

Memorandum

Date: June 14, 2013
To: City of Florence and Florence TAC
From: Susan Hekimoglu, Lane Transit District
RE: TAC Meeting, June 26

Supplemental Information
Tribes Request to include the Casino in the Rhody Express Routing

History

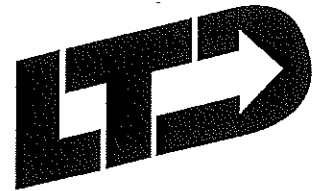
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| February 2012 | Original request received by the City of Florence to add a Casino stop to the Rhody Express schedule and provide free rides for Tribal members and Tribal Employees |
| March 2012 | In response to the public comment on the Florence Transportation System Plan, the Confederated Tribes send formal comments to have a Casino stop considered by the City. |
| December 2012 | The Tribes and LTD begin communications to develop possible routing scenarios for consideration |
| February 26, 2013 | LTD staff and Tribal staff meet to review three potential scenarios (described below) and the cost to operate each one. |
| February 28, 2013 | After an internal meeting to review the scenarios, the Tribes respond with their willingness to support a preferred scenario |
| February – May 2013 | City of Florence works to reinstate a TAC group |
| May 22, 2013 | LTD staff meet with the TAC and City staff to begin a discussion of proposed changes to the routing of the Rhody Express |

The Rhody Express has experienced declining ridership in the past two years, and the Federal funding has remained virtually flat. If ridership continues to decline, the funding also may be reduced and/or eliminated.

LTD believes that a one-year pilot project to include a stop at the Casino could provide a much needed boost in ridership. LTD is hopeful that the existence of an active and supportive TAC in Florence will help to bring ridership back to the levels previously experienced.

Ridership Figures

| | |
|--------------|--------------------------|
| FY08: 12,227 | FY11: 13,718 |
| FY09: 11,823 | FY12: 13,052 |
| FY10: 11,739 | FY13: 10,423 (projected) |



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ROUTING SCENARIOS CONSIDERED

SCENARIO 1: Maintain 60 minute cycle time (round-trip) with hourly frequency

- After Fred Meyer, the route continues south on Oak Street to 21st rather than jogging back up to Highway 101. Highway 101 routing is unproductive with no stops.
- Eliminate Senior Center Loop
- Eliminate Greentrees extension
- Add one loop to casino at end of south loop (after Safeway stop heading north)
- Cost of this Scenario: <\$40,000
- The Casino would absorb all costs over and above the current grant funded costs
- The Casino and LTD would negotiate a group pass price for its members and employees to utilize the service

SCENARIO 2: Expand service by 3 hours, make route 80-minute cycle time with 40-minute frequency (requires two vehicles and two drivers)

- Maintain all existing service
- Provide two loops to Casino at each end of the route
- Cost of this expansion: approximately \$290,000
- Tribes would be required to cover all costs over and above the current resources available (FY14 budget \$169,000 – approximate cost to Tribes: \$121,000)

SCENARIO 3: Connect Three Rivers Casino current van service to and from the existing Rhody Express, creating a transfer point at the Grocery Outlet. Unknown cost to Tribes

The Confederated Tribes indicated their support for Scenario 1, with a contribution of approximately \$40,000 annually.

Impact on the Americans with Disabilities Act (ADA), complementary paratransit service: At this time, with minimal staff investment, adding a stop at the Casino will add approximately 48 households to the 3/4-mile boundary required for complementary paratransit services for people who cannot access or use the fixed route service due to a disabling condition. Deleting the Senior Center Loop and the Greentrees Extension would impact only a few people who currently use the Rhody Express, possibly resulting in their becoming ADA eligible. The Rhody Express currently averages 10 rides a month from Greentrees and 5 from the Senior Center. It is unlikely that these 15 rides a month are taken by 15 different people, but rather a few people taking multiple rides. Public outreach would help determine exactly how many people would be losing service. The contribution of \$40,000 from the Tribes would be used to cover any additional ADA costs incurred. In addition, a few bus stops would need to be relocated. The contribution from the Tribes should cover the cost of these relocations.

In addition, LTD was asked to look at expanding the current service, which operates from 10am – 6pm on weekdays, to 6am – 6pm on weekdays. This would add 4 hours a day at \$74 per hour, for \$296 per day, or approximately \$78,000 per year. This cost would need to be absorbed by either the Tribes and/or the City of Florence with the future intent of applying for additional Federal 5311 funding.

PROPOSAL: The Tribes and Lane Transit District are proposing a one-year pilot project to reconfigure the routing of the Rhody Express so that the Casino can be served while maintaining hourly service. The proposal is outlined in Scenario 1 above. The route and ridership will be closely monitored for the one-year period, including individual counts by stop. In addition, impacts on the ADA complementary paratransit service also will be closely

monitored to determine impacts. At approximately 7 months, projections will be made and presented to the City and TAC groups to determine if the project is a success and if it will continue. There is no implication that additional revenues would be sought from the City of Florence for this proposal. The Confederated Tribes will assume all additional expenses over and above the currently budgeted amount for the service, including the complementary ADA service.

NEXT STEPS: If the City of Florence and the Transit Advisory Committee agree to move forward with this proposal, outreach efforts would be made to gauge community support. A public comment period would be advertised in the paper, via flyers on the bus, and a possible flyer in water bill mailings, followed by a public hearing. Comments would be received via phone, mail, and e-mail. If approved, LTD staff will work out more precise routing/bus stop placement maps. Agreements between the Confederated Tribes and Lane Transit District would be drawn up and a start date for the pilot project would be determined.

Thank you for your consideration of this proposal.


Susan Hekimoglu
Accessible Services Specialist