



Public notice was given to *The Register-Guard*
for publication on September 18, 2018.

**LANE TRANSIT DISTRICT
AD HOC FARE POLICY COMMITTEE MEETING**

**Saturday, September 22, 2018
10:00 a.m. – 2:00 p.m.**

LTD BOARD ROOM

3500 E. 17th Avenue, Eugene (in Glenwood)

AGENDA

- | Time | | |
|------------|------|---|
| 10:00 a.m. | I. | WELCOME AND INTRODUCTIONS |
| 10:05 a.m. | II. | RIDERSHIP VS. COVERAGE: EFFECT ON YOUTH AND OTHER REDUCED FARE PROGRAMS
<i>Staff will provide an up update regarding the ridership/coverage scenarios being consider in the Transit Tomorrow process for discussion on youth and other reduced fare programs.</i> |
| 10:35 a.m. | III. | YOUTH PASS PROGRAM
<i>Staff will provide a brief history and update regarding District youth pass programs and fare programs provided by some other transit agencies. The committee will be provided time to discuss and develop alternatives for an LTD youth pass program.</i> <ul style="list-style-type: none">• https://trimet.org/fares/youth.htm• https://www.corvallisoregon.gov/cts/page/bus-fares-fareless |
| 11:45 p.m. | IV. | FARE COLLECTION METHODS
<i>A discussion will be held regarding fare collection methods and any impact they have on youth and other reduced fare programs.</i> <p style="text-align: center;">(WORKING LUNCH)</p> |
| 12:55 p.m. | V. | FUTURE MATERIAL, TIMELINE, AND MEETINGS' SCHEDULE
<i>Committee members will discuss any additional information that is needed for them to formulate a youth pass recommendation. They also will discuss any information needed for a presentation on low-income program.</i>

<i>Future meeting timeline, quantity, and structure will be established.</i> |
| 2:00 p.m. | VI. | ADJOURNMENT |

The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible, but no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).



Fare Policy Development

2/21/2001

Fundamental Service & Fare Questions:

- What are the overall goals of the transportation system for the community?
- What sources of funding are available?
- What services should be provided, given our sources of financing?

Research Sources:

- Transit Cooperative Research Program (FTA sponsored)
- APTA
- National Transportation Library
- Private sector consulting specialists
- Internet

Three Components to Fare Policy:

- Service
- Available subsidies
- Farebox

Service and Fare Policies Are Driven By:

- Financial and economic considerations
- Operational goals
- Social goals
- Environmental goals

Financial Goals Can Include:

- Maximizing farebox recovery
- Minimizing unit operating costs
- Preserving flexibility to meet market demands or revenue targets
- Encouraging efficient use of scarce resources
- Encouraging system productivity

Operational Goals Can Include:

- Improving system efficiency or productivity
- Reducing fare evasion and fraud
- Reducing overcrowding during peak travel periods
- Encouraging use of spare capacity at off-peak times

Social Goals Can Include:

- Improving transportation services to the transit-dependent
- Redistributing income
- Revitalizing urban or other areas

Environmental Goals Can Include:

- Encouraging effective land-use planning
- Reducing traffic congestion and air pollution
- Encouraging travel to or from certain areas

Fare Policy May Be Constrained By:

- Economic considerations
- Political considerations
- Technological considerations

LTD Fare Policy Objectives:

- Promote fixed-route ridership by making the fare structure attractive to users
- Improve the farebox recovery ratio
- Improve the efficiency of fare collection
- Promote equity of fare payment among patrons

Recommended Changes to Fare Policy:

- Group pass rates will change from fare neutral to fare positive (to improve farebox recovery and promote fare equity).
- The provision prohibiting ticket book discounts for *RideSource* will be eliminated (to conform with actual practice).

Recommended Changes, continued:

- The guideline for maximum fixed-route returns will increase from 20 percent to 25 percent (to improve farebox recovery and reflect actual increases in operating expense).
- The guidelines restricting multiple instrument price changes in the same year and recommending that price increases for cash, passes, and tokens occur in different years have been eliminated (to allow for flexibility).

Lane Transit District

Pricing Proposal Summary Effective 7/1/01

TYPE OF FARE:

Cash Fare

	Current:	Proposed:
Adult	\$1.00	\$1.25
Youth*	\$0.50	\$0.60
Child	\$0.50	\$0.60
Reduced	\$0.50	\$0.60
Senior	\$0.50	\$0.60

Passes

Adult

1-Month	\$28.00	\$28.00
3-Month	\$65.00	\$65.00

Youth*

1-Month	\$14.00	\$14.00
3-Month	\$32.50	\$32.50

Child, Senior, Reduced

1-Month	\$14.00	\$14.00
3-Month	\$32.50	\$32.50

Day Pass

\$2.00	\$2.50
(transfers discontinued)	

Tokens

Adult	\$0.85	\$0.85
Other	\$0.42	\$0.42

Freedom Pass Discontinued

Group Pass	3.2%	4.1%**
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RideSource (Staff Proposal)

	Current:	Proposed:
Regular	\$1.75	?
Escort	\$1.75	?
Shoppe	\$2.00	?
10 Tickets	\$15.00	?

RideSource (STFAC Proposal)

Regular	\$1.75	\$2.00
Escort	\$1.75	\$2.00
Shoppe	\$2.00	\$2.00
10 Tickets	\$15.00	\$15.00

Sales Outlets

Passes

0-9	10.0%	10.0%
10-24	10.0%	10.0%
25-100	10.0%	10.0%
101-500	10.0%	10.0%
501+	10.0%	10.0%

Token

Packets		
0-49	10.0%	10.0%
50-99	10.0%	10.0%
100-249	10.0%	10.0%
250+	10.0%	10.0%

Discount

Discount

Characteristics of Transit Systems with High Farebox Recovery:

- Captive ridership
 - ✓ Transit dependency
 - ✓ Limited and/or expensive parking
 - ✓ Congestion
 - ✓ Access limitations and/or tolls
- Dense population
- Lower vehicle maintenance standards, service standards, fewer facilities and amenities
 - ✓ No public restrooms
 - ✓ No shelters
 - ✓ No maintenance of shelters
 - ✓ Less frequent cleaning of vehicles
 - ✓ No trippers
 - ✓ Missed pullout tolerance
 - ✓ No lifeline service
- Limited/restricted service expansion
- Limited subsidy sources
- Tend to be larger, urban systems or simple systems targeted to specific users

Farebox Recovery Ratio Survey:

<u>Property</u>	<u>Approx. Farebox Recovery Ratio</u>	<u>Mandated Y/N?</u>	<u>Primary Subsidy</u>
Ann Arbor, MI	13%	N	property tax
Bakersfield, CA			
Boise, ID			
Charleston, SC	24 - 28%	Y (20%)	gas & electric stipend
Corpus Christi, TX	8%	N	sales tax
Fresno, CA	11%	N	federal funds
Lansing, MI	12%	N	state funds
Olympia, WA	15%	N	sales tax
Reno, NV	48%	N	gas & sales taxes
Salem, OR			
Santa Barbara, CA	45%	N	sales & property taxes
Santa Cruz, CA			
South Bend, IN	19%	Y	federal funds
Spokane, WA			
Tacoma, WA	19%	N	sales tax
Vancouver, WA	16%	N	sales tax
LTD	21%	N	Payroll tax

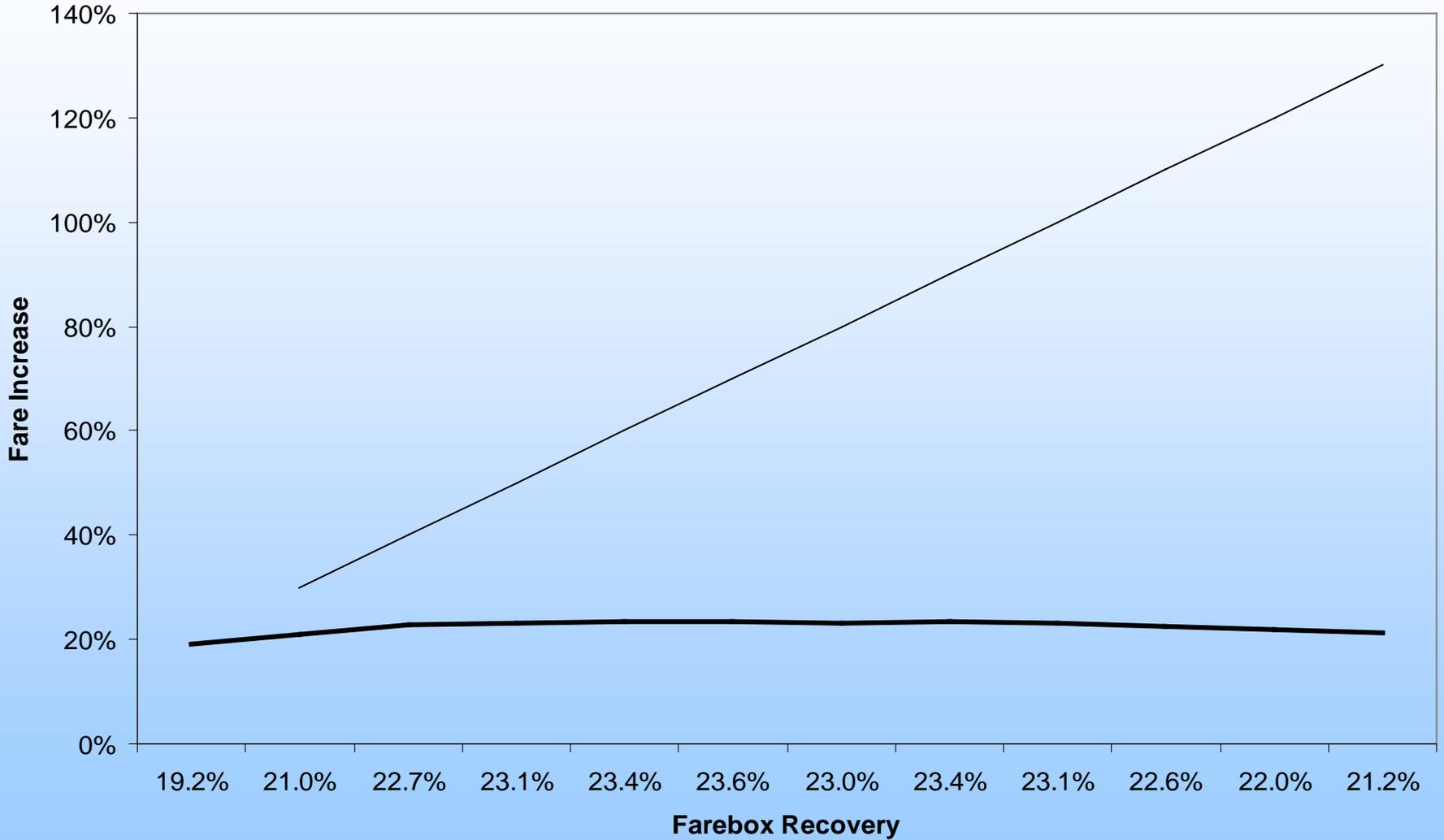
Farebox Recovery Increase Calculation

CURRENT FARE BUDGET:	\$4,143,000
OPERATING EXPENSE BUDGET:	\$21,528,131
BUDGETED RECOVERY RATIO:	19.24%
FARE REQUIRED @ 25%:	\$5,382,033
LESS FARE BUDGET:	(\$4,143,000)
ADDITIONAL REVENUE REQUIRED:	\$1,239,033
PERCENT INCREASE REQUIRED:	29.91%

ESTIMATED EFFECT ON RIDERSHIP:

30% FARE INCREASE = 3 X .04 RIDERSHIP DECREASE:	-12.00%
NET EFFECTIVE FARE TOTAL:	\$4,557,300
NET PERCENT INCREASE:	10.00%
NET FAREBOX RECOVERY AFTER 30% FARE INCREASE:	21.17%

Fare Increases versus Farebox Recovery



LTD Can Improve Farebox Recovery By:

- Improving operating efficiency/control operating expense
- Raising fares appropriately
- Implementing BRT to raise system productivity



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2/21/2001

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- Financial and economic considerations
- Operational goals
- Social goals
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Financial Goals Can Include:

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Operational Goals Can Include:

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Social Goals Can Include:

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Pricing Proposal Summary
Effective 7/1/01

TYPE OF FARE:

<u>Cash Fare</u>		Current:	Proposed:	<u>Ride Source</u> (Staff Proposal)	
				Current:	Proposed:
Adult	\$1.00		\$1.25	Regular	\$1.75
Youth*	\$0.50		\$0.60	Escort	\$1.75
Child	\$0.50		\$0.60	Shoppe	\$2.00
Reduced	\$0.50		\$0.60	10 Ticket	\$15.00
Senior	\$0.50		\$0.60		
<u>Passes</u>				<u>Ride Source</u> (STFAC Proposal)	
Adult				Regular	\$1.75
1-Month	\$28.00	\$28.00		Escort	\$1.75
3-Month	\$65.00	\$65.00		Shoppe	\$2.00
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Youth*					
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3-Month	\$32.50	\$32.50			
Child, Senior, Reduced					
1-Month	\$14.00	\$14.00			
3-Month	\$32.50	\$32.50			
Day Pass	\$2.00	\$2.50			
	(transfers discontinued)				
<u>Tokens</u>				<u>Sales Outlets</u>	
Adult	\$0.85	\$0.85		Passes	
Other	\$0.42	\$0.42		0-9	10.0%
				10-24	10.0%
				25-100	10.0%
				101-500	10.0%
				501+	10.0%
Freedom Pass	Discontinued				
Group Pass	3.2%	4.1%**			
				<u>Token Packets</u>	
				0-49	10.0%
				50-99	10.0%
				100-249	10.0%
				250+	10.0%
				Discount	Discount

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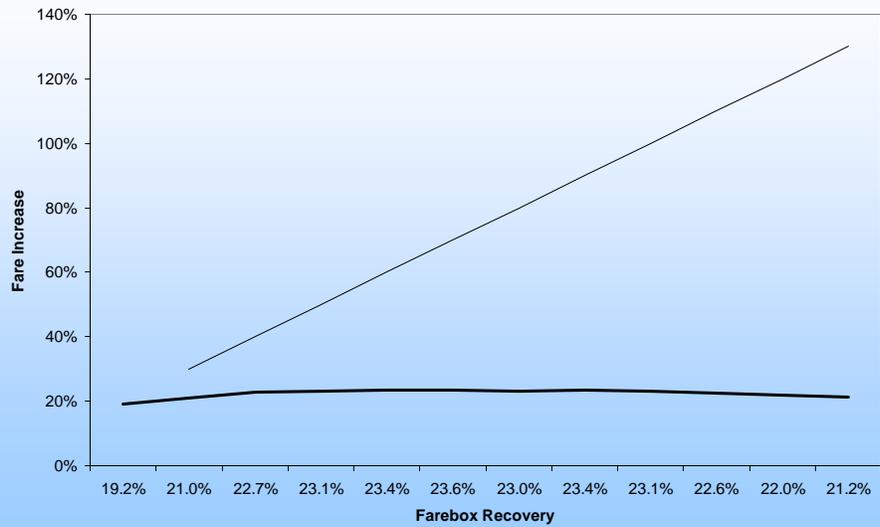
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Token

Packets		
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Discount

Discount

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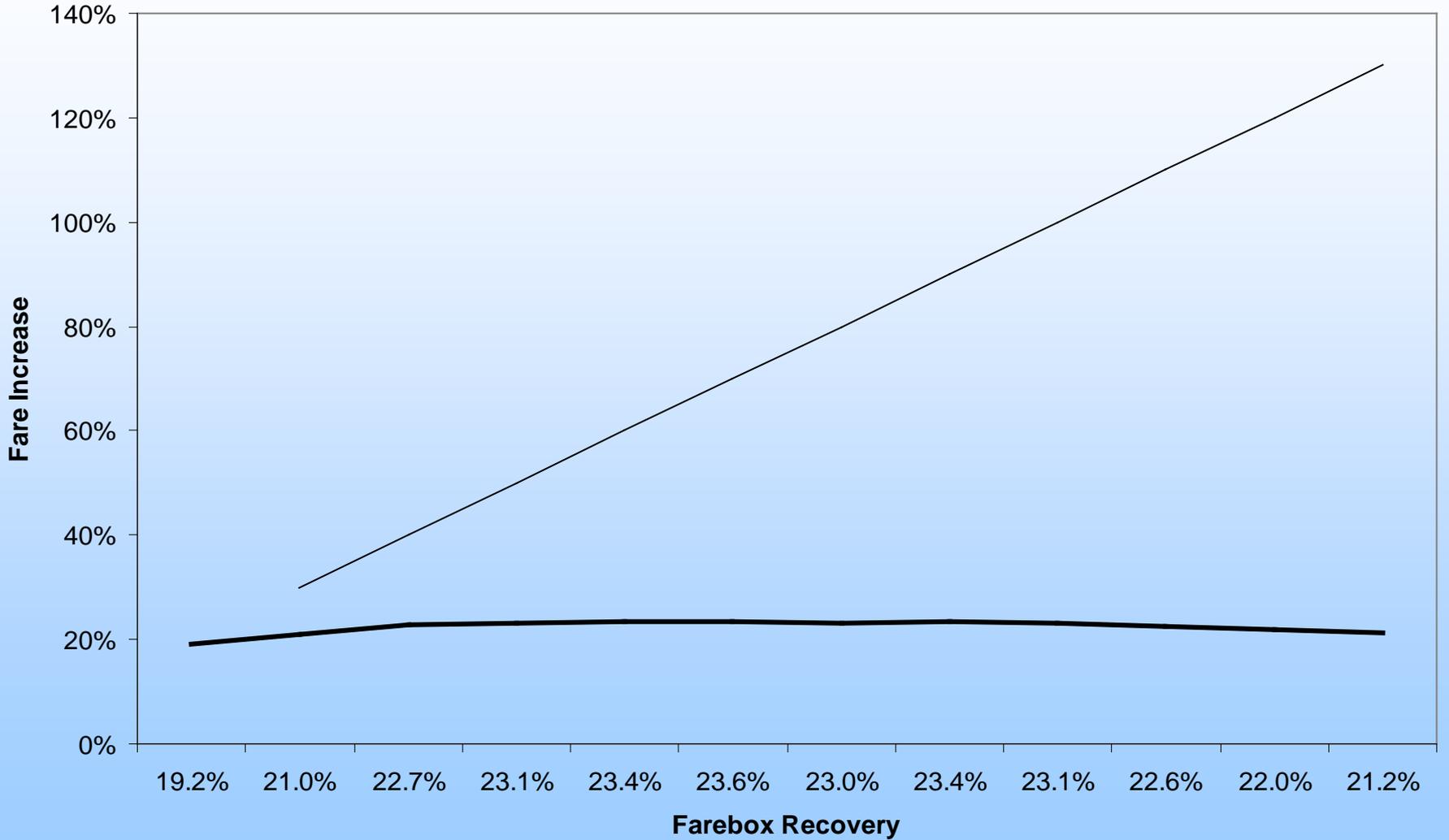
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Vancouver, WA	16%	N	sales tax
LTD	21%	N	Payroll tax

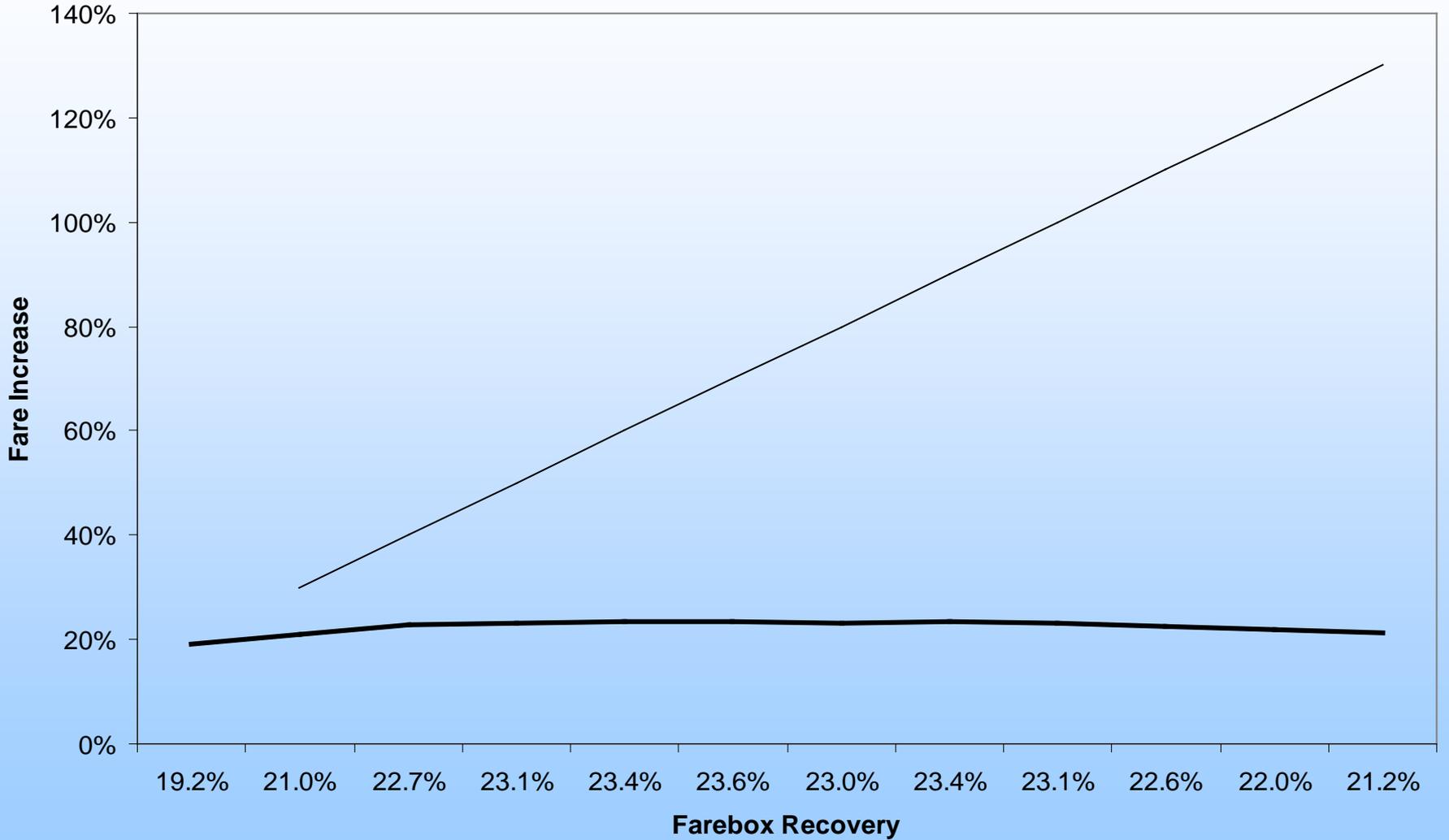
Farebox Recovery Increase Calculation

CURRENT FARE BUDGET:	\$4,143,000
OPERATING EXPENSE BUDGET:	\$21,528,131
BUDGETED RECOVERY RATIO:	19.24%
FARE REQUIRED @ 25%:	\$5,382,033
LESS FARE BUDGET:	(\$4,143,000)
ADDITIONAL REVENUE REQUIRED:	\$1,239,033
PERCENT INCREASE REQUIRED:	29.91%

ESTIMATED EFFECT ON RIDERSHIP:

30% FARE INCREASE =	
3 X .04 RIDERSHIP DECREASE:	-12.00%
NET EFFECTIVE FARE TOTAL:	\$4,557,300
NET PERCENT INCREASE:	10.00%
NET FAREBOX RECOVERY AFTER	
30% FARE INCREASE:	21.17%

Fare Increases versus Farebox Recovery



LTD Can Improve Farebox Recovery By:

- Improving operating efficiency/control operating expense
- Raising fares appropriately
- Implementing BRT to raise system productivity

Scenario #	Implementation Timeframe	Description	Fiscal Year Impacts	Implementation Needs
1	Fall/Summer 2019	Start youth pass. No addition of new service.	\$0	None
2	Fall/Summer 2019: <i>Initial impementation</i>	Add 6 new trips. Change 4 current 40' bus trips out for a 60' bus.	\$ 287,231	A minimum of 5 additional buses based on current availability.
	Fall 2020: <i>Anticipated Year 2 Adjustments</i>	Add 8 additional trips (\$257,205) to Scenario 2 (\$287,231)	\$ 544,435	A minimum of 4 additional buses based on current availability.
3	Fall/Summer 2019	Start youth pass. No addition of new service.	\$0	None
	Winter 2020: <i>Delayed Implementation of Service</i>	Add 6 new trips. Change 4 current 40' bus trips out for a 60' bus.	\$ 111,570	A minimum of 5 additional buses based on current availability.
	Fall 2020: <i>Anticipated Year 2 Adjustments</i>	Add 8 additional trips (\$257,205)	\$ 368,774	A minimum of 4 additional buses based on current availability.
4	Fall/Summer 2019	Start youth pass. No addition of new service.	\$0	None
	Fall/Summer 2020: <i>Delayed Implementation of Service</i>	Add 14 trips. Change 4 current 40' bus trips out for a 60' buses.	\$ 544,435	A minimum of 9 additional buses based on current availability.
5	Fall/Summer 2020: <i>Initial implementation</i>	Add 6 new trips. Change 4 current 40' bus trips out for a 60' bus.	\$ 287,231	A minimum of 5 additional buses based on current availability.
	Fall 2021: <i>Anticipated Year 2 Adjustments</i>	Add 8 additional trips (\$257,205) to Scenario 2 (\$287,231)	\$ 544,435	A minimum of 4 additional buses based on current availability.

Notes -

1. Cost analysis does not include costs associated with revenue losses stemming from youth and group pass sales.
2. Costs for 2019 and 2020 are calculated using 2018 cost information. These costs would change based on the cost rates for those specific years.

Estimated Annual Admin cost for administration of STPP:
\$120,000 Add to Op Cost total

Route	Time	Rev hours	Miles	Direct Variable	FY 19 Start up			
					Winter Bid			
24 Partial	15:00	0.63	8.7	\$ 15,302	\$	7,566		
36 Full	7:45	1.00	10.43	\$ 24,289	\$	12,010		
40 IB	15:13	0.62	6.77	\$ 15,059	\$	7,446		
41 Full	14:45	1.75	22.63	\$ 42,506	\$	21,017		
36Ar_Half	15:40	0.33	5.21	\$ 8,015	\$	3,963 **Bus changed to Artic		
73 Full	15:30	0.97	10	\$ 23,561	\$	11,649 **Bus changed to Artic		
73 Partial	15:45	0.68	7.5	\$ 16,517	\$	8,167 **Bus changed to Artic		
73 Artic	7:35	0.92	10	\$ 22,346	\$	11,049 **Bus changed to Artic		
52 Full	7:30	1.22	14.84	\$ 29,633	\$	14,652		
28 Full	15:45	1.17	9.45	\$ 28,418	\$	14,051		
Sub Total:					\$	287,231	\$	111,570

Total estimated cost to run service: \$ 287,231 \$ 111,570

**Makes assumption that changing to an artic will create an additional peak bus thus creating the need for a new block and a new driver leading to a fully allocated cost.

FY 19 Winter bid School Days	89
School Days	180
Weekdays	254
Saturdays	53
Sundays	56
FY 18-19 Rev Hours	279,000
Cost per mile	\$ 3.32
Cost per hour	\$ 113.81
Fully Allocated	\$ 171.12
Direct Variable	\$ 134.94

FR EmX
 \$ 3.13 \$ 3.76

School days

First Trimester	60
Second Trimester	62
Third Trimester	58

180

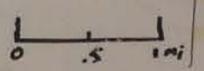
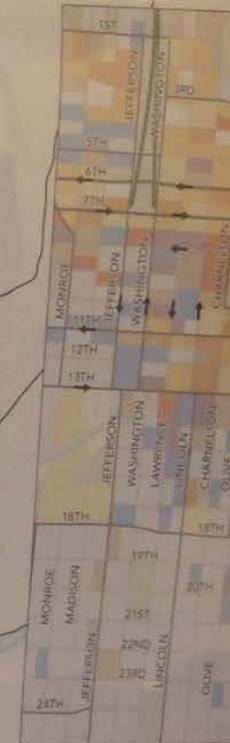
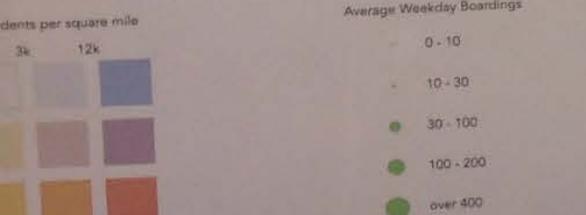
Route	Time	Rev hours	Miles	Fully Allocated
11 Full	7:10	0.98	12.9	\$ 23,803
11 Full	7:35	0.98	12.9	\$ 23,803
11 Full	14:35	1.03	12.9	\$ 25,018
11 Full	14:45	1.03	12.9	\$ 25,018
13 Full	14:45	0.92	12.05	\$ 22,346
24 Full	8:15	0.83	8.7	\$ 20,160
36 Full	7:45	1.00	10.43	\$ 24,289
51 Full	14:40	1.25	13.96	\$ 30,362
Sub Total:				\$ 257,205
Total estimated cost to run service:				\$ 257,205

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Weekdays	254
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 \$ 3.13 \$ 3.76

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Copy of CDR- Riders

Filters ▾

- 1 Centennial LCC
- 1- SL Centennial LCC
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- 3 Coburg 11th
- 4 99
- 5 River Road
- 11 Thurston
- 18-Olympic
- 79X UO / Kinsrow
- 80 Orbital
- 85 LCC / Springfield
- 91 McKenzie Bridge
- 92 Lowell / LCC
- 93 Veneta
- 95 Junction City

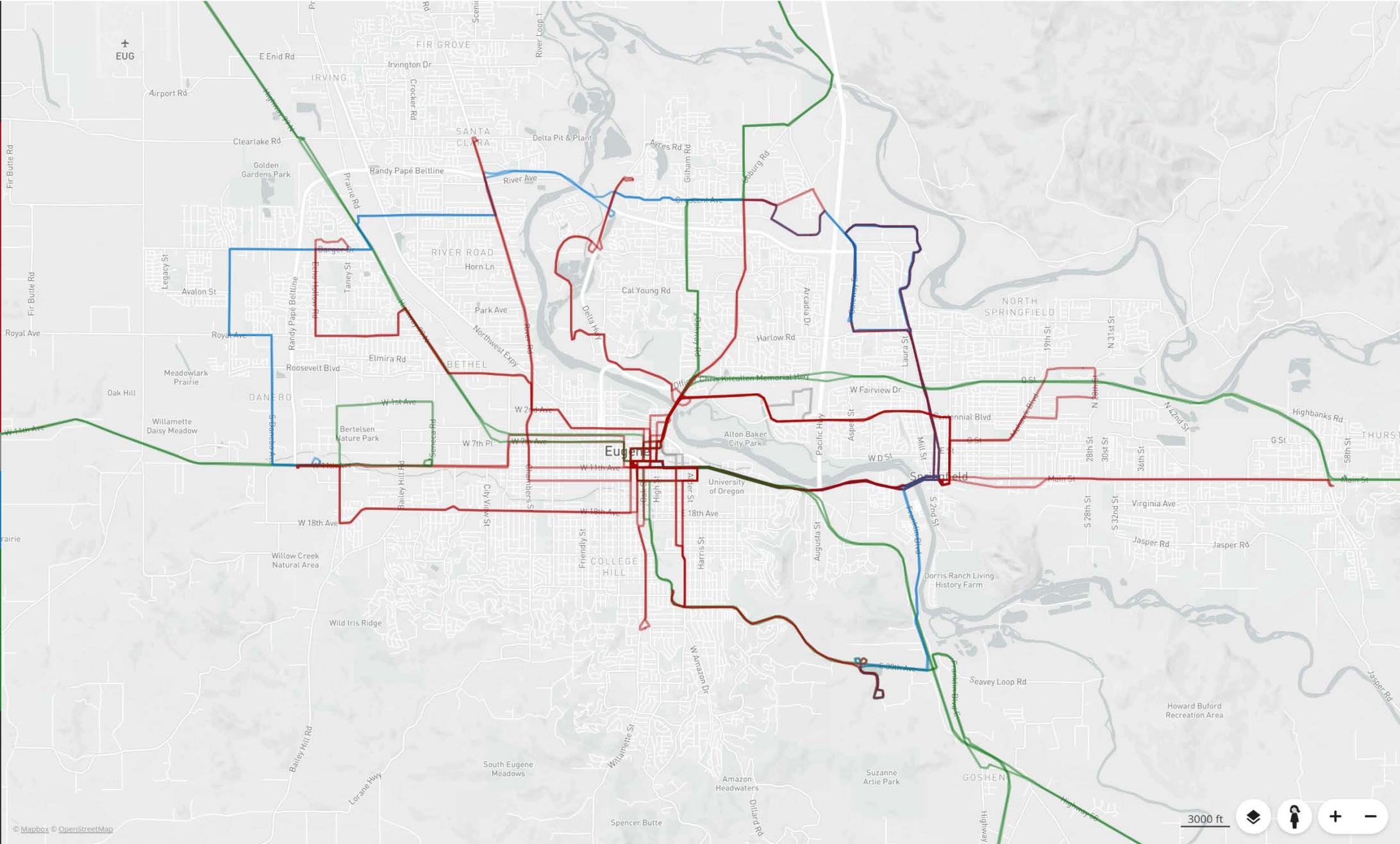
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City of Corvallis



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How much is the fee?

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Will the fee go up in the future?

The City Council approved an annual review of the fee, which could result in an increase or decrease. The review will compare the Transit Operations Fee charge for a single-family residential customer with the state of Oregon’s average price for a gallon of gasoline from January of the previous year to December of the previous year. If the average gas price is higher, the fee will go up on February 1st of the current year; if the average gas price is lower, the fee will go down, but it will never fall below the base rate of \$2.75 per month for single-family residential customers.

Why is the fee on my water bill?

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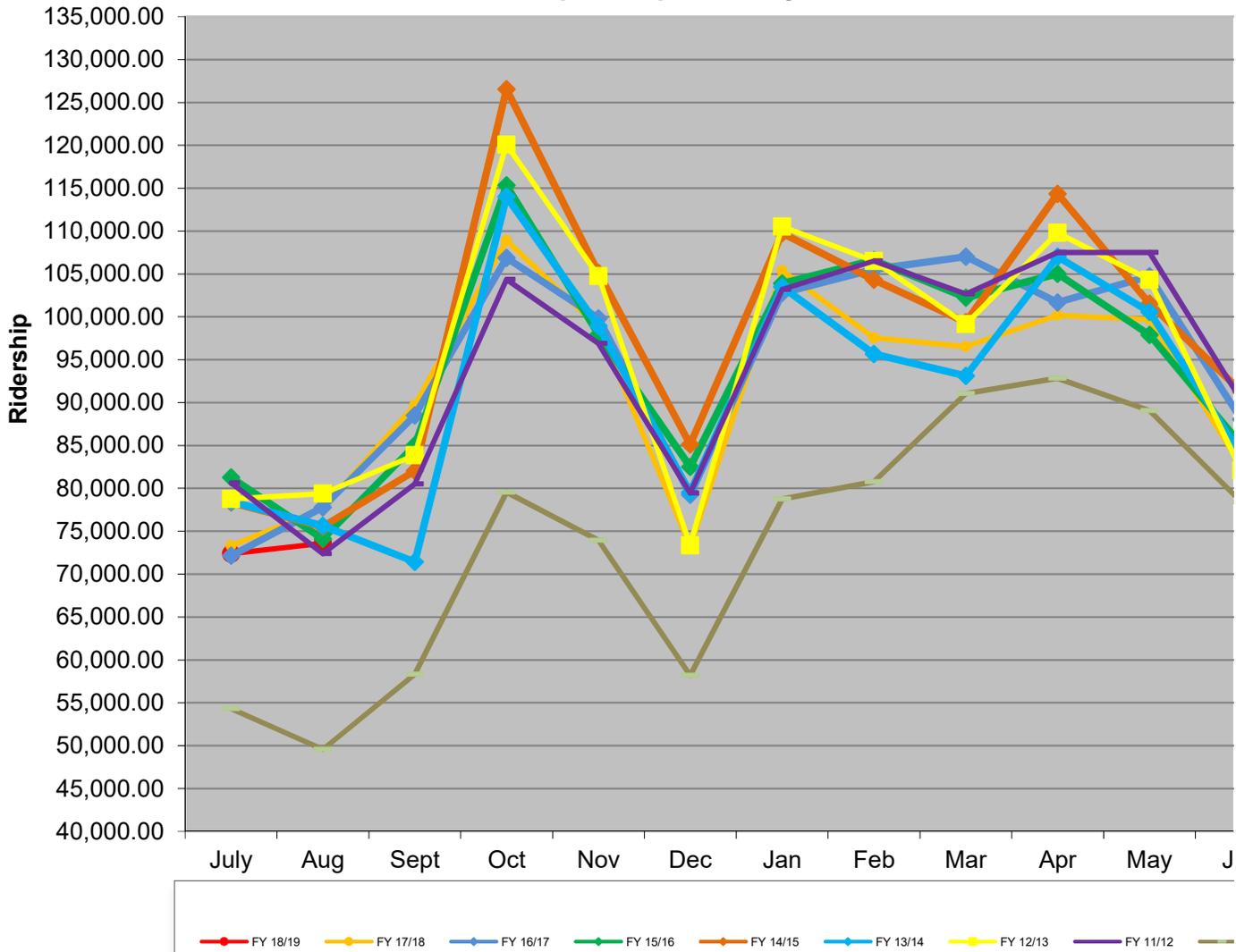
Send an email to cts@corvallisoregon.gov

**CTS Ridership (Night Owl and Philomath Connection not included in figures)
(Figures in red represent an all-time high for that month).**

	FY 18/19	FY 17/18	FY 16/17	FY 15/16	FY 14/15	FY 13/14	FY 12/13	FY 11/12
July	72,395	73,317	72,144	81,263	78,364	78,457	78,758	80,650
Aug	73,597	77,591	77,780	74,101	75,537	75,624	79,369	72,375
Sept		89,692	88,515	85,029	82,025	71,418	83,874	80,518
Oct		108,910	106,887	115,333	126,543	114,000	120,079	104,343
Nov		98,772	99,830	97,908	105,135	98,932	104,768	96,884
Dec		73,203	79,252	82,518	85,126	79,518	73,365	79,456
Jan		105,371	102,798	103,903	109,746	103,493	110,539	103,182
Feb		97,570	105,558	106,620	104,319	95,661	106,526	106,526
Mar		96,519	107,020	102,250	99,397	93,130	99,157	102,672
Apr		100,183	101,677	105,014	114,336	107,003	109,801	107,491
May		99,690	104,715	97,879	101,534	100,567	104,327	107,509
Jun		82,557	88,050	85,071	91,250	83,908	82,102	90,236
Total	145,992	1,103,375	1,134,226	1,136,889	1,173,312	1,101,711	1,152,665	1,131,842

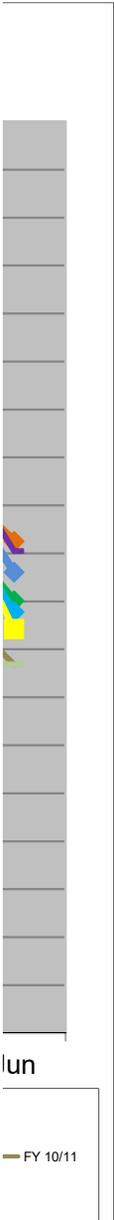
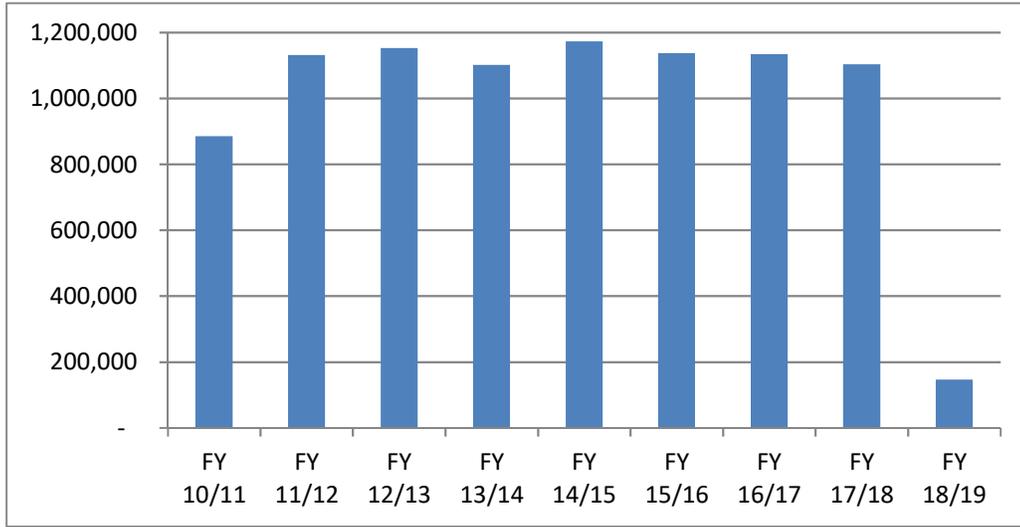
Fareless Rides began 2/1

**CTS
Fiscal Year Ridership -Comparison by Month**



FY 10/11	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18
54,310	884,877	1,131,842	1,152,665	1,101,711	1,173,312	1,136,889	1,134,226	1,103,375

49,560
58,342
79,562
73,961
58,193
78,754
80,794
91,060
92,842
89,078
78,421
884,877
2/1/2011



FY 18/19

145,992

	SERVICE AREA POP	UZA Sq. MILES
CTS/LTD	20.7%	24.1%
Corvallis Purchased Transportation	62,433	21
Lane Transit	302,000	87

	2009	2010	2011	2012
Operating Expense Ratio CTS/LTD	6.7%	7.0%	7.0%	7.1%
Total Operating Expense CTS	\$2,207,384	\$2,328,937	\$2,300,174	\$2,449,988
Total Operating Expense LTD	\$33,097,049	\$33,191,426	\$33,021,462	\$34,544,421
Fares received ratio CTS/LTD	6.6%	6.6%	4.3%	0.0%
Fares Received CTS	\$434,383	\$462,844	\$316,570	\$0
Fares Received LTD	\$6,602,497	\$7,032,027	\$7,393,033	\$6,738,397
VRH Ratio CTS/LTD	9.4%	9.7%	10.5%	10.6%
Revenue Hours CTS	26,949	26,949	25,990	26,326
Revenue Hours LTD	286,654	279,241	246,556	247,480
UPT Ratio CTS/LTD	5.8%	6.2%	7.9%	9.9%
Boardings CTS	680,402	700,820	884,670	1,131,806
Boardings LTD	11,718,289	11,349,579	11,224,116	11,465,053

GROWTH CTS RELATIVE TO 2011 (BEFORE FARE CHANGE)

VRH	1.29%
UPT	27.94%
WHAT IF LTD GREW BY THE SAME UPT	Year 1
UPT	14,359,616
# Above Actual	2,894,563

2013	2014	2015	2016	Average Ratio
7.2%	7.2%	7.2%	7.8%	7%
\$2,493,393	\$2,562,105	\$2,639,512	\$2,828,662	
\$34,779,801	\$35,714,469	\$36,824,906	\$36,359,264	
0.0%	0.0%	0.0%	0.0%	6%
\$0	\$0	\$0	\$0	
\$6,914,308	\$7,068,949	\$7,282,923	\$7,119,850	
11.4%	11.6%	11.6%	11.0%	11%
28,278	28,786	29,344	29,188	
247,303	247,288	251,930	264,697	
10.5%	10.1%	11.3%	11.4%	9%
1,183,072	1,128,616	1,201,016	1,157,896	
11,276,503	11,192,854	10,603,188	10,147,193	

8.80%	10.76%	12.90%	12.30%
33.73%	27.57%	35.76%	30.88%
Year 2	Year 3	Year 4	Year 5
15,010,046	14,319,144	15,237,708	14,690,629
3,733,543	3,126,290	4,634,520	4,543,436

Fare Collection System

Fall Training 2018



LTD.org

What do we mean “Fare Collection System?”



Goals

- Riders:
 - Easier ways to purchase and manage passes/fares
 - More payment options and easier ways to pay
 - Always get the best fare
 - Improve boarding experience
- LTD:
 - Collect better data
 - Simplify fare validation
 - Speed up boarding
 - More flexibility in fare policy
 - Improve/expand retail partnerships
 - Continue to collect cash



Timeline



Links to Fare Policy

- Technical features
 - Institutional partners/Group Pass participants will be able to manage their own users
 - Possibilities for fare capping
 - Other types of discounts/promotions
 - Ease of implementation for different fare rules (low-income pass, Honored Riders)
- Changes should be coordinated to avoid disruptions for riders



Trade Offs

Fare capping



Multiple users on one card/app

Customer
convenience



LTD savings/convenience



Board Input

- What fare policy considerations we should make in assessing fare collection systems?
- What are your priorities?
- What are the tradeoffs?



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Transit Tomorrow



And



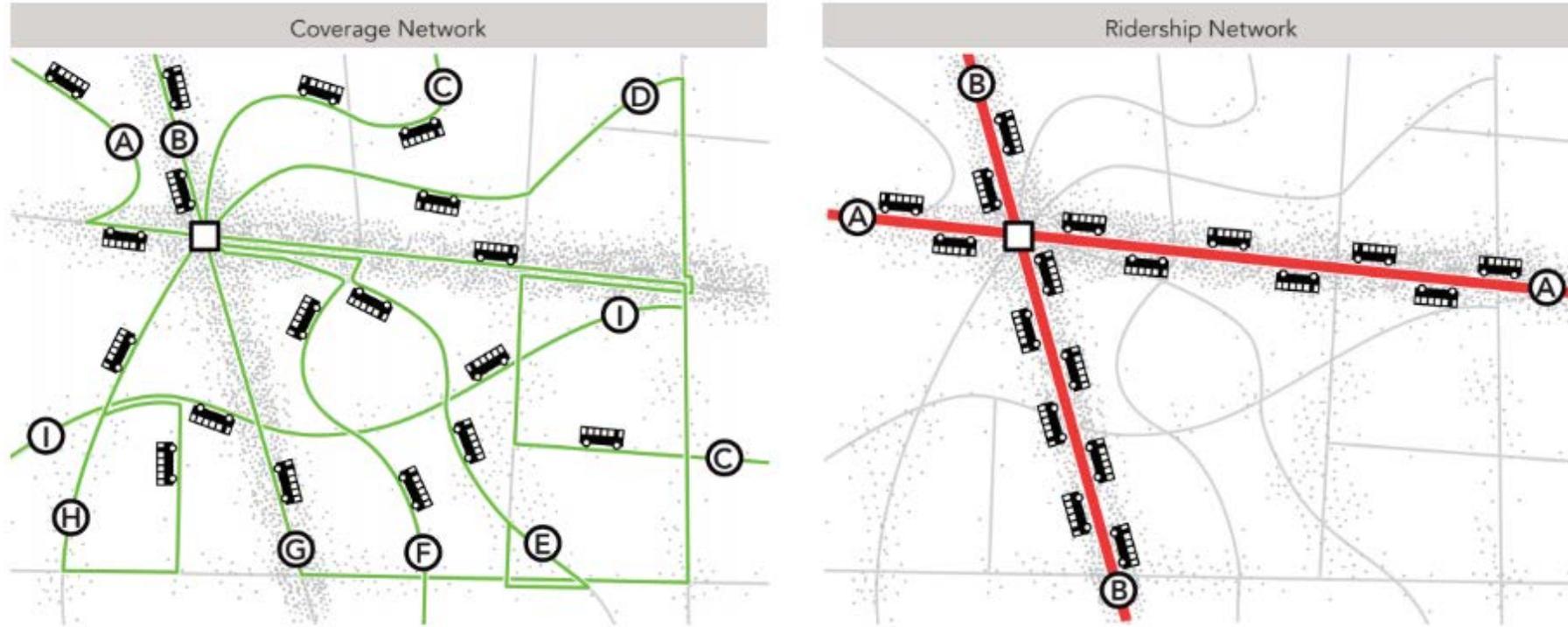
Fare Policy

Introducing Transit Tomorrow

Transit Tomorrow is LTD's effort to find out **how we can better move the people we serve to the destinations that are important to them.**

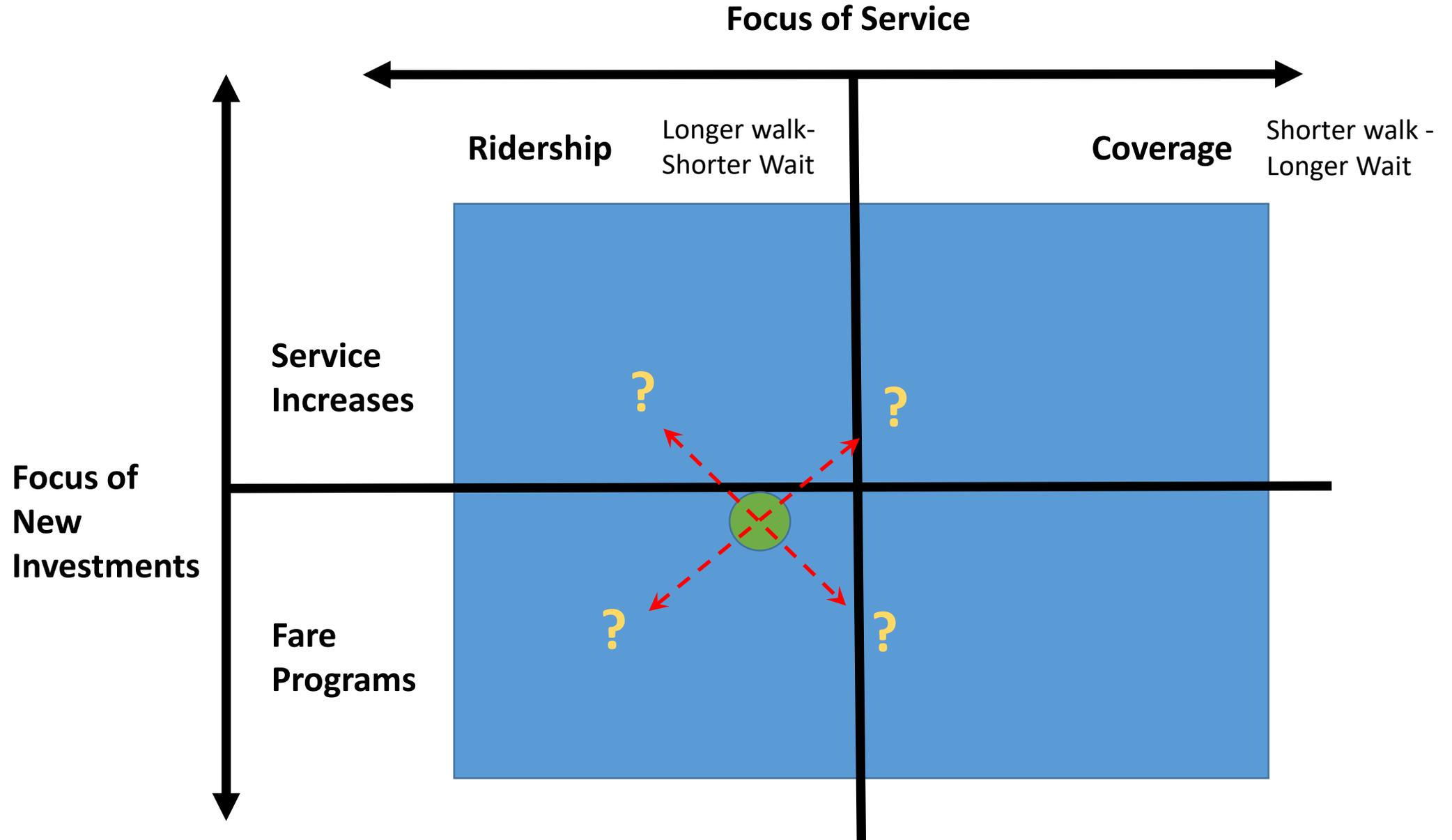
Covering a three-year span, the plan will serve as the foundation for LTD's Long-term planning cycle

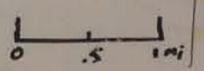
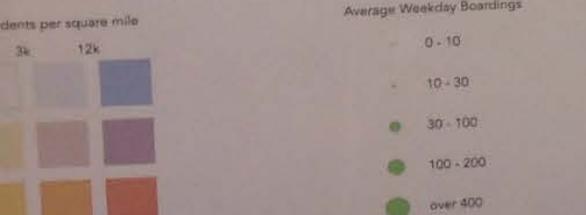
How We Design Transit



The Ridership / Coverage Trade-off.

Transit Tomorrow's Four Scenarios





Copy of CDR- Riders

Filters ▾

- 1 Centennial LCC
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- 2 VRC Willamette Green Acres N ...
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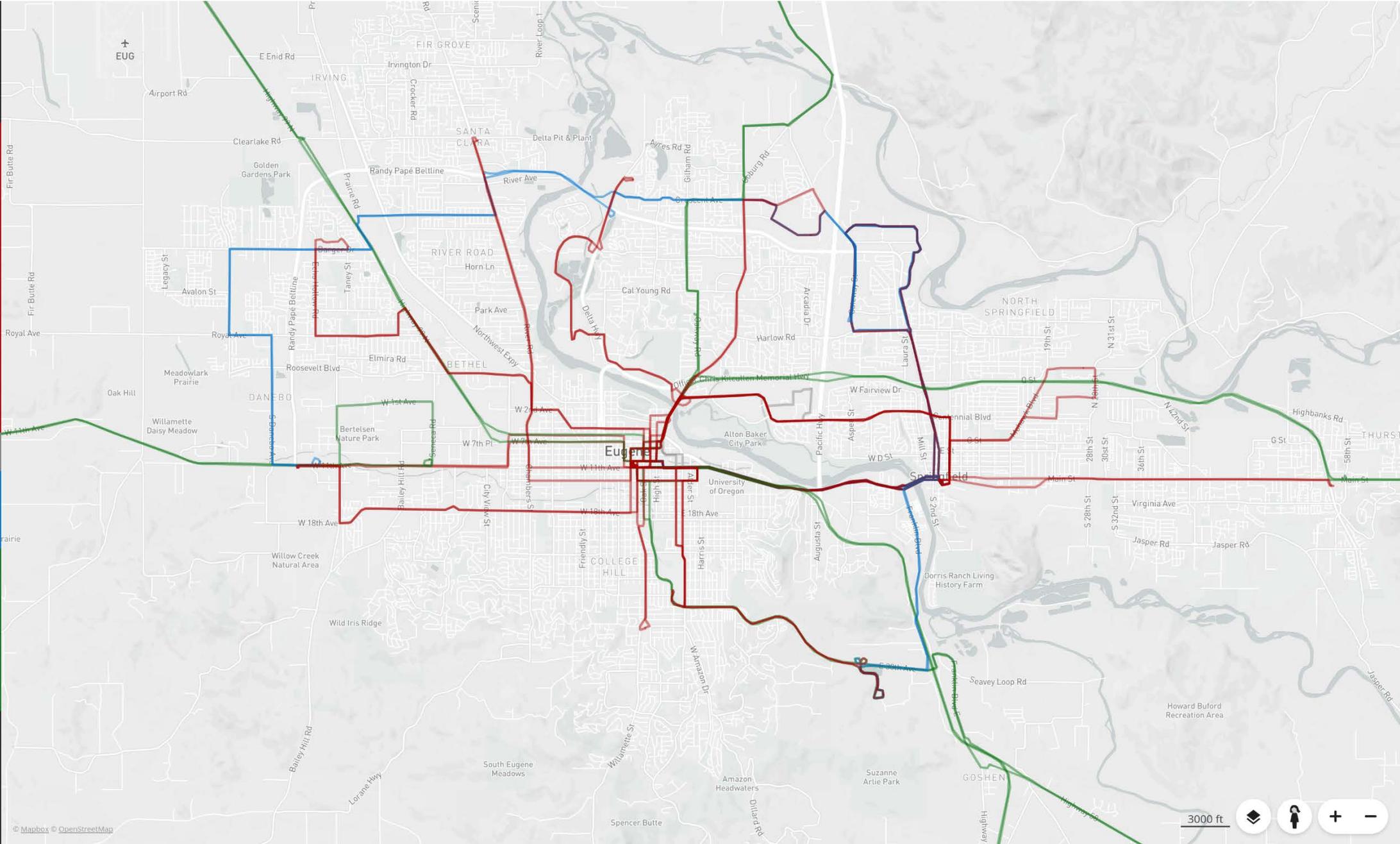
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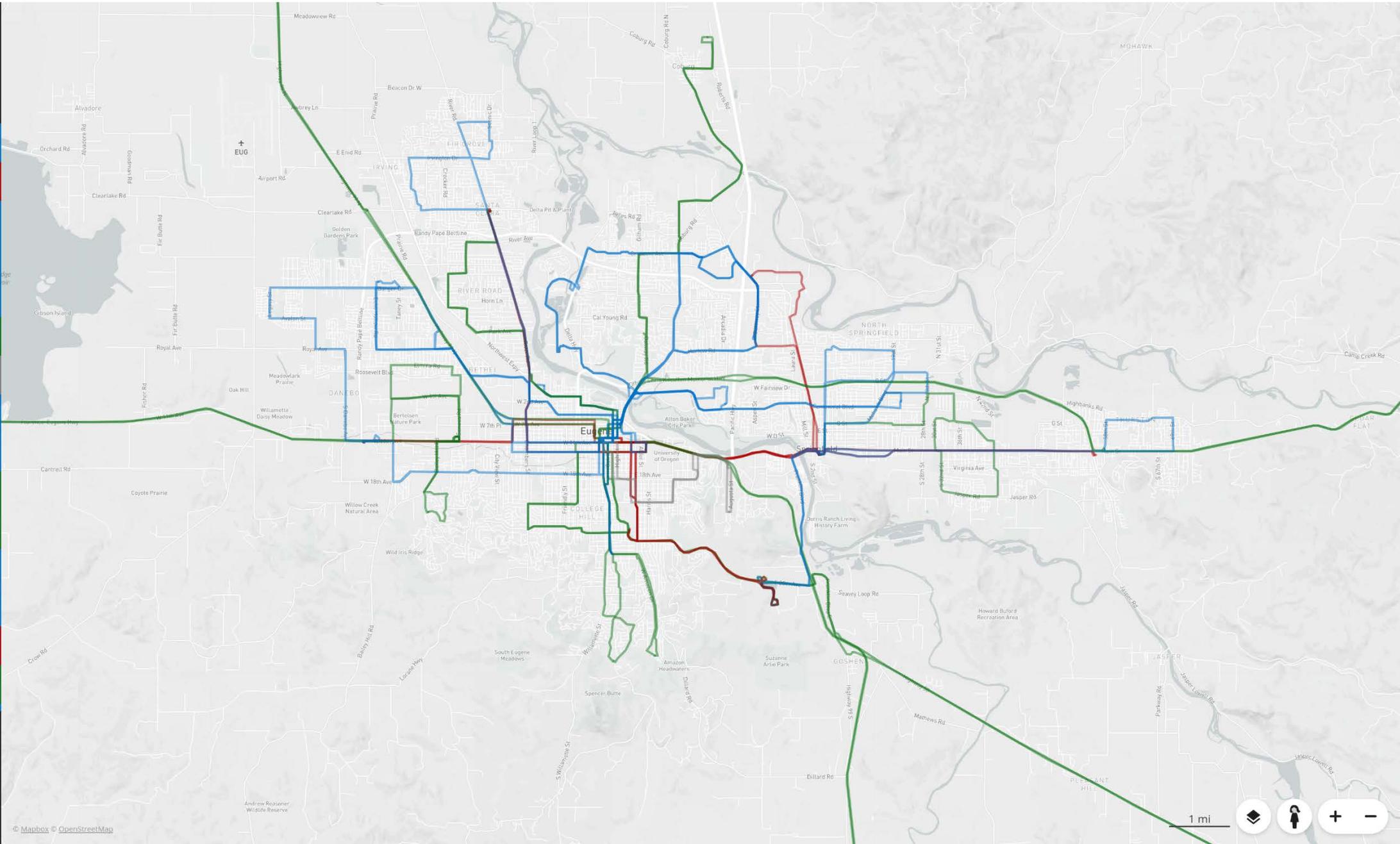


Copy of CDR - Cover

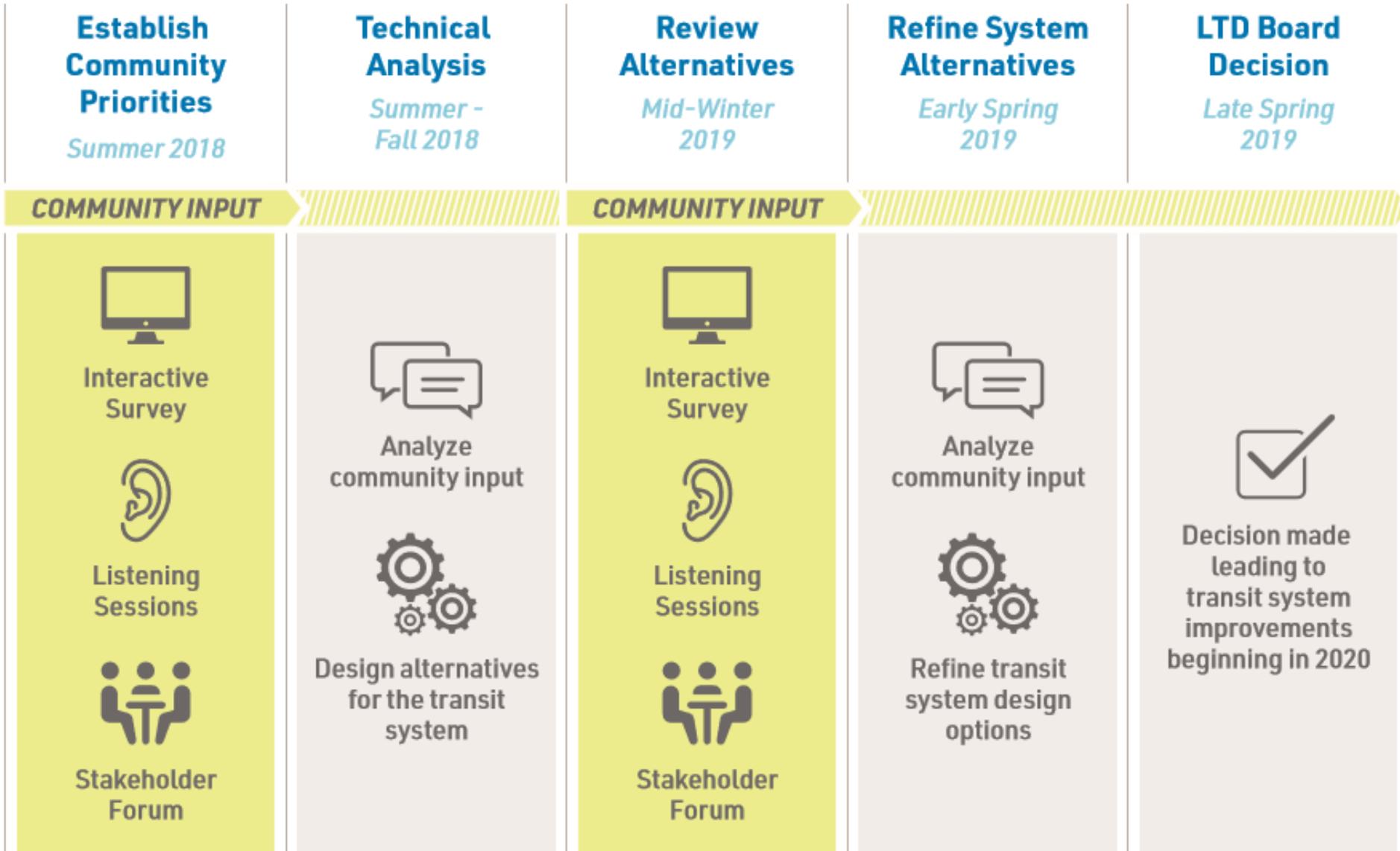
Filters ▾

- 11LL Thurston
- 11SL-Thurston
- 13 - 40 TR Centennial Echo Hollow
- 17 5th Street / Hayden Bridge
- 18 Mohawk
- 19 Jasper / 42nd
- 27 Fairmount
- 30 - 61 TR West 18th Coburg Harlo...
- 34 35-OL
- 34 Donald
- 35-Amazon
- 41 - 62 TR -Barger Coburg Harlo...
- 50LL River Road
- 50SL River Road
- 55 LL- North Park

30 lines & 74 vehicles
 \$15.4 million / year
 Within 0.25 mi of stops:
 180,379 population
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Project Process & Community Input



Transit Tomorrow



And



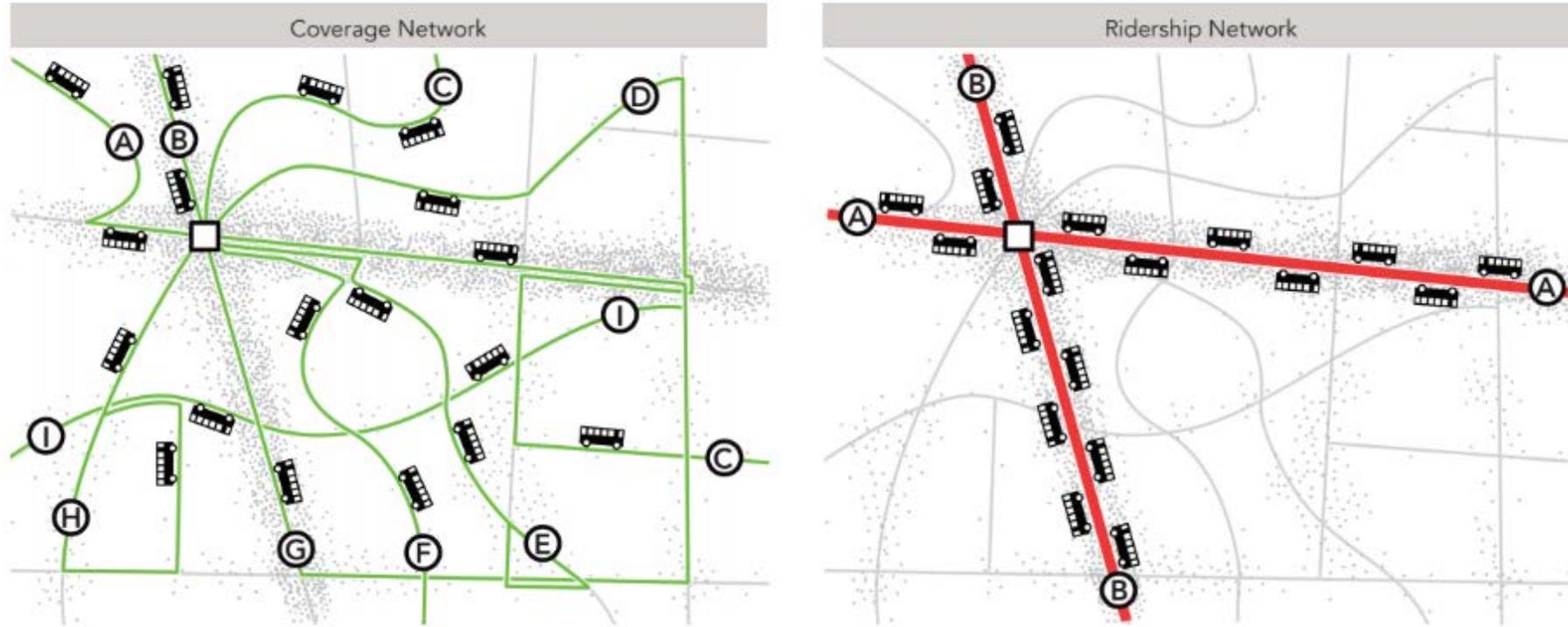
Fare Policy

Introducing Transit Tomorrow

Transit Tomorrow is LTD's effort to find out **how we can better move the people we serve to the destinations that are important to them.**

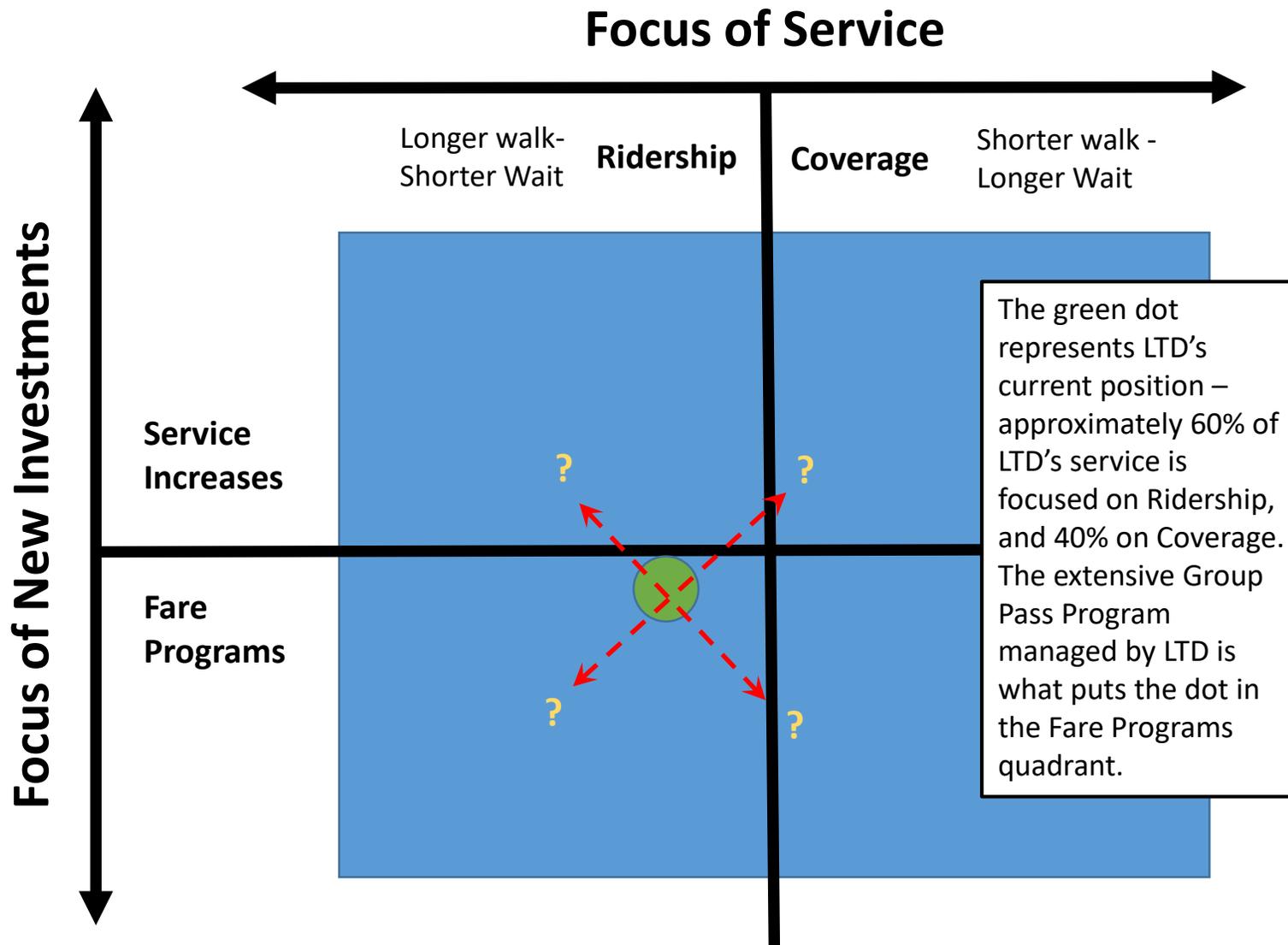
Covering a three-year span, the plan will serve as the foundation for LTD's Long-term planning cycle

How We Design Transit



The Ridership / Coverage Trade-off.

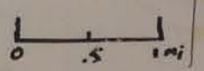
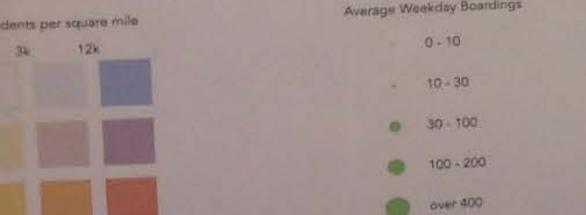
Transit Tomorrow's Four Scenarios



Four scenarios have been developed to help make decisions on two key questions:

First, what is the best way to structure the region's transit network – should it focus on higher frequency with longer walks or transit service that is lower frequency, but shorter walks?

Second, what priority should be put on new revenue for transit – should it be used to increase service (frequency and late night/weekend service) or reduce the cost of fares for people using transit?



Copy of CDR- Riders

Filters ▾

- 1 Centennial LCC
- 1- SL Centennial LCC
- 2 VRC Willamette Green Acres N ...
- 3 Coburg 11th
- 4 99
- 5 River Road
- 11 Thurston
- 18-Olympic
- 79X UO / Kinsrow
- 80 Orbital
- 85 LCC / Springfield
- 91 McKenzie Bridge
- 92 Lowell / LCC
- 93 Veneta
- 95 Junction City

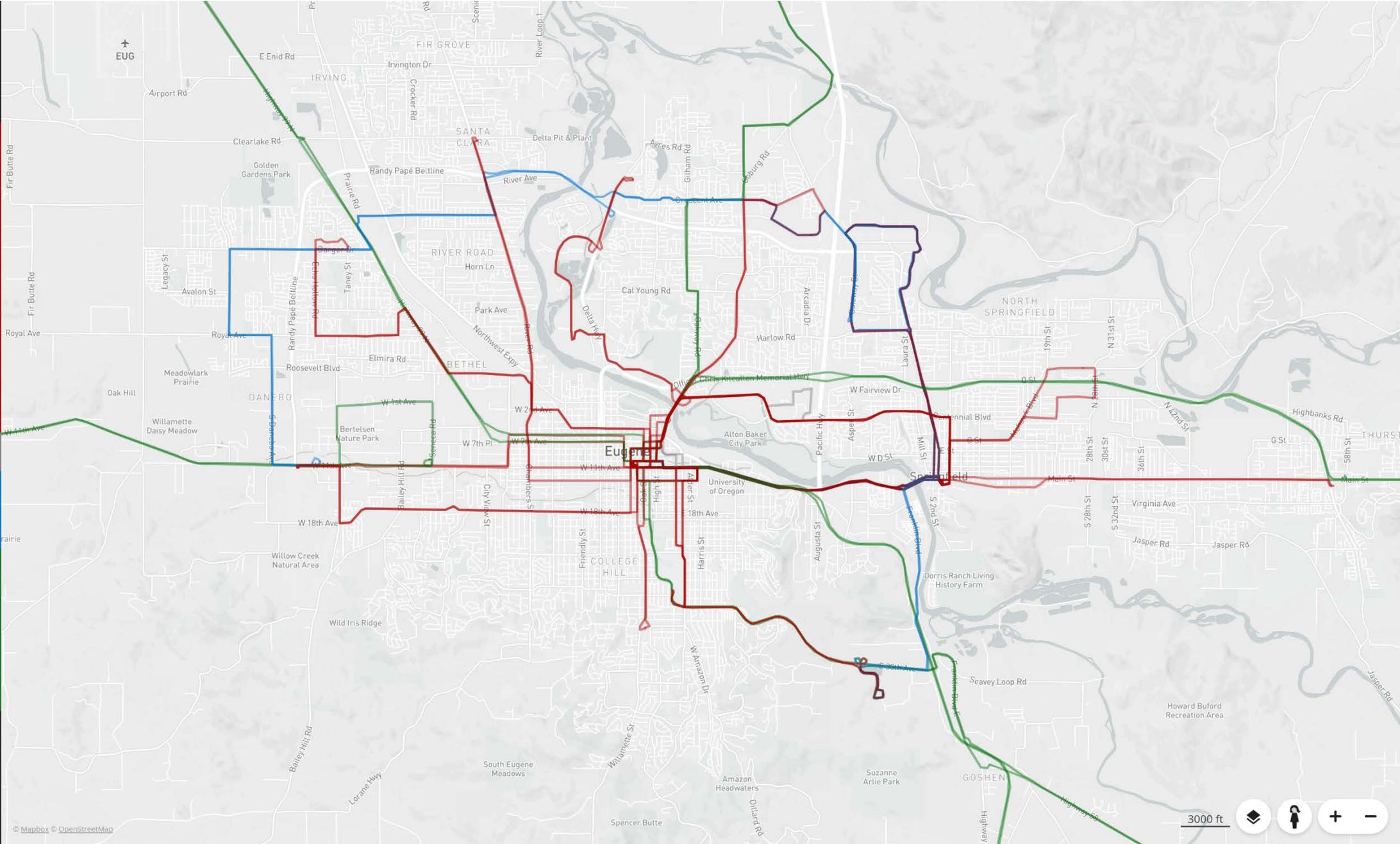
23 lines & 81 vehicles

\$16.7 million / year

📍 Within 0.25 mi of stops:

128,443 population

83,491 jobs

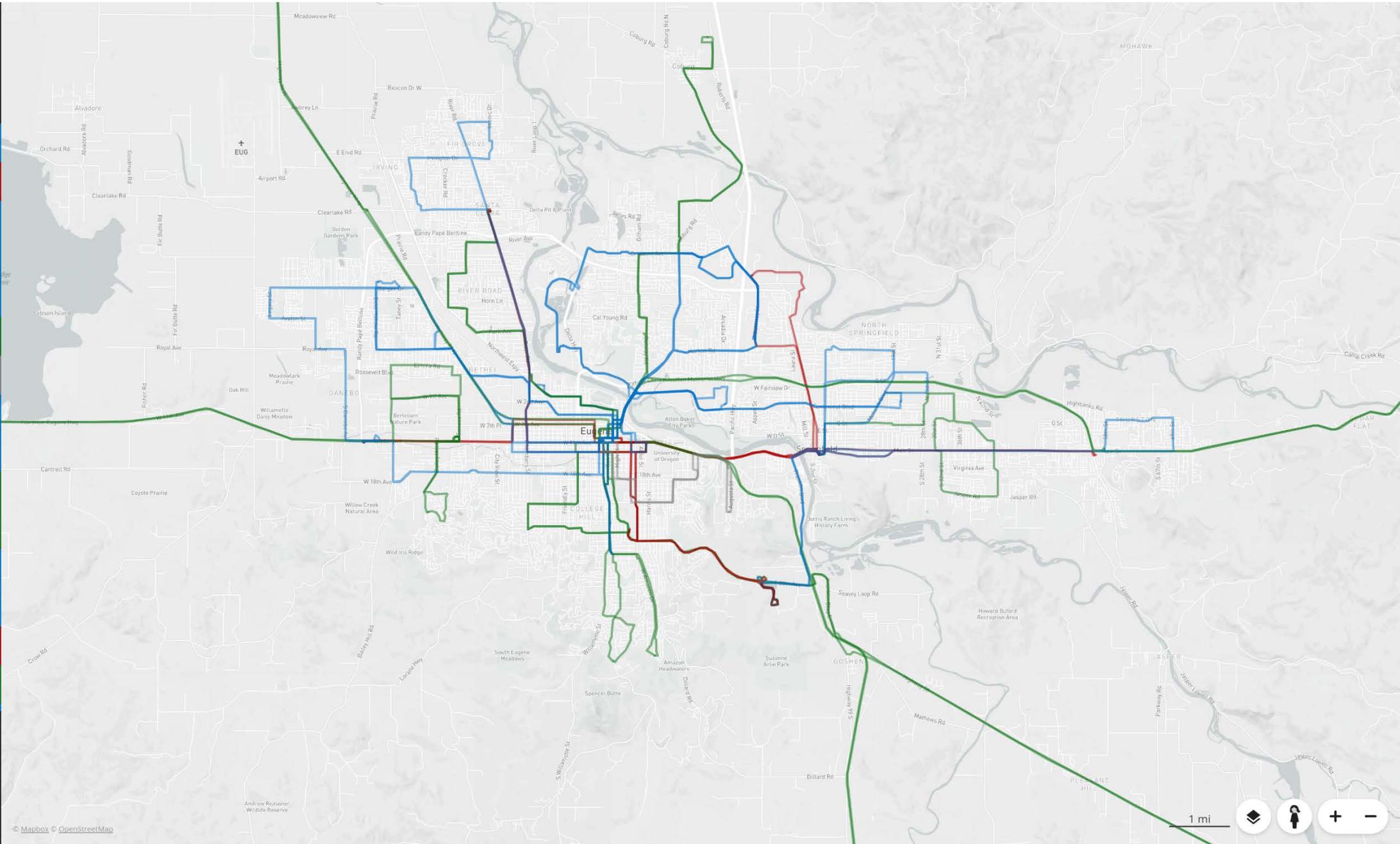


Copy of CDR - Cover

Filters ▾

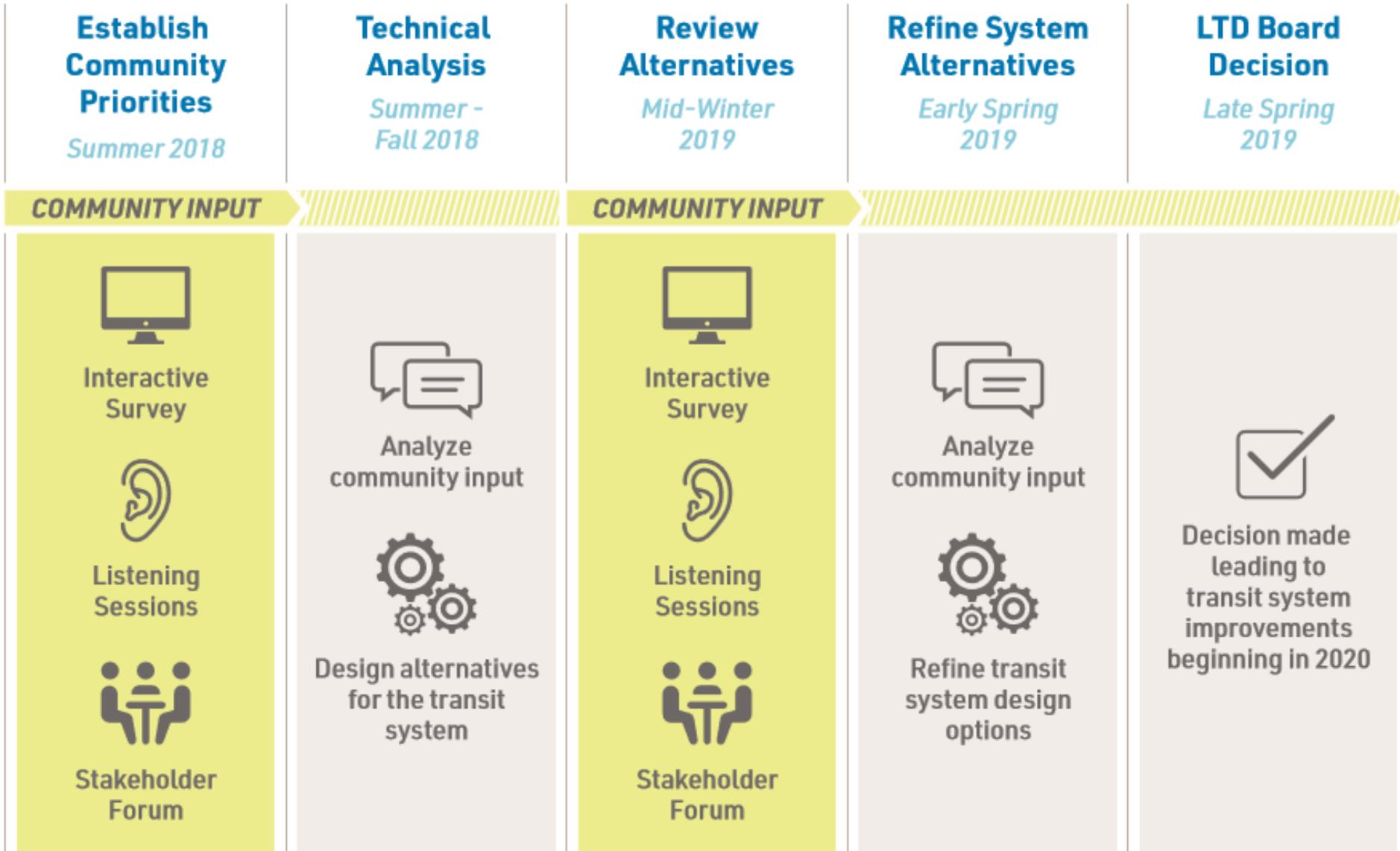
- 11LL Thurston
- 11SL-Thurston
- 13 - 40 TR Centennial Echo Hollow
- 17 5th Street / Hayden Bridge
- 18 Mohawk
- 19 Jasper / 42nd
- 27 Fairmount
- 30 - 61 TR West 18th Coburg Harlo...
- 34 35-OL
- 34 Donald
- 35-Amazon
- 41 - 62 TR -Barger Coburg Harlo...
- 50LL River Road
- 50SL River Road
- 55 LL- North Park

30 lines & 74 vehicles
 \$15.4 million / year
 Within 0.25 mi of stops:
 180,379 population
 92,473 jobs



Activity	PI Target <i>Established in the Public Involvement & Communications Plan</i>	Engagement
PRE Engagement: Community Values Survey		639 participants
Stakeholder Forum #1	40-80 Attending	89 Invitations 66 RSVP 52 Attended
Online Interactive Survey (Online Open House)	200-400 Respondents	668 Respondents
Community Presentations		Over 152 Participants
Community Listening Sessions	40-100 Members (Project Overall)	24 Participants (this phase)
Tabling & Community Events	10 Events (Project Overall)	8 Tabling Events More than 125 engaged/responses
	Overview (Phase 1): Total	1,659

Project Process & Community Input



Overview of Youth Pass Programs



**Ad-Hoc Fare Policy Committee
September 22, 2018**

Objectives

- **Provide overview of LTD's Student Transit Pass Program**
- **Provide information on other fare reduction programs**



Overview - LTD's Student Transit Pass Program

- **In place FY 2004-2011**
- **Funded through state's Business Energy Tax Credit (BETC)**
- **First STTP in the state**
- **Evolved out of congestion mitigation planning (2002)**
 - **'Moms driving kids' a primary source of VMT**
 - **Use bus passes as incentive to ride**
 - **Worked with ODOE on using BETC**
 - **First passes in 2003-2004**
- **Program ended in June 2011 with end of BETC**



COTTAGE GROVE HIGH SCHOOL



06



07

LIONS

*Smart Ways
to School*

Valid 9/1/06
to 6/30/07

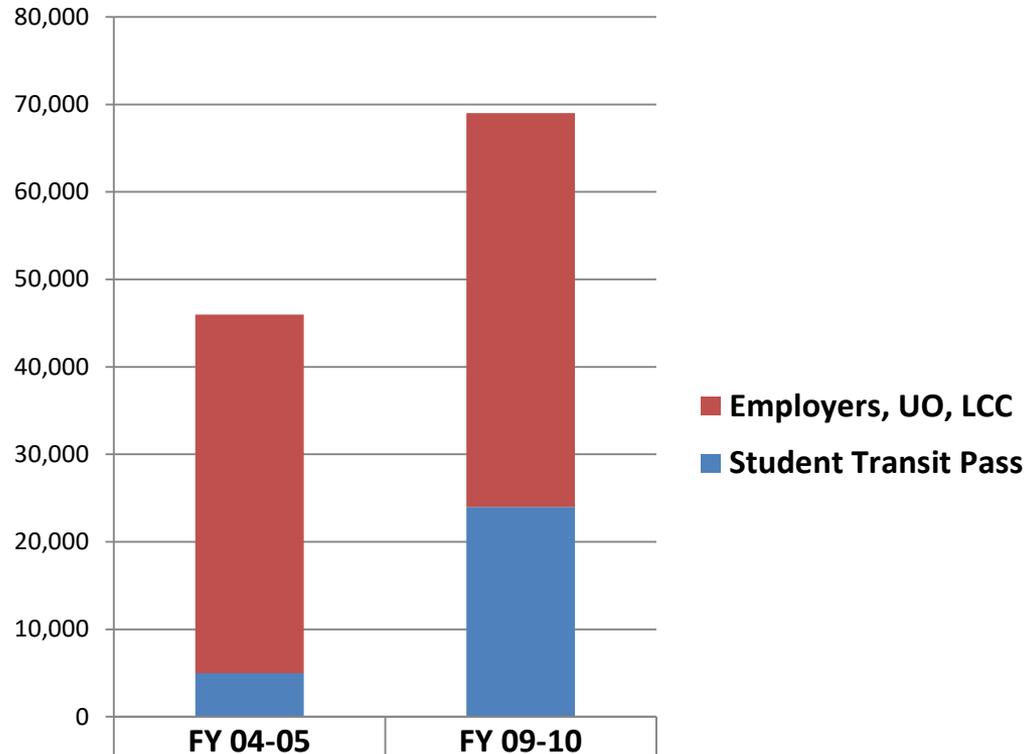
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010

Growth in Passes FY05-FY10

Student Transit Passes & Group Pass Program



	FY 04-05	FY 09-10
Employers, UO, LCC	40,960	45,000
Student Transit Pass	5,000	24,000

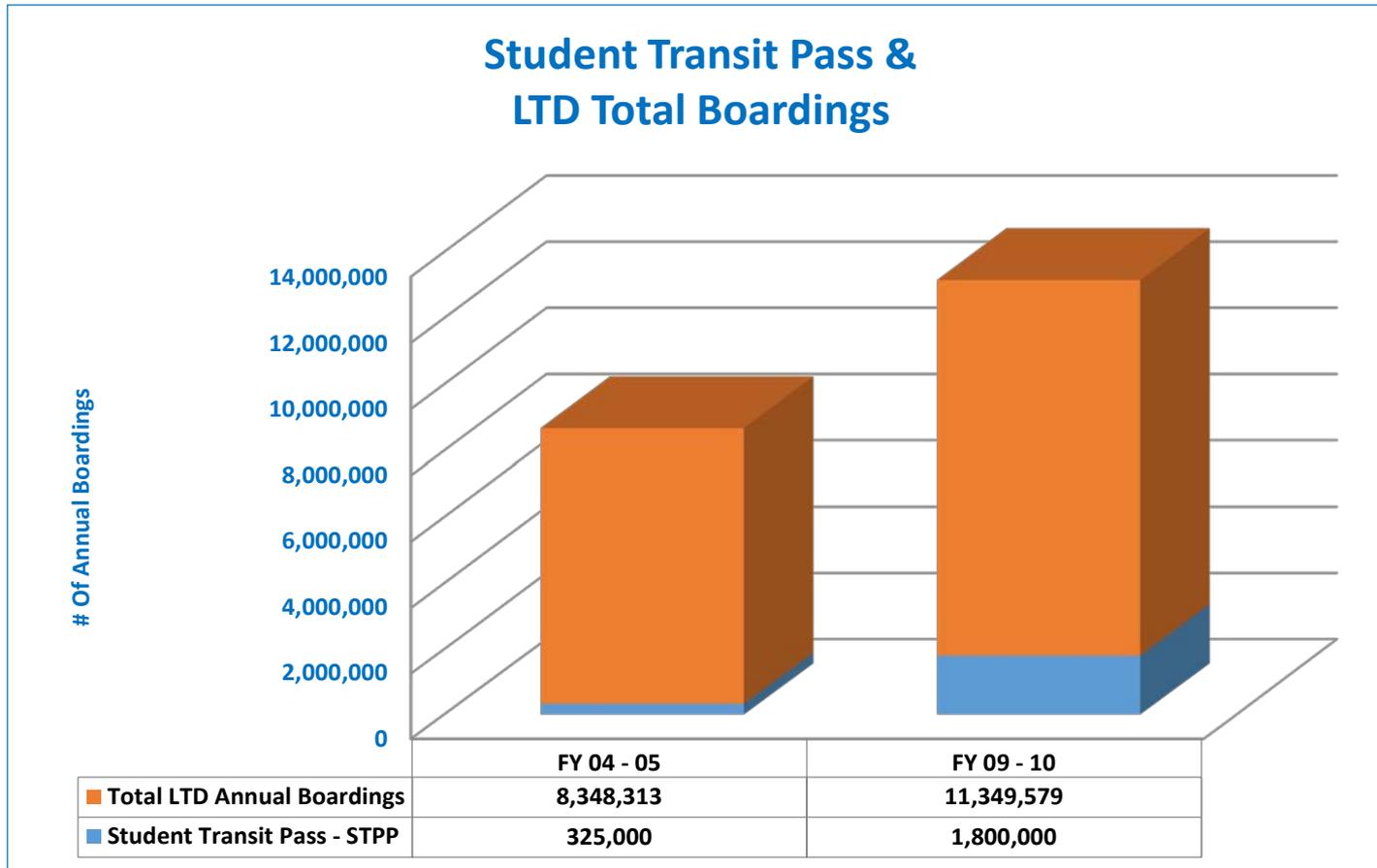


Growth in STTP FY05-FY10

	2005	2010
#of schools and/or education programs served	13	122
# of pass holders	5,000	24,000
# of weekly boardings	7500	42,200
# of annual boardings	325,000	1.8 Million



Growth in Ridership FY05-FY10



Portland Youth Passes

- <https://trimet.org/fares/youth.htm>
- Special fare for students in Portland School District
 - Students ride free
 - Partnership between TriMet, School District, and City of Portland



City of Corvallis Fareless System

- <https://www.corvallisoregon.gov/cts/page/bus-fares-fareless>
- System went Fareless in 2012
 - Revenue loss made up by Transit Operations Fee (see handout)
 - Comparisons (see handout)





Questions?



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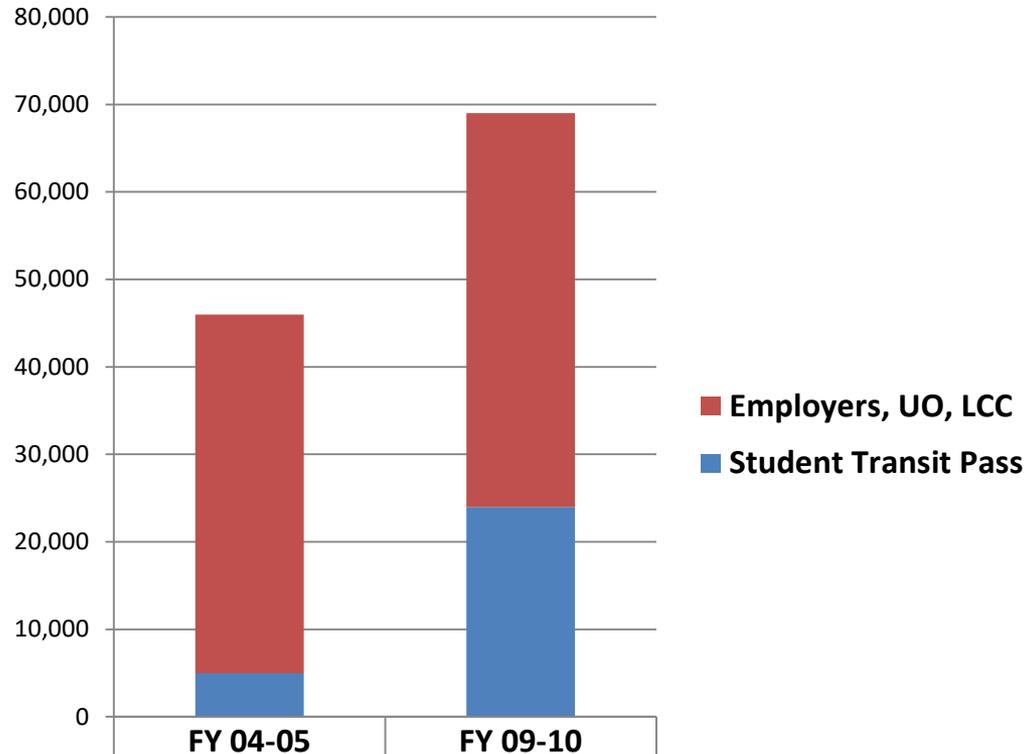
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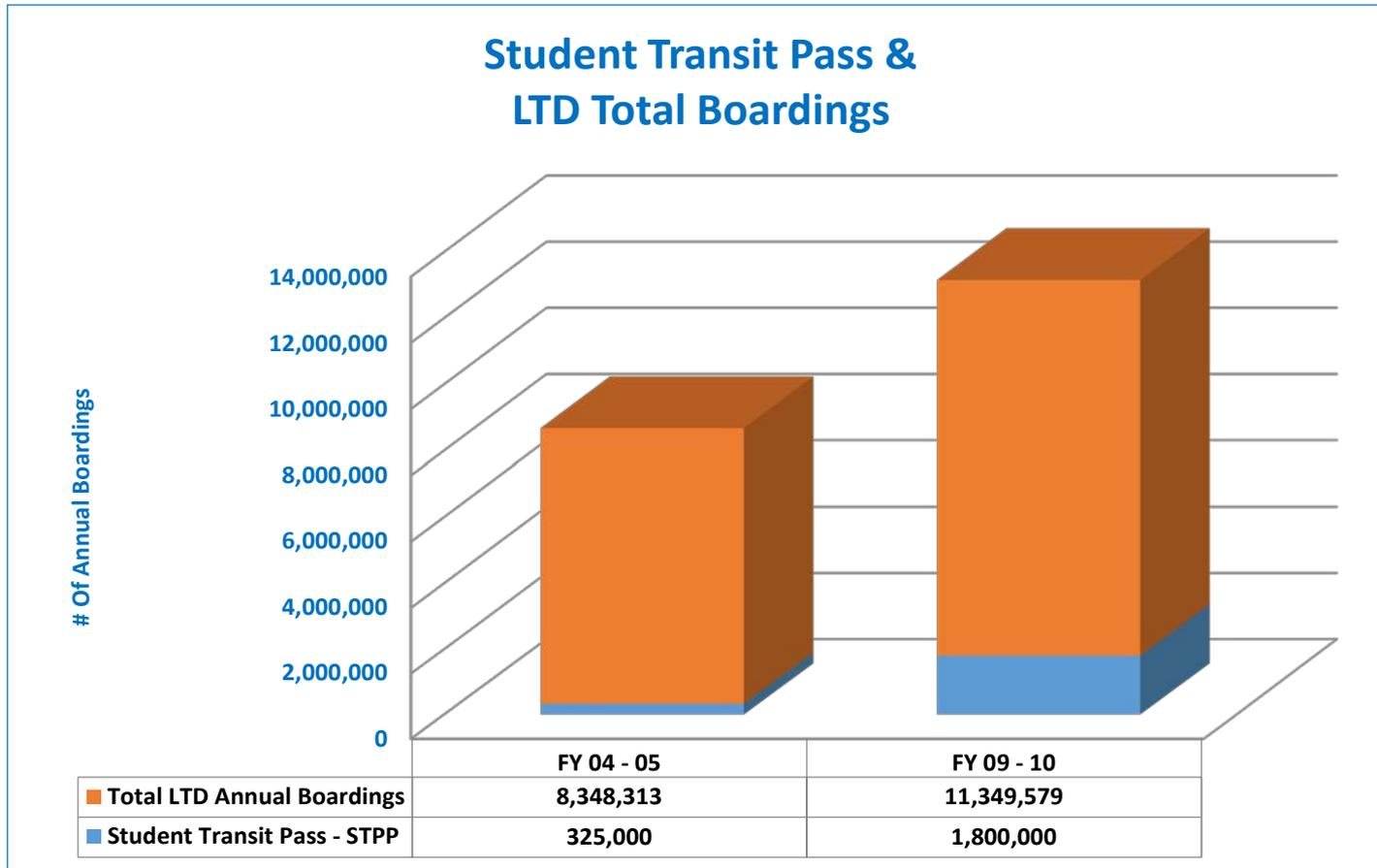


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