

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

**Wednesday; June 11, 2003; 8:00 a.m.
City Hall Conference Room D
501 S.W. Madison Avenue**

- I. INTRODUCTIONS

- II. APPROVAL OF MINUTES - May 21, 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
 - E. daVinci Days Service - July 19 and 20
 - F. Benton County Fair Shuttle - July 29 - August 2
 - G. Philomath Connection
 - H. Linn-Benton Loop Commission - June 2

- 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**

May 21, 2003

Members Present
 Craig Anderson, Chair
 Scott Carroll
 Lita Verts
 Bjorn Warloe
 Robert E. Wilson
 Justin Roach, Councilor

Members Absent, Excused
 Bob Lowry

Staff
 Steve Rogers, Public Works
 Bernadette Barrett, Public Works

SUMMARY OF DISCUSSION

Agenda Item	Informa- tion Only	Held for Further Review	Recommendations/Action
Minutes - April 9, 2003			Accepted as presented
2003-04 Transit Service Level	X		
Ridership Report	X		
Senior, Youth Disabled Ridership Report	X		
Holiday Trolley		X	
ASOSU Group Pass Program	X		
Oregon Legislature	X		
Kids Summer Pass Program	X		

CONTENT OF DISCUSSION

I. INTRODUCTIONS

New CACOT member Bjorn Warloe was introduced. Mr. Warloe is employed by Hewlett-Packard. He was welcomed to the group.

II. APPROVAL OF MINUTES - April 9, 2003

The minutes were accepted as written.

III. 2003-04 TRANSIT SERVICE LEVEL

Public Works Director Rogers noted that in February the City's Budget Commission had directed staff to reduce transit service by approximately \$80,000 in accordance with the prioritized service cuts list. In response, Nelson/Nygaard was hired to develop several service reduction options.

At the same time that the budget was being developed, the City was in the process of moving from the Federal transit funding source of the Small City/Rural Program (Section 5311) to the Urban Program (Section 5307). The change was a direct result of the 2000 census which declared the Corvallis area as an "urbanized area" (UZ). The City estimated that the Section 5307 funds available to Corvallis would be approximately \$425,000 as opposed to the \$143,000 available under Section 5311 (small city/rural program) in 2002-03.

In March 2003 the Section 5307 allocation for the Corvallis urbanized area was announced at \$621,000, which includes Corvallis and Philomath. Therefore, more funds were available than anticipated. The decision on how to use the Federal transit funds is recommended by the Corvallis Area Metropolitan Planning Organization (CAMPO) in the MPO's transportation improvement program (TIP). The MPO policy board has agreed to recommend that the Section 5307 funds be used by Corvallis and Philomath transit systems. The City of Corvallis will be the recipient of the funds. Philomath will receive half of their operating costs through Section 5307 funds. (The Section 5307 operating funds require a 50 percent local match.)

Staff made a presentation to the City's Budget Commission earlier this month regarding the increase in the Section 5307 transit funds. Three choices were presented. One was to retain the \$80,000 service reduction. One was to reinstate the service cut and use the remaining additional new dollars of approximately \$83,000 to offset property taxes supporting transit service. The third option was to use the funds in three possible ways: increase transit service, increase funding to the Linn-Benton Loop, and the third was to increase funding to Dial-A-Bus in anticipation of a possible state reduction in senior/disabled transportation funds. The outcome of the Budget Commission's decision was to reinstate the \$80,000 and maintain transit service.

A graph showing property tax funding for the last 10 years plus the proposed 2003-04 funding level was distributed. Also distributed was a spreadsheet showing the various transit funding sources for 2001-02, 2002-03 and proposed 2003-04. It was noted that the federal Section 5307 funds should be relatively stable. However, Congress and the President are in the process of developing the next national

transportation funding bill. Changes could occur during that reauthorization process. The current bill (known as TEA-21) is scheduled to expire September 30, 2003.

Some of the outcomes of the 2003-04 budget process will result in the Budget Commission and City Council beginning another round of prioritization to address anticipated future revenue shortfalls. That process will most likely begin this fall. CACOT will have an opportunity to participate as it has in the past.

Staff will be bringing forward the recommendations that came out of the Nelson/Nygaard study. This may result in some route and schedule improvements with the same available resources. Any changes would be implemented by the start of the school year.

Funds may also be needed in 2003-04 to address the City's Americans With Disabilities Act (ADA) requirement to provide paratransit. The City currently contracts with Dial-A-Bus for the service. Most of the funding for the Dial-A-Bus operation comes from the State's Special Transportation Fund. The fund is financed by a portion of the cigarette tax. If the Legislature does not continue the funding, the City will still need to provide the service. The state funds are currently distributed to transit districts and, if there is none, to the County, based on population. In our case, the County receives the funds. These funds are typically used by Oregon fixed route transit providers to meet the ADA requirement. If cigarette tax dollars are not allocated for this purpose, all transit agencies in Oregon will have to address this issue. The funds are included in the Governor's and Legislature's proposed budgets.

Mr. Rogers provided background information about the property tax limitation Measures 47/50, which changed the manner in which Corvallis Transit System is funded. Prior to the passage of those measures, transit was funded by a special, dedicated levy, which could only be used for transit purposes. All special levies were rolled into the City's tax base.

Mr. Rogers also reported that the City is exploring ways to increase transportation funding generally. It is anticipated that the process will take approximately 18 months. It will look at ways to fund street maintenance, street lighting, transit and other transportation services. He noted that there are no General Fund dollars allocated to

the Street Fund and that state gas tax revenues provided to the City for street maintenance have been shrinking. He also described transportation utility fees that have been implemented in 12 Oregon cities to address transportation needs. Three Oregon communities have adopted a local gas tax, and it is being considered by others.

IV. INFORMATION SHARING

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

The April ridership reports for CTS and Philomath were presented. CTS February ridership was 47,673, compared to 2002's April ridership of 50,170. CTS is continuing to see a decline in ridership attributable to the School District's change in bell times of approximately 2,000 rides per month. Philomath ridership is continuing to see small monthly increases and should see a slight increase in their annual ridership over last year. The Dial-A-Bus report was presented, showing ridership through April. Dial-A-Bus continues to work with their software provider to develop reports necessary to meet reporting requirements.

B. Senior, Youth, Disabled Ridership Survey Results

A one-week, on-board survey was conducted April 14 through 19 to determine the percentage of seniors (60 years and older), youth (17 years and younger), and persons with disabilities that are riding CTS. The drivers count each rider. If a person is identified as being a senior and disabled, the person is counted only once as a disabled rider. The drivers count the person based upon their knowledge of the person, the payment method (discounted fare media for seniors, youth, and persons with disabilities), and personal observation. Staff distributed a spreadsheet showing the breakdown of ridership by route. (See attached.) As anticipated, the percentage of youth riding CTS has dropped from 19.62 percent in 2002 down to 15.90 percent in 2003. It was also noted that CTS provides significantly more rides to seniors and persons with disabilities than does Dial-A-Bus and that the cost for providing a CTS ride is approximately \$2.00 as opposed to approximately \$10 for a Dial-A-Bus ride.

A chart was distributed that combined the results of the senior/youth/disabled survey with the OSU ridership survey earlier this year. The chart shows a good picture of CTS ridership. (Copy attached.)

C. Holiday Trolley

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

D. ASOSU Group Pass Program

Staff made presentations to the ASOSU Undergraduate Senate and Graduate Senate on April 8 for the OSU student group pass program. 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 Senates recommended approval of the City's proposal. A contract will be forwarded to the University for the faculty, staff and student transit group pass programs. The faculty/staff rate will remain at \$20,000 for 2003-04 based on ridership.

E. 2003 Oregon Legislative Session

Staff distributed a listing of transportation bills pending before the Oregon Legislature. The list is developed and updated by the Oregon Transit Association. HB 3002 had been forwarded with a "do pass" recommendation from the House Transportation Committee to the Ways and Means Committee on March 19. No action has been taken since that time. 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. CACOT members were encouraged to contact Senator Morse to request that the bill move forward to a hearing at Ways and Means.

F. Kids Summer Pass Program

The 2003 Kids Summer Pass Program has been advertised in a variety of ways. The pass covers the entire summer from the day school is dismissed until it starts in the fall. The pass includes a pair of sunglasses again this summer since they were such a big hit last year. The sunglasses come in a variety of neon colors and are imprinted with the CTS logo and information phone number.

V. ADJOURNMENT

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

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