

**CORVALLIS CITIZEN'S ADVISORY COMMISSION ON TRANSIT
AGENDA**

Wednesday; May 21, 2003; 8:00 a.m.
City Hall Conference Room D
501 S.W. Madison Avenue

- I. INTRODUCTIONS

- II. APPROVAL OF MINUTES - April 9, 2003

- III. CACOT/VISITOR'S COMMENTS (Items not on Agenda)

- IV. 2003-04 TRANSIT SERVICE LEVEL

- V. INFORMATION SHARING
 - A. Ridership Report (Fixed Route, Paratransit & Philomath)
 - B. Holiday Trolley
 - C. ASOSU Group Pass Programs
 - D. Oregon Legislature

- VI. ADJOURNMENT

Future Meetings:

Wednesday, June 11, 8:00 a.m., City Hall Conference Rm. D
Wednesday, July 9, 8:00 a.m., City Hall Conference Rm. D
Wednesday, August 13, 8:00 a.m., City Hall Conference Rm. D

**CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT
MINUTES**

April 9, 2003

Members Present
 Craig Anderson, Chair
 Bob Lowry
 Lita Verts
 Robert E. Wilson
 Justin Roach, Councilor

Members Absent, Unexcused
 Scott Carroll

Staff
 Steve Rogers, Public Works
 Bernadette Barrett, Public Works

SUMMARY OF DISCUSSION

Agenda Item	Informa- tion Only	Held for Further Review	Recommendations/Action
Minutes - March 12, 2003			Accepted as revised
Passenger Shelters	X		
2003-04 Transit Service Level		X	
Ridership Report	X		
Peak Route Service Performance	X		
Holiday Trolley		X	
ASOSU Group Pass Program	X		
Oregon Legislature	X		
Corvallis School District	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - March 12, 2003

The minutes were accepted as revised.

II. PASSENGERS SHELTERS

Commissioner Lowry asked about the passenger shelters at the previous downtown terminal on 5th Street. Staff indicated that the shelters at the previous terminal, as well as the one at the library, would be moved to new locations. Two of the shelters have been sited--one in south Corvallis and one in north Corvallis. Staff is working on a location for the larger one.

III. 2003-04 TRANSIT SERVICE LEVEL

Public Works Director Rogers noted that City staff was directed to prepare for cuts through Tier 2 of the prioritized list of projects for the 2003-04 budget as a result of the failure of the City's November 2002 levy. The

amount of the transit cut was approximately \$78,000. The cut has been put on hold until the Budget Commission begins meeting again in May because of increased Federal transit grant funding.

Staff had projected that the Federal Transit Administration (FTA) grant amount available to fund Corvallis and Philomath transit operations would increase as a result of moving from the FTA's small city/rural program (§5311) to the urban program (§5307). Corvallis currently (2002-03) receives \$143,000 and Philomath receives \$27,338 from the FTA small city program, which is administered through the Oregon Department of Transportation.

The anticipated amount from the FTA §5307 grant was budgeted at \$425,000 for Corvallis based upon previous grants to urban areas of our size. The actual funding amount available to the Corvallis area urbanized area (which includes Philomath and Corvallis) is \$621,142, as published in the March 12, 2003 Federal Register.

The Corvallis Area Metropolitan Planning Organization (CAMPO) is responsible for developing a transportation improvement program (TIP) for the MPO area, which includes federally-funded highway projects and a program of projects for the federal transit funds. The MPO policy committee will consider the transit program of projects proposed by Corvallis next week. The Corvallis transit proposal includes funds for Corvallis and Philomath transit operations, with Corvallis being the grant recipient.

Because of the increased federal transit funds, staff has developed several options for the Budget Commission. One is to restore the \$78,000 cut. Another would use a small amount of the additional funds to provide the afternoon South Corvallis peak service to complement the morning peak service to Midvale and Rivergreen. Those persons traveling in from South Corvallis in the morning currently must find another way home in the afternoon or walk from Goodnight Avenue. The additional funds could also be used to increase funding to the Linn-Benton Loop, provide service to unserved areas, and/or increase frequency on CTS routes.

Several steps need to occur to pursue use of the additional federal transit funds for transit purposes. First, the CAMPO must accept the City's transit program of projects. Second, the Budget Commission must agree to restore the transit cut and use the increased federal funding to increase transit service. The Budget Commission will be meeting May 1 and 6 and, if needed, May 8. If the Budget

Commission proceeds with the transit service cut, staff will need time to implement service reductions through the Transit Commission and a public process.

IV. INFORMATION SHARING

A. Ridership Reports (fixed route, Philomath, and Dial-A-Bus)

The March ridership reports for CTS and Philomath were presented. CTS February ridership was 42,212, compared to 2002's February ridership of 44,264. CTS is continuing to see a decline in ridership attributable to the School District's change in bell times of approximately 2,000 to 3,000 rides per month. Philomath ridership is continuing to see small monthly increases and should see a slight increase in their annual ridership over their previous annual ridership record. The Dial-A-Bus report was presented, showing ridership through February. The March numbers have not been received. Dial-A-Bus continues to work with their software provider to develop reports necessary to meet reporting requirements.

The annual senior/youth/disabled on-board survey will be conducted the week of April 14 and will provide good ridership information, particularly regarding the youth ridership. The results of the survey should be available for the May 21 CACOT meeting.

B. Morning Peak Route Service

Staff distributed a spreadsheet showing ridership on the morning peak service by route and run for January through March 2003. Peak service offers two commuter runs to South Corvallis and one to Witham Hill on the off-setting half hour of their regularly scheduled morning service. The expanded route to Midvale and Rivergreen began January 2, 2003 after Rivergreen connected to Midvale. Staff also distributed a spreadsheet comparing the rides per hour for each of the system's 11 routes, covering the month of November for each year between 1998 and 2002. The range is dramatic between routes with hourly service and the one with 30-minute service. The 30-minute route (Route 5) along Kings Boulevard had 42.3 rides per operating hour, while the one-hour routes range from 11.6 to 35.8 rides per operating hour. Frequency is the key to increasing ridership. It was noted that ridership on the peak service would likely improve with peak service to Midvale and Rivergreen in the late afternoon commuter hours. Additionally, ridership

would also improve if the School District bell times matched CTS service to South Corvallis and Witham Hill.

Another spreadsheet was distributed which shows a summary of the riders per hour for the whole system for the years between 1990-91 and the current year's average. The spreadsheet also shows additional information, such as operating cost per hour, cost per ride, and repair as a percentage of operating costs.

C. Holiday Trolley

The Holiday Trolley subcommittee did not have an opportunity to meet last month. They will report at the May 2003 meeting.

D. ASOSU Group Pass Program

Presentation of the CTS budget and group pass proposal was made to the ASOSU student fees committee on Friday, February 21. The City asked for a 5-cent increase in the quarterly fee from \$1.75 to \$1.80 to cover increased transit costs related to the Laidlaw contract and fuel and also added a fee for summer term. The Student Fees Committee recommended approval of the City's proposal.

The proposal was heard by the full Undergraduate Senate and Graduate Senate on April 8. City Councilor and CACOT Liaison Justin Roach accompanied Transit Manager Barrett to the meetings. Student senators asked several questions regarding the service and the 2003-04 proposal. Decisions on the student fee-supported activities were continued until April 15 to allow time for senators to discuss the various fee proposals with their constituents.

E. 2003 Oregon Legislative Session

Staff noted that HB 3002 has been introduced and was heard by the House Transportation Committee on March 19. The bill would expand the "in lieu of taxes" statute to include municipalities as agencies that would receive funding from state agencies receiving transit service. The assessment is based upon state payroll in the service area. Currently the statutes only cover transportation districts and mass transit districts. The bill would create equality among all the state's public transit providers. Copies of the bill were provided to CACOT members.

City Councilor Justin Roach, Public Works Director Steve

Rogers, Oregon Transit Association Executive Director Roger Martin, and League of Oregon Cities Legislative Director David Barenberg spoke in favor of the bill. ODOT Public Transit Division Manager Martin Loring clarified the intent of the bill. The House Transportation Committee passed the bill on to the Joint Ways and Means Committee with a "do pass" recommendation. It will take considerable effort to get the bill out of Ways and Means and to the floor of the House.

Senate Bill 862 was discussed at the previous CACOT meeting. This bill has impacts for area senior/disabled transportation funding, including the City's Americans With Disabilities paratransit service, which is primarily funded with the State's Special Transportation Fund. This bill "embargos" cigarette tax funds for the April-June 2003 quarter until the May 15 financial forecast is issued. If the economic and revenue forecast is \$150,000,000 below the forecast that was released on February 28, the funds will be released to cities, counties and special transportation governing bodies.

Staff will keep CACOT members informed of these bills, as well as others, that impact transit service.

F. Corvallis School District 509J

Corvallis transit staff met with Fred Wright, Facilities Manager for the School District, to discuss several issues of mutual concern. One issue related to the bell times for the high school and middle schools. An additional issue related to the stop at the proposed new high school. They also discussed service to the Crescent Valley area. Future discussions are planned as plans for next year proceed.

V. ADJOURNMENT

The meeting was adjourned at 8:55 a.m.

Future Meetings:

Wednesday, **May 21**, 8:00 a.m., City Hall Conference Rm. D

Wednesday, June 11, 8:00 a.m., City Hall Conference Rm. D