

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES**

July 19, 2004

Members Present

Craig Anderson
Scott Carroll
Brandon Trelstad
Lita Verts, Vice-Chair
Bjorn Warloe

Staff

Steve Rogers, Public Works
Jim Mitchell, Public Works
Jon Katin, Public Works
Michelle Rhoads, Public Works

Members Absent

Chris Godwin, ASOSU ex-officio
Bob Lowry, Chair
Stewart Wershow, City Council
Robert E. Wilson

Visitors

Mark Peterson, Benton County
Larry Weymouth, CH2M Hill

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations/Action
Introductions	X		
Approval of Minutes - June 9, 2004			Approved
CACOT/Visitors Comments	X		
Proposal to increase CTS passenger fares			Recommendation to increase fares as proposed by staff
Information Sharing	X		

CONTENT OF DISCUSSION

I. INTRODUCTIONS

CACOT members, staff, and visitors introduced themselves.

II. APPROVAL OF MINUTES - June 9, 2004

Carroll made a motion to accept the June 9, 2004 minutes as written. Anderson seconded the motion. A vote was called and the motion passed unanimously.

III. CACOT/VISITORS COMMENTS

Weymouth explained that CH2M Hill is partnering with the Nelson/Nygaard consulting firm to conduct work on the update to the Corvallis Transit Master Plan. He offered the opportunity to provide input into the updates and in particular is interested in opportunities to market transit.

IV. RECEIVE FINAL PUBLIC COMMENTS REGARDING PROPOSAL TO INCREASE CORVALLIS TRANSIT SYSTEM (CTS) PASSENGER FARES; COMMISSION DISCUSSION AND ACTION

Rogers presented information about the elasticity of CTS passenger fares related to the type of services provided by CTS and its ridership. CTS is not subject to regular elasticity models because 49% of CTS ridership is affiliated with the OSU group program and it is possible that the proposed fare increases will result in a larger decrease in CTS ridership than anticipated in the elasticity information presented during the June 2004 CACOT meeting. It also appears that the 15% user fee revenue share goal will be easier to achieve than originally anticipated a month ago. Rogers presented a recommendation for increasing CTS passenger fares as described below:

**Proposal to Increase CTS Passenger Fares
 Staff Recommendation
 July 19, 2004**

<u>Fare Type</u>	<u>Current</u>	<u>% of Full Fare</u>	<u>Proposed</u>	<u>% of Full Fare</u>
Full Adult Fare	\$0.60	100%	\$0.75	100%
Senior/Youth/Disabled (S/Y/D) Fare	\$0.30	50%	\$0.40 *	53%
Adult 20 Ride Book vs. Full Adult Fare	\$8.00	67%	\$11.25	75%
S/Y/D 20 Ride Book vs. Full Adult Fare	\$5.00	42%	\$6.50	43%
Adult Pass (assumes 10 rides/week)				
Examples:				
1 month	\$12.00	50%	\$18.00	60%
6 months	\$51.00	35%	\$72.00	40%
12 months	\$78.00	27%	\$108.00	30%
S/Y/D Pass (assumes 10 rides/week)				
Examples:				
1 month	\$8.00	33%	\$12.00	40%
6 months	\$36.00	25%	\$54.00	30%
12 months	\$56.00	19%	\$72.00	20%
5 years of age and under (FREE)	\$0.00	0%	\$0.00	0%
Transfers (FREE)	\$0.00	0%	\$0.00	0%
PROPOSAL: 80 + Years of Age (FREE)	\$0.30	50%	\$0.00	0%
OSU Group Pass Program		75%		75%

* Note: The proposed S/Y/D cash fare was revised from \$0.40 to \$0.35 after this meeting.

Rogers also presented comparison information about discounts offered to purchasers of passes and 20-ride coupon booklets. He suggested that it would be appropriate at a future date to reconsider the discounts offered for these other passenger fare media because it appears that CTS offers disproportionately larger discounts than other transit systems. This comparison information is described below:

Example of a 6 month pass - CTS \$51; Albany \$84; Basin (Klamath Falls) \$192

20-ride coupon booklets, percentage of price compared with the regular adult cash fare for 20 rides - CTS 67%; Albany 92%; Basin 90%; Woodburn 83%; Rogue Valley (Medford) 95%; Salem 91%; Tri-Met 97%

Rogers also provided information that was requested during the June 2004 CACOT meeting regarding the quantity of bus passes and 20-ride coupon booklets sold in the past year by adult or SYD:

<u>Fare Media</u>	<u>Adult</u>	<u>SYD</u>	<u>Total</u>
20 ride coupon booklets	1,720	995	2,715
Bus passes	335	975	1,310
Total	2,055	1,970	4,025

Verts asked what impact the new OSU revenue would have on total Transit Program revenue for FY 04-05. Rogers replied that OSU will contribute \$20,000 for the pre-paid ride program for faculty and staff as in past years, and a contribution of \$130,000 in operating funds to help preserve existing transit service levels. This is in addition to the pre-paid ride program for students that is funded through student incidental fees.

The Oregon Department of Energy (ODOE) Business Energy Tax Credit (BETC) revenue will also help preserve existing service levels. Rogers noted that the Transit Program is the only City program receiving General Fund support that has not been impacted with budget cuts. Trelstad asked if the new bus advertising revenue was considered in the overall revenue structure for Transit; Rogers replied yes.

Rhoads reported that no written comments about the recommended passenger fare increase were received by the advertised deadline of July 12, 2004. After the deadline but before this meeting, she was contacted by two people via e-mail and one person via a phone call. Those comments were shared with CACOT members and are described below. All comments were in opposition to increasing the cost of CTS passenger fares.

- One person asked if a local gasoline tax could be enacted to help fund transit services to avoid increasing passenger fares. Rogers noted that gasoline taxes can only be used for highways and streets. Any change to this would have to be through an amendment to the Oregon State constitution.

- Another person recommended that the City of Corvallis institute an incentive program for its employees to use alternative modes of transportation, including transit. Rhoads has already passed this request on to appropriate City staff.
- A third person asked about the increased financial contribution from OSU. When Rhoads explained to her that the increase was being used to preserve existing service levels and that the proposal to increase passenger fares was initiated from a City Council directive to review user fees for City services, the person was understanding though still against the fare increase.

Verts asked if the two CACOT visitors wanted to provide further comments during the meeting, and both declined.

Warloe stated that he received a comment from someone who favored the fare increase - until the person learned that the increase would not result in service improvements. Then the person voiced their opposition to the fare increase. Warloe noted that the increase to \$0.75 for the one-way adult cash fare would result in a round trip cost of \$1.50 for someone commuting to and from work on a daily basis.

Trelstad asked how the proposed CTS cash fare of \$0.75 compared with other transit systems. Rhoads reviewed the comparison information provided to CACOT during its April 2004 meeting, which showed a low to high range of \$0.60 for CTS and Albany to \$1.60 for Tri-Met, with varying service levels.

Anderson made a motion to approve the increase in CTS passenger fares as outlined in the staff recommendation. Carroll seconded the motion. Warloe asked if this included the proposal for free rides for people ages 80 years or older, and it does. A vote was called and the motion passed unanimously. Rhoads noted that as a result of CACOT action during this meeting, the fare increase proposal process will be a little ahead of the original time schedule planned for review by City Council and its Administrative Services Committee.

XI. INFORMATION SHARING

A written report was distributed during the meeting and is included as an attachment to the minutes.

XII. ADJOURNMENT

Warloe made a motion to adjourn the meeting. It was seconded by Carroll. The motion passed unanimously.

Future Meetings:

CANCELED - Wednesday, August 11, 2004 8:00 a.m.

Wednesday, September 8, 2004 8:00 a.m., City Hall Conference Rm. D

Wednesday, October 13, 2004 8:00 a.m., City Hall Conference Rm. D