

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT AGENDA

**Wednesday, June 11, 2008, 8:15 a.m.
Madison Avenue Meeting Room
500 SW Madison Avenue**

I. INTRODUCTIONS

II. APPROVAL OF MINUTES

May 14, 2008

III. CACOT/VISITOR'S COMMENTS

- Mayor Charlie Tomlinson

IV. OLD BUSINESS

- Route Revision Subcommittee Update and Final Recommendations

V. NEW BUSINESS

- Discussion of possible reduction of the eligible age for the "Honored Citizen" pass
- Election of Vice-Chair

VI. INFORMATION SHARING

VII. ADJOURNMENT

Future Meetings:

Wednesday, July 9, 2008, 8:15 a.m., Madison Avenue Meeting Room

Wednesday, August 13, 2008, 8:15 a.m., Madison Avenue Meeting Room

Wednesday, September 10, 2008, 8:15 a.m., Madison Avenue Meeting Room

The Madison Avenue Meeting Room is accessible to the public.
Please contact Tim Bates at (541) 766-6916
if you need special accommodations to attend the meeting.

APPROVED

June 11, 2008
by CACOT

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES
May 14, 2008**

Present

Bob Lowry, Chair
Lita Verts, Vice-Chair
Tad Abernathy
Rick Crawford, ASOSU
Stephan Friedt
Susan Hyne
Brandon Trelstad
Robert E. Wilson

Absent

George Grosch, City Councilor

Staff

Steve Rogers, Public Works
Jim Mitchell, Public Works
Lisa Namba, Public Works
Tim Bates, Public Works
Cindy Hallett, Public Works

Visitors

Dean Codo
Laura Duncan-Allen
George Norek, M.D.

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
I. Introductions	X		
II. Approval of Minutes February 13, 2008 Minutes April 9, 2008 Minutes	X X		Approved Approved, with corrections
III. CACOT/Visitor Comments	X		
IV. Old Business Proposed Route Revisions	X		Approved for presentation at public meeting
V. New Business	N/A		
VI. Information Sharing	X		
VII. Adjournment			Adjourned at 9:35 a.m.

CONTENT OF DISCUSSION

I. Introductions

The meeting was called to order at 8:15 a.m.

Introductions of Commission members, staff, and guests were made.

II. Approval of February 13, 2008 Minutes

Commissioners Trelstad and Friedt, respectively, moved and seconded that the Commission approve the February 13, 2008 minutes. The motion passed unanimously.

Approval of April 9, 2008 Minutes

The minutes shall be amended to reflect the following:

Hewlett-Packard (HP) stops shall be called HP-North and HP-South for clarification.

Commissioners Trelstad and Friedt, respectively, moved and seconded that the Commission recommend approval of the April 9, 2008 minutes, as amended. The motion passed unanimously.

III. CACOT/Visitor Comments

Dean Codo, a self-described frequent bus rider, addressed the Commission. He said that overall the initial route changes look good. His other comments included: incoming buses would be better identified if numbers change to reflect the upcoming route before the buses enter the Downtown Transit Center; consider public input on map redesign; consider changing route names from numbers to named or lettered routes; repairing the sidewalk and vision clearance issues adjacent to the bus stop at NW 29th Street and NW Fillmore Avenue; include bus drivers in the route change decision-making process.

Dr. Norek stated he has comments on route revisions and system changes he will submit in writing.

IV. Old Business

Mr. Bates gave an overview of the proposed route revisions and the process by which the subcommittee arrived at its recommendations. He also explained how the current 22,000 hours available in the system will increase as a result of the Budget Commission's recommended transit budget enhancement. The \$180,000 enhancement will provide an additional 2,400-2,500 hours to the current system. Chair Lowry thanked the subcommittee and staff for all their time and commitment.

Mr. Bates, with input from the Route Revision Subcommittee, reviewed each route including; changes, additions, reductions and eliminations to route service days and hours. For a detailed description, see pages 5-9 of this document.

Vice-Chair Verts said, with regard to the proposed Downtown Circulator, that she is concerned about parking on 2nd Street on Saturdays and the ease of buses moving through this area. Ms. Namba stated there would only be two runs in the morning and two in the afternoon. Mr. Mitchell has made contact with Joan Wessell of the Downtown Corvallis Association to inquire about the possibility of the Downtown Commuter becoming a fareless service.

Commissioner Wilson asked if the \$65.00 per-service-hour figure includes sufficient inflation for fuel and staff responded in the affirmative. Commissioner Wilson asked how the measurements to record ridership will change, and the about the ability to compare the changes. Commissioner Trelstad stated there are measures to determine per ride costs. Commissioner Crawford's main concern is the potential for conflicts with pedestrian traffic at SW 26th Street and Monroe Avenue, an area which is proposed to be serviced by Route 3 and the SW Commuter.

Commissioner Hyne presented the possibility of Sunday service, using Beaver Bus-style routes. In order to find hours to provide Sunday service, the proposed Saturday hours could be cut by having 2 of the 3 routes with ½ hour service switch to an hourly service. Vice-Chair Verts stated that eight hours of Sunday service would be optimum but five hours would be sufficient. Chair Lowry said other transit service providers have had historically low Sunday ridership figures. He said there are some other options available to riders who attend services, including carpooling among congregation members. Commissioner Hyne is concerned about non-car owners who do not attend church. Mr Mitchell asked the Commission if it wanted to include a presentation of Sunday service alternatives for the public meeting. Commissioner Wilson doesn't think a presentation is necessary but should be included in the next enhancement. Commissioner Hyne advocated for a presentation of Sunday service at the public meeting to gain rider interest. The Commission decided not to include a Sunday option in the public meeting.

Commissioner Wilson and Co-chair Verts respectively, moved and seconded that the Commission approve the Route Revision Subcommittee's proposed route revisions as developed by the subcommittee, to be presented at the public meeting. The motion passed unanimously.

V. New Business

There was none.

VI. Information Sharing

- **Dial-A-Bus Paratransit Contract** - Ms. Namba reviewed the process the City and Benton County have historically used to obtain a common contractor to provide Special Transportation Fund and ADA paratransit rides. The County recently went through a Request for Proposal process and received bids from Dial-A-Bus and Oregon Housing and Associated Services (OHAS). Dial-A-Bus, the currently contractor, was awarded the contract. The City intends to enter into a new contract with Dial-A-Bus for paratransit services.

- **ASOSU Transit Advisory Committee** - Mr. Bates reported on the Committee's initial meeting. Commissioner Crawford's ASOSU position, Commissioner Trelstad's OSU position, and the ASOSU Beaver Bus Director's position were among those selected to hold Committee posts. The Committee will be included in the ASOSU handbook which ensures it will be an active committee for the '08-09 school year.
- **Ridership** - Ms. Hallett reported CTS set an all-time ridership record with 60,900 rides for the month of April, 2008, compared to April, 2007 ridership of 50,542 rides. The Philomath Connection had 1,674 rides for April, 2008 compared with 1,408 rides in April, 2007. The Beaver Bus is experiencing increased ridership with 1,036 rides for April, 2008 compared to 795 rides for April, 2007.
- **Survey** - Ms. Hallett reported on the onboard survey. The subcommittee was able to use portions of the data from the 370 responses. Thirty-three percent of respondents qualified as Job Access Reverse Commute (JARC) eligible as "low income that use transit as their commute source to work".
- **Philomath Connection Map** - Mr. Bates met with the OSU class that is designing a new Philomath Connection map and logo. He will meet with the City of Philomath to better coordinate the PC and CTS fare structures and schedules.
- **Linn Benton Loop** - Ms. Namba reported there has been a commitment from the Linn-Benton Loop to provide service to NW 9th Street, Avery Square and the LBCC Benton Center. Implementation is expected to occur this summer.
- Steve Rogers made some general comments. The transit system should be easy for commuters to use and have consistent arrival times. Relative to Sunday service, he agreed with Commissioner's Wilson suggestion that it should be considered during the next budget enhancement process. The Administrative Services Committee of the City Council has a standing item called "revenue alternatives"; in the future there may be talk of transit funding and CACOT may want to provide input. Mr. Rogers noted that the route revisions decided on by CACOT will be considered final and will not need the approval of City Council before being implemented.

VII. Adjournment

Commissioners Wilson and Friedt, respectively, moved and seconded that the meeting be adjourned. The motion passed unanimously.

The meeting was adjourned at 9:35 a.m.

NEXT MEETING: June 11, 2008, 8:15 a.m., Madison Avenue Meeting Room

Proposed CTS Service Design May 2, 2008

CURRENT SERVICE

Route 1:

Weekday: First bus leaves Timberhill Shop. Ctr. 6:30am

Last bus leaves DTC 7:05pm,
ends at Walnut/Rolling Green 7:20pm

Sat.: First bus leaves Timberhill Shop. Ctr. 7:30am

Last bus leaves DTC 6:00pm

Changes: Weekday service begins 30 minutes later, departing from DTC instead of Timberhill Shopping Center (TSC).

Sat. service begins 30 minutes later, departing from DTC instead of TSC.

On weekdays and Sat., beginning with the 4:00pm run until last run, departure time is 10 minutes after the hour from DTC.

Route 2:

Weekday: First bus leaves Samaritan Dr. 6:25am

Last bus leaves DTC 6:15pm

Sat.: First bus leaves DTC 7:15am

Last bus leaves 5:15pm

Changes: Weekday service begins 50 minutes later, departing from DTC instead of Samaritan Dr.

Weekend service is increased by 30 minutes with a later last bus departure time (ends 1 hour later).

Route 3 (combines hours from 3 & 8):

Weekday: First bus leaves 53rd/Phil. 6:25am

Last bus leaves DTC 6:45pm

PROPOSED SERVICE

Weekday: First bus leaves DTC 7:00am

Last bus leaves DTC 7:10pm,
ends at Walnut/Rolling Green 7:25pm
(bus leaves at :10 beginning at 4:10)

Sat.: First bus leaves DTC 8:00am

Last bus leaves DTC 6:10pm
(bus leaves at :10 beginning at 4:10)

Weekday: First bus leaves DTC 7:15am

Last bus leaves DTC 6:15pm

Sat.: First bus leaves 7:15am

Last bus leaves 6:15pm

Weekday: First bus leaves 53rd/Phil. 6:55am

Last bus leaves DTC 6:45pm, ends
Tech Loop/Research Way
7:00pm

Sat.: First bus leaves DTC 7:15am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC 8:15 am
Last bus leaves DTC 6:15pm, service
ends Tech Loop/Research Way
6:30pm

Changes: Both weekday and Saturday service doubles to 30 minute frequency, increased from 1hour frequency.

Weekday service begins 30 minutes later.

Sat. service begins 1 hour later, last bus leaves 30 minutes later.

Removed direct service from West Hills Rd.; 53rd between West Hills and Hwy 20; Country Club Drive from 49th Street east; and 35th Street.

Added direct service on 49th Street and 26th Street through campus.

NOTE: To increase Rt 3 to 30 minute service, Rt 8 was replaced by a new route, SW Commuter

Route 4:

Weekday: First bus leaves DTC 6:45am
Last bus leaves DTC 6:45pm

Weekday: First bus leaves DTC
6:15am
Last bus leaves DTC 6:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC
7:45am
Last bus leaves DTC
5:45pm

Changes: Weekday service increased by 30 minutes with an earlier start.

Removed service to Highland south of Garfield on inbound run, 11th Street inbound, and Monroe inbound.

Added service to Garfield from Highland to 9th St., 9th St. from Garfield to Buchanan, Buchanan from 9th St. to 5th St., 5th St. from Buchanan to Monroe.

NOTE: The addition of the Route 1 Peak/CHS route is expected to compensate for the removal of Route 4 bus service past CHS.

Route 5

Weekday: First bus leaves Timberhill 6:25am
Last bus leaves DTC at 6:45 pm

Weekday: First bus leaves Timberhill
6:25am
Last bus leaves DTC at 8:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 5:45pm

Sat.: First bus leaves DTC 7:45am
Last bus leaves DTC 7:45pm

Changes: Service is extended by 2 hours into the evening, both weekdays and Sat., on hourly runs.

On weekdays, Route 5's 30-minute service ends at the conclusion of the 6:45pm run. It then has hourly service (paired with Rt 6) with runs departing DTC 7:45pm and 8:45pm.

On Sat., Route 5's 30-minute service ends at conclusion of the 5:45pm run. It then has hourly service (paired with Rt 6) with runs departing DTC 6:45pm and 7:45pm.

NOTE: Route 5 is changed at TSC to avoid the difficult left turn from Forestgreen to Kings. The route will turn left from Rolling Green to 17th, turning right onto Circle and left at the Circle & Kings signal to return to Kings Blvd. This means two stops on Kings between Forestgreen and Circle will no longer be served, but direct service will be added to 17th St.

Route 6

Weekday: First bus leaves DTC 6:15am

Last bus leaves DTC 6:45pm

Sat.: First bus leaves 7:15am

Last bus leaves DTC 5:45pm

Weekday: First bus leaves DTC

6:15am

Last bus leaves DTC 8:15pm

Sat.: First bus leaves DTC

7:15am

Last bus leaves DTC

7:15pm

Changes: Service is extended by 2 hours into the evening, both weekdays and Sat., on hourly runs.

On weekdays, Route 6's 30-minute service ends at the conclusion of the 6:45pm run. It then has hourly service (paired with Rt 5) with runs departing DTC 7:15pm and 8:15pm.

On Sat., Route 6's 30-minute service ends at conclusion of the 5:45pm run. It then has hourly service (paired with Rt 5) with runs departing DTC at 6:15pm and 7:15pm.

Route 7

Weekday: First bus leaves HP 6:15am
Last bus leaves DTC 6:05pm

Weekday: First bus leaves DTC 6:00am
Last bus leaves DTC 7:10pm

Sat.: First bus leaves HP 7:15am
Last bus leaves DTC 6:00pm

Sat.: First bus leaves DTC 8:00am
Last bus leaves DTC 7:10pm

Changes: Weekday service is increased by 15 minutes in the morning, with an earlier departure from the DTC instead of HP.

Weekday service is increased by 65 minutes with a later last bus departure time.

Saturday service is decreased by 45 minutes in the morning with a later departure from the DTC instead of HP.

Saturday service is increased 70 minutes in the evening with a later last bus departure.

On weekdays and Sat., beginning with the 4:00pm run until last run, departure time is 10 minutes after the hour from DTC.

SW Commuter/2nd Street Commuter/Downtown Circulator

Weekday:	Sat.
SW Commuter:	SW Commuter:
A.M. Runs: 7:05am - 7:41 am 8:05am - 8:41 am	A.M. Runs: 9:05 am - 9:41 am 10:05 am - 10:41 am
P.M. Runs: 5:15pm - 5:51 pm 6:15pm - 6:51 pm	P.M. Runs: 2:05 pm - 2:41 pm 3:05pm - 3:41pm
2nd Street Commuter:	Downtown Circ.:
A.M. Runs: 6:45am - 6:58am 7:45 am - 7:58am	A.M. Runs: 9:45 am - 9:55 am 10:45 am - 10:55 am
P.M. Runs: 5:00pm - 5:13pm 6:00pm - 6:13pm	P.M. Runs: 2:45 pm - 2:55 pm 3:45 pm - 3:55 pm

Notes: On weekdays the 2nd Street Commuter is the first leg for all runs.
On Sat. the SW Commuter is the first leg for all runs.
The SW Commuter route will provide direct service to OSU on 26th Street between Western Blvd and Monroe Ave; 53rd between Harrison Blvd and Country Club Drive; 49th Street, Research Way, and 35th Street between Country Club Drive and Western Blvd. Some of these areas lost direct service as a result of the Route 8 cut. It also provides direct service to Grand Oaks.

Route 1 Peak/CHS:**Weekday:**

A.M.: Bus leaves Timberhill Shopping Center 6:50 am, arrives at OSU at 7:05 am, arrives at DTC at 7:10 am.
Bus leaves DTC at 7:15 am, arrives at CHS at 7:20 am, ending at DTC at 7:45 am.

P.M.: Bus leaves CHS at 3:20 pm, arrives at DTC 3:25 pm, departs DTC 3:30 pm, arrives at OSU at 3:35 pm, arrives at Timberhill Shopping Center via Witham Hill at 3:50 pm.

Notes: AM includes 2 runs from Timberhill Shopping Center to Witham Hill to OSU and downtown.
There is no Saturday service.
This route operates 36 weeks per year (509J school year, no service during winter, spring, or summer breaks).

MEMORANDUM

DATE: June 5, 2008
TO: CACOT Members
FROM: Tim Bates, Transit Coordinator
SUBJECT: Information Sharing Report

Vice-Chair Verts' Last Commission Meeting - Staff thanks Lita for her dedicated service to the Commission. She has been an extremely worthy and important representative of transit riders in general and South Corvallis residents in particular. We wish Lita well in all future endeavors.

CTS/ASOSU Transit Advisory Committee - On Wednesday, April 30th, this committee had its initial meeting at which the makeup of Committee's members was decided. Meetings will be held once per month throughout the school year to provide a forum for direct dialogue between CTS and ASOSU on transit matters such as proposed route revisions, upcoming transit events, and issues directly affecting OSU students, faculty and staff.

Beaver Bus Summer Hiatus - Beaver Bus service will not operate during the summer. The last weekend of service will be the weekend of June 5-7. Service will resume in early October, 2008.

Fare Coordination - Staff recently obtained agreement from the Philomath City Manager that both the Philomath Connection and CTS services would use an identical fare structure. This includes the provision of two new passes: a monthly/multi-month pass for the Philomath Connection and a joint "system-wide" pass that would allow the purchaser to ride both parts of the system. Staff and the Corvallis MPO Director met recently to discuss the pricing and cost sharing for the joint pass.

Ridership

- **CTS provided 58,420 rides in May (9% increase).** CTS has already set an all-time fiscal year ridership record (571,785) and will add to that record with June's ridership. CTS has set monthly records for 10 of the 11 months of Fiscal Year 07-08 and will provide well over 600,000 rides this fiscal year.
- **Philomath Connection provided 1,608 riders May (16% increase).** Ridership for May, 2007 was 1,388.
- **Beaver Bus provided 1,281 rides in May (36% increase).** Ridership for May, 2007 was 940. We expect Beaver Bus ridership to show a 20% increase for FY 07-08 over ridership in 06-07.
- **"Honored Citizen" bus passes for seniors 80 + years.** Eleven new passes were distributed in May. A total of 489 Honored Citizen passes have been issued since the program began in September, 2004.

Follow-up on issues presented at May CACOT meeting

- **Commission vacancies** - Vice-Chair Verts's term expires on June 30th. Individuals have expressed an interest in filling the position, and the Mayor is following up with them.

MEMORANDUM

DATE: June 5, 2008
TO: CACOT Members
FROM: Tim Bates, Transit Coordinator
SUBJECT: Route Revision Subcommittee Update and Final Recommendations

ISSUE

CACOT needs to develop a final recommendation on transit route revisions to take to a public meeting later in June.

A public meeting was held May 20, 2008. Public testimony was received at the meeting and subsequently. A recap of oral testimony heard at the meeting is on page 3 of this document. The subcommittee met May 23rd, reviewed all testimony and developed further route revisions to address the issues raised.

BACKGROUND

The Route Revision Subcommittee presented its recommendations, approved by CACOT, at a public meeting held May 20th at the Madison Avenue Meeting Room. There were 30 attendees. Public testimony was received at the meeting and subsequently. Attached is a recap of those comments. The subcommittee met May 23rd, reviewed the testimony and developed further route revisions to address the issues raised. The Subcommittee reviewed ridership figures to determine the best allocation of transit resources.

DISCUSSION

The majority of the public input centered around 1) the loss of direct service to Stoneybrook; 2) the reduction in service to 53rd Street and elimination of direct service to West Hills Road due to the Route 3 revisions and the Route 8 elimination; and 3) requests for direct service to Crescent Valley High School (CV).

Each of these issues was studied by staff and the resulting actions are listed below.

1) **Loss of Direct Service to Stoneybrook** - Service to Stoneybrook's SW Country Club Drive and 45th Street stop is proposed to be eliminated. The Subcommittee studied ridership figures and could not justify keeping this stop, given the low ridership numbers. Stoneybrook residents will be able to receive 30-minute service via the stop on SW 49th Street just north of Country Club. Staff continues to explore ways to convenience Stoneybrook residents because of the longer-than-current walk to their nearest stop.

2) **Reduction in service to 53rd Street and Elimination of Direct Service to West Hills Rd.** - Philomath Connection's route direction was changed to provide two-way service on West Hills Road and 53rd Street between West Hills and Country Club. As a result, service was removed from

Technology Loop. This loss will be mitigated by service provided by the proposed Route 3. The schedule was adjusted to provide better coordination at the DTC.

Tim phoned several persons who spoke at the public meeting regarding loss of service on West Hills and discussed the proposed Philomath Connection two-way service to West Hills. Each person said they considered this service a very positive response to their requests.

3) **Requests for Direct Service to Crescent Valley High School (CV)** - Direct service to CV was not approved for several reasons. CV is not within City limits. Also, a bus service that provided direct service to CV operated several years ago and experienced very low ridership.

Recommendation

Staff recommends that CACOT schedule a public meeting in June to present the route design contained in “Proposed CTS Service Design” (attached), along with the above-mentioned route revision to the Philomath Connection.

Testimony received at the public meeting May 20, 2008:

Peggy Bertozzi: Ms. Bertozzi lives on West Hills Rd. With the elimination of Route 3 from W. Hills she will have to walk 25 minutes to the nearest bus stop. She has to be at work by 8:00 a.m. and this will be problematic. Route 8 was a back-up for her and this has been eliminated as well.

Joy Jensen: Ms. Jensen is a Route 3 rider. She stated that the meeting notice in the newspaper wasn't accurate as it didn't list the route changes, just the increased frequency. She felt this was misleading and that more people would have come if they had known what was being proposed. She asked about using Route 3 to serve not just 49th Street, but also County Club Dr and 35th Street.

Kathy O'Reilly: Ms. O'Reilly lives on West Hills Rd. She said this street is already unsafe and she feels safety will be made worse by making Route 3 riders access the bus on Philomath Blvd. Her son uses the bus all winter to get to CHS. She currently drives him to 53rd and West Hills to the bus stop.

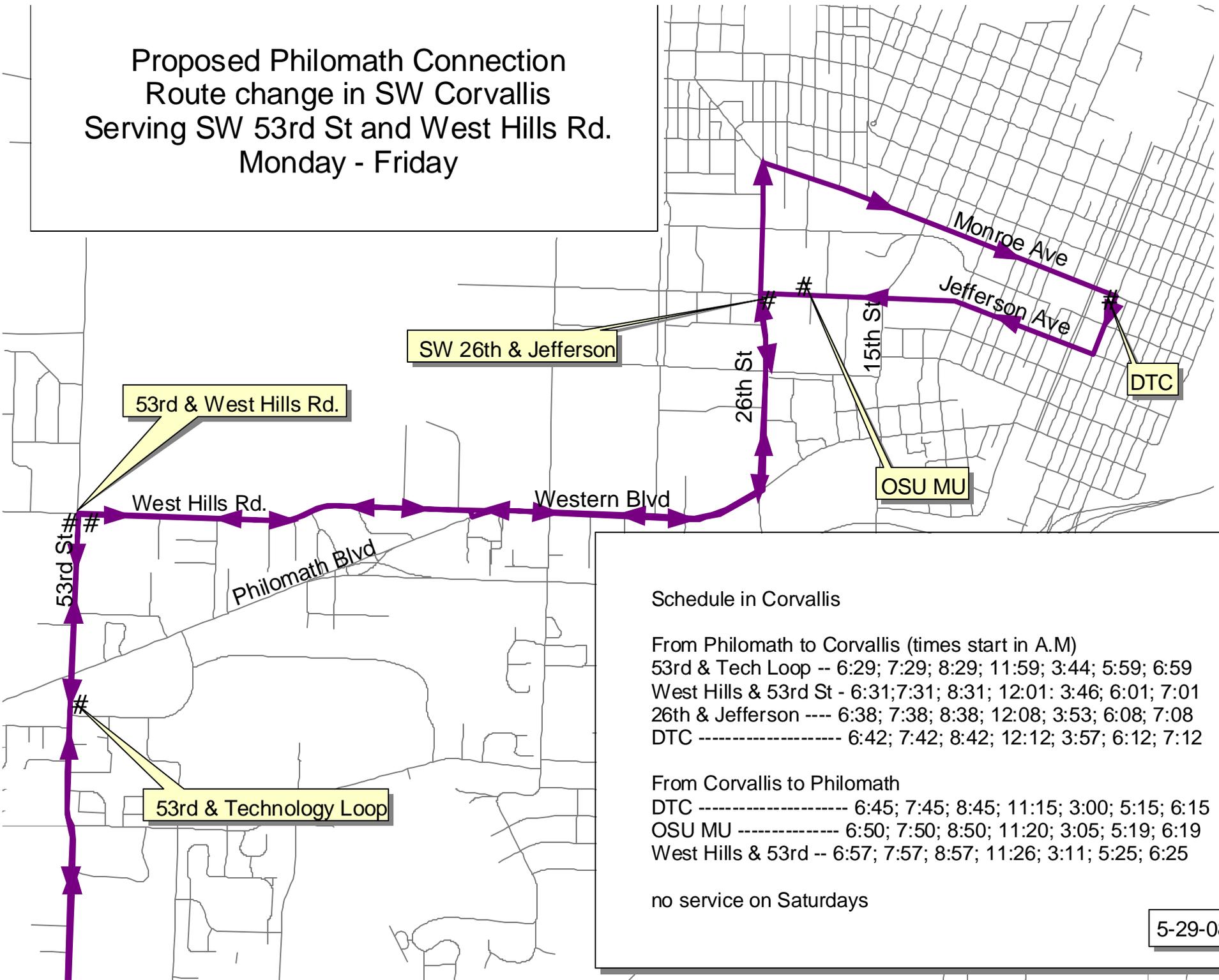
Joe Harrod: Mr. Harrod said that Rick, John, Dave, and he each are mobility impaired and live at Stoneybrook, which is proposed to lose direct service. He referred to a letter from Stoneybrook residents that was presented to the Subcommittee.

Jerry Hull: Mr. Hull stated that he rides Route 3. He said the proposed Route 3 cuts 4.8 miles of the existing Route 3, eliminates 11 stops and 2 shelters. He objects to the "out and back" service along Philomath Blvd. and thinks Southwest Corvallis should receive better service. He said the newspaper ad didn't work well, as cuts in service should have been mentioned along with service additions.

Matt Philpott: Mr. Philpott lives off of West Hills Rd. and said service should be maintained on West Hills and that earlier service to the high school would be useful.

Linda Easter: Ms. Easter said her husband owns a bike shop and they do not own a car, relying on CTS as their primary means of transportation. Her family lives in SE Corvallis and she thinks it is more important to serve the outskirts of town, reasoning as it's easy to walk and bike closer to the downtown area.

Proposed Philomath Connection
 Route change in SW Corvallis
 Serving SW 53rd St and West Hills Rd.
 Monday - Friday



Schedule in Corvallis

From Philomath to Corvallis (times start in A.M)

53rd & Tech Loop -- 6:29; 7:29; 8:29; 11:59; 3:44; 5:59; 6:59
 West Hills & 53rd St - 6:31; 7:31; 8:31; 12:01; 3:46; 6:01; 7:01
 26th & Jefferson ---- 6:38; 7:38; 8:38; 12:08; 3:53; 6:08; 7:08
 DTC ----- 6:42; 7:42; 8:42; 12:12; 3:57; 6:12; 7:12

From Corvallis to Philomath

DTC ----- 6:45; 7:45; 8:45; 11:15; 3:00; 5:15; 6:15
 OSU MU ----- 6:50; 7:50; 8:50; 11:20; 3:05; 5:19; 6:19
 West Hills & 53rd -- 6:57; 7:57; 8:57; 11:26; 3:11; 5:25; 6:25

no service on Saturdays

5-29-08

MEMORANDUM

DATE: June 5, 2008
TO: CACOT Members
FROM: Tim Bates, Transit Coordinator
SUBJECT: Possible reduction of the eligible age for the "Honored Citizen" pass

ISSUE

Several citizens have asked staff to consider lowering the minimum age for a person to qualify for an "Honored Citizen" pass. The current minimum age to qualify for this pass is 80 years. This benefit enables the pass holder to ride free on Corvallis Transit System buses for the remainder of his/her life.

BACKGROUND

A total of 489 Honored Citizen passes have been issued since the program began in September, 2004. Sixty-seven passes have been issued in the twelve-months time period of June, 2007 - May, 2008. This averages out to five and one-half passes per month.

The program was started to encourage older citizens to use the bus as an alternative mode of transportation, at the same time maintaining a greater level of independence than when riding Dial-A-Bus. Staff has heard a unanimously positive response to the program from seniors and non-seniors alike.

DISCUSSION

Tim surveyed local transit providers to query them about the minimum age of "Honored Citizen" pass recipients. Below are the results of that survey:

Tri-Met (Portland): There is no "Honored Citizen" free pass. Seniors 65 years of age and older qualify for Senior/Youth/Disabled fares.

Cherriots (Salem): There is no "Honored Citizen" free pass. Seniors 60 years of age and older qualify for Senior/Youth/Disabled fares.

Lane Transit District (Eugene): "Honored Citizen" free pass for citizens 70 years of age and older.

Rogue Valley Transportation District (Medford/Ashland): There is no "Honored Citizen" free pass. Seniors 62 years of age and older qualify for Senior/Youth/Disabled fares.

REQUESTED ACTION

Staff requests CACOT to recommend a policy on the minimum age to qualify for an "Honored Citizen" free pass.