

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES**

April 13, 2005

Members Present

Emily Hagen, City Councilor
Brandon Trelstad
Lita Verts, Vice-Chair
Robert E. Wilson

Staff

Jon Katin, Public Works
Michelle Rhoads, Public Works

Visitors

Paul Morgan

Absent

Scott Carroll
Bob Lowry, Chair
Robert Straus, ASOSU
Bjorn Warloe

SUMMARY OF DISCUSSION

Agenda Item	Infor- mation Only	Held for Further Review	Recommendations/Action
I. Introductions	X		
II. Approval of Minutes- March 9, 2005 and March 30, 2005		X	
III. CACOT/Visitor's Comments	X		
IV. Draft Transit Master Plan- Status report		X	
V. Discussions with ASOSU re Student Fees and Group Pass Program	X		
VI. Consider Potential Revisions to Routes 3, 6, 8		X	
VII. Consider Potential Revision to Standard Operating Procedure of waiting up to 5 minutes for Transfers between Buses			CACOT supported a three-month trial period for reducing waiting times to three minutes for transfers between buses.
VIII. Draft Policy on Parameters for Restricting Services to Passengers		X	
IX. Information Sharing	X		
X. Adjournment	X		

CONTENT OF DISCUSSION

I. Introductions

Introductions of Commission members, staff and visitors were made.

II. Approval of Minutes- March 9, 2005 and March 30, 2005

There was no quorum to approve minutes.

III. CACOT/Visitor's Comments

Paul Morgan said he has noticed a lot of cigarette smoking at the Intermodal Mall and Timberhill bus shelter. There are "No Smoking" signs posted at the Intermodal Mall and on each shelter but the signs are being ignored by smokers. Michelle Rhoads said there is a City ordinance prohibiting smoking within ten feet of any public facility. Bus shelters and buses are considered public facilities. Once or twice a year the *CTS Newsletter* will contain a no smoking notice. Mr. Morgan suggested posting the City ordinance at the Intermodal Mall, which Rhoads agreed to.

Mr. Morgan also said lately he has noticed a number of automobile drivers using the Intermodal Mall as a cut-through from Monroe Avenue to 5th Street. Michelle Rhoads said she would look into putting a letter or press release in the *Gazette-Times* advising private motorists of the illegality of accessing the Intermodal Mall. Jon Katin said he would contact Tim Brewer, Corvallis Police Department, to have police officers monitor the Intermodal Mall for this type of violation. Mr. Morgan suggested contacting the City Attorney for clarification of the City's minimum standards for signage at the Intermodal Mall.

IV. Draft Transit Master Plan- Status Report

Jon Katin reported the Draft Transit Master Plan (Plan) will be presented to Urban Services Committee on May 17. It was originally scheduled to be presented in April. The Plan will be submitted to CACOT before its May 11 meeting.

V. Discussions with ASOSU Regarding Student Incidental Fees and Group Pass Program

Jon Katin said a proposal to increase CTS fees to \$2.18 per term per student was submitted to ASOSU's Incidental Fee Committee ("Committee"). The Committee initially accepted

the proposal. An open forum, which Katin was unable to attend due to short notice, yielded a change of position from the Committee in that it chose a fee of \$2.07 per term per student. The \$2.07 fee includes Philomath Connection and CTS. The Committee's initial intent was to cover the difference between the number of students reported this year versus number of students next year, so there was no decrease in funds distributed to CTS. Due to a math error, the Committee's granting of \$2.07 to CTS increases the dollar figure coming to CTS from \$105,000 to \$109,000. However, the dollar figure still falls short, by more than \$6,000, of funding requested by CTS.

The Committee stated three reasons for not honoring CTS's request for \$2.18 per student per fee. First, the Committee's budget guide stated "no increases unless mandated". CTS's position was diesel fuel prices, a \$40,000 increase in next year's budget and a five-year contract with Laidlaw Transit with a built-in escalator clause amounting to \$36,000 would make the fee increase a mandate. The Committee decided otherwise.

Secondly, the Committee views the \$130,000 contract from OSU to CTS as funds indirectly coming from students' tuition fees. Katin does not know what percentage of the contract, if any, comes from students' tuition fees.

Thirdly, information given to the Committee by CTS via charts and graphs indicated the City's General Fund support to CTS had decreased over the previous three years. The General Fund contribution went from \$890,000 in 2002-2003 to \$624,000 in 2003-2004. The contribution further decreased to \$570,000 in 2004-2005. The Committee viewed this as an attempt to place additional burden on OSU students by not maintaining an equal share from the General Fund. However, the same charts and graphs showed the overall revenue to CTS from student incidental fees, as a percentage of revenue, was fairly constant during this time period. CTS was able to acquire additional revenue sources which allowed the General Fund to decrease its support. The Committee also felt CTS's figure of student ridership being 43% of total ridership was too high and the data was not collected correctly. Ridership totals currently are measured by surveys conducted one week in January and one week in February. The Committee suggested collecting ridership data one week every term.

Both Student Senates voted to support the Student Incidental Fee Committee's position of \$2.07 per student per term. Katin said CTS is left with three options. The first option

is to accept the Committee's stated offer and attempt to acquire additional revenue sources to offset a shortfall of \$6,345. The second option is to accept the Committee's stated offer then cut services. The third option is to appeal to the President of OSU.

Bob Wilson said other options would be to terminate negotiations or to change the period of the contract, such as removing service for the summer term.

Katin said CACOT could modify its future presentations and limit input furnished to the Committee strictly to budget and ridership summary data. Katin felt the Committee took some of the information provided by CTS and extrapolated incorrect conclusions. Katin also felt CTS was looked at differently than other organizations which are centered on OSU's campus and not seen as an outside organization.

Lita Verts said when a general vote was held regarding raising salaries for CTS drivers approximately seven years ago, OSU students voted overwhelmingly to approve an increase.

Lita Verts asked if there would be a cost per gallon of fuel at which CTS would need to increase the amount of support from OSU students. Jon Katin answered that CTS would not be able to implement such an increase within the existing contract with OSU. Currently, there is no fuel clause in the contract. Brandon Trelstad said if a fuel clause were included in a future OSU contract, an across the board increase would need to apply to all riders, so as not to single out OSU student riders. Current CTS funding budgeted for overhaul of one of the bus engines. This overhaul has not been needed so the funds have been used to offset increases in fuel prices.

VI. Consider Potential Revisions to Routes 3, 6, 8

Michelle Rhoads said staff requested CACOT postpone discussion of this topic. Input is still being gathered.

VII. Consider Potential Revision to Standard Operating Procedure of Waiting Up to 5 minutes for Transfers between Buses

Michelle Rhoads reported CTS drivers encouraged CACOT to look at this issue because they feel the five-minute wait time is too long. Staff proposes a two-minute wait time. Rhoads said many of the routes are on a very tight schedule which does not allow for wait times for transfers if the route is going to remain on time. Route performance is

affected by traffic congestion; trains; riders using wheelchairs or walkers; and riders with small children. On occasion transfers for some riders can take five minutes.

Lita Verts said she worried that a reduction in wait times may negatively impact wheelchair riders. Rhoads said the change would be a system-wide change and is not geared toward wheelchair users, though it may impact them too.

Rhoads said staff prefers a three-month trial period to assess on-time performance impacts and rider impact. On-time performance is defined as any route leaving the Intermodal Mall less than six minutes after its scheduled departure time. Rhoads said the two-minute wait time would positively impact the entire system as delays have an aggregate effect on the system. There was discussion about other options for reduced wait time, such as 4 minutes or 3 minutes, and advantages or disadvantages to these options.

CACOT members present agreed to support a three-minute wait time for transfers between buses for up to a three-month trial period. If the three-minute wait time does not make a positive impact, the change could be abolished before the three-month trial period is completed.

VIII. Draft Policy on Parameters for Restricting Services to Passengers

This topic was postponed to the next meeting.

IX. Information Sharing

Michelle Rhoads said the 2005 Summer Youth Program is underway. Passes and sunglasses will be mailed June 1. A pass will be valid for three months and will cost \$18.25.

Rhoads said 105 persons over the age of 80 have been issued their free CTS passes.

X. Adjournment

The meeting was adjourned.

Future Meetings:

Wednesday, May 11, 2005 8:00 a.m., City Hall Conference Rm. D
Wednesday, June 8, 2005 8:00 a.m., City Hall Conference Rm. D
Wednesday, July 13, 2005 8:00 a.m., City Hall Conference Rm. D