

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 14, 2005
- ITEM TITLE:** ANNUAL ROUTE REVIEW – 2005 SERVICE PROPOSAL
- PREPARED BY:** Stefano Viggiano, Director of Development Services
- ACTION REQUESTED:**
- (1) Hold a public hearing.
 - (2) Discuss and direct staff regarding the final service proposal to be adopted at the March 29, 2005, meeting.
- BACKGROUND:**
- On February 7, 2005, the Board heard public testimony regarding possible service adjustments as part of the 2005 Annual Route Review. Based on that testimony, other written and phoned testimony, Board discussion, and ongoing analysis and evaluation, staff have revised the list of recommended service changes. The changes that have generated the greatest public comment are those that affect the #18/19 routes in the Springfield and the #22/76 service in south Eugene.
- The initial staff recommendation for the #18/19 routes was to eliminate the Fairview loop due to low ridership. That option is still under consideration, along with an option to reduce the size of the loop (staff are still working with Springfield to determine whether using Prescott Street is an option), or to retain the loop service as is, with a cost to add time to keep the routes operating on time.
- For the #22/76 service in south Eugene, staff had proposed the elimination of the #76 loop and a reduction of service on the #22 route. Comments were received that the service has not been promoted adequately. In response to those comments, staff are now proposing to retain the service for the next year. Staff would establish ridership objectives and aggressively promote the service. If the service continues to remain unproductive, staff would propose to eliminate or change these routes as part of next year's Annual Route Review.
- At this meeting staff will present more information about those routes and the other recommended service changes. The presentation is to be followed by a public hearing.
- ATTACHMENT:**
1. 2005 Proposed Annual Route Review Service Changes
 2. Cancelled or Deferred Items from 2005 Annual Route Review

PROPOSED MOTION: None

\\td-gln-files\workgroup\Reference\Board Packet\2005\03\Regular Mtg\05 ARR Recommendation.doc

Annual Route Review 2005 -- Service Change Summary for FY 05-06 -- PREVIOUS proposal

Change in Revenue and Schedule Hours

Change in Ridership

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	Route Boardings per Rev. Hr.	Segment Boardings per Rev. Hr.	Change in Daily Boardings	Change in Annual Boardings	Comments
Fixes												
sys	Contingency	4.00	2.00	2.00	1,612	0.55%	0.55%					
12	Timepoint adjustments	0.50			167	0.06%	0.60%	52				
13	Timepoint adjustments	0.25			84	0.03%	0.63%	43				
36	Increase trip time on six trips (CANX)	0.25			84	0.03%	0.66%					
51 or 52	Routing change on 6th / 7th to save trip time on one of these routes. Would need to cover Railroad / 1st if route 51 is changed. (CANX)	-1.20			-401	-0.14%	0.52%	46				
76	Increase trip time on four trips (CANX)	0.25			84	0.03%	0.55%	73				
Deletions												
18	Eliminate Fairview loop portion of route	0.00			0	0.00%	0.55%	23	9	-12	-1,018	prevents adding up to 2.5 hours per weekday to correct timing problems
19	Eliminate Fairview loop portion of route	0.00			0	0.00%	0.55%	22	12	-11	-933	prevents adding up to 2.5 hours per weekday to correct timing problems
22	Convert to school route (no summer service). Eliminate last trip. (CANX)	-1.20			0	0.00%	0.55%	23	10	-4 for last trip	-1,486	
41	Eliminate routing on Barger between Terry and Greenhill	-1.00	-3.30		-549	-0.19%	0.37%	43	0.2	-28 wkdy -5 Sat	-2,457	
76	Eliminate summer service	-2.23			-200	-0.07%	0.30%	27	27	-53	-1,207	
76	Delete 28th / City View loop portion of route (CANX)	-0.30			-100	-0.03%	0.26%	73	9	-3	-254	
79x	Eliminate extra round trip between 09:00 - 09:30 (NEW)	-0.75			-171	-0.06%	0.21%	149	32	10 to 14 rides -- students have other trip options		
96	Consolidate two midday trips	-0.92			-306	-0.10%	0.10%	16	13	-2	-170	
426	Eliminate south Willamette portion	-0.75			-137	-0.05%	0.06%	28	1	-1	-109	
Additions												
78	Extend routing to Bailey Hill Road	0.92			169	0.06%	0.11%	65		60	5,010	
78	Add one early evening trip	1.16			252	0.09%	0.20%	65		38	6,346	
TOTALS		-1.02	-1.30	2.00	587		0.20%				3,722	

Annual Route Review 2005 -- Service Change Summary for FY 05-06 -- Updated: March 2005

Change in Revenue and Schedule Hours

Change in Ridership

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Change in Annual Schedule Hours	Percent Increase or Decrease	Cumulative % Change	Route Boardings per Rev. Hr.	Segment Boardings per Rev. Hr.	Change in Daily Boardings	Change in Annual Boardings	Comments
Fixes												
sys	Contingency	4.00	2.00	2.00	1,612	0.55%	0.55%					
12	Timepoint adjustments	0.50			167	0.06%	0.60%	52				
13	Timepoint adjustments	0.25			84	0.03%	0.63%	43				
18 & 19	Shorten Fairview loop -- retain route pairing with route 13 Centennial and maintain other transfers.	0.00			0	0.00%	0.63%	23	7	9	2,313	No net change in schedule hours.
Deletions												
41	Eliminate routing on Barger between Terry and Greenhill	-2.92	-3.30		-1,190	-0.40%	0.23%	43	0.2	-28 wkdy -5 Sat	-2,457	
79x	Eliminate extra round trip between 09:00 - 09:30	-0.75			-157	-0.05%	0.18%	149	32	10 to 14 shift to another trip		New item. Student riders have option of using trip 6 minutes earlier.
96	Consolidate two midday trips	-0.92			-306	-0.10%	0.07%	16	13	-2	-170	
426	Eliminate south Willamette portion	-0.75			-137	-0.05%	0.02%	28	1	-1	-109	
Additions												
78	Extend routing to Bailey Hill Road	0.92			169	0.06%	0.08%	65		60	5,010	
78	Add one early evening trip	0.55			119	0.04%	0.12%	65		38	6,346	Revised item. One trip, at approximately 6:00 pm, would be added instead of two.

Total Operational Cost of Changes:

TOTALS -- Staff Proposal	0.88	-1.30	2.00	362		0.12%					10,933	\$14,048
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"No Change" Alternative for Rts 18 & 19

18 & 19	Retain Fairview loop -- route 18 & 19 routing does not change	3.75			1,253	0.42%	0.55%	23	0	0	0	Split apart pairing with route 13 Centennial trips during some peak hours (including mid afternoon), reduce transfer opportunities by adjusting timepoints.
TOTALS with No Change in Routing for Routes 18 & 19		4.63	-1.30	2.00	1,614		0.55%				10,933	\$62,722

Annual Route Review 2005 -- Cancelled or Deferred Items

Change in Revenue and Schedule Hours

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Comments
Fixes					
36	Increase trip time on six trips	0.25			Staff determined this is not necessary for FY 05-06
51 or 52	Routing change on 6th / 7th to save trip time on one of these routes. Would need to cover Railroad / 1st if route 51 is changed.	-1.20			For ARR 06: staff will take a comprehensive review of River Road sector service that will review routing and ridership for routes 51, 52 and 55.
76	Increase trip time on four trips	0.25			Staff determined this is not necessary for FY 05-06
Deletions					
22	Convert to school route (no summer service). Eliminate last trip.	-1.20			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
76	Eliminate summer service	-2.23 summer only			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
76	Delete 28th / City View loop portion of route	-0.30			Defer deletion decision. Set ridership targets and market service. For ARR 06: staff proposes to compare Fall 2005 ridership with targets set this year and recommend deletion or revision starting July 2006.
Additions					
78	Add one additional evening trip	0.55			Staff originally proposed to add 2 evening trips.

Total Operational Cost of Cancelled or Deferred Items

Annual Route Review 2005 -- Cancelled or Deferred Items

Change in Revenue and Schedule Hours

Route	Description	Change in Daily Weekday Revenue Hours	Change in Daily Saturday Revenue Hours	Change in Daily Sunday Revenue Hours	Comments
	TOTALS	-1.65	0.00	0.00	(\$27,822)

AGENDA ITEM SUMMARY

DATE OF MEETING: March 14, 2005

ITEM TITLE: Economic Trends

PREPARED BY: Linda Lynch, Government Relations Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: The 2003 Legislature authorized the boards of TriMet and Lane Transit District to increase the rate of the payroll tax from the cap set in 1969 of six-tenths of one percent of payroll to seven-tenths of one percent, under certain circumstances. The first condition is that the increase be phased in over ten years, in ten percent increments. The exception to that is that two steps could be implemented if a year of increase is skipped.

While many factors will go into the board's decision about the payroll tax, the legislature also imposed a condition that requires the Board to make a finding that the economy has recovered sufficiently to justify the increase. In light of that requirement, TriMet contracted with several economists to measure regional economic activity. LTD finance and government relations staff attended the TriMet Board briefing and determined that such a briefing would be helpful to the LTD Board, as it considers the long range financial plan of the District and as it prepares the FY 06 budget.

Impresa is a Portland-based consulting firm providing economic analysis, policy development, communication, capacity building and evaluation services. Nearly all of their work deals with helping clients--businesses, governments, non-profits, individuals--understand and deal effectively with unfolding changes in the economy. The principal economist is Joe Cortright, an economist who served as the chief economic development staff person for the Oregon Legislature over a twelve-year period in which Oregon produced a number of nationally-recognized innovations in development policy, including the Oregon Benchmarks, workforce policies, and entrepreneurial development.

Mr. Cortright is preparing a trend analysis of economic data for the LTD area; basically a description of the local economy. He will present his work and discuss his findings at the March 29 work session.

RESULTS OF RECOMMENDED ACTION:

Information only.

ATTACHMENT:

Report from Impresa; Eugene-Springfield Economic Performance

PROPOSED MOTION: