

Portland State University

PDXScholar

Joint Policy Advisory Committee on
Transportation

Oregon Sustainable Community Digital Library

1-9-1997

Meeting Notes 1997-01-09 [Part A]

Joint Policy Advisory Committee on Transportation

Follow this and additional works at: https://pdxscholar.library.pdx.edu/oscdl_jpact

Let us know how access to this document benefits you.

Recommended Citation

Joint Policy Advisory Committee on Transportation, "Meeting Notes 1997-01-09 [Part A]" (1997). *Joint Policy Advisory Committee on Transportation*. 220.

https://pdxscholar.library.pdx.edu/oscdl_jpact/220

This Minutes is brought to you for free and open access. It has been accepted for inclusion in Joint Policy Advisory Committee on Transportation by an authorized administrator of PDXScholar. Please contact us if we can make this document more accessible: pdxscholar@pdx.edu.



METRO

Meeting: **JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION**

Date: January 9, 1997

Day: THURSDAY

Time: 7:15 a.m.

Place: METRO, CONFERENCE ROOM 370A-B

- *1. MEETING REPORT OF DECEMBER 12, 1996 - APPROVAL REQUESTED.
- *2. RESOLUTION NO. 96-2435 - CERTIFYING THAT THE CITY OF WILSON-VILLE'S ADA PARATRANSIT PLAN FOR 1997 MEETS ADA REQUIREMENTS AND CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN - APPROVAL REQUESTED - Andy Cotugno.
- *3. RESOLUTION NO. 96-2442 - ENDORSING A REGIONAL POSITION ON REAUTHORIZATION OF ISTE A - APPROVAL REQUESTED - Andy Cotugno.
4. MTIP/STIP Update - INFORMATIONAL - Andy Cotugno.

*Material enclosed.

MEETING REPORT

DATE OF MEETING: December 12, 1996

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Rod Monroe, Don Morissette and Jon Kvistad (alt.), Metro Council; Tom Walsh, Tri-Met; Tanya Collier, Multnomah County; Dave Lohman (alt.), Port of Portland; Rob Drake, Cities of Washington County; Charlie Hales, City of Portland; Ed Lindquist, Clackamas County; Craig Lomnicki, Cities of Clackamas County; Claudiette LaVert, Cities of Multnomah County; Roy Rogers, Washington County; Greg Green (alt.), DEQ; Dean Lookingbill (alt.), Southwest Washington RTC; and Grace Crunican, ODOT

Guests: Don Wagner (JPACT alt.) and Dave Williams, ODOT; Lisa Naito, Metro Councilor-Elect; John Rosenberger, Washington County; Kathy Busse and Susan Lee, Multnomah County; Steve Dotterer and Kate Deane, City of Portland; Jim Howell, AORTA; Scott Rice, City of Cornelius; Rod Sandoz, John Rist and Gini Brewster, Clackamas County; Robert Behnke, Citizen Against Transit Scams; Jan Shearer, Bernie Bottomly, Dick Feeney, G.B. Arrington and Mary Fetsch, Tri-Met; Tom Markgraf, Markgraf & Associates; Steve Clark, Transit Choices for Livability; Len Bergstein, Northwest Strategies; Meeky Blizzard and Pat Forgey, Office of Representative Blumenauer; Howard Harris, DEQ; Gary Katsion, Kittelson & Associates; Chris Wrench, RTP CAC; and Benjamin Schonberger, NGI

Staff: Mike Burton, Executive Officer
Andrew Cotugno, Richard Brandman, Leon Skiles, Mike Hoglund, Bridget Wieghart, Kim White, Pamela Peck, Gina Whitehill-Baziuk, and Lois Kaplan, Secretary

MEDIA: Larry Hilderbrand and Gordon Oliver, The Oregonian
Bruce Solberg, Daily Journal of Commerce

TABLE OF CONTENTS

Background	1
Introduction	1
Project Description	1
Western Bypass Study Context	1
I. Statement of Need	4
Introduction.....	4
IA. Modal Nature of Need.....	5
Public Transit	5
Freight	6
Automobile.....	6
IB. Deficiencies	7
Circumferential Facilities.....	8
East-West or Radial Facilities.....	11
IC. Transportation Demand	12
ID. Future Growth Allocations and Land Uses.....	18
Growth Allocations.....	18
Land Use Changes.....	18
II. Mode	20
IIA. Alternative Modes	21
Alternatives Modes Considered But Not Further Analyzed	21
Alternative Modes Evaluated But Not Further Analyzed	24
Recommended Alternative Modes.....	26
Express Transit Service	26
Fixed-Route Transit Service.....	27
Demand Responsive Transit (DRT).....	29
Bicycle and Pedestrian Facilities	29
IIB. Transportation Demand Management Measures	30
IIC. Improvement to Existing Facilities.....	31
Improvements To Existing Facilities Considered But Not Evaluated	31
Improvements To Existing Facilities Evaluated But Not Recommended	33
Recommended Improvements to Existing Facilities	34
IID. Alternative Land Use Patterns	37
III. Function of the I-5 to 99W Connector	39
IIIA. Purpose/Type of Trip.....	39
IIIB. Why A 4-Lane Limited Access Roadway?.....	41
IV. General Location	43
Rural Land Within the Corridor	44

JPACT

December 12, 1996

Page 3

within the existing system. The OTI recognizes that both state and local efforts will be needed to meet transportation demands.

Andy reviewed the Staff Report/Resolution that would endorse the principles relating to operations, maintenance and funding of the transportation system.

Mike Burton commented on the importance of the SAC recommendations and his concern about whether the Metro area jurisdictions have identified their local needs. He spoke of very intensive transportation needs that are unique in this part of the state. He suggested that, while we are to work closely with the rest of the state, he hoped that endorsement of this resolution did not preclude finding some local, regional solutions to our transportation problems. He cited the need to work continuously with the state but to also seek authority and the ability to deal with transportation needs apart from the rest of the state.

Grace Crunican noted that it was her understanding, as a member of the State Advisory Committee, that everyone understood that there are regional needs beyond what is covered in the state's base package. She expressed appreciation for the cooperative effort with the Governor, commenting that the SAC expects the Portland metropolitan area to articulate their needs.

Mayor Lomnicki, who participated on the State Advisory Committee, indicated there was no discussion about limitations being placed on the regions' ability to meet their own needs. He felt there was nothing in the proposal that would limit this region from seeking its own funds.

Action Taken: Commissioner Hales moved, seconded by Mayor Drake, to recommend approval of Resolution No. 96-2436, endorsing the Statewide Advisory Committee recommendations on the Oregon Transportation Initiative. The motion PASSED unanimously.

Grace noted that the Governor has acknowledged the specific unfunded transportation need of \$391 million that needs to be addressed in the next biennium. Flexibility is being maintained and is needed through the process. The question was raised as to whether there will be a specific funding proposal from the Governor. The general conclusion was that any proposal may be molded as part of the legislative process.

Chair Monroe felt that the legislative leaders don't want this forwarded as the Governor's Plan but rather the Oregon Plan. Most of the work has been done in the State Capitol.

RESOLUTION NO. 96-2429 - APPOINTING NEW MEMBERS FOR VACANCIES ON THE REGIONAL TRANSPORTATION PLAN CAC

Pamela Peck, Associate Public Involvement Planner at Metro, described the widespread advertising, mailing, nominations and screening process Metro undertook for filling the three vacancies on the Regional Transportation Plan Citizens Advisory Committee.

The three nominees recommended for appointment include: William Stewart, freight-at-large delegate; C.A. (Madya) Panfilio, City of Vancouver/Clark County delegate; and Edward Gronke, Cities of Clackamas County business delegate.

Action Taken: Councilor Kvistad moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 96-2429, appointing new members for vacancies on the Regional Transportation Plan Citizens Advisory Committee (as noted above). The motion PASSED unanimously.

TRAFFIC RELIEF OPTIONS UPDATE - WORKING PAPERS NOS. 3 AND 4

Andy Cotugno explained that the genesis of the *Traffic Relief Options Study* (congestion pricing) occurred two years ago when JPACT adopted a resolution to undertake a study to determine whether congestion pricing has an appropriate role in this region. A grant has been awarded for this study, which the Task Force launched in May.

The study's process will include evaluation of a series of specific proposals for peak period pricing as a means of reducing traffic congestion in the region. The focus of the study will center on the field of possible approaches and types of congestion pricing applications from which 10 locations and types will be selected for further study. Based on that selection, staff will determine which are workable, their positive or negative consequences, and benefits.

Staff must first consider the practicality of the approaches and whether other applications have been overlooked. It is hoped that the outcome of the study will determine whether there is an appropriate pilot project for peak period pricing for a long-term solution for traffic congestion in this region.

Open houses will be held on the 10 locations/types to gain public feedback and, as a result, appropriate modeling and qualitative analysis will follow that will allow a narrowing of the projects from 10 alternatives to 3-5. The 3-5 alternatives will then be subjected to further review through open houses before a final selection is made.

Andy explained that the task at hand is to develop a series of approaches that include a three-step evaluation: getting all possible locations and approaches in the field of possibilities to be considered; picking 10 specific proposals around the region to be evaluated in more detail; and narrowing the 10 alternatives down to five. He described congestion pricing as market pricing of the roadway based on time of day and location through management of peak-hour demand.

Examples of currently operating congestion pricing applications included State Road 91 in Orange County, California; Autoroute A-1 in France; Singapore; I-15 in San Diego -- where SOV drivers can pay to drive in HOV lanes; and on the Maine Turnpike where weekend recreational traffic is priced at peak times.

Andy noted that there are other U.S. metropolitan areas undertaking the same kind of FHWA demonstration studies. Our region is looking at congestion pricing because we have congestion problems (ranked in the top 15 most congested areas in the United States) and we have limited resources to keep up with growth and future congestion.

Current work has focused on identifying potential locations and types of pricing applications. The first step is to identify where congested locations are -- either now or projected for 2015. Also to be considered is what you do about the rest of the transportation system when capacity improvements are called for. Diversity in locations and approaches are also important.

Andy described the following types of potential applications:

- 1) Spot pricing (bridge, tunnel or chokepoint), which would be priced according to location and time of day.

In discussion, the issue of traffic diversion was raised. The spot approach does not distinguish how far a person travels. Examples noted include the tunnel on Sunset, the Willamette River bridge, and Highway 43 between the Sellwood Bridge and Taylors Ferry Road.

- 2) Partial facility (e.g., pricing the middle two lanes of a six-lane highway). The feeling is that it should only be considered on a freeway with three lanes available in each direction. Examples given included: the length of Sunset Highway, the length of I-84, Highway 217, I-205, McLoughlin Boulevard, I-5N, and I-5 south of downtown.

- 3) Whole facility (pricing all lanes). This would be regarded as a toll facility and all users would pay.

In discussion on the whole facility pricing, it was explained that people would try to find alternative routes. It needs to be a limited access facility and not have a strong set of parallel routes. Examples given included: Highway 217 with or without additional lanes, I-5S, I-5N, the Tualatin-Sherwood Expressway, the Sunrise Corridor, and Highway 43 south to the Sellwood Bridge.

Mayor Drake noted that such a major change in the region, if implemented, would necessitate giving something back to the users to reinforce the change. They need to see a positive return from the toll. He expressed difficulty in supporting a toll on T.V. Highway or Highway 217 unless there was some incentive given to ensure success of the project.

Commissioner Collier commented on the potential unpopularity of the subject matter, wanting to know what happens after this portion of the study is completed. Andy spoke of the importance of public involvement, noting that half the congestion pricing budget is dedicated to public outreach. He indicated that meetings are being held with targeted groups and, when agreement has been reached on 10 proposals, there will be broad public outreach. Mike Burton cited the importance of public approach in dealing with this topic.

Chair Monroe felt that it is more acceptable if you are adding capacity when tolling the new part of the roadway.

Andy Cotugno reported that the TRO Task Force has been concerned that congestion pricing be looked at as part of the whole transportation system. The pricing component is defined in conjunction with TDM and transit as part of an entire package to evaluate whether there is a net gain or loss from such an application. Grace Crunican commented that you need to see an improved performance of the trip, not necessarily a widening of the lane.

Mayor Drake commented that the Tualatin Valley Economic Development Corporation has expressed concern about the huge amount of business and single-occupant vehicle travel. The region must decide whether it needs to add buses, commuter rail or a combination package to make travel more efficient. The citizens need to experience a positive change in the corridor.

- 4) Corridor (pricing of a major highway and major parallel arterials along a route from an origin to a destination)

This entails management of all the travel demand occurring in that corridor and must rely on pricing the network of parallel routes. Examples noted include: I-84 with a cordon line; I-5 north of downtown; and I-205 south of I-84.

- 5) Area Pricing (pricing of an entire area through an area license, an AVI cordon or attaching a peak-period component of parking pricing)

Andy cited the need to work with specific locations to see how they might develop such an approach.

- 6) Regionwide Approach (developing a regional approach of an entire area by pricing all facilities on a regionwide system or establishing a series of cordon lines)

Andy indicated that the TRO Task Force has identified evaluation criteria for further consideration.

Chair Monroe commented that one of the things needed to make our regional system work more efficiently is ramp metering. We try to discourage people from taking short trips on the freeways during peak hours. Andy cited the possibility of having metered ramps bypass carpoolers.

Following review of the 10 locations and types/approaches being considered by the TRO Task Force, public outreach will be broadened.

Commissioner Rogers asked about the timeline. Andy responded that the study will run until June of 1998 and half of the following year. The projects will be narrowed from 10 to 3-5 in the spring of 1997. It was explained that the Task Force will serve as the oversight committee and that there is a Technical Advisory Committee and a Project Management Group of partner jurisdictions. The study is co-sponsored by ODOT/Metro.

Commissioner Hales questioned the practicality of congestion pricing as a mechanism in relation to the conversion of the present ramp metering system. He noted that it has the potential of involving Clark County. A discussion followed on spill-over effects on adjacent parallel routes. Commissioner Hales felt the side effects would not be as severe.

Mike Burton reported that the state is looking at signalization systems and system improvements that would be used in other

areas. Grace added that the state is also looking at ramp metering as a possibility.

Andy commented that, when this study was first initiated, the three Clark County JPACT representatives declined to directly participate and, therefore, are not part of this effort. Metro staff met with the Southwest Washington RTC board and they were not interested in a cooperative scope of work that would examine congestion pricing across the two bridges. We are committed to return with a proposal on how that could be addressed and are looking at a variety of other issues in that corridor. The South/North corridor is involved as well and those issues need to be integrated in the discussion.

Commissioner Collier felt that the various governing bodies need to address the congestion pricing issue, citing the need for political unanimity. Grace Crunican pointed out that, while the topic is unpopular, part of the packaging is to remind people of the implications of doing nothing. She felt that our approach to explaining congestion pricing is vital, noting that it is considered crucial to changing driver behavior. It is an essential component in describing why this option looks viable to the region.

Commissioner Lindquist felt that it will be difficult when tolls are placed on a facility but that people can gain acceptance of it as long as they know that revenues will be used wisely. Commissioner Collier stressed the importance of working with the Legislature on this to ensure that it is a legally acceptable thing to do. Andy noted that the purpose of this study is to determine feasibility of a pilot project in the region before anything gets implemented. They must first determine whether there is political and public willingness to go along with it.

TRANSIT CHOICES FOR LIVABILITY

Steve Clark, Chair of the Transit Choices for Livability Committee, spoke of Tri-Met's planning and outreach effort as it relates to strategic transit priorities, rules and responsibilities. The objective of the effort is to enlist bold and flexible solutions and public-private partnerships in support of investments that will improve transit service within the suburbs.

Steve cited his background as a suburbanite since 1978 and his concern for the future of this region. He acknowledged that transit doesn't serve the needs of the suburbs. His concern stems from projected growth in the region, complexity of needs, public attitudes, and disappearance of open space. He noted that only 30 percent of Tri-Met's service is in the suburbs. He felt

JPACT

December 12, 1996

Page 9

that safety and the transportation network will be enhanced if Tri-Met is successful in its effort to improve transit service.

The 33-member Transit Choices for Livability Committee is composed of business people, residents, and community leaders dealing in market-driven solutions. They are addressing how suburban transit service matches up with land use plans. Steve reported that a regionwide community workshop resulted in 700 recommendations for service improvements, which included: the need for more choices, greater flexibility, more transit connections between and within suburban communities, expansion of South/North corridor transit service to include light rail, the need to increase our investment in roads, the need to connect Regional Centers, major employers needing to get their employees around their campus, and a loop service being a significant issue. He also spoke of high-growth areas that currently do not have adequate transit service.

Steve reported that Oregon City has no light rail and is poorly connected to the surrounding communities. The Transit Choices for Livability Committee will recommend to improve service enhancement possibilities. They recognize, however, that funds are limited. He reiterated that this is a market-driven and market-responsive project. Steve felt that an action plan is needed for the right set of transit improvement projects.

Phase II of the process will begin in March 1997. Some initial demonstration projects will occur in 1997. Steve emphasized the importance of a partnership between JPACT and the state and asked what the priorities are in regard to that project.

Also emphasized was the need to seek new funding opportunities, create smart partnerships which, in effect, will create benefits. Steve felt that smart transit solutions will last longer if there is better utilization of limited funds.

Steve pointed out that this effort represents a long-term task and encouraged JPACT's commitment and participation.

Mike Burton applauded Steve Clark for his time and effort spent on behalf of the region. He felt the changing nature of the region is an important aspect of that effort, citing land use planning and the population increase as key factors in those considerations. He emphasized the importance of accessibility to the region, transit and roads being supportive of the 2040 Growth Concept and the ability to meet regional needs. Mike felt the effort is critical and should be a No. 1 priority, thanking Steve Clark for his presentation.

Tom Walsh commented that the community workshops have produced thoughtful comments, interest and criticism over transit's shortcomings. He noted the opportunity to follow the results of this committee's leadership by putting some of these projects on the ground. He personally thanked Steve Clark for his efforts and commented on the need for some permanent funding for transit improvements throughout the region.

Commissioner Rogers asked about the committee's thinking on other transit modes and public-private partnerships. Steve responded that it is quite possible that some of the improvements will not be owned or operated by Tri-Met. In discussion, possibilities included establishment of a community transit foundation that matches funds that the business community puts up, engaging Broadway Radio Cab, and employing a jitney service in a consumer-demand service. A number of alternatives are being explored.

Mayor Drake reported that both Hillsboro and Beaverton experienced large citizen turnout. Tri-Met representatives were present to facilitate rather than to drive discussion. Meetings were attended by a good cross-section of interests. Mayor Drake thanked Tri-Met for providing people with the opportunity to be critical of transit in a constructive way.

Councilor Kvistad felt the effort addressed most concerns about service and resulted in opportunities to provide innovative service.

SOUTH/NORTH LIGHT RAIL

Mike Burton noted that a synopsis of the impact of Ballot Measure 32, a precinct analysis of the vote, and a survey of voter opinion had been distributed at the meeting. Also distributed was a memo from Rod Monroe, JPACT Chair, and Mike relating to the South/North LRT proposal. The memo outlined the South/North Steering Group's recommendations, as follows:

- . Develop a range of options and design changes to significantly reduce the cost of the project;
- . Develop a financial plan which can be implemented to provide the basis for federal matching funds;
- . Work with the Oregon Congressional delegation to pursue ISTEA funds for the Phase One project;
- . Continue to assess and discuss with the public a range of transportation options to meet the future needs of this region; and

JPACT

December 12, 1996

Page 11

- . Develop a thorough public process to ensure that citizens have full opportunity to provide input regarding how this project moves forward and what changes are made in the DEIS.

Mike spoke of continued support for light rail in the Metro area, noting that the outcome of Ballot Measure 32 doesn't change the circumstances of the region. In terms of ISTEA funding, the region needs to get its request for match in after the first of the year.

Mike felt the region would be missing an opportunity if it failed to provide the leadership needed to seek available federal funding through ISTEA. If the region misses this window of opportunity, it will be another five years before those funds become available again. Mike noted that we will likely be competing with Seattle for such funds.

The Steering Group unanimously recommended that JPACT and the Metro Council proceed with this course of action to obtain funding for a Phase One South/North light rail project. Mike cited the need to reconfirm the public's commitment to light rail.

Commissioner Collier was supportive of moving ahead with the project and funding through ISTEA. She was also pleased to have the opportunity of reviewing the project once again in terms of scaling it back or making other modifications. She felt the river crossing issue should be further addressed and that there be provision for traffic in addition to light rail. She encouraged a thorough public outreach effort.

Chair Monroe reported on comments with Tim Hibbitts after his assessment of Measure 32 that indicated strong support for going forward with light rail in the South/North corridor in some form. Chair Monroe cited the importance of going on record in support of South/North light rail and hoped that all the partners would be included in that process. Commissioner Rogers stated that Washington County was supportive and wanted to participate in the process because they are included at the ballot box.

Mike Burton indicated that the reasons for people outside the region voting "no" were different from those within the region. There is need for the region to recapture some of the funds that were going to be transferred downstate (\$75 million).

Grace Crunican suggested taking the time to address the issues that were raised and suggested that the third bullet (relating to working with the Oregon Congressional delegation) be omitted as

JPACT

December 12, 1996

Page 12

it wouldn't occur until January. Other committee members felt the intent should be incorporated in the last sentence of the memo.

Mike Burton felt there was more interest in the voting data than the polling data. He noted there will be Congressional staff here this month to look at the existing light rail project.

Meeky Blizzard announced that Congressman Blumenauer is totally supportive of the regional light rail project between Clackamas County and Portland and that it move forward. His office will be holding a series of public forums beginning in January in the Southeast/Clackamas area and in North Portland in February to address concerns raised. It is slated to go to the full Congressional delegation in March.

Councilor Kvistad felt the committee should be sensitive to the concerns of the voters. He expressed his intention to fast-track this through the Metro Council as a placeholder on those funds.

Mayor Drake concurred with Commissioner Rogers' opinion that Washington County should also be at the table with regard to light rail; he noted that the City of Beaverton supported Measure 32 by a vote of 67 percent. He supported a full light rail system through the region in the long term and felt we would be foolish in not moving forward in view of current polling that demonstrates that the citizens of the region are in favor of completing the initial system.

Commissioner Hales favored deleting the third bullet on the second page of the letter (relating to the Congressional delegation) until such time as a position paper is developed in January and a public hearing has been held to gain public input rather than going forward on the basis of momentum and instincts.

Grace Crunican commented that there have been many public forums on this issue since defeat of Ballot Measure 32. The Citizens Advisory Committee held meetings in North and South Portland with citizens expressing support of moving forward with the project.

Mayor Lomnicki spoke of working with the Neighborhood Associations, the City of Milwaukie's Citizens Advisory Committee, and the business community and felt that the bullet relating to the Oregon Congressional delegation was important to the City of Milwaukie. Mike Burton cited the need to take something to the Metro Council that demonstrates regional consensus.

Action Taken: Commissioner Lindquist moved, seconded by Tom Walsh, to approve the December 11 JPACT memo on the South/North

light rail proposal with removal of the third bullet on the second page of the memo and incorporation of that intent in the last paragraph of the memo. The last sentence will read: "The Steering Group is recommending that JPACT and the Metro Council accept this course of action, include funding for a Phase One South/North Light Rail project in the ISTEAs position paper scheduled for adoption in January 1997, and work with the Oregon Congressional delegation regarding ISTEAs funding for Phase One of the project." The motion PASSED unanimously.

TRIBUTES TO OUTGOING JPACT COMMITTEE MEMBERS

Humorous, but heartfelt, "certificates of appreciation" were extended to Chair Monroe and Councilor LaVert, this being their last JPACT meeting. They were acknowledged and thanked for their contributions to the region.

Chair Monroe indicated he would continue to be a participant on transportation issues and needs of the region.

ADJOURNMENT

There being no other business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 96-2435 FOR THE PURPOSE OF CERTIFYING THAT THE CITY OF WILSONVILLE'S AMERICANS WITH DISABILITIES ACT (ADA) PARATRANSIT PLAN FOR 1997 MEETS ADA REQUIREMENTS AND CONFORMS TO METRO'S REGIONAL TRANSPORTATION PLAN

Date: December 11, 1996

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution certifies to the Federal Transit Administration (FTA) that the City of Wilsonville South Metro Area Rapid Transit's (SMART) Americans with Disabilities Act (ADA) Paratransit Plan for 1997 meets ADA requirements and conforms to Metro's Regional Transportation Plan (RTP). The SMART is required to obtain this certification from Metro to meet the requirements of the Americans With Disabilities Act of 1990. A copy of SMART's ADA Paratransit Plan is included as Exhibit A to the resolution.

FACTUAL BACKGROUND AND ANALYSIS

The Americans With Disabilities Act (ADA), enacted by the U.S. Congress in 1991, mandates the development of a plan to address discrimination and equal opportunity for disabled persons in employment, transportation, public accommodation, public services, and telecommunications. The ADA transportation plan, as developed by SMART shows how SMART is complying with ADA requirements that ensure people with disabilities have equal access to public transit.

The final Federal Transit Administration rule requires that Metro, as the Metropolitan Planning Organization, review SMART's paratransit plan annually and certify that the plan conforms to the Regional Transportation Plan (RTP). This certification is a required component of SMART's submittal to the Federal Transit Administration, and without the certification, cannot be found to be in full compliance with the ADA.

The following describes how SMART meets the ADA requirements and qualifies for certification by Metro. The ADA regulations, adopted in 1991, apply to transit providers which had existing fixed route service at that time. No provisions were made for providers that were established later. New service providers such as SMART are not expected to develop a five-year plan because they are expected to be in compliance from the inception of service. Wilsonville SMART has demonstrated through their complementary paratransit plan that they will meet each of the six service criteria by January 26, 1997 and thus be in compliance.

Description of How SMART Dial-A-Ride Paratransit Service Meets the Six Service Criteria Established by ADA

1. *SMART Operates in the Same Service Area*

SMART Dial-A-Ride provides service throughout the entire City of Wilsonville and connects with Tri-Met at Commerce Circle Lift service for people wishing to travel between SMART and Tri-Met service areas.

2. *SMART Has a Response Time that is Comparable*

ADA-eligible riders will be able to reserve a trip from 14 days to 24 hours before the trip. No one will be able to reserve rides more than two weeks in advance. ADA-eligible riders will be able to book a ride on Sunday for Monday service through a telephone system upgrade. ADA-eligible riders may call for a reservation the day of the trip on a first-come, first-served basis will all riders. Trips will be provided within one hour of the time requested as permitted by ADA regulations.

3. *SMART Has Comparable Fares*

No fare is charged for fixed route or Dial-A-Ride service.

4. *SMART Has Comparable Days and Hours of Service*

Fixed route service is provided Monday through Friday from 5:30 AM to 8:30 PM. Dial-A-Ride service will extend its Monday through Friday service by one and one-half hours to reflect fixed route service. Saturday Dial-A-Ride service is not covered by ADA regulations since there is no Saturday fixed route service.

5. *SMART Meets Requirements for Any Trip Purpose*

There are no restrictions on trip purpose for receiving Dial-A-Ride service.

6. *SMART Does Not Limit Service Availability Because of Capacity Constraints*

Currently, SMART Dial-A-Ride provides about 2,200 one-way weekday trips. Over half of these are subscription trips. To ensure service availability to people who are ADA-eligible, SMART will eliminate subscription service, and provide 600 additional trips as needed for people who are ADA-eligible for the period between January 1997 and July 1997. It will then purchase an additional vehicle in which a certain number of seats will be set aside up until 24 hours before the trip for people with disabilities. This number will be based on demand statistics for the first six months of 1997.

Public Involvement/Comment

Wilsonville SMART held a public meeting on November 14, 1996 for the public to comment on the proposed ADA plan. During the meeting, concern was expressed about the elimination of subscription service, and about no shows taking rides from other people. Both issues have been addressed in the plan with the addition of contract service for 600 additional rides.

Endorsement

The paratransit plan was reviewed and approved by the Wilsonville City Council on December 16, 1996.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF CERTIFYING THAT) RESOLUTION NO. 96-2435
THE CITY OF WILSONVILLE'S AMERICANS)
WITH DISABILITIES (ADA) PARATRANSIT) Introduced by
PLAN FOR 1997 MEETS ADA REQUIREMENTS)
AND CONFORMS TO METRO'S REGIONAL)
TRANSPORTATION PLAN)

WHEREAS, The U.S. Department of Transportation issued a final rule implementing the transportation provisions of the Americans with Disabilities Act (ADA) on September 6, 1991; and

WHEREAS, The final rule as applied to the Portland metropolitan area requires the City of Wilsonville South Metro Area Rapid Transit (SMART) develop an annual paratransit plan which meets ADA requirements for people with disabilities and conforms to the Regional Transportation Plan (RTP); and

WHEREAS, The final rule requires that the Metropolitan Planning Organization (MPO) review the paratransit plan update and certify that it conforms to the RTP; and

WHEREAS, The Joint Policy Advisory Committee on Transportation certifies that it has reviewed the ADA Paratransit Plan Update for 1997 prepared by Wilsonville SMART as required under 49 CFR part 37.135 and finds it to be in conformance with the RTP (the transportation plan developed under 49 CFR part 613 and 23 CFR part 450); and

WHEREAS, The Joint Policy Advisory Committee on Transportation recommends certification by the Metro Council; now, therefore,

BE IT RESOLVED,

That the Metro Council hereby certifies that it has reviewed the ADA paratransit plan prepared by Wilsonville SMART (included as Exhibit A) as required under 49 CFR part 37.135 and finds it to be in conformance with the RTP, the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the FTA/FHWA joint planning regulation).

ADOPTED by the Metro Council this _____ day of _____,
1997.

Jon Kvistad, Presiding Officer

Approved as to Form:

Daniel B. Cooper, General Counsel

Preliminary Plan

WILSONVILLE SMART
ADA PARATRANSIT PLAN
Wilsonville, Oregon

November 22, 1996

Prepared for

Wilsonville SMART

TABLE OF CONTENTS

	Page
INTRODUCTION	1
SECTION 1: IDENTIFICATION OF SUBMITTING ENTITY	1
SECTION 2: DESCRIPTION OF EXISTING PARATRANSIT SERVICE	2
SMART Dial-A-Ride	2
Other Paratransit Service in the Area	3
SECTION 3: DESCRIPTION OF THE PROPOSED PARATRANSIT SERVICE	4
Demand Estimation	4
Analysis of Differences Between Current Service and Required Service	4
Planned Modifications to Existing Paratransit and Fixed Route Service	5
Description of How SMART Dial-A-Ride Paratransit Service Will Meet the Six Service Criteria.....	6
Timetable for Implementation.....	6
Capital and Operating Budget.....	7
SECTION 4: DESCRIPTION OF THE PROPOSED ELIGIBILITY DETERMINATION PROCESS.....	7
Availability of Application Materials and Information in Accessible Formats.....	7
Description of the Determination Process, Including Method of Notifying Individuals About Determinations, and.....	7
System and Timetable for Processing Applications and Allowing Presumptive Eligibility.....	7
Documentation that will be Provided to Persons Determined ADA Paratransit Eligible.....	8
Description of the Administrative Appeals Process.....	9
A Policy for Visitors.....	9
SECTION 5: PUBLIC PROCESS USED TO DEVELOP THE PLAN	9
Summary of Significant Issues Raised During Public Comment Period	10
SECTION 6: COORDINATION EFFORTS WITH TRI-MET	10
SECTION 7: CERTIFICATES AND RESOLUTIONS	10

APPENDICES

- A. Route Maps and Schedules
- B. Eligibility by Functional Impairment/Disability
- C. Certification Application and Instruction
- D. SMART No-Show Policy
- E. Certificates and Resolutions

LIST OF FIGURES

Figure No.	Follows Page
1. Southern Metro Area Rapid Transit	4

INTRODUCTION

The Americans with Disabilities Act (ADA) requires that Wilsonville South Metro Area Rapid Transit (SMART) prepare an ADA Paratransit Plan and submit it to the Federal Transit Administration. This plan shows how SMART is complying with ADA requirements that ensure people with disabilities have equal access to public transit.

SECTION 1: IDENTIFICATION OF SUBMITTING ENTITY

The City of Wilsonville operates SMART, which serves the area within the city limits of Wilsonville. Wilsonville is 17 miles south of Portland and 30 miles north of Salem. SMART's service area is approximately 12 square miles with a population of about 11,000 and an employment base of 10,250. Population and employment are expected to double over the next 20 years.

In 1988, the city petitioned for and was granted permission by Tri-County Metropolitan Transportation District (Tri-Met) to withdraw from the Tri-Met district. This withdrawal was authorized pursuant to the 1987 Oregon Legislature's adoption of ORS 267.250-267.265. Wilsonville SMART is required to submit an Americans With Disabilities Compliance Plan to the Federal Transit Administration as specified by FR 49, Part 37.135.

SMART's mission is to provide a quality public transportation system that provides an alternative to automobile travel, thereby reducing vehicle miles traveled in the region. SMART is responsive to the changing transportation needs of Wilsonville's citizens, commuters, and visitors.

SMART provides a range of services including:

- Four fixed routes serving Wilsonville and making commuter service connections with Tri-Met routes at Commerce Circle, Tualatin Park and Ride, Meridian Park Hospital, Barber Transit Center, and Oregon City Transit Center;
- Dial-A-Ride service providing demand-responsive curb-to-curb service in Wilsonville is open to the general public;
- LINK service connecting customers to transportation services within a 25-mile radius outside Wilsonville city limits; and
- Pre-scheduled door-to-door trips to the senior center for lunch.

Correspondence regarding this ADA Plan should be directed to:

Cynthia Thompson
Transit Director
Wilsonville SMART
30000 SW Town Center Loop E
Wilsonville, OR 97970

ADA requires that the SMART ADA Paratransit Plan be adopted by the Wilsonville City Council and certified by Metro, the Metropolitan Planning Organization. This Plan was adopted by the City Council on _____ and certified by Metro on _____.

- SMART fixed route service is open to the general public. SMART operates four routes Monday through Friday from 5:30 AM. to 8:39 PM. Route 201 connects with the Tri-Met Barber Transit Center. Route 202 connects with Oregon City. Appendix A shows the route maps and schedules for the four routes. SMART does not provide service on the following holidays: New Year’s Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; and Christmas Day.
- The SMART service area includes all of the city of Wilsonville. There is no fixed route service in the area south of the Willamette River called Charbonneau. Wilsonville population is approximately 11,000, of which about 35 percent live in the Charbonneau area. Therefore, fixed routes currently serve a population base of about 7,300 people. There is no fare for SMART fixed route bus service.
- SMART has a total of six buses in its fixed route fleet.

Route	Equipment	Lift Equipment
201	1979 GMC*	Not Part 38
	1995 Metrotrans	Yes
202	1979 GMC*	Not Part 38
	1994 Ford Champion	Yes
203	1994 Ford Champion	Yes
204	1994 Ford Champion	Yes

*The two 1979 GMC have lifts that fail to meet Part 38 specifications. They will be replaced early in 1997 with fully accessible 30-foot low floor vehicles that meet ADA specifications. By February 1997, the SMART fleet will be 100 percent ADA accessible.

SECTION 2: DESCRIPTION OF EXISTING PARATRANSIT SERVICE

SMART Dial-A-Ride

- SMART currently provides Dial-A-Ride service to the general public within the city of Wilsonville on a first-come, first-served basis.

- There are no restrictions on eligibility or trip purpose and there is no limit on the percentage of subscription trips.
- No fare is charged.
- Service is provided Monday through Friday from 6:00 AM to 7:15 PM and from 7:00 AM to 5:00 PM on Saturday. Riders may book rides during business hours Monday through Friday.
- Dial-A-Ride vehicles include two 1994 Ford Champions.
- SMART Dial-A-Ride provides about 2,200 monthly weekday one-way trips. Approximately 60 percent of these trips are subscription. Although SMART does not keep records on people with disabilities, staff believes Dial-A-Ride provides about 15 one-way rides a day (or 300 weekday trips per month) for people with disabilities. Staff believes about one half of the people with disabilities ride daily, while the other half ride twice a month.
- Presently, Dial-A-Ride service is near or at capacity.

Other Paratransit Service in the Area

Several private paratransit providers serve the city of Wilsonville:

- Sassy Cab provides lift-equipped transportation from Wilsonville to the Portland area. Service is open to the general public and there is no restriction on trip purpose. It has three lift-equipped vehicles. Charge for service is \$25 for base service, which includes the first seven miles. Each mile after that costs \$1.50. Use of a wheelchair adds a \$10 charge. Riders should call the night before service is requested. Sassy Cab has not received many requests from the Wilsonville area.
- Radio Cab has regular cabs and 20 lift-equipped vehicles. Service is open to the general public and there are no restrictions on trip purpose. Cost is a \$2.00 base fee and \$1.50 a mile after that.
- Transportation Support Services (TSS). Starting in January 1997, TSS will provide cab service, including service for people with disabilities.

The Disabled Veterans of America provides rides to veterans to the Veterans Administration Hospital with scheduled medical appointments. This service is offered Monday through Friday during standard business hours.

Washington County Transportation Services, an organization affiliated with the Red Cross, provides rides to people living in Washington County. While there are no eligibility requirements, this service prefers to assist people who cannot use existing fixed route service. There are no restrictions on trip purpose. This organization has two lift-equipped vans. It provides service from 9 AM to 4 PM Monday through Friday. A \$1.00 donation per trip is requested.

Medical Transportation Service, a service of Tri-Met, brokers rides for medical purposes for Medicaid recipients. In the Wilsonville area, this brokerage service relies on Sassy Cab, Pacific Towncar, and Washington County Transportation Services.

SECTION 3: DESCRIPTION OF THE PROPOSED PARATRANSIT SERVICE

Demand Estimation

The Wilsonville SMART ADA-eligible service area includes a corridor 1.5 miles wide centered on the existing routes. Figure 1 shows this area covers almost the entire city except for a portion of Charbonneau. The total Wilsonville population is about 11,000 people. National studies indicate that about 1.5 percent of the population is ADA-eligible in categories 1 and 3. Therefore, this methodology assumed that about 165 people in the Wilsonville ADA service area would be eligible. Because Wilsonville is an affluent community, some ADA-eligible people will rely on their own vehicles. Therefore, those people who could seek ADA certification would be about 130 people.

Currently, according to SMART dispatchers, about half the people with disabilities who ride the existing Dial-A-Ride service ride daily while the other half ride a couple of times a month. We therefore assumed 165 people would ride twice a month and 65 people would ride 20 times a month. Although this may over estimate trips per rider, we estimate ADA category 1 and 3 eligible ridership at 1,430 trips per month.

Wilsonville population has been increasing about 3 percent per year. At this growth rate, in five years, potential ADA-eligible weekday paratransit ridership would increase to about 1,650 monthly trips.

For the purposes of this analysis, ADA demand is set at 1,430 one-way trips a month.

Analysis of Differences Between Current Service and Required Service

Eligibility Requirements

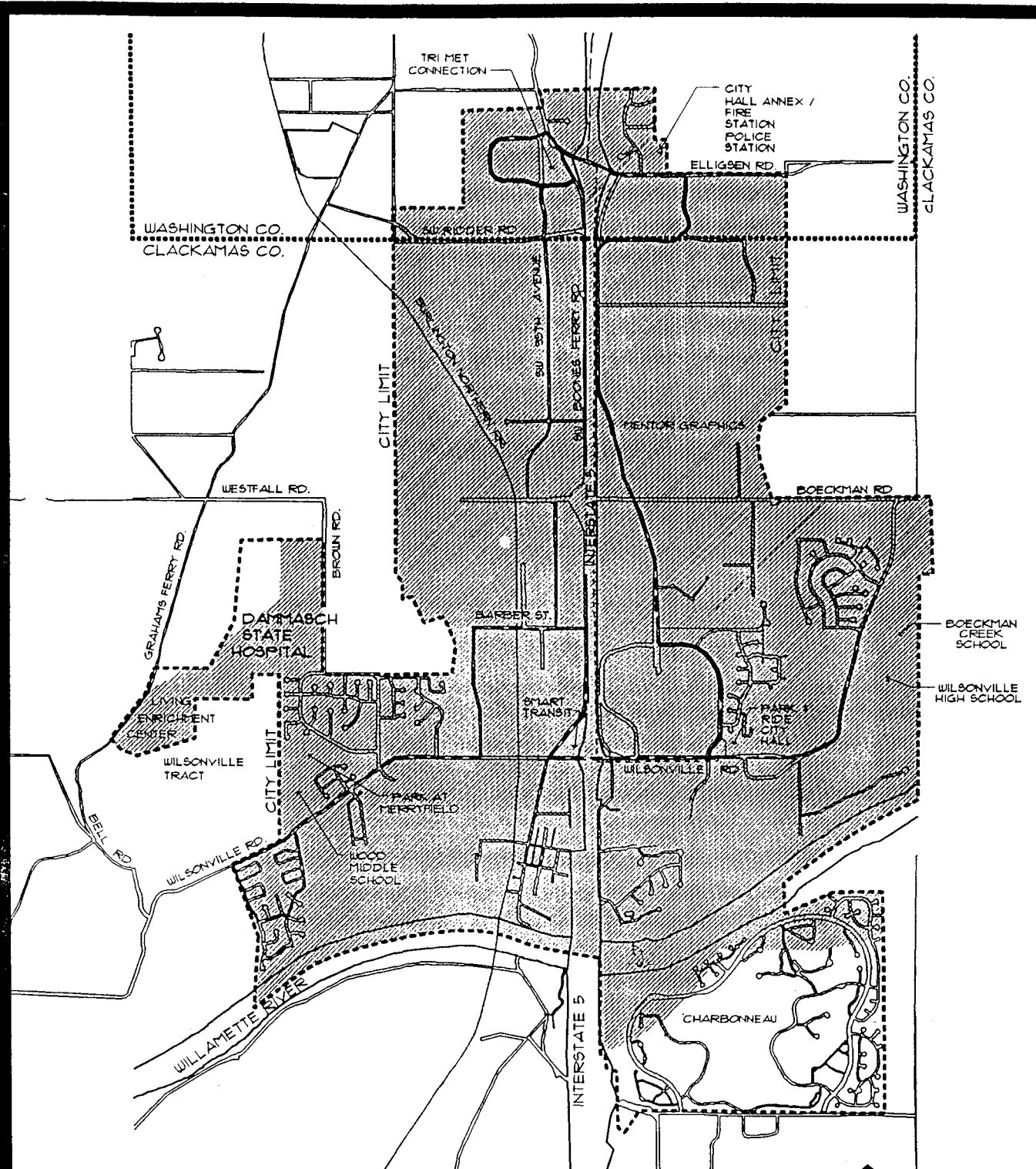
SMART Dial-A-Ride has no eligibility requirements. Service is open to anyone on a first-come, first-served basis. ADA requirements are more restrictive and require that those who are eligible for ADA certification receive unconstrained service.

Service Area

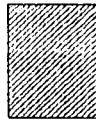
SMART Dial-A-Ride provides service in all areas of Wilsonville. ADA regulations require ADA paratransit to serve a corridor centered on the fixed route extending .75 miles on either side of the route. This includes all of Wilsonville except a portion of Charbonneau (see Figure 1).

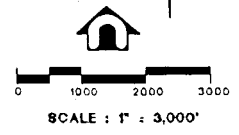
Response Time

Wilsonville SMART provides service on a first-come, first-served basis for the general public. Riders may reserve a place during regular business hours Monday through Friday. Currently, a rider must book a ride on Friday for Monday service. ADA regulations require next-day service on demand for ADA-eligible trips. For Wilsonville SMART Dial-A-Ride service, an ADA-eligible rider must be able to make a reservation Sunday through Thursday for Monday through Friday service.



LEGEND

- CITY LIMITS
-  AREA WITHIN 3/4 MILE OF SMART BUS ROUTES
- BUS ROUTES



DAVID EVANS AND ASSOCIATES, INC.
 2828 S.W. CORBETT AVENUE
 PORTLAND, OR. 97201-4830 (503) 223-6665

SOUTHERN METRO AREA RAPID TRANSIT WILSONVILLE ADA ELIGIBLE AREA

November 14, 1996

FIGURE 1

Fares

Wilsonville SMART charges no fare for either its fixed route or existing Dial-A-Ride service. ADA regulations allow a fare of up to double the fixed route adult fare.

Restrictions on Trip Purpose

Wilsonville SMART Dial-A-Ride service has no restrictions on trip purpose. ADA regulations do not allow restrictions on trip purpose for ADA-eligible patrons.

Hours and Days of Service

Currently, Wilsonville SMART provides Dial-A-Ride service Monday through Friday from 6:00 AM to 7:15 PM. Fixed route service is provided Monday through Friday from 5:30 AM to 8:30 PM. ADA regulations require paratransit service be offered during the same days and hours. Therefore, SMART Dial-A-Ride must start one-half hour earlier and continue one hour later than it presently does.

Planned Modifications to Existing Paratransit and Fixed Route Service

Fixed Route Service

- With the addition of two new low-floor vehicles, SMART fixed route service will be 100 percent accessible by early 1997.
- Bus drivers will announce each stop on fixed route service.
- SMART will work with local disability groups to provide training to people with developmental disabilities about how to use the bus.
- Where feasible, SMART will identify its bus stops with a Braille label in a consistent and advertised location at each stop.
- SMART will provide route and schedule information in alternate formats.

Paratransit Service

- Wilsonville SMART Dial-A-Ride service will eliminate all subscription service. Trips will not be booked more than two weeks in advance.
- Between January and July 1997, Wilsonville SMART plans to contract with a private provider, Transportation Support Services to provide 600 additional rides for ADA-eligible people.
- Within the next 12 months SMART plans to add an additional driver and van to its Dial-A-Ride service.
- SMART is considering a phone system upgrade that will improve Dial-A-Ride scheduling and information sharing. This automated information system will allow ADA-eligible users to schedule trips on Sunday. It will also provide automated schedule and route information 24 hours a day. If SMART does not implement this system, it will schedule rides on Sunday for Monday Dial-A-Ride using voice mail.

Description of How SMART Dial-A-Ride Paratransit Service Will Meet the Six Service Criteria

Operate in the Same Service Area

SMART Dial-A-Ride provides service throughout the entire City of Wilsonville and connects with Tri-Met at Commerce Circle LIFT service for those people wishing to travel between the SMART and Tri-Met service areas.

Have a Response Time that is Comparable

ADA-eligible riders will be able to reserve a trip from 14 days to 24 hours before the trip. No one will be able to reserve rides more than two weeks in advance. ADA-eligible riders will be able to book a ride on Sunday for Monday service through a telephone system upgrade. ADA-eligible riders may call for a reservation the day of the trip on a first-come, first-served basis with all riders. Trips will be provided within one hour of the time requested as permitted by ADA regulations.

Have Comparable Fares

No fare is charged for fixed route or Dial-A-Ride service.

Have Comparable Days and Hours of Service

Fixed route service is provided Monday through Friday from 5:30 AM to 8:30 PM. Dial-A-Ride service will extend its Monday through Friday service by one and a half hours to reflect fixed route services. Saturday Dial-A-Ride service is not covered by ADA regulations since there is no Saturday fixed route service.

Meet Requirements for Any Trip Purpose

There are no restrictions on trip purpose.

Not Limit Service Availability Because of Capacity Constraints

Currently, SMART Dial-A-Ride provides about 2,200 one-way weekday trips. Over half of these are subscription trips. To ensure service availability to people who are ADA-eligible, SMART will eliminate subscription service, and provide 600 additional trips as needed for people who are ADA-eligible for the period between January 1997 and July 1997. It will then purchase an additional vehicle in which a certain number of seats will be set aside up until 24 hours before the trip for people with disabilities. This number will be based on demand statistics for the first six months of 1997.

Timetable for Implementation

The ADA regulations, adopted in 1991, apply to transit providers which had existing fixed route service at that time. No provisions were made for providers that were established later. New service providers are not expected to develop a five-year plan because they are expected to be in compliance from the inception of service. Wilsonville SMART has complementary paratransit service that will meet each of the six service criteria within the year.

Capital and Operating Budget

Because Wilsonville SMART is not developing a five-year milestone plan for implementation, this paratransit plan does not present a five-year budget. This ADA plan requires the following capital and operating expenditures. The capital expenditures are a one-time FY 1998 cost. The operating costs are annual ongoing expenses.

Capital Acquisition	Cost	Total
New Mini-Bus	\$60,000	
Telephone System Upgrade	\$26,000	
	Total	\$86,000
Operating Expense*		
Driver wage and benefits	\$47,000	
Mileage	\$35,000	
	Total	\$82,000

*Includes the cost of additional one and a half hours of service Monday through Friday.

SECTION 4: DESCRIPTION OF THE PROPOSED ELIGIBILITY DETERMINATION PROCESS

Availability of Application Materials and Information in Accessible Formats

- **TDD.** Wilsonville SMART has TDD equipment.
- **Tape Readings of Applications and Information.** The Independent Living Center will provide tape readings of applications upon request for SMART and its patrons.
- **Braille.** The Independent Living Center will provide applications in Braille upon request for SMART and its patrons.
- **Large Print.** SMART will make available large print applications upon request.

Description of the Determination Process, Including Method of Notifying Individuals About Determinations, and

System and Timetable for Processing Applications and Allowing Presumptive Eligibility.

- SMART will provide information about the ADA paratransit eligibility process through mailings to present Dial-A-Ride users, contact with local disability groups, and through appropriate media and general information formats. Interested people will be invited to obtain ADA certification applications and instructions. (Appendix C presents the ADA certification application and instructions.

- Applications will be sent in appropriate format to interested people.
- The SMART ADA process will be based on self certification.
- SMART staff will review completed applications using assessment procedures outlined in Appendices B. If there is a question about eligibility, SMART staff will contact the health care or rehabilitation professional identified in the eligibility application. The SMART transit director will review all denials before making a final determination of ineligibility. The certification process will be completed within 21 days of the submission of a properly completed application.
- SMART will mail determination letters to eligible applicants. The letter will document eligibility.
- People determined ineligible for ADA status will be mailed determinations providing information about the reason for the ineligible determination and about the appeals process in the appropriate accessible format. If a limitation on the time period permitted for appeal has been established, this will be clearly stated, however, this period will not be less than 60 days. The person wishing to appeal will be informed she or he has the right to be heard in-person and to have necessary support, such as a sign language interpreter, and shall be notified that she or he may be represented by an individual of his or her choice. The representative may or may not be a lawyer and may include an independent living or rehabilitation counselor or other such professional.
- No service need be provided while the appeal is being processed. If, however, an appeal has not been decided within 30 days, presumptive eligibility applies until a final decision is reached.
- Nothing in this process should prevent a person who is not eligible for ADA certification from using the SMART Dial-A-Ride service open to the general public.
- Under certain circumstances, an individual, otherwise eligible for ADA paratransit service, may be denied those services. A person whose behavior threatens or has threatened the safety of paratransit personnel or other customers may be denied the service. Additionally, persons who demonstrate a consistent pattern of missing scheduled paratransit trips may lose their eligibility for a reasonable specific period of time. Appendix D presents the SMART No-Show Policy. Temporary suspensions of eligibility as well as permanent loss because of violent or threatening behavior may be appealed through the administrative appeals process set up under the ADA regulations. In the case of temporary suspension because of missed trips, suspension of service must not begin until the appeals process is complete.
- The determination made upon appeal will, like the initial determination, be in writing and in the appropriate requested medium, and shall state the basis for determination. Full documentation of the process shall be made. There is no requirement for transcribing any part of the determination process.

Documentation that will be Provided to Persons Determined ADA Paratransit Eligible

A person determined to be eligible for ADA paratransit services shall be provided documentation that can be used as identification when the person travels to another transit district. This documentation will be a letter including the following information:

- Name of the eligible individual;

- Name of the certifying transit provider;
- Telephone number of the SMART Dial-A-Ride dispatcher;
- Expiration date if condition is temporary;
- Any conditions or limitations on eligibility; and
- Need for a personal care attendant.

Description of the Administrative Appeals Process

- An administrative appeals board shall consist of two members of the Accessibility Task Force and one member of the Transportation Steering Committee.
- The ADA appeals board shall hear presentations by the Wilsonville SMART transit director and the party denied certification, and will conduct such further investigation as it may deem appropriate. The appeals board shall render a decision in written and other appropriate requested format and shall state the basis for the determination. The board shall fully document the appeals process. There is no requirement for transcribing any part of the determination process.

A Policy for Visitors

Residency in a service area or political jurisdiction of the transit service is not required for ADA eligibility. There are two circumstances in which a transit provider will need to deal with requests for paratransit service from individuals living outside the local community.

- An out-of-town individual seeking to use the ADA-paratransit service may be certified by another transit system. When a specific trip request is made, the scheduler may ask the person making the request to show certification. The certification must be honored by Wilsonville SMART. Wilsonville SMART may observe the limitations placed upon the certification.
- If an out-of-town individual does not have any certification, but makes a claim of eligibility for Wilsonville SMART ADA paratransit service, that claim will be honored on a presumption of eligibility. In such cases SMART may require proof that the individual is not a resident of the SMART district. The presumption of eligibility will be honored for 21 days, as required by regulation. SMART will require an individual to seek local certification if the individual plans to use the system for more than 21 days. During the period in which the certification is being processed, up to the 21 day limit, the individual will be entitled to presumptive eligibility.
- When an out-of-town customer or occasional visitor first makes a request to use paratransit service on the basis of presumptive eligibility, that person shall be advised of the local eligibility policy and process for longer stays, or for the accumulation of more than 21 days over a period of time and shall be encouraged to apply for SMART certification.

SECTION 5: PUBLIC PROCESS USED TO DEVELOP THE PLAN

- All disability service and advocacy groups that serve people with disabilities living or working in the Wilsonville area were contacted, both to develop a mailing list and to solicit input on important issues in developing an ADA paratransit plan. Groups contacted include: Center for

Independent Living; Disability Advocates Coalition; Clackamas Disabilities Council; National Federation of the Blind of Oregon; and Clackamas ARC.

- Wilsonville SMART attended a senior center lunch meeting to explain the ADA process and to seek comments from those attending.
- Wilsonville SMART conducted a needs assessment that included a fixed route on-board passenger survey, a community perception survey, and a series of focus groups. Results from both surveys indicate that Wilsonville residents and SMART riders support more Dial-A-Ride service for people with disabilities and for senior citizens. The needs assessment included a focus group consisting of people with disabilities and people over 65. This group advocated for more Dial-A-Ride services, especially on Saturday, and also for better transit and pedestrian facilities.
- Wilsonville SMART held a public meeting on November 14 for the public to comment on the proposed ADA plan. All Dial-A-Ride riders received an invitation and all disability groups were notified of the meeting.
- Wilsonville SMART is establishing an accessibility task force to assist in both paratransit and fixed route issues affecting the ability of riders with disabilities to use transit.

Summary of Significant Issues Raised During Public Comment Period

- Concern about eliminating subscription services. Some people are concerned about the lack of certainty if they have to call every two weeks.
- Concern about no shows taking rides from other people.

SECTION 6: COORDINATION EFFORTS WITH TRI-MET

SMART and Tri-Met have agreed to coordinate travel between the two service areas by establishing a transfer site at Commerce Circle in Wilsonville. ADA-eligible people wishing to travel between the Wilsonville service area and the Tri-Met service area will be dropped off by one provider and picked up by the other at this location.

SECTION 7: CERTIFICATES AND RESOLUTIONS

The following three documents, included in Appendix E, have been executed by the appropriate authorizing agent.

- Resolution by the Wilsonville City Council authorizing the ADA plan as submitted.
- MPO certification of compliance with joint planning requirements.
- Certification that a survey of existing paratransit was conducted.

RESOLUTION AUTHORIZING THE PLAN

This is to certify that the City Council of Wilsonville approved and adopted the ADA Paratransit Plan, which is attached, at a meeting on _____.

Signature

Name of Authorized Official

Title

Date

EXISTING PARATRANSIT SERVICE SURVEY

This is to certify that Wilsonville SMART has conducted a survey of existing paratransit services as required by 49 CFR 37.137 (a).

Signature

Name of Authorized Official

Title

Date

MPO CERTIFICATION OF PARATRANSIT PLAN

Metro hereby certifies that it has reviewed the ADA Paratransit Plan prepared by Wilsonville SMART as required under 49 CFR 37.139 (h) and finds it to be in conformance with the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the FTA/FHWA joint planning regulation). This certification is valid for one year.

Signature

Name of Authorized Official

Title

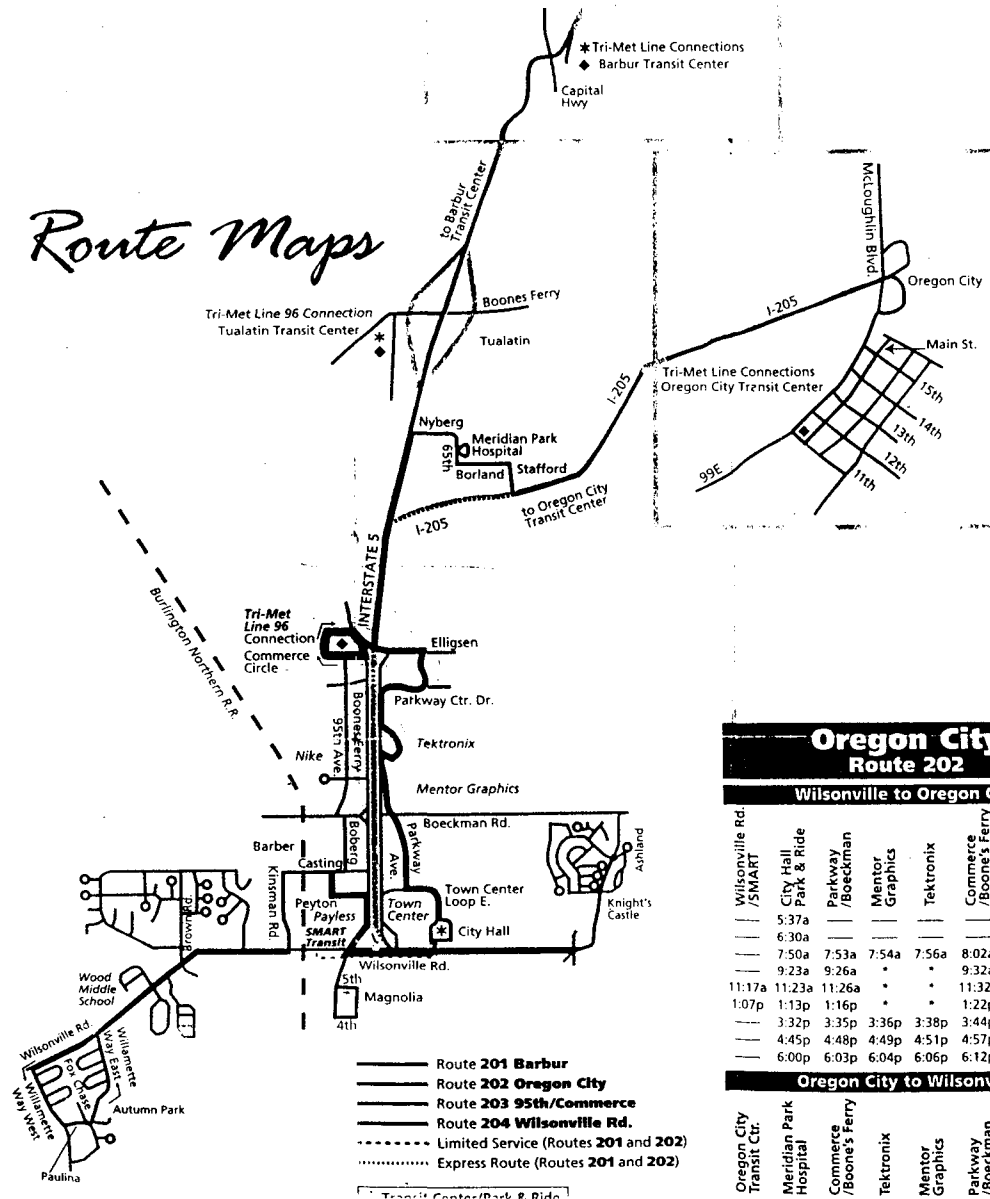
Date

APPENDIX A
Route Maps and Schedules

South Metro Area Rapid Transit

Route Schedules

Route Maps



Barbur Route 201

Wilsonville to Barbur Blvd. Transit Center

Wilsonville Rd. /SMART	City Hall Park & Ride	Parkway /Boeckman	Mentor Graphics	Tektronix	Commerce /95th	Tualatin Park and Ride	Barbur Transit Ctr.
5:36a	---	---	---	---	5:46a	5:56a	6:06a
5:58a	---	---	---	---	6:08a	6:18a	6:28a
6:55a	6:58a	6:59a	7:01a	7:07a	7:07a	7:17a	7:27a
7:30a	7:33a	7:34a	7:36a	7:42a	7:52a	8:02a	8:02a
8:10a	8:13a	8:14a	8:16a	8:22a	8:32a	8:42a	---
10:17a	10:23a	10:26a	*	*	10:32a	10:42a	10:52a
12:16p	12:23p	12:26p	*	*	12:32p	12:42p	12:52p
2:17p	2:23p	2:26p	*	*	2:32p	2:42p	2:52p
---	3:27p	3:30p	3:31p	3:33p	3:39p	3:49p	3:59p
---	4:12p	4:15p	4:16p	4:18p	4:24p	4:34p	4:44p
---	5:15p	5:18p	5:19p	5:21p	5:27p	5:37p	5:47p
---	5:39p	5:42p	5:43p	5:45p	5:51p	6:01p	6:11p
---	6:36p	6:39p	*	*	6:45p	---	---
7:18p	7:23p	7:26p	*	*	7:32p	---	---
8:06p	8:11p	8:14p	---	---	8:20p	---	---

*Stops on Parkway

Barbur Blvd. Transit Center to Wilsonville

Barbur Transit Ctr.	Tualatin Park and Ride	Commerce /95th	Tektronix	Mentor Graphics	Parkway /Boeckman	City Hall Park & Ride	Wilsonville Rd. /SMART
---	---	---	---	---	5:33a	5:36a	---
6:20a	6:28a	6:38a	6:44a	6:46a	6:48a	6:51a	---
6:41a	6:49a	6:59a	7:05a	7:07a	7:09a	7:12a	---
7:35a	7:43a	7:53a	7:59a	8:01a	8:03a	8:06a	---
8:17a	8:25a	8:35a	8:41a	8:43a	8:45a	8:48a	8:54a
8:54a	9:02a	9:12a	9:18a	9:20a	9:22a	9:25a	9:31a
11:08a	11:16a	11:26a	*	*	11:32a	11:35a	11:41a
1:08p	1:16p	1:26p	*	*	1:32p	1:35p	1:41p
3:08p	3:16p	3:26p	3:32p	3:34p	3:36p	3:39p	---
4:06p	4:15p	4:26p	4:32p	4:34p	4:36p	4:39p	---
5:00p	5:11p	5:22p	5:28p	5:30p	5:32p	5:35p	---
5:57p	6:05p	6:15p	6:21p	6:23p	6:25p	6:29p	---
6:24p	6:32p	6:42p	*	*	6:48p	6:51p	6:57p
---	---	7:02p	*	*	7:08p	7:11p	7:17p
---	---	7:33p	*	*	7:39p	7:42p	7:48p
---	---	8:25p	*	*	8:31p	8:34p	8:39p

*Stops on Parkway

95th/Commerce Route 203

Wilsonville City Hall to Commerce/95th

City Hall Park & Ride	Wilsonville Rd. /Boone's Ferry	Peyton /Casting	95th /Hillman	Commerce /95th
6:23a	6:26a	6:27a	6:30a	6:33a
6:54a	6:58a	6:59a	7:02a	7:05a
7:35a	7:40a	7:41a	7:44a	7:47a
8:21a	8:25a	8:26a	8:29a	8:32a
8:55a	8:58a	8:59a	9:02a	9:05a
2:23p	2:28p	2:29p	2:32p	2:35p
2:53p	2:58p	2:59p	3:02p	3:05p
3:23p	3:28p	3:29p	3:32p	3:35p
4:05p	4:10p	4:11p	4:14p	4:17p
4:32p	4:39p	4:40p	4:43p	4:46p
5:13p	5:20p	5:21p	5:24p	5:27p
5:40p	5:45p	5:46p	5:49p	5:52p

Commerce/95th to Wilsonville City Hall

Commerce /95th	95th /Hillman	Peyton /Casting	Wilsonville Rd. /Boone's Ferry	City Hall Park & Ride
6:41a	6:44a	6:47a	6:48a	6:52a

Oregon City Route 202

Wilsonville to Oregon City

Wilsonville Rd. /SMART	City Hall Park & Ride	Parkway /Boeckman	Mentor Graphics	Tektronix	Commerce /Boone's Ferry	Meridian Park Hospital	Oregon City Transit Ctr.
---	5:37a	---	---	---	8:02a	8:12a	8:27a
---	6:30a	---	---	---	9:32a	9:42a	9:57a
11:17a	11:23a	11:26a	*	*	11:32a	11:42a	11:57a
1:07p	1:13p	1:16p	*	*	1:22p	1:32p	1:47p
---	3:32p	3:35p	3:36p	3:38p	3:44p	3:54p	4:10p
---	4:45p	4:48p	4:49p	4:51p	4:57p	5:07p	5:26p
---	6:00p	6:03p	6:04p	6:06p	6:12p	6:22p	6:40p

Oregon City to Wilsonville

Oregon City Transit Ctr.	Meridian Park Hospital	Commerce /Boone's Ferry	Tektronix	Mentor Graphics	Parkway /Boeckman	City Hall Park & Ride	Wilsonville Rd. /SMART
---	---	---	---	---	---	---	---

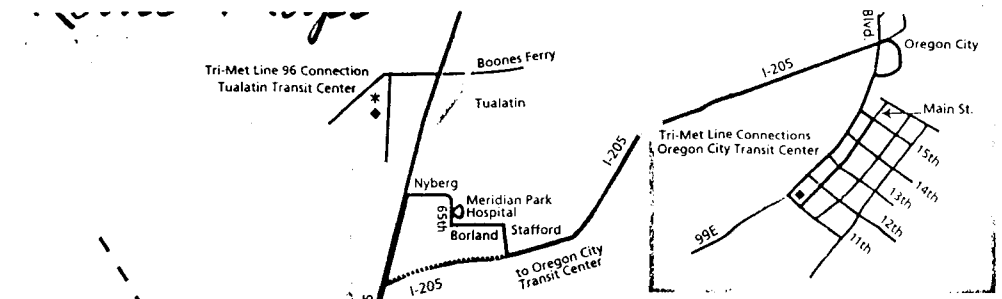
Wilsonville Rd. Route 204

Fox Chase to Knight's Castle via City Hall

Fox Chase	Peyton /Casting	Wilsonville Rd. /Boone's Ferry	Boone's Ferry /95th	City Hall Park & Ride	Knight's Castle
5:46a	---	5:50a	5:52a	5:56a	6:00a
6:23a	6:29a	6:30a	6:32a	6:37a	6:41a
7:04a	7:10a	7:11a	7:13a	7:18a	7:22a
7:44a	7:50a	7:51a	7:53a	7:58a	8:02a
8:24a	8:30a	8:31a	8:33a	8:38a	---
3:45p	3:51p	3:52p	3:54p	4:01p	4:04p
4:28p	4:34p	4:35p	4:37p	4:44p	---
5:46p	5:52p	5:53p	5:55p	6:02p	6:05p
6:27p	6:32p	6:33p	6:35p	6:40p	---

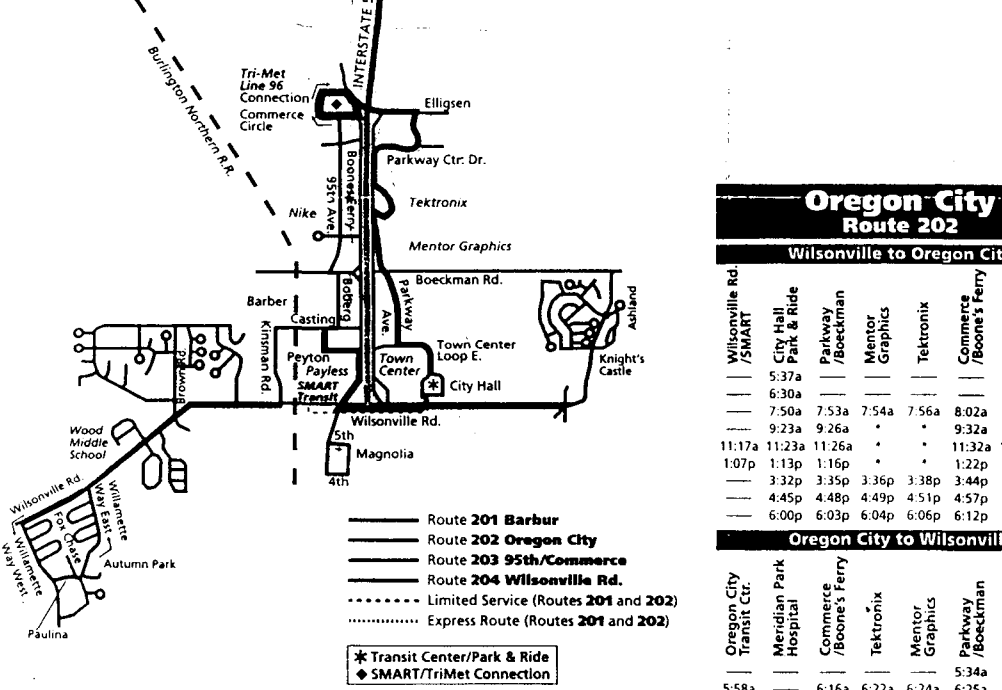
Knight's Castle to Fox Chase via City Hall

Knight's Castle	City Hall Park & Ride	Boone's Ferry /95th	Peyton /Casting	Fox Chase
---	---	---	---	---



City Park	Park /Boo	Mer /Gra	Tekn	Com /95th	Tua anc	Bar Tra
5:36a	5:36a	5:36a	5:36a	5:46a	5:56a	6:06a
5:58a	5:58a	5:58a	5:58a	6:08a	6:18a	6:28a
6:55a	6:55a	6:59a	7:01a	7:07a	7:17a	7:27a
7:30a	7:33a	7:34a	7:36a	7:42a	7:52a	8:02a
8:10a	8:13a	8:14a	8:16a	8:22a	8:32a	8:42a
10:17a	10:23a	10:26a	*	10:32a	10:42a	10:52a
12:16p	12:23p	12:26p	*	12:32p	12:42p	12:52p
2:17p	2:23p	2:26p	*	2:32p	2:42p	2:52p
3:27p	3:30p	3:31p	3:33p	3:39p	3:49p	3:59p
4:12p	4:15p	4:16p	4:18p	4:24p	4:34p	4:44p
5:15p	5:18p	5:19p	5:21p	5:27p	5:37p	5:47p
5:39p	5:42p	5:43p	5:45p	5:51p	6:01p	6:11p
6:36p	6:39p	*	*	6:45p	*	*
7:18p	7:23p	7:26p	*	7:32p	*	*
8:06p	8:11p	8:14p	*	8:20p	*	*

Barb Tran:	Tualatin	Com /95th	Tekn	Men Grap	Park /Boe	City Park	Willi /5th
6:20a	6:28a	6:38a	6:44a	6:46a	6:48a	6:51a	6:54a
6:41a	6:49a	6:59a	7:05a	7:07a	7:09a	7:12a	7:15a
7:35a	7:43a	7:53a	7:59a	8:01a	8:03a	8:06a	8:09a
8:17a	8:25a	8:35a	8:41a	8:43a	8:45a	8:48a	8:51a
8:54a	9:02a	9:12a	9:18a	9:20a	9:22a	9:25a	9:28a
11:08a	11:16a	11:26a	*	11:32a	11:35a	11:41a	11:44a
1:08p	1:16p	1:26p	*	1:32p	1:35p	1:41p	1:44p
3:08p	3:16p	3:26p	3:32p	3:34p	3:36p	3:39p	3:42p
4:06p	4:15p	4:26p	4:32p	4:34p	4:36p	4:39p	4:42p
5:00p	5:11p	5:22p	5:28p	5:30p	5:32p	5:35p	5:38p
5:57p	6:05p	6:15p	6:21p	6:23p	6:25p	6:29p	6:32p
6:24p	6:32p	6:42p	*	6:48p	6:51p	6:57p	7:00p
		7:02p	*	7:08p	7:11p	7:17p	7:20p
		7:33p	*	7:39p	7:42p	7:48p	7:51p
		8:25p	*	8:31p	8:34p	8:39p	8:42p



- Route 201 Barbur
- Route 202 Oregon City
- Route 203 95th/Commerce
- Route 204 Wilsonville Rd.
- Limited Service (Routes 201 and 202)
- Express Route (Routes 201 and 202)
- * Transit Center/Park & Ride
- ◆ SMART/TriMet Connection

Oregon City Route 202

Wilsonville to Oregon City						
Wilsonville Rd. /SMART	City Hall Park & Ride	Parkway /Boeckman	Mentor Graphics	Tektronix	Commerce /Boone's Ferry	Meridian Park Hospital Oregon City Transit Ctr.
5:37a	5:37a	5:37a	5:37a	5:37a	5:37a	5:37a
6:30a	6:30a	6:30a	6:30a	6:30a	6:30a	6:30a
7:50a	7:53a	7:54a	7:56a	8:02a	8:12a	8:27a
9:23a	9:26a	*	*	9:32a	9:42a	9:57a
11:17a	11:23a	11:26a	*	11:32a	11:42a	11:57a
1:07p	1:13p	1:16p	*	1:22p	1:32p	1:47p
	3:32p	3:35p	3:36p	3:38p	3:44p	4:10p
	4:45p	4:48p	4:49p	4:51p	4:57p	5:07p
	6:00p	6:03p	6:04p	6:06p	6:12p	6:22p

Oregon City to Wilsonville

Oregon City Transit Ctr.	Meridian Park Hospital	Commerce /Boone's Ferry	Tektronix	Mentor Graphics	Parkway /Boeckman	City Hall Park & Ride	Wilsonville Rd. /SMART
5:58a	5:58a	6:16a	6:22a	6:24a	5:34a	5:37a	5:58a
6:57a	7:10a	7:20a	7:26a	7:28a	6:25a	6:28a	6:57a
8:30a	8:43a	8:53a	8:59a	9:01a	7:29a	7:32a	8:30a
10:00a	10:13a	10:23a	*	*	10:29a	10:32a	10:38a
12:00p	12:13p	12:23p	*	*	12:29p	12:32p	12:40p
1:53p	2:06p	2:16p	*	*	2:22p	2:25p	2:31p
4:15p	4:28p	*	*	*	4:40p	4:40p	4:15p
5:30p	5:43p	*	*	*	5:55p	5:55p	5:30p
6:45p	6:58p	*	*	*	7:10p	7:10p	6:45p

*Stops on Parkway

95th/Commerce Route 203

Wilsonville City Hall to Commerce/95th

City Hall Park & Ride	Wilsonville Rd. /Boone's Ferry	Peyton /Casting	95th /Hillman	Commerce 95th
6:23a	6:26a	6:27a	6:30a	6:33a
6:54a	6:58a	6:59a	7:02a	7:05a
7:35a	7:40a	7:41a	7:44a	7:47a
8:21a	8:25a	8:26a	8:29a	8:32a
8:55a	8:58a	8:59a	9:02a	9:05a
2:23p	2:28p	2:29p	2:32p	2:35p
2:53p	2:58p	2:59p	3:02p	3:05p
3:23p	3:28p	3:29p	3:32p	3:35p
4:05p	4:10p	4:11p	4:14p	4:17p
4:32p	4:39p	4:40p	4:43p	4:46p
5:13p	5:20p	5:21p	5:24p	5:27p
5:40p	5:45p	5:46p	5:49p	5:52p

Commerce/95th to Wilsonville City Hall

Commerce /95th	95th /Hillman	Peyton /Casting	Wilsonville Rd. /Boone's Ferry	City Hall Park & Ride
6:41a	6:44a	6:47a	6:48a	6:52a
7:21a	7:24a	7:27a	7:28a	7:34a
7:54a	7:57a	8:00a	8:01a	8:06a
8:35a	8:38a	8:41a	8:42a	8:46a
9:12a	9:15a	9:18a	9:19a	9:23a
2:41p	2:44p	2:47p	2:48p	2:53p
3:11p	3:14p	3:17p	3:18p	3:23p
3:49p	3:52p	3:55p	3:56p	4:01p
4:18p	4:21p	4:24p	4:25p	4:31p
4:59p	5:02p	5:05p	5:06p	5:13p
5:28p	5:31p	5:34p	5:35p	5:40p
6:03p	6:06p	6:09p	6:10p	6:15p

*Parkway/Boeckman

Wilsonville Rd. Route 204

Fox Chase to Knight's Castle via City Hall

Fox Chase	Peyton /Casting	Wilsonville Rd. /Boone's Ferry	Boone's Ferry /5th	City Hall Park & Ride	Knight's Castle
5:46a	5:46a	5:50a	5:52a	5:56a	6:00a
6:23a	6:29a	6:30a	6:32a	6:37a	6:41a
7:04a	7:10a	7:11a	7:13a	7:18a	7:22a
7:44a	7:50a	7:51a	7:53a	7:58a	8:02a
8:24a	8:30a	8:31a	8:33a	8:38a	8:42a
3:45p	3:51p	3:52p	3:54p	4:01p	4:04p
4:28p	4:34p	4:35p	4:37p	4:44p	4:47p
5:46p	5:52p	5:53p	5:55p	6:02p	6:05p
6:27p	6:32p	6:33p	6:35p	6:40p	6:44p

Knight's Castle to Fox Chase via City Hall

Knight's Castle	City Hall Park & Ride	5th /Boone's Ferry	Boone's Ferry /Wilsonville Rd.	Peyton /Casting	Fox Chase
6:02a	6:06a	6:11a	6:13a	6:14a	6:20a
6:43a	6:47a	6:53a	6:55a	6:56a	7:02a
7:23a	7:27a	7:33a	7:35a	7:36a	7:42a
8:03a	8:07a	8:13a	8:15a	8:16a	8:22a
4:06p	4:09p	4:16p	4:18p	4:19p	4:25p
4:49p	4:52p	4:59p	5:01p	5:02p	5:08p
6:07p	6:10p	6:17p	6:19p	6:20p	6:26p

This service will turn into Dial-A-Ride from 8:55am - 11:35am and 1:15pm - 3:30pm and 6:40pm - 7:15pm



Funded By Wilsonville Businesses.

Handy Phone Numbers

Customer Service	682-7790	SMARTFAX	685-9180
Tri-Met Customer Service	238-RIDE	Carpool (Tri-Met)	227-7665

Car/VanPool (SMART)	682-7790
Lost & Found	682-7790
City of Wilsonville	682-1011
City of Wilsonville FAX	682-1015
TDD	1-800-735-2900

World Wide Web Page (Tri-Met)
*Internet: <http://www.tri-met.org>
World Wide Web Page
(City of Wilsonville) *Internet:
<http://www.teleport.com/wilsnvil>

Airport Service HUT 1-800-363-8059
Sales & Share Program
503-371-POOL
Sales & Share Transit Charters
503-588-BUSS

APPENDIX B
Eligibility by Function Impairment/Disability

Eligibility by Functional Impairment/Disability

Functional Impairment/ Disability	Type of Eligibility	Determining Factors
Ambulatory Disability, Uses Wheelchair	Conditional (2,3)*	<ul style="list-style-type: none"> - Availability of accessible fixed route service - Distance to/from bus stop or rail station for trip requested - Environmental conditions (terrain)
Ambulatory Disability, Uses Walker	Conditional (2,3)	<ul style="list-style-type: none"> - Distance to/from bus stop or rail station for trip requested - Availability of accessible fixed route service - Environmental conditions (terrain)
Ambulatory Disability Uses Braces	Conditional (2,3)	<ul style="list-style-type: none"> - Distance to/from bus stop or rail station for trip requested - Availability of accessible fixed route service - Environmental conditions (terrain)
Ambulatory Disability, Uses Other Mobility Aid	Conditional (2,3)	<ul style="list-style-type: none"> - Distance to/from bus stop or rail station for trip requested - Availability of accessible fixed route service - Environmental conditions (terrain)
Temperature Sensitivities	Conditional (3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Waiting time at Stop/station - Temperature
Cardiac Condition	Conditional (3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Environmental conditions (temperature, terrain)
Pulmonary Condition	Conditional (3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Environmental conditions (temperature/terrain)
Arthritis	Conditional (3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Environmental conditions (temperature/terrain)

* Indicates category of eligibility. (1) = unable to board, ride, or disembark from an accessible vehicle; (2) = able to use accessible vehicle but accessible vehicle is not available; (3) = unable, due to impairment related conditions to get to stop/station.

(continued)

Functional Impairment/ Disability	Type of Eligibility	Determining Factors
Conditions resulting in severe fatigue (HIV, radiation/ chemotherapy, dialysis)	Conditional (1,3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Environmental (temp./terrain)
Severe lack of coordination/motor function (e.g., cerebral palsy, brain/spinal/peripheral nerve trauma, neurological conditions)	In all cases (1,3)	
Moderate lack of coordination/motor function (e.g., cerebral palsy, brain/spinal/peripheral nerve trauma, neurological conditions)	Conditional (2,3)	<ul style="list-style-type: none"> - Distance to/from stop/station - Availability of accessible fixed route service
Profound or severe mental retardation	In all cases (1,3)	
Mild or moderate mental retardation	Conditional (1,3)	<ul style="list-style-type: none"> - Has person received travel training for trip requested?
Psychiatric disabilities causing disorientation (as distinct from behavioral)	In all cases (1,3)	
Visual impairments (blindness, restricted vision)	Conditional (1,3)	<ul style="list-style-type: none"> - Has person received travel training for trip requested? - Effective fixed route communications practices in place (announcements, card systems, etc.)? - Physical barriers in the environment
Hearing Impairments	Conditional (1)	<ul style="list-style-type: none"> - Effective fixed route communications practices in place (signage, card system, etc.)
Communication Disabilities (disability related speech or reading impairments)	Conditional (1)	<ul style="list-style-type: none"> - Effective fixed route Communications practices in place (signage, card system, etc.)

APPENDIX C
Certification Application and Instruction

**ADA DIAL-A-RIDE ELIGIBILITY CERTIFICATION
INFORMATION SHEET**

The Americans with Disabilities Act (ADA) requires providers of fixed route transit service to provide complementary paratransit service to people with disabilities who meet certain requirements. Wilsonville SMART complies with ADA requirements through the use of the existing Dial-A-Ride service. Although SMART Dial-A-Ride service is open to the general public, people who are certified ADA-eligible may receive priority treatment in scheduling.

ADA establishes very strict guidelines about who qualifies for ADA status. You are eligible to be ADA certified if you have a disability that:

1. Prevents you from getting to and from the bus. It must be more than difficult or unpleasant for you to walk to the bus stop; your disability must prevent you from doing so.
 2. Prevents you from recognizing your destination and disembarking or navigating the system even if the driver announces the bus stop.
- Prevents you from boarding, riding, or disembarking from an accessible bus. This means that, even using a wheelchair lift, you need an attendant to board, ride or disembark from the bus.

(A qualifying disability may be permanent or temporary.)

If you are interested in being certified as ADA-eligible, please fill out the attached form and return it to Wilsonville SMART. The information obtained in this certification process will be used only by Wilsonville SMART for the provision of transportation services. Information will be shared only with other transit providers to facilitate travel in their service areas. The information will not be provided to any other person or agency. If you do not wish to apply for ADA certification you will still be able to use the Dial-A-Ride service on a first-come, first-served basis for those people who are not ADA-eligible.

CERTIFICATION OF ADA PARATRANSIT ELIGIBILITY

1. Name _____
Address _____
3. Mailing Address _____
4. Telephone Number: Home _____ Work _____
5. Emergency Contact Person and Phone Number _____

6. Please check the disability category that prevents you from using SMART fixed route service and explain the disability.

- _____ 1. Prevents you from getting to and from the bus. It must be more than difficult or unpleasant for you to walk to the bus stop; your disability must prevent you from doing so.
- _____ 2. Prevents you from recognizing your destination and disembarking or navigating the system even if the driver announces the bus stop.
- _____ 3. Prevents you from boarding, riding, or disembarking from an accessible bus. This means that, even using a wheelchair lift, you need an attendant to board, ride or disembark from the bus.

Explain the disability and how it prevents you from using fixed route service:

7. Is the condition temporary? Yes _____ No _____ Length of duration _____
8. Is it intermittent? Yes _____ No _____
9. Are there any other effects of your disability that we should be aware of in order to serve you better?
10. Do you require a personal care attendant when you travel using transit? Yes _____ No _____
11. Do you use any of the following mobility aids? (Circle the appropriate aid)

Manual wheelchair
White cane
Guide dog
Electric wheelchair

Walker
Powered three-wheel scooter
Crutches
Cane

I HEREBY CERTIFY THAT THE FOLLOWING INFORMATION GIVEN IS CORRECT:

nature _____ Date _____

IF THIS APPLICATION HAS BEEN COMPLETED BY SOMEONE ELSE, THAT PERSON MUST COMPLETE THE FOLLOWING:

Name _____

Address _____

Telephone Number Work _____ Home _____

Signature _____ Date _____

To evaluate your request, SMART may need to contact a physician or other professional to confirm the information you have provided. This information will be requested only if necessary and will be kept confidential. Please complete the following information and authorization form.

The following **physician, health care professional, or rehabilitation professional** (circle one) is familiar with my disability and is authorized to provide Wilsonville with the information necessary to determine ADA-eligibility certification.

Health Care Provider _____

.e. _____

Address _____

Phone Number _____

Print Your Name _____

What is your date of birth _____

Signature _____ Date _____

APPENDIX D
SMART No-Show Policy



City of
WILSONVILLE
in OREGON

30000 SW Town Center Loop E
Wilsonville, Oregon 97070
FAX (503) 682-1015
(503) 682-1011

SMART

NO-SHOW POLICY

NO SHOW APPOINTMENTS

When the SMART vehicle arrives to pick up a customer that has been scheduled an appointment and that customer has decided not to ride, is not ready at the appointed time, is not at home, or has not cancelled in a timely manner, that occurrence shall be counted as "NO SHOW" during any thirty (30) day period.

A missed or delayed appointment for reasons beyond the control of the customer shall not be counted as a "NO SHOW".

A written warning will be issued to the customer after the second occurrence.

VIOLATION OF RULES

Suspension of service for a thirty (30) day period may also occur for repeated violations of Dial-a-Ride/Lift rules, These rules shall be available to all customers.

APPEAL PROCESS

An appeal must be filed within fifteen (15) days of receipt of suspension notification. The appeal will be reviewed and evaluated by the Transit Director, Human Resources Director, and Public Affairs Director and a final determination will be made. Notification of the Committee decision will be made in writing to the customer.

Suspension of service will not take effect until the appeal process has been completed and the suspension affirmed.

APPENDIX E
Certificates and Resolutions

RESOLUTION AUTHORIZING THE PLAN

This is to certify that the City Council of Wilsonville approved and adopted the ADA Paratransit Plan, which is attached, at a meeting on _____.

Signature

Name of Authorized Official

Title

Date

EXISTING PARATRANSIT SERVICE SURVEY

This is to certify that Wilsonville SMART has conducted a survey of existing paratransit services as required by 49 CFR 37.137 (a).

Signature

Name of Authorized Official

Title

Date

MPO CERTIFICATION OF PARATRANSIT PLAN

Metro hereby certifies that it has reviewed the ADA Paratransit Plan prepared by Wilsonville SMART as required under 49 CFR 37.139 (h) and finds it to be in conformance with the transportation plan developed under 49 CFR part 613 and 23 CFR part 450 (the FTA/FHWA joint planning regulation). This certification is valid for one year.

Signature

Name of Authorized Official

Title

Date

1996-1997

SMART Commuting

and THE EMPLOYER

ECO OVERVIEW

1. The Employees Commute Option (ECO)
2. Interpreting the Rules

COMPLIANCE

3. Your Transportation Plan

STRATEGIES

4. Transit
5. Telecommuting
6. Carpooling & Vanpooling
7. Bicycle Commuting

MARKETING YOUR PLAN

8. Support Programs

South Metro Area Rapid Transit
Wilsonville, Oregon

NOTES

A series of 18 horizontal dotted lines for writing notes.

Employee Commute Options Rule (ECO)... an overview

Background

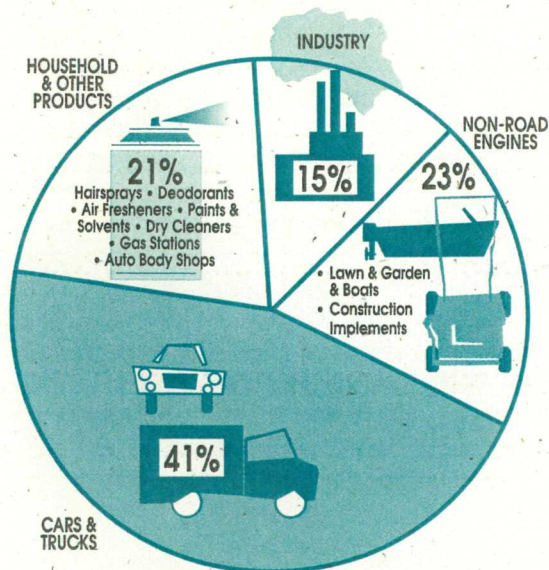
The Employee Commute Options Rule is one of several strategies included in the proposed Ozone Maintenance Plan for the metro area as passed by the Oregon Legislature in the 1993-95 session. Advisory committees made up of regional employers and community leaders worked with the Department of Environmental Quality (DEQ) in developing the rules.

The ECO Rule took effect August 14, 1996.

Why create a rule?

See that huge chunk of the pie that shows cars and trucks responsible for 41% of the ozone problem? That's why.

ECO's purpose is to reduce the number of commute trips in order to improve air quality and help keep the region in compliance with the Federal Clean Air Act. It's designed to help Oregon through the next ten years of anticipated growth.



Portland Metropolitan Area Airshed
Ozone Sources, 1995

IMPACTS OF GROUND LEVEL OZONE

- Irritant to eyes, respiratory system
- Reduces athletic performance
- Permanent damage to lungs in children, infirm, elderly
- Damage to vegetation
- Deterioration of materials such as rubber, paints, nylon

What does the ECO Rule require?

Employers must provide commute options that have the potential to reduce employee commute auto trips by 10 %* within three years. Employers must continue this effort throughout the life of the ozone maintenance plan—until 2006. Annual employee surveys will determine progress toward this goal.

About 2000 employers may be affected by the rule, which will apply to about 65% of the employment in the region.

Is this going to work?

Based on actual experiences in other areas, the ECO program has a reasonable chance of success. DEQ will strive to keep the burden on business as light as possible. The ECO Rule, for example, could allow trip reduction "trading" between and among employers to allow flexibility. A company can choose compliance alternatives—thus permitting custom design of a transportation plan according to its own needs and resources.

* FYI: The State of Washington has an ECO program requiring a 35% trip reduction target.

1
The
Employees
Commute
Option
(ECO)

2
Interpreting
the Rules

3
Your
Transportation

4
Transit

5
Telecommuting

6
Carpooling &
Vanpooling

7
Bicycle
Commuting

8
Support
Programs

NOTES

A series of 18 horizontal dotted lines for writing notes.

Interpreting the RULES

Introduction to compliance

The goal of ECO is to reduce auto commute trips by 10 % within three years. This proposed rule will primarily affect larger employers, who are required to provide commute alternatives such as carpool matching, flexible work hours, telecommuting, and assistance for public transit use. Employers can comply with ECO either by:

- 1) submitting a plan to meet the target reduction to DEQ for approval or
- 2) by informing DEQ of the intent to meet the reduction and implementing a program without DEQ review.

Compliance will be demonstrated by employers through either development and implementation of DEQ approved trip reduction plans or a demonstration of good faith efforts to meet the target.

Based on existing trip reduction plans, a company can apply for partial or full exemption.

How does it affect employers & employees?

ECO affects all employers with work sites located in the Portland Area Air Quality Maintenance Area who employ more than 50 employees at a work site. Compliance includes:

- surveying employees regarding commute methods
- developing incentive programs to encourage employees to use alternative commute methods
- reporting commute trip reduction achievements to DEQ.

Employees will be provided with commute options that are more convenient and less costly than commuting in a single occupant vehicle. Most employees see this as a great benefit plan.

How do you prevent clogged arterials?

Go to work on your skateboard.



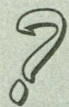
(Hey, not only will DEQ call you terrific, but you can cancel your membership at the gym and save big bucks!)

How will ECO be implemented?

Survey forms, guidance materials and resources for assistance are being mailed to each group as their initial compliance date nears. DEQ will offer training to all employers on the requirements of the program, as well as possible trip reduction strategies. Ongoing assistance with commute alternatives—such as transit, ride share, vanpooling, telecommuting, compressed work weeks and flex time—will be provided by other agencies including the Oregon Department of Energy, and also by SMART Transit.

What is the time frame?

The target date specified by the Legislature is "as soon as possible." The Wilsonville region is in Group 3 of four, and surveys are due May 1, 1997.



Where do you start? SMART is standing by to assist with surveys and follow-up analysis at no cost to the employer. Call John LeTourneaux at (503)526-0140.

If you have questions or need information on interpreting the rules, talk to the ECO program staff at DEQ (503) 229-6918.

2
Interpreting
the Rules

3
Your
Transportation

4
Transit

5
Telecommuting

6
Carpooling &
Vanpooling

7
Bicycle
Commuting

8
Support
Programs

SMART

NOTES

A series of 18 horizontal dotted lines for writing notes.

Your TRANSPORTATION PLAN

What's a Transportation Plan?

It's simply an organized method of encouraging employees to commute without driving alone in their cars. It will be unique to each company's situation.

A transportation plan can be a creative solution to any of these situations:

- limited or expensive employee parking
- customers or visitors circling your parking lot
- increasing traffic congestion and decreasing air quality
- meeting regional air quality requirements

Everybody wins...

A good transportation program benefits

- your company
- your employees and
- your community.

1. The money spent by an employer to provide employee parking can be substantial. Surface parking can cost \$5 - \$8,000 per space and that's after the cost of the land. A transportation program reduces the need for parking and parking expense.

2. The single occupancy vehicle is the most expensive way to get to work. Employees can realize great savings by using other commute methods. For example, carpooling with one other person cuts costs by 50%, and with two other people, by 67%.

3. The community gains in better air quality for better health, reduced traffic congestion on streets and highways, and improved livability for all.

The bottom line —

encourage employees to leave the car at home - at least sometimes

There is strong public sentiment about the Oregon lifestyle, plus a willingness on the part of Oregonians to participate in measures to protect it. Employers who already have support programs in place can apply for credit for these efforts in terms of ECO.

It's all about keeping
these off the road!



- In the average American city, 40% of the land is used for cars. The less we use our cars, the less land we need to cover over with roads, parking lots, etc.
- The car is the #1 cause of air pollution in Oregon
- When you leave your car home, you reduce traffic congestion and wear & tear on roads
- Cars produce 30% of the country's carbon dioxide, the #1 contributor to the "Greenhouse Effect."
- If you drive less, your car will require less maintenance, last longer, and have a higher resale value.
- A car produces a pound of pollution every 25 miles

Incentives

DEQ and other agencies want to make this easy for you. That's why there are many attractive incentives offered for business. One example—the IRS says you can pay for an employee's transit costs up to \$60 per month. Transportation projects such as vehicles used for employee transit—carpools and vanpools—and equipment for telecommuting—even research—may be eligible for Business Energy Tax Credits.

3
Your
Transportation

4
Transit

5
Telecommuting

6
Carpooling &
Vanpooling

7
Bicycle
Commuting

8
Support
Programs

SMART

NOTES

A series of 18 horizontal dotted lines for writing notes.

TRANSIT... the winning way to go

SMART Transit serves the commuter

The following will assist employers in putting together a practical commute option package for employees. Services are designed to make bus transit an attractive alternative to single occupancy vehicles.

- SMART service—free to riders.
- Monday through Saturday operation. Route timetables available on buses, Smart office, and internet at:
<http://www.teleport.com/~wilsnvil/SMART.shtml>
- Dial-a-Ride available to general public
- Four fixed routes serving Wilsonville, with Tri-Met connections at:
 - Commerce Circle (at Holiday Inn)
 - Tualatin Park and Ride
 - Meridian Park Hospital
 - Barbur Transit Center
 - Oregon City Transit Center
- Bus stops conveniently located every 2 - 3 blocks within the city
- Transfers available at any bus stop shared by two or more routes
- Drivers trained to assist disabled riders
- Bike racks on all buses

Employer Programs

Assistance in establishing Transportation Demand Management programs is a SMART service. For employers interested in reducing parking problems through carpools, express bus service, bicycling, or guaranteed ride home, SMART has innovative programs ready to go.

The SMART newsletter will keep you up to date keep on the latest alternative transportation services available in Wilsonville.

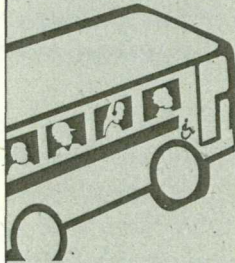


Call Cynthia Thompson,
Transit Director, at 682-7790.

6 good reasons for your employees to



1. You can rely on the bus.
2. You avoid stress and tension of driving and arrive at work relaxed.
3. You can save up to \$2000 a year on parking, gasoline, maintenance and insurance.
4. You have extra time to yourself - to read, work, people watch, plan the day, socialize or catch a few extra winks.
5. You help keep our air clean by decreasing the #1 cause of air pollution in Oregon—auto exhaust.
6. By walking or biking to the bus, you can save time and money at the gym. All buses have bike racks.



Your Transportation Coordinator

is a critical link in your transportation plan. SMART will work with the staff person you designate as your Transportation Coordinator. We'll make sure you have all information necessary and are aware of services and assistance Smart has to offer.

SMART choices make great things happen

SMART

4

Transit

5

Telecommuting

6

Carpooling &
Vanpooling

7

Bicycle
Commuting

8

Support
Programs

NOTES

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

TELECOMMUTING...

an option for the 90s

What is it?

Telecommuting, also called telework, is using telephones, computers and faxes to work at home or at an office near home one or more days a week instead of wrestling the morning commute to the main office. Writing, editing, telephoning, data entry and analysis, computer programming, and word processing are all tasks well suited to telecommuting. Telecommuters work at home anywhere from four hours to four days per week.

Benefits

Very importantly, by relieving traffic congestion, it improves air quality and saves energy. Telecommuting also increases the productivity and morale of employees who participate in the program, and uses work space more effectively. The following represents trip reduction potential in a company of 100 employees.

4% Reduction in Commute Trips 10 people telecommuting two days a week

		Percent reduction in commute trips									
		1%	2%	3%	4%	5%	6%	7%	8%	9%	10%
# days a week	1	5	10	15	20	25	30	35	40	45	50
	2	3	5	8	10	13	15	18	20	23	25
	3	2	3	5	7	9	10	12	14	15	17

The Department of Energy offers help for successful telecommuting:

1. A 35% state tax credit and low-interest loans for telecommuting equipment.
2. Acts as an ongoing resource to help organizations determine how telecommuting can work for them
3. Trains supervisors and employees on site
4. Produces case studies.

How is it set up?

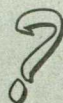
An agreement is worked out between worker and supervisor. Suitability of the job, plus qualifications and aptitude of the employee, are considerations. The following are telecommuting essentials:

- self-motivated, responsible employees
- flexible, effective managers
- top management support
- a formal policy
- training
- the right equipment
- a suitable home environment

Federal energy officials estimate that 6% of the nation's civilian workforce telecommutes at least one day a week. They project a rise to 10% by the year 2000 as more companies discover that telecommuting works for employees, management and the environment.

The City of Portland Gives Telecommuting a Thumbs Up

A six month pilot project funded by a grant from the state Energy Department was recently completed by the City of Portland to explore aspects of telecommuting. The results: happier employees.



Ask about telecommuting—
Oregon Department of Energy
Toll-free 1-800-221-8035

5
Telecommuting

6
Carpooling &
Vanpooling

7
Bicycle
Commuting

8
Support
Programs

SMART

NOTES

A series of 20 horizontal dotted lines for writing notes.

Carpooling & Vanpooling

Why carpooling?

A carpool is simply two or more people driving together for all or most of their commute. It's also an easy and creative solution to many transportation concerns.

Ten tips to carpooling success

1. Agree on smoking, eating, drinking, cologne and music policies.
2. Determine pick-up points, routes and schedule
3. Be on time. Decide how long the car should wait.



4. Decide whether and when to alternate driving.
5. Determine how costs will be shared and when payment is due.
6. Be courteous. Should the driver honk?
7. Establish a chain of communication to notify each other of illnesses or changes.
8. Don't feel like you have to talk.
9. If you need another carpooler, call SMART at 682-7790
10. Remember that communication and flexibility are the key to success.

Seeking partner for innovative vanpooling program—

Smart is interested in supplying the van and associated costs in a pilot program custom designed for a Wilsonville employer. Are you this company?

Carpooling matching

SMART will assist with a computer program to get your carpooling program off the ground.



Call Cynthia Thompson
at SMART Transit, 682-7790

Maybe Vanpooling is right for your company

A vanpooling program, involving a group of seven to fifteen commuters sharing the ride in one vehicle, can be useful to employers in certain situations. It works best with a large number of employees having these commute characteristics:

- Regular work hours
- Long distance commutes—over 20 miles away for best cost savings
- Concentrated rider base—at least 12 employees living in same area
- Limited options—where no public transit is available

Consider the cost of driving...

Average cost per mile
of operating a car in 1996

38.1¢

That's according to the American Automobile Association. Included is fuel, oil, tires, maintenance, insurance, registration, financing, and depreciation. It does not include, however...

the hidden costs.

These start with the many dollars in taxes we pay for land, roads, freeways, bridges and tunnels used by our cars. Automobile-caused smog produces acid rain that reduces crop yields, damages buildings, and affects the health of livestock. That, in turn, costs each of us more money every time we purchase a product. Smog also damages our health, costing us more in health care and lost productivity.

We can choose

Nobody is suggesting we do without cars completely, just that we make informed choices about how and when we use them.

6

Carpooling &
Vanpooling

7

Bicycle
Commuting

8

Support
Programs

SMART

NOTES

A series of 18 horizontal dotted lines for writing notes.

BICYCLE COMMUTING...

good for business

According to the Bicycle Transportation Alliance, when you encourage your employees to commute by bicycle, you can expect the following results.

1. Improved employee health & greater productivity.

Visualize your employees who are physically fit. They are energetic, alert, and unlikely to be absent from work or suffer on-the-job injuries. A study of corporate health programs by the National Institute of Health found that for every dollar invested, there was a savings of \$3.44 from fewer sick days, improved productivity, and fewer health insurance and worker's compensation claims.

2. Improved bottom line

Bicycle commuters can reduce your business' parking costs. Each auto parking space costs 10 to 100 times that of bicycle parking space.

3. Better public relations

A business that supports bicycling is proving its commitment to its employees and community by contributing to cleaner air, less traffic congestion, healthier citizens and a more livable environment.

4. Better employee relations

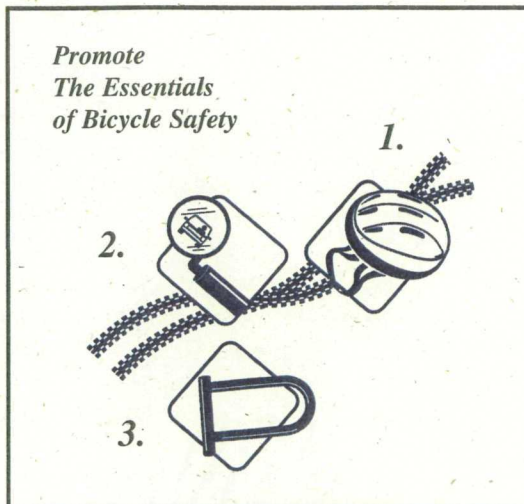
A bicycle-friendly business is a good place to work. Employees appreciate their employer's support.



NOTES

- Adequate and secure parking is a must; under cover parking is a plus.
- Showers and lockers at the work place make it do-able.
- Rewards or recognition for employees who reduce driving miles are great incentives.

Promote The Essentials of Bicycle Safety



Why Bicycle?

Healthy Stay in shape by biking, instead of being stuck in traffic or waiting for transit.

Fast Many trips are faster by bicycle than by car, especially short trips under three miles

Cheap Bikes don't cost much to buy or operate. There's no gas, parking or insurance to pay for.

Non-polluting Bicycles are environmentally friendly and they don't require lots of land for roads and parking lots.

Fun A bicycle ride at the end of the day is a great way to relieve stress.



For everything you need to know about getting to work on your bicycle, call the Bicycle Transportation Alliance
(503) 226-0676

In the Wilsonville area, talk to Patrick O'Hogan at (503) 682-1134. "Wilsonville Wheelers" is a developing organization promoting cycling.

NOTES

A series of horizontal dotted lines for writing notes.

SUPPORT PROGRAMS... strong incentives

and a
Bonus Benefit for all...

Support programs make it easier for employees to use commuting alternatives by alleviating some of the concerns and inconveniences of leaving the car at home.

YOUR TRANSPORTATION COORDINATOR — the key to success

Most companies benefit from the focus and energy this position brings. Whether filled by an employee or a contractor, it is a critical link in an effective transportation plan. The transportation coordinator may be a full-time position or a voluntary position for which the employee receives a transportation related reward. The job might involve any or all of these:

"Marketing" your transportation plan

- paycheck stuffers, e-mail, bulletin board in the break room
- recognition and rewards to encourage participation
- holding a "transportation fair"
- keeping up-to-date on transportation issues and innovations
- monitoring cost, effectiveness of program

Assist employees in setting up alternatives

- carpool/vanpool partner matching
- determine transit routes and schedules
- advise walking commuters, or to and from bus walkers
- assist bicycling commuters with route information, provide covered parking area, showers

Promote work alternatives to reduce trips

- telecommuting
- compressed work week
- flex hours to avoid traffic congestion



SMART is available to work with your
Transportation Coordinator.
Call Cynthia Thompson at 682-7790

Using alternate commuting methods reduces time behind the wheel and associated driving related stress. This delivers to the workplace a healthier, happier employee - on time, relaxed and ready to go to work.

UC Irvine psychologist Raymond W. Novaca, in researching health and behavior of automobile commuters exposed to long-term traffic congestion, finds that "road warriors" suffer

- elevated blood pressure
- headache
- increased states of negative moods
- lowered tolerance for frustration

Less driving would appear to benefit both employee and employer.



Parking 'cash-out'

This involves discontinuing free employee parking, charging a monthly fee, and then allotting every employee a monthly parking cash-out amount equal to the parking fee. Employees who continue to drive alone still park at no cost. However, employees who choose commuting alternatives are paid the cash-out bonus. This creates a powerful financial incentive for employees to leave their cars at home and choose less expensive transportation.

On-site amenities

Providing services that reduce the necessity for daytime trips away from the workplace can contribute significantly to the overall success of a transportation plan. Amenities offered by some companies include cafeterias, childcare, errand service, banking, and emergency rides home.

NOTES

A series of horizontal dotted lines for writing notes, spanning the width of the page.

