

Not approved

MINUTES OF BUDGET COMMITTEE WORKSHOP
LANE COUNTY MASS TRANSIT DISTRICT

March 9, 1976

A budget committee workshop of Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on March 9, 1976, at 7:30 P.M.

Present:

Board members

Appointed members

Jack J. Craig
W. Gene Davis, Secretary
Daniel M. Herbert, President
Annabel Kitzhaber

George Baker
Tom Denning
Donna Kaehn
Jim Martin
Robert Moulton, Chairman pro tem, presiding
Robert Tom
Agnes Van Devender

Fred C. Dyer, General Manager
Mavis Skipworth, Recording Secretary

Absent:

Richard A. Booth, Treasurer
Kenneth H. Kohnen, Vice President
Glenn E. Randall

Mr. Dyer restated the charge given the staff at the February 19 meeting: 1) to present a cash figure budget with projected resources and expenditures required by present level and committed services, 2) to develop cost figures for alternate service levels and types in areas of Sunday and evening service, and 3) to place emphasis on programs to increase cost efficiency of present services through system performance data. He said further areas of significant mention were to define in greater detail current service levels and their program costs, to include consideration of need to establish reserve working capital, and to evaluate previous year's goals and accomplishments to place this year in context.

Mr. Dyer then presented a statement of resources, indicating revenues received to date for FY 1975-76 and projected revenues for FY 1976-77 from passenger fares, employer payroll tax, and federal funds. He briefly explained the warrant system used by the District. He said the bulk of the payroll tax revenues are received during the middle month of each quarter and the warrant system provides capital to meet daily operation costs during the lag periods.

Mr. Dyer presented unrefined cost figures for the existing level of service and the committed dial-a-bus program in the total amount of \$6,526,784, and estimated revenues of \$5,955,507, resulting in a shortfall of \$571,277. He noted that the estimated revenue did not reflect the increased tax base with banks and financial institutions, and that the committed programs would not all start at the beginning of the fiscal year, but would be phased in throughout the year, making expenditures lower than indicated. He said the figures include an inflation factor of 10% in Personal Services and Materials and Supplies, and include contract increases in wages, but not the cost of living adjustment.

David Rynerson distributed a table indicating incremental annual costs of different service programs and gave a comprehensive description of each: 1) current committed programs, 2) three alternatives for evening service of variable routes, 30-minute headway, and full service, 3) four alternatives for Sunday service of limited service, dial-a-bus, 60-minute headway, and full service, 4) rural demand-response service, and 5) reserves, both current and committed.

Mr. Herbert spoke of potential revenue available by raising the payroll tax to the legal limit of .0060, but noted that it would have to be implemented by April 1, 1976 to realize full benefit for fiscal year 1976-77.

Responding to a question, Mr. Dyer advised that the committed programs include dial-a-bus, acquisition of new vehicles, and radios.

Mr. Davis requested that a line item budget be presented March 23 to include the present committed programs, and a line item budget without those programs. He expressed the opinion that in order to balance the budget, the district might find it necessary to eliminate some positions. Mr. Herbert commented that the district has a mandate by general purpose government to increase service during the next 24 years and that a reserve should be built up for future buses and working capital.

Mr. Martin asked if the district was attempting to receive a capital grant to make all the buses accessible, or attempting park 'n ride and carpooling to reach the fixed route system. Mr. Dyer replied that it is not anticipated in the short term, but the planning will include development of greater accessibility. He further said that park 'n ride and shared rides is not currently a responsibility of the district. Mr. Rynerson advised that service is led into that direction by putting accessible buses into service and that there is consideration of retrofitting Twin Coaches with front door lifts. He said that there can be experimentation in using demand-response vehicles on lightly traveled fixed routes. Ms. Loobey advised that it is not cost effective to have accessible vehicles on fixed routes for people who cannot get to the bus stop locations.

The meeting adjourned.

Recording Secretary