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Lane Transit District
P. O. Box 7070
Eugene, Oregon 97401
(541) 682-6100
Fax: (541) 682-6111

Public notice was given to *The Register-Guard*
for publication on Sunday, December 6, 2009.

**LANE TRANSIT DISTRICT
BOARD SERVICE COMMITTEE
Wednesday, December 9, 2009
1:00 p.m.-2:30 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off of Glenwood Boulevard)**

Public testimony will not be heard at this meeting.

AGENDA

-
- I. CALL TO ORDER
 - II. ROLL CALL
Evans _____ Necker _____ Towery _____
 - III. APPROVAL OF MINUTES **12-09**
 - IV. SERVICE REDESIGN DISCUSSION
 - V. ADJOURNMENT

MINUTES

Lane Transit District
Board Service Committee
Thursday, January 29, 2009

Pursuant to notice given to *The Register-Guard* for publication on January 27, 2009, and distributed to persons on the mailing list of the District, the Board Service Committee of Lane Transit District held a meeting of the Board Service Committee on Thursday, January 29, 2009, beginning at 3:00 p.m. in the LTD Board Room at 3500 East 17th Avenue in Eugene.

Present: Greg Evans, Lane Transit District Board Member, Chair
Doris Towery, Lane Transit District Board Member
Ed Necker, Lane Transit District Board Member
Will Mueller, Service Planning Manager
Andy Vobora, Director of Service Planning, Accessibility, and Marketing
Ken Augustson, Service Planner
Ruth Linoz, Service Planner
Heather Lindsay, Service Planning Associate
Angie Sifuentez, Marketing Representative
Cosette Rees, Marketing Representative
Stefano Viggiano, Assistant General Manager
Mark Pangborn, General Manager

I. CALL TO ORDER

Mr. Evans called the meeting of the Lane Transit District Board Service Committee to order at 3:01 p.m.

II. ROLL CALL

All members of the committee were present.

III. SELECTION OF COMMITTEE CHAIR

Mr. Necker moved to nominate Mr. Evans as Chair of the LTD Board Service Committee. Ms. Towery seconded the nomination, and the motion passed unanimously. (3:0)

IV. APPROVAL OF MINUTES

Mr. Necker noted corrections to the minutes for staff.

Mr. Necker moved to approve the minutes of the September 2, 2008, LTD Board Service Committee, as corrected. The motion was seconded by Mr. Evans, and then passed unanimously. (3:0)

V. PRIORITIZING POTENTIAL SERVICE ADDITIONS AND POSSIBLE CAPITAL PROJECTS

Mr. Vobora noted that he would be presenting an overview of potential service additions and restorations.

Mr. Vobora stated that the key deadline with respect to any changes that might be made to the 2009 adopted service package would be March 31, 2009, due to the lead time necessary for service implementation in September 2009.

In response to a question from Mr. Necker, Mr. Vobora commented that the Board Service Committee would need to have its recommendations to the full LTD Board by their March 25, 2009, meeting.

Mr. Mueller reviewed changes to routes within the Highway 99 LTD service sector, noting that the service package originally had called for a Route 44 connector that would have involve a transfer to Route 43 at the intersection of Danebo Avenue and Roosevelt Blvd. He noted that eleventh-hour revisions to the service package had eliminated the need for the Route 44 connector and the subsequent transfer between Route 44 and Route 43.

Responding to a question from Mr. Evans regarding the City of Eugene's plan for pavement improvements at the southwest corner of Danebo Avenue and Roosevelt Blvd, Mr. Mueller noted that any improvement plans that would allow for the construction of an LTD transfer station had been put on hold by the City.

Mr. Mueller offered that while the latest revisions to services in the Hwy 99 sector had eliminated the need for the transfer between the Route 44 and Route 43, the current routes were more complicated in terms of how the new routing would be presented to the public.

Mr. Mueller felt that, given current conditions, the last-minute revisions to the Hwy 99 sector provided the most comprehensive and efficient service for the area.

Mr. Evans commented that Route 43 in the Hwy 99 sector was frequently packed, and he asked about the affects the service revisions would have on ride frequency and load capacities. Mr. Mueller responded that Route 43 would operate every 15 minutes during peak ridership hours and every 30 minutes during regular hours. He added that there were no plans to use articulated buses on the route because the vehicles were committed elsewhere.

Mr. Mueller directed the committee members to a copy of the proposed timetable for Route 43 and briefly described how the timetable would be incorporated into the LTD system. Mr. Vobora commented that the proposed Route 43 timetable probably was the most complex timetable to come out of the service revisions, and that as such, there may be significant challenges in communicating the service revisions to LTD riders.

Mr. Evans suggested that staff might craft a virtual demonstration of the Route 43 revisions for the LTD website in order to better communicate the changes to the public. Mr. Vobora responded that while the technology necessary to do so was quite expensive and difficult to implement, he would explore the possibility of doing so.

Mr. Vobora directed members of the committee to documents describing the route changes incorporated into the 2009 service package. He added that the route change information would be posted for the public on the LTD website soon.

Mr. Vobora reported that recent indications had been that LTD might receive funding that would allow for some restoration of services that had been reduced recently, and that subsequent discussions had begun regarding those potential restorations.

Mr. Viggiano directed the committee members to a table illustrating the Additional One-Time Operating Revenue that was anticipated to be made available to LTD over the next one to four years. He noted that the table did not take into account any additional ongoing revenues from the state legislature or the federal transportation bill reauthorization.

Mr. Viggiano stated that LTD currently was facing a potential \$4 million budget shortfall for FY 2010.

Mr. Viggiano stated that the largest portion of the expected operational revenue, \$3.2 million, was a transfer from formula funds to be directed toward fleet maintenance, as agreed at the LTD Board's fall strategic work session.

Mr. Viggiano briefly described the nature of the various sources of the additional one-time operating revenue as illustrated in the aforementioned table, as well as where and how each portion of the funding would be distributed.

Mr. Viggiano noted that, of the funds expected to be made available as part of the federal Recovery Act stimulus package, half would be devoted to a capital project, such as the Fleet Maintenance remodel; the other half of the funds would be devoted to operations. He also stated that the capital project would satisfy any contractual obligations of the federal stimulus package that funds be committed within 90 days.

Mr. Viggiano noted that the one-time operating funds anticipated as part of the STP-U (Surface Transportation Program-Urban) federal allocation would be subject to the approval of the Metropolitan Policy Committee (MPC).

Mr. Evans noted that the City of Eugene and Lane County members of the MPC had been supportive of the use of STP-U funds by LTD, but the position of the MPC representatives from Springfield was uncertain.

Responding to a question from Mr. Evans, Mr. Viggiano noted that it probably would not be possible to apply for additional grants to fund EmX fare machines that would be installed on future expansions of EmX service since plans for those expansions had not yet been finalized.

Mr. Viggiano noted that LTD staff had been very creative in finding ways to rearrange projects in order to maximize the additional one-time operational revenue that was expected. He noted that the funds that were becoming available were considerably more than they had expected only six months ago.

Mr. Vobora assured the committee that the additional operating revenue would not be directed toward any frivolous or unnecessary projects, such as providing Wi-Fi on LTD buses.

Mr. Mueller noted that staff had consulted with the LTD Service Advisory Committee (SAC) in order to identify and prioritize those service items to be reinstated should funds become available. He added that the items listed in the two vote options by the SAC had been prioritized without regard to the cost of the service reinstatement.

Mr. Mueller directed the committee to the breakdowns of the two vote options generated by the SAC and noted that staff had asked the SAC to prioritize their lists on the assumption that either 4 percent or 8 percent of LTD services might be restored.

Mr. Vobora reported that an LTD contingency fund had been recognized by the SAC as the highest priority for possible service restorations. In response to a question from Mr. Necker, Mr. Vobora noted that the contingency fund took the form of a pool of bus service hours that LTD could draw upon from the operating budget as needed.

Mr. Mueller maintained that the scope of the service redesigns had been so large that it was extremely advisable to have a contingency fund of some sort.

Mr. Evans agreed with the principle of the contingency fund but asked if it might be possible to have a reduced contingency fund that would be less than the 1 percent indicated in the SAC's prioritized list. Mr. Mueller responded that the 1 percent contingency fund figure was conservative and reasonable; he further noted that 1 percent might not be a sufficient contingency fund to deal with future LTD needs.

Ms. Towery expressed that it would be advisable to maintain as large a contingency fund as possible, particularly in light of recent economic downturns and the scale of the recent LTD service cuts.

Mr. Vobora and Mr. Mueller maintained that with the load capacity problems that LTD was likely to encounter in the fall as a result of service reductions, there would need to be a certain amount of flexibility with how a contingency fund would be used to address such problems.

Mr. Evans expected a rise in the number of riders who were often left behind due to bus overcrowding as a result of the service reductions, and he asked if staff had determined a means of quantifying and addressing riders who were under-served. Mr. Mueller replied that LTD staff relied on the "white line" weekly reports to determine if any significant numbers of riders were being under-served. Mr. Vobora added that the percentage of riders who were under-served was probably very small, although he acknowledged that it could go up as a result of the service changes in the fall.

Mr. Evans concurred with the SAC's assessment of the contingency fund as a top priority, and he noted that it was a recommendation that the Board Service Committee should bring to the attention of the LTD Board of Directors.

Mr. Vobora briefly discussed the service restoration options in order of their priority as indicated by the SAC, noting that certain items from the SAC lists were not part of the recent 14.5 percent service reduction package.

Responding to a question from Mr. Evans, Mr. Mueller noted that there was no reference to the restoration of Route 60, as both this route and Route 7x had such low productivity, it seemed unlikely that either route would be restored.

Mr. Mueller noted that in several instances it was more cost-effective to revise or adjust elements of the current approved LTD service package rather than to simply try and go back to the way things were before the 14.5 percent service cuts. He added that the public input process had been crucial in making such determinations. Mr. Vobora concurred with Mr. Mueller's assessment.

Mr. Necker commented that it might be complicated to efficiently communicate the service changes and possible service restorations to Routes 51, 52, and 55 that were indicated on the SAC list.

Mr. Vobora noted that with respect to the recent service revisions to Route 79x, LTD was currently requesting that the University of Oregon provide funding to cover the current gap in evening service on Route 79x as part of their purchased service package.

Mr. Evans noted that the Associated Students of Lane Community College (ASLCC) senate had approached LTD regarding the purchase of a service package similar to that of the University of Oregon. Mr. Vobora noted that any such purchase would not be subject to FTA rules regarding charter services and that LTD staff could run the numbers and see what would be possible for the ASLCC in terms of providing enhanced service along pre-existing LTD routes.

Mr. Vobora commented that the University of Oregon was currently spending between \$400,000 and \$600,000 on their current service package.

Mr. Evans noted that he would be speaking with representatives of the ASLCC at their meeting on February 2.

Mr. Necker expressed that the recent public hearing sessions had indicated that the restoration of express routes was a high priority. He further noted that a slimmed down version of the express routes was a feasible option.

Mr. Viggiano noted that the elimination of the express routes that had been part of the recent service reduction package would go into effect on Monday, February 2.

Mr. Necker stated that redesigning and enhancing service to improve system efficiency and cost-effectiveness rather than reinstatement of eliminated service was a good idea. Ms. Towery concurred with Mr. Necker's statement and added that continued input on service redesigns would be very helpful.

Mr. Mueller maintained that it would be very challenging to continue a viable public input process within the timeline necessary to develop and implement service redesigns. Ms. Towery noted that curtailing the public input process in order to accommodate staff timelines might be acceptable given LTD's excellent history of soliciting public input regarding service.

Mr. Necker suggested that in order to better accommodate staff timelines LTD might continue its public education/information efforts regarding service changes without the public hearing component in some instances. Mr. Mueller felt that there was not sufficient time available to conduct a hearing of public information sessions.

Mr. Mueller and Mr. Evans commented that while some public hearing and information sessions, such as a recent session in Santa Clara, had been very well received, others had not been particularly productive. Mr. Evans felt that, under its current time constraints regarding the service

changes, LTD should conduct one well-publicized public hearing session and consider its due diligence obligations satisfied.

Ms. Towery suggested that LTD might conduct one or two small open house sessions in Springfield and Eugene to distribute information regarding the service changes. Mr. Vobora was confident that they might be able to accommodate such sessions within a condensed timeline.

Ms. Linoz expressed that it would be difficult for LTD staff to present information to the public regarding service changes if they would not have decisions regarding funding from the LTD Board until the end of March. Mr. Viggiano responded that the Board would be conducting a work session on March 2 or 9 and would have funding directives made to staff soon after that meeting. Mr. Evans added that the Board might have directives to staff regarding the STP-U sometime during February.

Mr. Necker felt that any public hearing or presentation session regarding upcoming service changes should be held in February.

Mr. Mueller commented that as a political necessity, LTD staff should be ready to justify to the public any revisions to its service, particularly if those revisions take the form of new restructures or enhancements rather than a restoration of previous service. Ms. Towery felt that LTD would be well prepared to do so.

Mr. Vobora noted that the next step would be to determine how much of the additional one-time operating revenue would actually be coming in.

Responding to a request for information from Mr. Evans, Mr. Vobora briefly described the narrative involved in a recent complaint incident where a student at Springfield High School was denied service at an LTD bus stop near the school.

V. ADJOURNMENT

Mr. Evans adjourned the meeting at 4:30 p.m.

(Recorded by Wade Hicks)

Q:\REFERENCE\BOARD PACKET FINAL\2009\01\BOARD SERVICE COMMITTEE\LTDSEVCOMM090129 (3).DOC

AGENDA ITEM SUMMARY

DATE OF MEETING: December 9, 2009

ITEM TITLE: 2010 Annual Route Review – Service Redesign

PREPARED BY: Andy Vobora, Director of Service Planning, Accessibility, and Marketing

ACTION REQUESTED: Discussion and comment on service redesign options

BACKGROUND:

The current economic conditions dictate that the District undergo significant reductions in the coming years. LTD staff have begun the Annual Route Review (ARR) process to redesign and reduce the service to be in place in Fall 2010.

The Service Advisory Committee (SAC) met on December 1, 2009, to review staff's initial proposal for this major service reduction. Staff would like the Board to weigh in with their perspectives and comments on this preliminary service redesign initiative.



Staff will provide several handouts at the meeting for review and discussion.

ATTACHMENTS: None



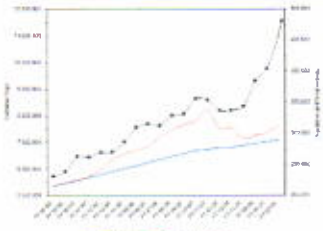
RESULTS OF RECOMMENDED ACTION:

PROPOSED MOTION: None

Annual Route Review 2010




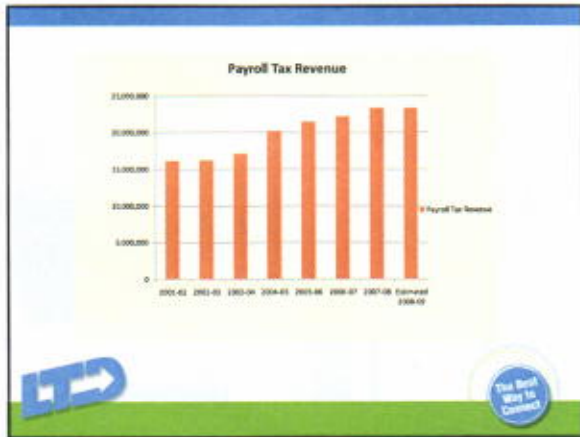
Ridership, Service Hours, Population



Key Budget Components


- **Expenses**
 - Fuel
 - Accessible Services
 - Personnel Services
- **Revenues**
 - Local, State, and Federal Funds
 - Payroll Tax
 - Fares





- ### Criteria
- Maintain 60-minute urban route headways.
 - Maintain span, day of week, and rural coverage in the Tier One package.
 - Maintain capacity along main travel corridors.
 - Achieve Title VI requirements.
 - Meet the budget goal.

- ### Affected Neighborhood Segments
- Wilshire Drive/Warren Street and Bailey Hill Road, south of 18th Avenue
 - Bailey Hill Road between 18th Avenue and 11th Avenue
 - Oak Patch Road
 - Arthur Street, 21st Avenue, 22nd Avenue, and Hawkins Lane
 - Hunsaker Lane and Division Avenue
 - Cal Young Road, Norckenzie Road, Brewer Avenue, Gilham Road, and Oakway Road
 - Fairview Loop and Mill Street




West Eugene

- Wilshire Drive and Warren Street
- Bailey Hill Road, south of 18th Avenue
- Oak Patch Road

Segment	Lost Daily Boardings	Trips	Lost/Trip
Bailey Hill Road, south of 18 th Avenue and Wilshire/Warren	78	17	4.6
Oak Patch Road between 11 th and 18 th Avenues (Hourly service from Route 78 and Route 78 available)	144*	32	4.5
Arthur Street, 21 st and 22 nd Avenues, and Hawkins Lane	19	21	0.9

The Best Way To Connect




River Road

- Hunsaker Lane and Division Avenue
- Route 52 Irving loop loses Sunday service

Segment	Lost Daily Boardings	Trips	Lost/Trip
Hunsaker Lane and Division Avenue	21	18	1.2
Route 52 Irving Loop on Sundays	22	9	2.4

The Best Way To Connect




Ferry Street Bridge

- Cal Young Road, Norkenzie Road, Brewer Avenue, Gilham Road, and Oakway Road

Segment	Lost Daily Boardings	Trips	Lost/Trip
Cal Young Road, Norkenzie Road, Brewer Avenue, Gilham Road, and Oakway Road	31	5	6.2

The Best Way To Connect

South Eugene




- The Amazon neighborhood loses a connection to Willamette Street.
- The South Fox Hollow Road/Donald Street area loses a direct connection to the UO except during peak weekday hours.
- Willamette Street between Donald Street and 46th Avenue loses weekend and evening service.

Segment	Lost Daily Boardings	Trips	Lost/Trip
Willamette Street between 32 nd Avenue and 46 th Avenue	SA 23 SU 15 WK Evening 14	17 13 6	1.4 1.2 2.3

The Best Way To Comment

Springfield



- Fairview Loop
- Mill Street

Segment	Lost Daily Boardings	Trips	Lost/Trip
Fairview Loop	31	27	1.1
Mill Street	21	27	0.8

The Best Way To Comment

Summary of Changes

SUMMARY OF CHANGES	
CURRENT ANNUAL HOURS	285,490 all day types
TOTAL ADDITIONS	1,557
TOTAL REDUCTIONS	52,588
TOTAL PROPOSED ANNUAL HRS	234,459 -17.9%

The Best Way To Comment

Tier Two Reductions

Line	Agency	Description	Current Cost	% Reduction	Comments
1	MTA	MTA Police Department (MTA Police 1)	2,350	0%	
2	MTA	MTA Police Department (MTA Police 2)	2,350	0%	
3	MTA	MTA Police Department (MTA Police 3)	2,350	0%	
4	MTA	MTA Police Department (MTA Police 4)	2,350	0%	
5	MTA	MTA Police Department (MTA Police 5)	2,350	0%	
6	MTA	MTA Police Department (MTA Police 6)	2,350	0%	
7	MTA	MTA Police Department (MTA Police 7)	2,350	0%	
8	MTA	MTA Police Department (MTA Police 8)	2,350	0%	
9	MTA	MTA Police Department (MTA Police 9)	2,350	0%	
10	MTA	MTA Police Department (MTA Police 10)	2,350	0%	
11	MTA	MTA Police Department (MTA Police 11)	2,350	0%	
12	MTA	MTA Police Department (MTA Police 12)	2,350	0%	
13	MTA	MTA Police Department (MTA Police 13)	2,350	0%	
14	MTA	MTA Police Department (MTA Police 14)	2,350	0%	
15	MTA	MTA Police Department (MTA Police 15)	2,350	0%	
16	MTA	MTA Police Department (MTA Police 16)	2,350	0%	
17	MTA	MTA Police Department (MTA Police 17)	2,350	0%	
18	MTA	MTA Police Department (MTA Police 18)	2,350	0%	
19	MTA	MTA Police Department (MTA Police 19)	2,350	0%	
20	MTA	MTA Police Department (MTA Police 20)	2,350	0%	
21	MTA	MTA Police Department (MTA Police 21)	2,350	0%	
22	MTA	MTA Police Department (MTA Police 22)	2,350	0%	
23	MTA	MTA Police Department (MTA Police 23)	2,350	0%	
24	MTA	MTA Police Department (MTA Police 24)	2,350	0%	
25	MTA	MTA Police Department (MTA Police 25)	2,350	0%	
26	MTA	MTA Police Department (MTA Police 26)	2,350	0%	
27	MTA	MTA Police Department (MTA Police 27)	2,350	0%	
28	MTA	MTA Police Department (MTA Police 28)	2,350	0%	
29	MTA	MTA Police Department (MTA Police 29)	2,350	0%	
30	MTA	MTA Police Department (MTA Police 30)	2,350	0%	
31	MTA	MTA Police Department (MTA Police 31)	2,350	0%	
32	MTA	MTA Police Department (MTA Police 32)	2,350	0%	
33	MTA	MTA Police Department (MTA Police 33)	2,350	0%	
34	MTA	MTA Police Department (MTA Police 34)	2,350	0%	
35	MTA	MTA Police Department (MTA Police 35)	2,350	0%	
36	MTA	MTA Police Department (MTA Police 36)	2,350	0%	
37	MTA	MTA Police Department (MTA Police 37)	2,350	0%	
38	MTA	MTA Police Department (MTA Police 38)	2,350	0%	
39	MTA	MTA Police Department (MTA Police 39)	2,350	0%	
40	MTA	MTA Police Department (MTA Police 40)	2,350	0%	
41	MTA	MTA Police Department (MTA Police 41)	2,350	0%	
42	MTA	MTA Police Department (MTA Police 42)	2,350	0%	
43	MTA	MTA Police Department (MTA Police 43)	2,350	0%	
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45	MTA	MTA Police Department (MTA Police 45)	2,350	0%	
46	MTA	MTA Police Department (MTA Police 46)	2,350	0%	
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55	MTA	MTA Police Department (MTA Police 55)	2,350	0%	
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63	MTA	MTA Police Department (MTA Police 63)	2,350	0%	
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79	MTA	MTA Police Department (MTA Police 79)	2,350	0%	
80	MTA	MTA Police Department (MTA Police 80)	2,350	0%	
81	MTA	MTA Police Department (MTA Police 81)	2,350	0%	
82	MTA	MTA Police Department (MTA Police 82)	2,350	0%	
83	MTA	MTA Police Department (MTA Police 83)	2,350	0%	
84	MTA	MTA Police Department (MTA Police 84)	2,350	0%	
85	MTA	MTA Police Department (MTA Police 85)	2,350	0%	
86	MTA	MTA Police Department (MTA Police 86)	2,350	0%	
87	MTA	MTA Police Department (MTA Police 87)	2,350	0%	
88	MTA	MTA Police Department (MTA Police 88)	2,350	0%	
89	MTA	MTA Police Department (MTA Police 89)	2,350	0%	
90	MTA	MTA Police Department (MTA Police 90)	2,350	0%	
91	MTA	MTA Police Department (MTA Police 91)	2,350	0%	
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97	MTA	MTA Police Department (MTA Police 97)	2,350	0%	
98	MTA	MTA Police Department (MTA Police 98)	2,350	0%	
99	MTA	MTA Police Department (MTA Police 99)	2,350	0%	
100	MTA	MTA Police Department (MTA Police 100)	2,350	0%	

- ### Questions for the Committee
- What other type of data would you like to see?
 - Are there any "untouchables"?
 - What are your concerns?
 - Neighborhood coverage vs. corridor frequency?
 - Next Board Service Committee Review?



Lost Ridership from Deleted Segments or Routes or Trips

Route #	Route Name	Segment Description	Weekdays unless otherwise noted		
			Lost Daily Boardings	Trips	Boardings Lost per Trip
00	Breeze	Country Club Road (entire route deleted - but other routes cover other segments)	139	53	2.6
3x	River Road Station	ENTIRE ROUTE	91	6	15.1
8x	Thurston Station	ENTIRE ROUTE	25	2	12.5
18	Mohawk/Fairview	Entire Fairview Loop	31	27	1.1
19	Fairview/Mohawk	Fairview loop west of Prescott (including Tamarack)	13	27	0.5
18	Mohawk/Fairview	Q Street between Pioneer Parkway West & 19th Street	64	27	2.4
19	Fairview/Mohawk	B Street east of 10th Street & 14th south of G Street	12	27	0.5
18	Mohawk/Fairview	Mill Street (south of Centennial) including Willamalane Adult Activity Center	21	27	0.8
19	Fairview/Mohawk	Willamalane Adult Activity Center (Water & C Street west of Mill)	8	27	0.3
30	Bertelsen	Oak Patch between 11th & 18th	144	32	4.5
30	Bertelsen	#76 & 78 hourly service still available (but no summer service) Sept - June	92*	32*	2.9*
36a	W 18th to Seneca Station	Bailey Hill N of 18th to 11th - (will be covered by route 76 and 78) Sept-June	21	17	1.2
36a	W 18th to Seneca Station	Bailey Hill N of 18th to 11th - no summer service *Summer	12	17	0.7
36b	West 18th to Warren	Bailey Hill south of 18th & Wilshire/Warren neighborhood	78	17	4.6
36b	per period	6:00 a.m. - 9:25 a.m.	31	4	7.8
36b	per period	10:00 a.m. - 12:20 p.m.	9	3	3.0
36b	per period	1:00 p.m. - 3:20 p.m.	21	3	7.0
36b	per period	4:00 p.m. - 6:25 p.m.	11	3	3.7
52	Irving	SUNDAY ONLY: Irvington, Arrowhead & Irving	22	9	2.4
55	River Road Connector	Hunsaker & Division Loop	21	18	1.2
60	Cal Young	Cal Young, Norkenzie, Brewer, Gilham & Oakway Road	31	5	6.2
73	UO/Willamette	Mid-day trips deleted	232	9	25.8
73	UO/Willamette	Saturday ENTIRE ROUTE	439	17	25.8
73	UO/Willamette	Saturday Willamette between 32nd & 46th	23	17	1.4
73	UO/Willamette	Sunday	369	13	28.4
73	UO/Willamette	Sunday Willamette between 32nd & 46th	15	13	1.2
73	UO/Willamette	Weekday Evening Willamette between 32nd & 46th	14	6	2.3
76	UO/Westmoreland	Arthur between 18th & 22nd, 21st & 22nd, Hawkins Lane south of 18th	19	21	0.9
81	LCC/Harris	SATURDAY ONLY -- entire route ridership	235	10	23.5
81	LCC/Harris	SATURDAY ONLY -- LCC ridership only	60	10	6.0
85	LCC/Springfield	SUMMER ONLY -- entire route ridership	347	25	13.9
85	LCC/Springfield	SUMMER ONLY -- Old Franklin & McVay Highway portion of route	24	25	1.0
85	LCC/Springfield	SUMMER ONLY -- LCC ridership only	154	25	6.2

ARR 2010 Analysis of Additional Cut Items

Item	Route	Potential Cuts	Annual Hours	% Change	Comments
1	EmX	Run at 20-min. frequency on weekday eve. & weekends	-2,611	-0.9%	
2	11	Run at 20-min. frequency on weekday eve. & weekends	-2,611	-0.9%	
3	EmX	Go from 10-min. frequency to 12-min. on weekdays	-2,805	-1.0%	
4	11	Go from 15 to 20 minute frequency between 0900 & 1030	-383	-0.1%	
5	11	Go from 7.5 to 10-minute frequency between 1430 & 1530	-692	-0.2%	
6	11	Go from 10 to 15-minute frequency between 1730 & 1830	-255	-0.1%	
7	11	Run alternating short-line trips to Thurston Sta. between 1400 & 1730	-893	-0.3%	Needs vigorous interval analysis.**
8	13	Go from 30 to 60-minute frequency between 0830 & 1030	-718	-0.3%	Delete :00 ob & :20 ib between 0900 & 1017.
9	36	Delete 0900 - 1400 trips of #36	-1,190	-0.4%	Needs analysis of added segment from #30.
10	40	Go from 30 to 60-minute frequency between 0830 & 1330	-1,275	-0.4%	Delete :00 round-trips between 0900 & 1300.
11	41	Go from 30 to 60-minute frequency between 0830 & 1030	-595	-0.2%	Delete 0900 & 1000 round-trips.
12	43	Go from 30 to 60-minute frequency between 0820 & 1020	-595	-0.2%	Delete 0850 & 0950 round-trips.
13	66	Go from 30 to 60-minute frequency between 0830 & 1330	-1,275	-0.4%	Delete :00 trips between 0900 & 1300.
14	67	Go from 30 to 60-minute frequency between 0915 & 1300	-1,126	-0.4%	Delete 15/10/00 trips between 0915 & 1300.
18	12	Already computed to eliminate 15-minute frequency			
19	66	Go from 15 to 30-minute frequency between ...			
20	67	Go from 15 to 30-minute frequency between ...			
21	66/67	Do not run on Country Club Road	0	0.0%	If Breeze cut -- no service on Country Club.
24	12-SA	Delete all short-line round-trips	-139	0.0%	Delete 1150, 1350, 1450 & 1550 round-trips.
25	12-SA	Go from 30 to 60-minute frequency between 0930 & 1100	-71	0.0%	Delete 1000 OB & 1013 IB trips
26	13-SA	Go from 30 to 60-minute frequency between 0900 & 1130	-166	-0.1%	Delete 0900-1100 OB & 0922-1122 IB (6 trips)
35	System	Eliminate Sunday 7:30 p.m. departures	-500	-0.2%	Rough Estimate
36	System	Eliminate Saturday 10:45 p.m. departures	-789	-0.3%	Needs to be reduced for any routes deleted.
37	System	Eliminate Saturday 9:45 p.m. departures	-700	-0.2%	Rough Estimate
38	System	Eliminate Weekday 10:45 p.m. departures	-3,868	-1.4%	Needs to be reduced for any routes deleted.
39	System	Eliminate Weekday 9:45 p.m. departures	-3,800	-1.3%	Rough Estimate
42	System	Run Sunday service on Saturday w. current SA span of service	-5,652	-2.0%	Routes not running SU would not run SA.
43	System	Eliminate Sunday Service	-16,677	-5.8%	Does not include other savings.
			-19,029	-6.7%	Does not include items < #4 or > #39.