1244, 1246, 1248, 1250, 1252, 1254, 1256, 1258, 1260, 1262, 1264, 1266, 1268, 1270, 1272, 1274, 1276, 1278, 1280, 1282, 1284, 1286, 1288, 1290, 1292, 1294, 1296, 1298, 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, 1322, 1324, 1326, 1328, 1330, 1332, 1334, 1336, 1338, 1340, 1342, 1344, 1346, 1348, 1350, 1352, 1354, 1356, 1358, 1360, 1362, 1364, 1366, 1368, 1370, 1372, 1374, 1376, 1378, 1380, 1382, 1384, 1386, 1388, 1390, 1392, 1394, 1396, 1398, 1400, 1402, 1404, 1406, 1408, 1410, 1412, 1414, 1416, 1418, 1420, 1422, 1424, 1426, 1428, 1430, 1432, 1434, 1436, 1438, 1440, 1442, 1444, 1446, 1448, 1450, 1452, 1454, 1456, 1458, 1460, 1462, 1464, 1466, 1468, 1470, 1472, 1474, 1476, 1478, 1480, 1482, 1484, 1486, 1488

July 9, 2001

III. CONSIDERATION OF REQUIRED ELEMENTS

A. The extent to which residents of the affected area currently use the mass transit services and facilities of the district. ORS 267.257 (1) (a)

1. Fixed Route Service

Two bus routes serve Canby on weekdays, Line 79 Canby - Clackamas Town Center and Line 35 Macadam. There is no weekend or holiday fixed-route service. Current average passenger use of those lines in the affected area for Fall 2000 is shown in Table 1 below.

Table 1
Current Passenger Use

Line	Direction	Passenger Ons	Passenger Offs	Total
79	Inbound	66	0	66
79	Outbound	23	79	102
35	Inbound	31	0	31
35	Outbound	0	39	39
Total		120	118	238

Source: Tri-Met 2000 Fall Passenger Census

2. LIFT Service

Forty-one LIFT customers reside in the affected area; 23 took at least one trip between October 1, 2000 and March 31, 2001. These 23 customers took 628 one-way trips for an average of 4.5 trips per customer per month. Twenty-two of the 23 customers traveled to destinations outside of the affected area. Eighty-two of the 628 trips have both trip ends within the affected area.

During the same six-month period, 28 LIFT customers who do not live in the affected area took 668 trips with one trip end in the area.

3. Phone Survey

A home-interview telephone survey was conducted June 18-20, 2001 with 200 residents (age 16 and older) in randomly selected households in the affected area to ascertain transit usage. Addresses were verified to make sure the respondents live within the affected area.

Eight percent of the residents of the affected area aged 16 and older are transit users, compared to 39% for the entire Tri-Met district. A transit user is defined

as someone who reports having taken at least one round trip anywhere on the Tri-Met system (bus, MAX or LIFT) in the last month.

Table 2 below shows the riding frequency of Canby transit users compared to the rest of the Tri-Met district.

Table 2
Riding Frequency of Transit Users

	One-Way Trips per Month				Total
	2-5	6-9	10-19	20+	
Canby	31%	25%	13%	31%	100%
Tri-Met District[1]	49%	15%	10%	26%	100%

[1] Tri-Met Attitude & Awareness Survey, Spring 2001

Table 3 below shows the Tri-Met lines most frequently used by residents of the affected area.

Table 3
Most Frequently Used Transit Service

Line	Transit Users (n=17)	Percent of Residents Surveyed (n=200)[1]
MAX	35%	3%
Line 79	24%	2%
Line 35	12%	1%
LIFT	6%	<1%
Other	18%	2%
Don't Know	6%	<1%
Total	100%	8%

[1] Population of Canby is 12,790 based on Year 2000 Census

The destination of most transit users is Portland, 82% (downtown and other areas of Portland), while 6% are going to Beaverton; 6% use Tri-Met to go to Oregon City; 6% of trips stay within Canby.

Forty-seven percent of transit users walk to Tri-Met service, 35% drive, 6% ride their bike, 6% get dropped off, and 6% didn't answer the question.

The usual purpose of transit users transit trip is work (35%) followed by visiting or recreation (18%) and school (18%). Shopping (12%) and going to the doctor, dentist, or medical appointment (12%) were the next most common trip purpose. Six percent did not answer the question.

B. The amount of district revenues raised within the affected area during the last three completed fiscal years of the district, separately identifying the amount of revenues derived from taxes imposed by the district and the amount of revenues derived from other sources. ORS 267.257 (1) (b)

It is estimated that \$570,431 in payroll and self-employment taxes was generated in the affected area in 2000. The figures for 1998 and 1999 are \$533,916 and \$569,682, respectively.

Appendix 1 presents the methodology used to estimate the tax receipts and tax rate change for the remainder of the Tri-Met district.

C. The history of the mass transit services provided to the affected area. ORS 267.257 (1) (c)

The history of Tri-Met service to the affected area is as follows:

- April 1971: Molalla-Canby new service
- March 1975: Line 33 Oregon City – Eastside – Super Highway extended to Clackamas Community College, Molalla and Canby via Yoder Junction
- November 1975: Line 72-82nd Avenue extended to Canby on weekdays
- April 1978: Line 36 Oregon City-Oswego-South Shore replaced Line 33 service to Molalla via Canby, Yoder Junction
- 1980: Line 35 Macadam replaced Line 36 Oregon City
- September 1982: Service between Clackamas T.C. and Canby separated from Line 72 to become Line 79-Canby.

D. Whether or when direct service will be provided to the affected area. ORS 267.257 (1) (d)

Canby is directly served and there are no plans to discontinue this service.

Line 79 runs between Canby, Oregon City and Clackamas Town Center. Weekday buses serve Canby between 6:27 a.m. and 7:23 p.m., approximately once an hour. A total of 14 bus trips run to Canby and 12 trips run from Canby each weekday.

Line 35 also extends to Canby for rush-hour trips. Six trips run into Canby and six trips run out of Canby each weekday.

No weekend service is provided.

E. The number of previous petitions filed under ORS 267.253 with respect to the affected area or portions thereof. ORS 267.257 (1) (e)

Tri-Met has not received any other petitions with respect to the affected area.

- F. The effect of withdrawal of the affected area on the district, including the extent to which taxes imposed by the district in the remaining portions of the district will be increased under ORS 267.260 as a result of the withdrawal of the affected area. ORS 267.257 (1) (f)

It would be necessary to raise the tax rate in the remainder of the District from .006195 to .006218 if the Canby area is withdrawn (see Appendix 1).

Appendix 1

Analysis of Tri-Met Tax Revenues from Canby Withdrawal Area

I. Introduction and Summary

Canby Oregon has petitioned for withdrawal from the Tri-Met district. Tri-Met is required by ORS 267.257 to complete a study which includes an analysis of the total Tri-Met tax loss in the area proposing to withdraw from the district. A map of the area petitioning to withdraw is attached (Exhibit 1).

By withdrawing from the district, firms and the self-employed who work within the withdrawal area will no longer pay the Tri-Met employer payroll tax or the self-employment tax. Under the provisions of ORS 267.260, Tri-Met will recoup these tax losses by increasing the tax rate for those firms and self-employed remaining in the Tri-Met district.

Tri-Met estimates the loss of payroll and self-employed tax in the Canby area to be \$570,431 annually. This results in an increase in the Tri-Met tax rate from .006195 to .006218.

II. Tri-Met Analysis

The Tri-Met tax rate is .6195%. Firms must report and pay payroll taxes quarterly while the self-employed report and pay self-employment tax at least annually. Business and individuals subject to the Tri-Met tax pay the State of Oregon Department of Revenue (DOR), which administers the taxes for Tri-Met. DOR maintains a database that includes the legal name, address and tax payment of each firm in the Tri-Met district. However, the data cannot be used to determine payroll taxes paid in the area petitioning for withdrawal:

- Some firms with Canby addresses may reside outside of the area petitioning to withdraw.
- Some firms (such as ARCO, Safeway) make payroll tax payments from corporate offices that reside in another area of the district. The DOR records these tax payments as from the address of the office from which the tax is paid. For example, the DOR records all tax payments from Safeway, which has stores located throughout the Tri-Met district, as being paid from a post office box in Clackamas.

To perform the analysis, Tri-Met obtained data from the Oregon Department of Employment (ODOE). This data is geographically based and can be obtained by zip code. ODOE reports quarterly employment and payrolls by business location as reported

by businesses on Form OQ. Tri-Met obtained calendar 2000 ODOE data. With this data, we were able to estimate tax payments for the Canby withdrawal area.

The ODOE list needs to be refined to determine withdrawal area payrolls:

- The ODOE data is also based on the Canby area zip code, which is larger than the area petitioning to withdraw from the district.
- ODOE data includes private non-profits and schools, which Tri-Met does not tax.

To obtain a list of businesses operating in the area petitioning to withdraw, Tri-Met staff drove through the area and recorded names and addresses of businesses operating there. Three hundred and ninety-nine firms were recorded.

ODOE payroll information was found for 296 firms found to be operating in the Canby withdrawal area. Tax payments could not be found in the ODOE data for 103 firms (26%).¹

Payroll tax payments of the 296 firms for which ODOE data was found totaled \$523,000 in calendar year 2000. The question is what is the average payroll tax payment of the 103 firms for which no data was found?

One method to determine this is as follows: the firms for which there was no data appear mostly to be firms with small payrolls. The average payroll tax payment of Tri-Met's smallest employers is \$536 a year (this group comprises 82% of all payroll tax payers and contributes 10% of payroll tax revenues). Assuming that the 103 firms for which no data was found fall into this category, total employer payroll taxes paid in Canby would be $\$523,000 + (103 * \$536) = \$578,208$. This presents a reasonable estimate of current Canby payroll tax payments.

Alternatively on the high end, if we assume an average payment of \$1,037 a year² for the firms with no data (based on the average payments of all but the 11 largest firms in Canby), the annual employer payroll tax generated in Canby would be $\$629,811 (\$523,000 + (103 * \$1,037))$. This is likely to be a high estimate given the apparent average size of the firms for which no data was found.

Another method would be to extrapolate information available to the population of all Canby businesses with a statistical analysis. A random sample of 255 of the 399 firms operating in Canby was selected. This method was used to arrive at the recommended payroll tax rate.

Tax payments of the sample firms were plotted to identify outliers that could skew the average tax payment. The plot is shown on Exhibit 2. The plot shows that sample firms are somewhat normally distributed (bell shaped) with nineteen outliers. These outlier

¹ Payroll tax information on only four of the 103 firms could be found in the DOR data.

² This equates to an average payroll per firm of \$167,393.

firms were removed from the data for the purposes of calculating average payroll tax payments through statistical extrapolation.

We assumed that the 255 firms (67% sample) represent a random sample of the 380 firms that fall within the normal distribution and that our sample contains the true average tax payment in Canby within a range. That range is based on a 95% confidence interval within which the true mean should lie.³ The t-statistic was used to calculate the confidence interval.

The average tax payment and the standard deviation of the 255 firms were calculated. The mean payment of the sample was \$891 with a standard deviation of \$1,060. Multiplying the mean payment by 380 firms, then adding payments from 18 large firms resulted in an estimated of tax loss of \$546,914 with a range of \$505,413 to \$588,415. Results and data are shown in Exhibits 3 and 4. For the purposes of this statistical estimate, we assumed that payrolls for firms for which no data was found were zero and Canby's largest firm was eliminated from the study. ECO Northwest reviewed and approved this methodology.

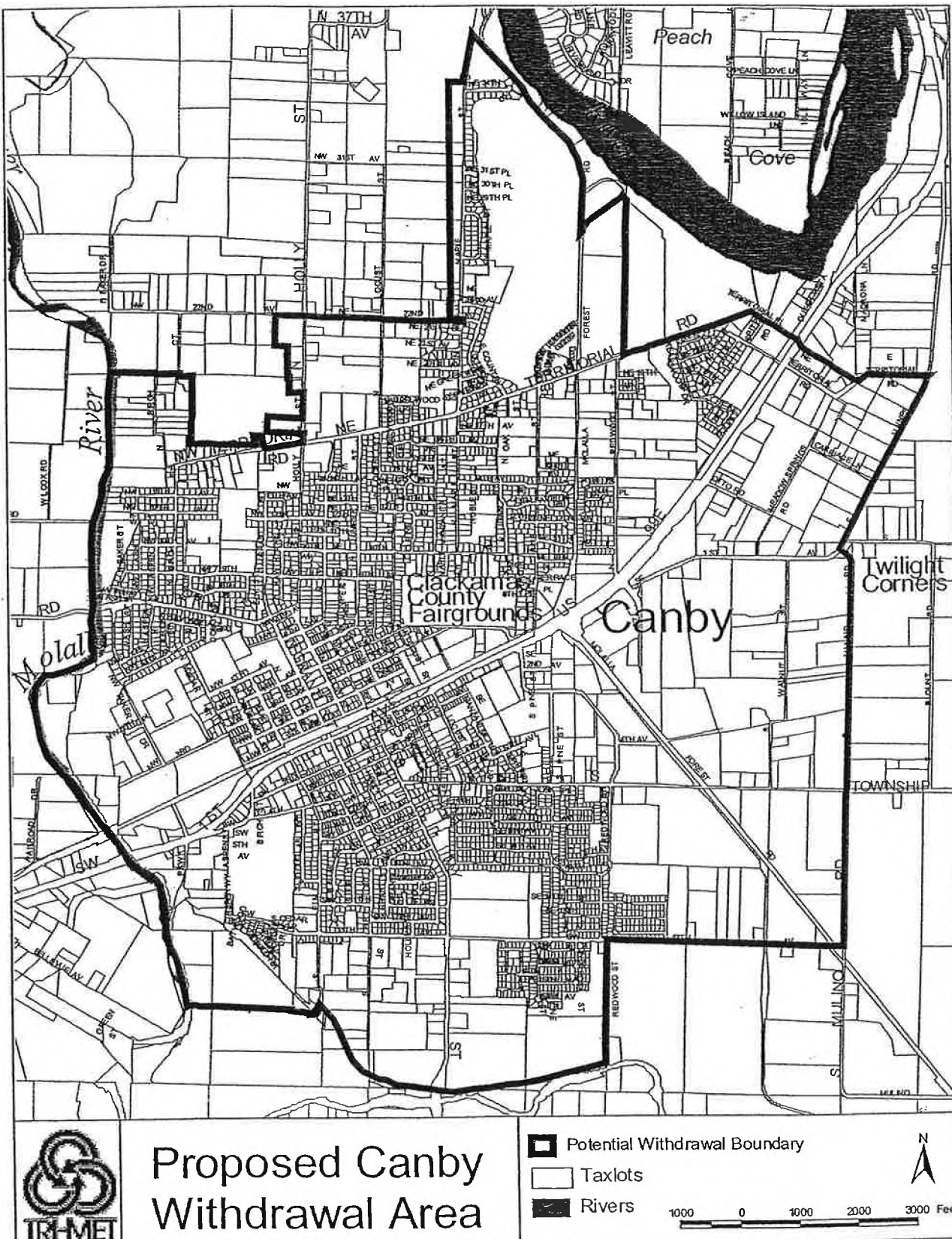
It is nearly impossible to use the same method to obtain self-employment tax data. DOR maintains self-employment taxes paid, but it has all of the problems of the employer payroll taxes. The DOE data does not include many self-employed businesses. To estimate Canby self-employed taxes we assumed that self-employment revenues in the Canby area are the same percentage of employer payroll taxes as in the Tri-Met district, 4.3% in calendar 2000. Multiplying estimated Canby payroll tax payments of \$546,914 by 4.3% results in Canby self-employment revenues of \$23,517.

If Canby is withdrawn from the district, the new tax rate for all Tri-Met taxes will be .6218%. The calculation of this rate is shown in Exhibit 5.

The withdrawal statute requires an estimate of the last three years of taxes paid. To do this, we calculated the percent change in the DOR data for the Canby area for calendar 1998, 1999 and 2000 and applied those percentages to the estimated 2000 tax payments. Self-employment revenues were calculated as a percentage of Canby payroll tax.

Year	Payroll Tax	Self-Employment	Total
1998	\$511,905	\$22,011	\$533,916
1999	\$546,196	\$23,486	\$569,682
2000	\$546,914	\$23,517	\$570,431

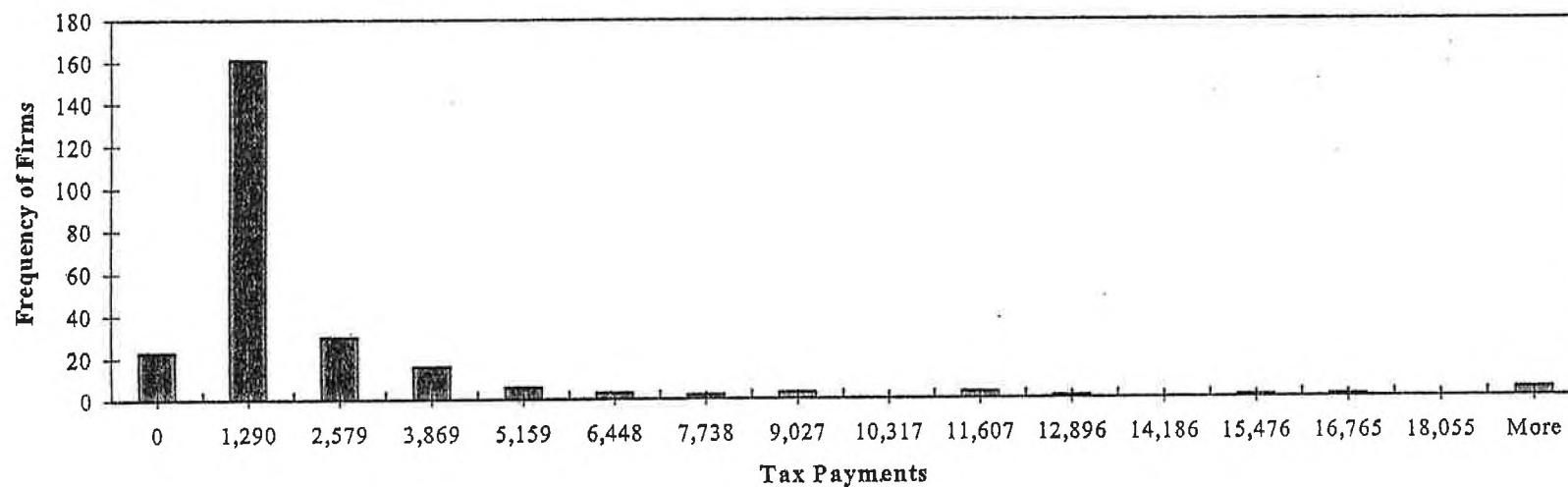
³ 95% confidence level means that if we were to take repeated random samples, 95% of the intervals formed about the means would contain the true mean, 5% would not.



canby.apr 6-19-01

Exhibit 2

Payroll Tax Distribution Histogram



Tax Payments	Frequency	Cumulative %
0	23	9.06%
1,290	161	72.44%
2,579	30	84.25%
3,869	16	90.55%
5,159	6	92.91%
6,448	3	94.09%
7,738	2	94.88%
9,027	3	96.06%
10,317	0	96.06%
11,607	3	97.24%
12,896	1	97.64%
14,186	0	97.64%
15,476	1	98.03%
16,765	1	98.43%
18,055	0	98.43%
More	4	100.00%

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
(Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax =< 5000
88	\$0		\$0
104	\$0		\$0
107	\$0		\$0
109	\$0		\$0
114	\$0		\$0
116	\$0		\$0
118	\$0		\$0
125	\$0		\$0
128	\$0		\$0
134	\$0		\$0
142	\$0		\$0
159	\$0		\$0
191	\$0		\$0
198	\$0		\$0
199	\$0		\$0
201	\$0		\$0
204	\$0		\$0
220	\$0		\$0
225	\$0		\$0
227	\$0		\$0
229	\$0		\$0
232	\$0		\$0
274	\$0		\$0
284	\$0		\$0
12	\$28		\$28
364	\$29		\$29
397	\$29		\$29
216	\$30		\$30
393	\$31		\$31
99	\$35		\$35
383	\$48		\$48
292	\$49		\$49
126	\$49		\$49
155	\$50		\$50
295	\$61		\$61
388	\$64		\$64
335	\$64		\$64
243	\$74		\$74
271	\$84		\$84
47	\$84		\$84
8	\$93		\$93
35	\$96		\$96
311	\$111		\$111
290	\$112		\$112

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
(Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax =< 5000
96	\$119		\$119
24	\$133		\$133
222	\$135		\$135
373	\$138		\$138
265	\$142		\$142
266	\$142		\$142
298	\$144		\$144
141	\$145		\$145
387	\$146		\$146
124	\$149		\$149
148	\$161		\$161
20	\$164		\$164
372	\$169		\$169
278	\$173		\$173
240	\$174		\$174
50	\$174		\$174
145	\$185		\$185
203	\$191		\$191
101	\$192		\$192
245	\$196		\$196
150	\$201		\$201
342	\$208		\$208
100	\$210		\$210
224	\$216		\$216
263	\$225		\$225
171	\$229		\$229
120	\$233		\$233
194	\$235		\$235
38	\$246		\$246
98	\$247		\$247
281	\$248		\$248
115	\$253		\$253
347	\$255		\$255
89	\$258		\$258
139	\$260		\$260
45	\$268		\$268
62	\$274		\$274
258	\$279		\$279
371	\$287		\$287
54	\$290		\$290
113	\$292		\$292
356	\$297		\$297
111	\$304		\$304
156	\$304		\$304

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
 (Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax ≤ 5000
289	\$313		\$313
93	\$324		\$324
262	\$325		\$325
231	\$326		\$326
206	\$329		\$329
299	\$335		\$335
196	\$341		\$341
176	\$342		\$342
29	\$345		\$345
16	\$352		\$352
106	\$353		\$353
339	\$359		\$359
215	\$363		\$363
37	\$363		\$363
293	\$372		\$372
334	\$372		\$372
36	\$373		\$373
164	\$375		\$375
249	\$376		\$376
73	\$394		\$394
305	\$396		\$396
85	\$412		\$412
11	\$414		\$414
348	\$417		\$417
140	\$421		\$421
351	\$427		\$427
269	\$430		\$430
83	\$432		\$432
219	\$445		\$445
197	\$448		\$448
167	\$456		\$456
359	\$461		\$461
193	\$465		\$465
91	\$477		\$477
175	\$485		\$485
143	\$498		\$498
282	\$500		\$500
188	\$504		\$504
133	\$522		\$522
200	\$527		\$527
129	\$565		\$565
43	\$568		\$568
294	\$581		\$581
40	\$586		\$586

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
(Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax ≤ 5000
205	\$611		\$611
185	\$650		\$650
340	\$658		\$658
313	\$668		\$668
321	\$674		\$674
123	\$678		\$678
221	\$692		\$692
380	\$699		\$699
363	\$702		\$702
6	\$706		\$706
396	\$712		\$712
287	\$720		\$720
27	\$722		\$722
87	\$756		\$756
56	\$766		\$766
209	\$774		\$774
170	\$788		\$788
63	\$791		\$791
135	\$804		\$804
154	\$810		\$810
67	\$814		\$814
384	\$815		\$815
318	\$817		\$817
230	\$864		\$864
131	\$868		\$868
212	\$877		\$877
108	\$881		\$881
25	\$886		\$886
382	\$891		\$891
53	\$915		\$915
86	\$924		\$924
247	\$958		\$958
177	\$974		\$974
259	\$988		\$988
92	\$1,004		\$1,004
202	\$1,013		\$1,013
10	\$1,033		\$1,033
146	\$1,118		\$1,118
306	\$1,119		\$1,119
152	\$1,122		\$1,122
165	\$1,137		\$1,137
336	\$1,138		\$1,138
323	\$1,148		\$1,148
253	\$1,149		\$1,149

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
(Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax =< 5000
132	\$1,187		\$1,187
157	\$1,189		\$1,189
257	\$1,223		\$1,223
180	\$1,225		\$1,225
121	\$1,246		\$1,246
181	\$1,255		\$1,255
375	\$1,260		\$1,260
366	\$1,267		\$1,267
5	\$1,268		\$1,268
379	\$1,295		\$1,295
195	\$1,302		\$1,302
214	\$1,305		\$1,305
385	\$1,325		\$1,325
251	\$1,343		\$1,343
57	\$1,402		\$1,402
361	\$1,411		\$1,411
316	\$1,412		\$1,412
256	\$1,420		\$1,420
117	\$1,429		\$1,429
39	\$1,461		\$1,461
217	\$1,516		\$1,516
358	\$1,535		\$1,535
389	\$1,536		\$1,536
386	\$1,555		\$1,555
184	\$1,609		\$1,609
208	\$1,729		\$1,729
46	\$1,785		\$1,785
370	\$1,893		\$1,893
144	\$1,949		\$1,949
162	\$2,123		\$2,123
112	\$2,137		\$2,137
23	\$2,145		\$2,145
279	\$2,332		\$2,332
296	\$2,359		\$2,359
28	\$2,368		\$2,368
138	\$2,402		\$2,402
136	\$2,424		\$2,424
254	\$2,453		\$2,453
82	\$2,500		\$2,500
186	\$2,682		\$2,682
365	\$2,773		\$2,773
59	\$2,833		\$2,833
320	\$2,991		\$2,991
213	\$3,257		\$3,257

Exhibit 3

Employers Payroll Taxes for Canby Withdrawal Area
Assumed random sample of 255 firms out of the 398 firms
(Calendar Year 2000)

Number of Observations	Tax Payment	Tax Payments of Firm with	
		Tax > 5000	Tax ≤ 5000
238	\$3,337		\$3,337
52	\$3,422		\$3,422
390	\$3,431		\$3,431
260	\$3,448		\$3,448
319	\$3,470		\$3,470
218	\$3,543		\$3,543
211	\$3,645		\$3,645
324	\$3,664		\$3,664
270	\$3,703		\$3,703
2	\$3,725		\$3,725
378	\$3,775		\$3,775
70	\$3,897		\$3,897
168	\$4,138		\$4,138
60	\$4,253		\$4,253
338	\$4,300		\$4,300
325	\$4,571		\$4,571
301	\$4,818		\$4,818
285	\$5,413	\$5,413	
337	\$5,564	\$5,564	
49	\$5,895	\$5,895	
105	\$6,638	\$6,638	
95	\$7,068	\$7,068	
84	\$7,831	\$7,831	
207	\$8,601	\$8,601	
391	\$8,627	\$8,627	
272	\$11,087	\$11,087	
30	\$11,456	\$11,456	
286	\$11,590	\$11,590	
66	\$12,368	\$12,368	
332	\$15,329	\$15,329	
329	\$15,848	\$15,848	
394	\$18,271	\$18,271	
110	\$18,634	\$18,634	
127	\$18,933	\$18,933	
226	\$19,345	\$19,345	
Total ⇒	\$419,562	\$208,496	\$211,066
No. of Obs. ⇒	255	18	237
Mean ⇒	\$1,645	\$11,583	\$891
St. Dev. Of Sample Mean ⇒			\$1,060

Exhibit 4

Estimation of Total Tax Payments for Canby Withdrawal Area (Calendar Year 2000)

	Small Firms	Large Firms	All Firms
Estimate of Tax Payments	338,418	208,496	546,914
Lower Bound	296,917	208,496	505,413
Upper Bound	379,919	208,496	588,415
Deviation from			
Estimate of Tax Payments	41,501		
Percent	12.26%		7.59%
t-value at 95%	1.645		
Number of Firms	398		
Large Firms	18		
Small Firms (N)	380		
Sample (n)	255		
Mean of Small Firms	891		
St. Dev of Sample Mean	1,060		
Sample Ratio (n/N)	67.11%		

Exhibit 5

Payroll, Self-Employment, and State-In-Lieu Rate Re-Calculation for Canby Withdrawal

$$\text{Step 1} \quad \frac{\$154,550,080 - \$570,431}{\$154,550,080} = 0.996309$$

$$\text{Step 2} \quad \frac{0.006195}{0.996309} = 0.006218 \text{ new tax rate}$$

Notes:

1. \$154,550,080 = 2000 calendar year employer payroll, state-in-lieu and self-employment tax revenues.
2. 0.006195 = Current Tri-Met tax rate.
3. \$570,431 = Estimated taxes paid by business and self-employed in the Canby area petitioning to withdraw calendar year 2000.

RESOLUTION NO. 772

A RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF CANBY AND THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON.

WHEREAS, The Tri-County Metropolitan Transportation District of Oregon (hereinafter "Tri-Met") has approved the City of Canby's application to withdraw from Tri-Met's service district; and

WHEREAS, Canby's withdrawal will be effective January 1, 2002 and it is necessary for an agreement to be in place that will govern how the City of Canby and Tri-Met coordinate transit services after that date; and

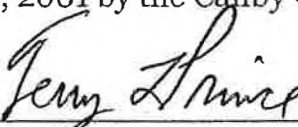
WHEREAS, the City Council has met twice with representatives from Tri-Met in open session to discuss the terms of an intergovernmental agreement and has found said agreement to be acceptable and beneficial to the citizens of Canby;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Canby, as follows:

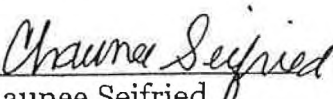
- (1) The Mayor is authorized and directed to sign the intergovernmental agreement with Tri-Met attached as Exhibit A; and
- (2) Staff is directed to take all actions necessary to carry out the terms and conditions of the agreement.

The effective date of this resolution is December 19, 2001.

ADOPTED this 19th day of December, 2001 by the Canby City Council.


Terry L Prince - Mayor

ATTEST:


Chaunee Seifried
City Recorder, Pro-Tem

B. Services Commencing September 1, 2002

(1) Coach Stop Signs

After September 1, 2002, Tri-Met Line 79- Canby/ Clackamas Town Center will no longer serve Canby. Tri-Met coach stop signs for Line 79 and 35 in the City will be removed before September 1, 2002. The installation of the City signs for City service will be coordinated with the removal of Tri-Met signs to ensure continuous and adequate information for customers. Tri-Met will remove bus stop sign poles that the City requests to be removed by September 1, 2002. Otherwise, existing poles will remain and become the responsibility of the City. Tri-Met reserves the right to maintain Tri-Met signs at existing and future Line 35 stops in the Canby area.

(2) Park and Ride Agreements

Tri-Met will terminate park-and-ride agreements with Canby Christian Church and New Life Church by September 1, 2002. Signage will be removed by Tri-Met. Existing poles will remain and become the responsibility of the City.

(3) Transit Services

Starting no later than September 1, 2002, the City will operate service via Highway 99E between the Canby area and the Oregon City Transit Center. The City will implement transit service described in the *Canby Transit Plan* (May 2001) including weekday, Saturday and Sunday service between the Canby area and Oregon City Transit Center, with local service in the Canby area. The City's buses will comply with the Americans with Disabilities Act.

Commencing September 1, 2002, the City shall contract under this Agreement with Tri-Met for operation of the present service provided on Line 35- Oregon City between Oregon City and the Canby area. This contract shall be for at least the period September 1, 2002 through September 1, 2004. Six trips will run between Canby, Oregon City and Portland in the morning between approximately 5:45 a.m. and 6:50 a.m. Six trips will run during the p.m. peak between approximately 5:25 p.m. and 6:45 p.m.

Adding trips, deleting trips or changing trip times by more than five minutes, will be mutually agreed upon by Tri-Met and the City. Tri-Met will handle all customer requests regarding line 35 service and will, upon request, supply the City with a summary of those requests in January of each year.

City shall reimburse Tri-Met for the Line 35 services described above based on Tri-Met's hourly operational costs, which shall be adjusted by Tri-Met July 1 of

E. Standard Operating Procedures at Transfer Points/ Layover Locations

Standard operating procedures will be coordinated between Tri-Met and the City. When using Tri-Met facilities, Canby operators will be under the same operating rules as Tri-Met operators, and will be subject to supervision of the Tri-Met Field Operations Department. Tri-Met will provide the City with a copy of its bus operators and road supervisor's handbook.

The City will provide route and schedule information to Tri-Met, and update that information as needed.

Parking/layover space for one (up to 40-foot bus) will be made available at Oregon City Transit Center for the City. Canby operators will be granted access to the Tri-Met operations restroom at the Oregon City Transit Center.

The City may use Tri-Met bus stops (outside of the Canby area) to discharge inbound passengers and to board outbound-intending passengers, but must notify Tri-Met (Director of Transportation Services) in advance. Line 35 will operate as a Tri-Met bus line.

The City will assist in finding an adequate layover space and operator restroom near the end of Line 35 in the event that the present layover and restroom arrangements need to be changed.

F. Paratransit Services

Canby Area Paratransit Service

The City will provide paratransit service for eligible persons with disabilities in the Canby area as a complement to route bus service. The characteristics of the City's paratransit service are as follows:

- Area Served: All areas within the Canby area.
- Eligibility: Apply to the City and be certified as meeting criteria established by the ADA.
- Reservations: Advance reservations required. May reserve up to 14 days in advance but not later than 5:00 p.m. the day before travel.
- Scheduling: Trips are scheduled according to either a requested pickup or appointment time. Pickup is within a 30 minute time "window" set when the reservation is made. Recurring trips may be placed as a standing order.
- ADA Service Requirements: Meets ADA requirements for complementary paratransit as established by federal regulation and such administrative review and approval as may be required by the Oregon Department of Transportation.

G. Payment

Tri-Met shall bill the City each quarter of each year: January 1, April 1, July 1 and October 1. City shall make payment to Tri-Met within 30 days of receipt of Tri-Met's invoice. Payments shall reference this Agreement number and be submitted to Tri-Met, Finance Department, Accounts Receivable – FN4, 4012 S.E. 17th Avenue, Portland, Oregon 97202, with a copy to Tri-Met's Project Manager.

3. Fares

A. Integration

The City proposes to provide free transit service, thereby providing fare integration with Tri-Met. If the City establishes a fare, then Tri-Met and the City will mutually determine how to integrate fares to facilitate passenger travel between Tri-Met and Canby Area services.

Employers and schools whose sites are located outside the Tri-Met District boundary are not eligible for Tri-Met fare incentive programs, including but not limited to PASSport, Pass Advantage, Transit Coordinator Incentive Program, School Pass, or any other Tri-Met assistance programs, e.g. ECO compliance, unless specifically provided otherwise in a mutual agreement.

B. Coordination of Fare Change Dates

In the event that the City implements a fare, then the City will make the effective date of the fare, and any subsequent fare adjustments, coincide with Tri-Met's September fare change date.

4. Customer/Public Information

A. Tri-Met Distribution of Information

At Oregon City Transit Center, Tri-Met will include a map and schedule of the City's transit service (to be provided by the City), in a framed schedule information display, and will show location to board the City service on transit center diagram.

For Tri-Met route schedules that connect to the City service, Tri-Met will add a reference to the connecting service.

Tri-Met will service up to two schedule and sales outlets within the City's jurisdiction. However, if outlet in use at time of execution of this Agreement later

Tri-Met and City shall be independent contractors for all purposes in the performance of this Agreement.

10. No Third Party Beneficiary

Tri-Met and City are the only parties to this Agreement, and as such are the only parties entitled to enforce its terms. Nothing in this Agreement gives or shall be construed to give or provide benefit, direct, indirect, or otherwise to other parties unless such third parties are expressly designated by name in this Agreement as intended to be beneficiaries of its terms.

11. Successors and Assignment

This Agreement shall bind City, its successors and legal representatives. City may not delegate, subcontract or assign its rights or obligations hereunder without the prior express written consent of Tri-Met.

12. Adherence to Laws

Tri-Met and City shall adhere to all applicable federal, state and local laws, regulations and rules in the performance of this Agreement.

13. Annexation

Nothing in this Agreement shall be construed to limit or extend Tri-Met's statutory authority to establish new territorial boundaries.

14. Indemnification

In accordance with the Oregon law, including the provisions and liability limits for public bodies set forth in the Oregon Tort Claims Act, each party shall be responsible for its own tortious conduct and that of its respective directors, officers, employees and agents.

15. Mediation

Should any dispute arise between the parties concerning this Agreement, which is not resolved by mutual agreement, it is agreed that it will be submitted to mediated negotiation prior to any party commencing litigation. In such an event, the parties to this Agreement agree to participate in good faith in a non-binding mediation process. The mediator shall be selected by mutual agreement of the parties, but in the absence of such agreement, each party shall select a temporary mediator and those mediators shall jointly select the permanent mediator. All costs of mediation shall be borne equally by the parties.