

Public notice was given to  
the Eugene Register Guard  
for publication on November 11,  
1982.

LANE TRANSIT DISTRICT  
REGULAR BOARD MEETING

November 16, 1982    7:30 p.m.    Municipal Courtroom #1  
Eugene City Hall

A G E N D A

- I.        CALL TO ORDER
  
- II.       ROLL CALL  
  
         Nelson \_\_\_\_\_ Parducci \_\_\_\_\_ Randall \_\_\_\_\_ Brandt \_\_\_\_\_  
         Calvert \_\_\_\_\_ Eberly \_\_\_\_\_ Langton \_\_\_\_\_
  
- III.      INTRODUCTORY REMARKS BY BOARD PRESIDENT
  
- IV.       AUDIENCE PARTICIPATION
  
- V.        ITEMS FOR ACTION AT THIS MEETING  
  
         A. Approval of Minutes  
         B. Fare Structure  
         C. Reduced Fare Day  
         D. Free Charter Request: Maude Kerns Art Center/Gallery  
         E. Transfer Resolution - Capital Projects
  
- VI.       ITEMS FOR INFORMATION AT THIS MEETING  
  
         A. Current Activities  
  
             1. Eugene Mall Transit Station  
             2. Special Committee on Transit

B. Monthly Reporting

1. Financial
2. Ridership
3. Operations Department

VII. ITEMS FOR ACTION AT A FUTURE MEETING

- A. Policy on Requests for Charter Service
- b. Public Hearing on Fare Structure

VIII. ADJOURNMENT

## V. ITEMS FOR ACTION AT THIS MEETING

- A. Approval of Minutes: Enclosed for Board approval are minutes of the October 19, 1982 regular Board meeting and the October 26, 1982 adjourned Board meeting.

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- B. Fare Structure

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Issues Presented: Should the Board consider an increase in the cash fare for February/March of 1983, and recommend that the entire fare structure be reviewed in April, 1983 in order to make recommendations for future adjustments in that structure?

Background: In September, 1981, a fare reduction was implemented in the hopes of reversing a ridership decline that began in June of 1980. Included in the agenda packet is a staff memo which discusses ridership and the District's farebox-to-operating cost ratio since that time.

At its April 20, 1982 meeting, the Board raised the prices for tokens and fastpasses, effective in June, 1982, and directed staff to place the issue of a review of the fare structure on the November agenda.

The enclosed staff memo also discusses the pros and cons of several alternatives for when the fare structure might be increased, and explains the Federal policies and local occurrences which have had an impact on District ridership and revenues. Staff have also listed three possible fare structures, and have included a summary of potential revenue impact, for Board review.

Staff Recommendation: That the Board (1) adopt "Alternative B" as included in the staff memo in the agenda packet, to become effective with the introduction of Spring service and timetables (February or March, 1983), (2) hold a public hearing on this issue at the December meeting and make a final decision regarding a fare increase at that time, and (3) schedule another review of the fare structure for April of 1983, in order to make recommendations for future adjustments.

Results of Recommended Action: Staff will publicize the date and time for the public hearing to insure adequate notice to allow for public input, and will place this issue on the agenda for the December Board meeting.



## C. Reduced Fare Day

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Issue Presented: Should the Board approve a 10 cent fare day for December 4, 1982, in return for a maximum \$300.00 payment from the Eugene Downtown Association (EDA) to replace lost farebox revenues?

Background: The EDA is planning to hold a special pre-Christmas sale on Saturday, December 4, and has proposed that LTD reduce its cash fare to 10 cents for all riders that entire day. The EDA would pay the District the expected revenue loss of \$300 for that day.

Included in the agenda packet is a memo from staff which describes the results of the District's participation in a similar promotion in May, 1982. The memo also discusses the promotional benefits that could be obtained through participation in this request. Ray McIver, EDA Mall Manager, will be present at the Board meeting to further discuss the proposal and answer questions.

Staff Recommendation: That the Board declare Saturday, December 4, 1982, to be a "10 Cent Fare Day" in return for a maximum \$300.00 payment from the Eugene Downtown Association to replace lost farebox revenues.

Results of Recommended Action: Staff will work with the Eugene Downtown Association to coordinate the "10 Cent Fare Day" and the District's Open House.

## D. Free Charter Request: Maude Kerns Art Center/Gallery

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Issue Presented: Should the Board provide free shuttle service between the Maude Kerns Art Center, senior housing units and senior courts on December 15, 1982, the day of a special Christmas sale for seniors at the Art Center?

Background: Maude Kerns representatives have contacted LTD staff and requested such free service. Included in the agenda packet is a memo which describes the District's charter policy and discusses the District's fixed route service to the areas in question. Past Board decisions to allow free services have been made only when the requests demonstrated a clear community need for the service and an overall promotional benefit to the District.

Staff Recommendation: Although staff acknowledge the contributions of the Maude Kerns Center to the community, it is not felt that sufficient public need or promotional benefit to the District has been demonstrated in this instance. Therefore, staff recommend that the request for free charter service for the Maude Kerns Senior Sale not be approved.



## E. Transfer Resolution - Capital Projects

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Background: Two capital projects, the River Road Transit Station and the Transportation System Management Shelter Project, were not completed in FY 81-82 as expected, and a greater amount of expenditures than anticipated was carried over to FY 82-83. In addition, certain projects budgeted for this year will not be completed by June 30, 1983. State budget law requires that the Board adjust budget appropriations during the fiscal year so that no budget categories are overspent.

Staff Recommendation: That the Board adopt the enclosed resolution authorizing the transfer of funds to insure that capital expenditures for FY 1982-83 do not exceed appropriations.

Results of Recommended Action: Staff will administer expenditures in accordance with the budget transfer.

## V. ITEMS FOR INFORMATION AT THIS MEETING

## A. Current Activities

1. Eugene Mall Transit Station: Enclosed for Board review is an update on progress and timelines for completion of the Eugene Mall Project. 23
2. Special Committee on Transit: Staff will provide a verbal report on the first meeting of the Committee, held on November 11.

## B. Monthly Reporting

1. Financial
  - a. Balance Sheet 24
  - b. Comparison of Budgeted and Actual Resources and Expenditures 25
  - c. Statements of Revenues and Expenses 28
  - d. Comparison of Year-To-Date Budgeted Expenditures to Actual 29
  - e. Cash Flow Forecast 30
2. Ridership
  - a. Summary 31
  - b. Weekday Person Trips Graph 32
3. Operations Summary 33

## VII. ITEMS FOR ACTION AT A FUTURE MEETING

- A. Policy on Requests for Charter Service: A policy on requests for charter service is being drafted by staff and will be included on the December agenda for Board review.

- B. Public Hearing on Fare Structure: If so directed by the Board, staff will schedule a public hearing on a proposed increase in cash fares for the December meeting.

VIII. ADJOURNMENT

Staff recommend that the Board consider adjourning this meeting to Tuesday, December 14, 1982 at 7:30 p.m. in the Eugene City Hall. This would allow the Board to conduct the business of their regular meeting at that time rather than on the regularly scheduled meeting date of December 21, during the week of Christmas.



MINUTES OF DIRECTORS MEETING  
LANE COUNTY MASS TRANSIT DISTRICT

REGULAR MEETING

October 19, 1982

Pursuant to notice given to the Eugene Register-Guard for publication on September 16, 1982, and distributed to persons on the mailing list of the District, the regular meeting of the Board of Directors of the Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on October 19, 1982, at 7:30 p.m.

Present: Peter M. Brandt  
Janet Calvert  
Janice Eberly, Secretary  
Ted J. Langton, President, presiding  
Judy Nelson  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Larry Parducci  
Glenn E. Randall, Vice President/Treasurer

INTRODUCTORY REMARKS BY BOARD PRESIDENT: Mr. Langton introduced to the Board the District's new Director of Administrative Services, Mark Pangborn.

AUDIENCE PARTICIPATION: Mr. Langton then asked for audience participation on any subject not covered in the agenda. There was none.

APPROVAL OF MINUTES: Mr. Brandt moved, seconded by Ms. Eberly, that the minutes of the September 21, 1982 regular meeting be approved as distributed. The motion carried 4 to 0, with Ms. Nelson not yet being present.

CHARTER SERVICE FOR JUNIOR MISS SCHOLARSHIPS, INC.: Mr. Langton reminded the Board that this subject had been discussed during a previous Board meeting, when a representative of the Junior Miss program had requested that the District donate charter service in return for mention as a program sponsor. Mr. Langton then asked for audience participation on this topic. Kathy Corrello, the publicity chairman for the Junior Miss program, stated that she was the 1980 Junior Miss for this area. She said the program was not asking for a lot, just whatever the District could give. She said the program was widely supported and gained a lot of recognition, although it hadn't yet received as much support in the Eugene-Springfield area as they would like. She stated that she had a good experience with the program, and asked for the District's support.

Ms. Calvert commented that the District was often asked to support programs which seem very worthy, but the Board had established a pattern of action that such support be limited.



Mr. Brandt suggested that the District could still charge \$25.00 an hour, but not charge the two-hour minimum. Ms. Loobey explained that that would not cover the District's costs, due to the two-hour minimum pay requirement and the possibility that it may cost even more than that to call in operators and dispatch buses. She stated that the Board had previously directed that charter rates cover at least some of the costs, as the Lane County Fair Board did when chartering service. Ms. Loobey said that staff had not seen such a reciprocal agreement represented in the request from Junior Miss.

Mr. Brandt asked if there would be a lot of people coming in from out of town. Sue Embree, another representative of Junior Miss, stated that there would be 21 girls from around the state, their families, about 40 board members and their families, and judges from out of town and out of state. Their performances would be held at South Eugene High School, and approximately 4,000 people had attended previous performances.

Mr. Brandt then asked about the activities for which charter service was being requested. Ms. Ebree replied that the activities included programs at an elementary school and a hospital, lunches and dinners at restaurants which were donating meals, a planetarium show, church activities, and a fashion show at Valley River Center. She said the contestants would be staying with area families, but those families would normally be working and would not be able to drive the girls everywhere they needed to go. Having everyone on one bus, she added, kept everyone together and eliminated problems which occur when using individual means of transportation.

**MOTION**

Mr. Brandt moved that the District support the activities of the Oregon Junior Miss Program at no cost on January 19, 21, and 22. The motion died for lack of a second.

Ms. Calvert asked Ms. Embree if they had looked at bus schedules and destinations to see if the program could use the regular bus service. Ms. Embree said they had not.

Mr. Langton stated, for the program's information, that this is the same type of issue the Board had been faced with in the past, and they had reacted negatively because saying yes to one almost would put the Board in a position to say yes to all such requests.

**MOTION**

Ms. Calvert moved that the Board not authorize the District to offer charter service to participate in the Junior Miss Scholarships program. The motion was seconded and carried 4 to 0, with Ms. Nelson not yet being present at the meeting.

**VOTE**

Mr. Langton thanked the program representatives for their participation in the discussion. He then said he would like to see the District establish a policy regarding the issue of charter service. He asked staff to draft a policy for Board review, so that this kind of discussion would not necessarily have to be taken to the Board, unless those making such requests would want to appeal staff's decision to the Board. Ms. Eberly commented that she would like to allow for exceptions to



the policy and that she felt sorrow at having to turn down people with sincere requests.

JUNE 30, 1982 AUDITED FINANCIAL STATEMENTS: Mr. Langton stated that he would like to move this informational item to this place in the meeting because David Gault and Chuck Krogman of Derickson and Gault were present to answer questions from the Board. Mr. Gault explained that state law requires an annual audit of the District's financial status, and said that Derickson and Gault had appreciated the opportunity to perform that audit for a number of years.

Mr. Gault directed the Board's attention to an opinion letter he had handed out to Board members with a copy of the Report on Examinations of Financial Statements and Supplementary Information, Years Ended June 30, 1982 and 1981. He explained that page 14 included some restatement of the first section because of conflicts between the generally accepted accounting standards and Oregon statutes, and information has to be stated from different points of view. He said the report also included a separate report on internal accounting controls.

**MOTION**

Mr. Brandt moved, seconded by Ms. Calvert, that the Board approve the financial statement for the year ending June 30, 1982 and the auditor's report.

**VOTE**

Mr. Langton explained that such an approval is not required but would still be appropriate. With no further discussion, the motion carried 4 to 0, with Ms. Nelson not yet voting.

Mr. Gault further commented that the points discussed in the management letter were things that would have no serious impact, and said that the District's records were in excellent condition. He felt that the District's accounting staff deserved commendation, and said he thought the District had made a wise choice in hiring Ms. Brotherston as the accounting officer.

OATH OF OFFICE FOR NEW BOARD MEMBER: Mr. Langton introduced to the Board its newest member, Judy Nelson, who then signed the oath of office and became an official, voting member of the Board.

SPECIAL COMMITTEE ON TRANSIT: Nancy Matela, the District's Administrative Analyst, said that staff were asking the Board to ratify the mission statement, ratify the construction of the membership, and name Board members to participate on the committee. She explained that the list of nominees still lacked two names, which staff would receive in the near future.

**MOTION**

Ms. Eberly moved that the Board ratify the proposed mission statement on page 20 of the agenda packet and the proposed membership (types of positions) on page 19. Ms. Calvert seconded, and the motion carried unanimously, with Ms. Nelson now voting.

**VOTE**

Ms. Matela explained that the two other nominees would be persons from the Eugene business community and a civic leader from Eugene. Ms. Calvert thought it would be useful to have a business person from the downtown community because of the District's interaction with that community. Ms. Matela said that she would



call Wendall Hamilton at the Eugene Chamber of Commerce to let him know the Board's preference, since he would be appointing the business person.

Mr. Langton stated that the Board could officially approve the membership of the committee (list of persons' names) at the adjourned Board meeting scheduled to be held on October 26. Mr. Langton asked that the Board give serious thought to nominating other Board members to participate on the committee, and asked that anyone with an interest in serving on the committee please let him know. He said it would involve a lot of work but is extremely important to the future of the District.

RESOLUTION OPPOSING BALLOT MEASURE THREE: After some discussion and an explanation of the ballot measure itself, Mr. Langton explained that this was not an issue on which the Board had to take a position. Rather, he said, it was an action they could take because of the effect the passing of the measure could have on the transit district. Ms. Calvert said she had no problem with taking a stance against the measure, since usually when people are concerned about situations, they say so. Mr. Brandt disagreed, and thought there were not adequate studies to know what the impact would be on the District, one way or the other. Mr. Pangborn explained that staff feared a negative impact on immigration, which would affect the District's capacity to provide service.

Mr. Langton thought that if the Board's opinion was not unanimous, no action should be taken. Ms. Eberly agreed, saying that she thought passage of the measure would have a serious impact upon the community, but she thought any such stance taken by the Board should be unanimous. Since there was not consensus, no action was taken on this issue.

**MOTION** POLICY ON SEXUAL HARASSMENT: Ms. Eberly moved that the Board adopt the Policy on Sexual Harassment as included in the agenda packet. Ms. Calvert **VOTE** seconded, and, with no further discussion, the motion carried unanimously.

**MOTION** RESOLUTION AUTHORIZING PURCHASE OF SURPLUS PROPERTY: Mr. Brandt moved that the Board adopt the resolution, enclosed in the agenda packet, which would authorize a representative of the District to acquire federal surplus property from the Oregon State Agency for Surplus Property. Ms. Calvert seconded, and the motion **VOTE** carried by unanimous vote.

ITEMS FOR INFORMATION AT THIS MEETING: Mr. Langton called the Board's attention to the memos in the agenda packet which gave updated information on the River Road Transit Station and the Eugene mall project.

OREGON TRANSIT ASSOCIATION CONFERENCE: Ms. Loobey announced that the Oregon Transit Association would be holding a business meeting in Eugene on Monday, October 25, with a banquet that evening. She asked that Board members interested in attending let her know, and thought it would be a good opportunity for members to meet their peers from other transit properties, as well as professionals and vendors from Oregon, Northern California, and Washington.



MOTION

VOTE

ADJOURNMENT: Ms. Eberly moved, seconded by Ms. Calvert, that the Board adjourn to Tuesday, October 26 at 7:30 p.m. in the Eugene City Hall. The motion carried unanimously, and the meeting was adjourned at 8:20 p.m.

Janice M. Eberly  
Secretary

MINUTES

LANE COUNTY MASS TRANSIT DISTRICT

ADJOURNED MEETING

October 26, 1982

Pursuant to notice given at the October 19, 1982 regular meeting and distributed to persons on the mailing list of the District, an adjourned meeting of the Board of Directors of the Lane County Mass Transit District was held at the City Hall in Eugene, Oregon, on October 26, 1982, at 7:30 p.m.

Present: Peter M. Brandt  
Janet Calvert  
Janice Eberly, Secretary  
Ted J. Langton, President, presiding  
Judy Nelson  
Larry Parducci  
Glenn E. Randall, Vice President/Treasurer  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

INTRODUCTORY REMARKS BY BOARD PRESIDENT: After calling the meeting to order at 7:30 p.m., Mr. Langton commented that there was a relatively short but important agenda for discussion that evening. Mr. Randall asked why the Board members' names were in a different order at each meeting. Mr. Langton explained that this was done so that the same person would not have to vote first at every meeting.

AUDIENCE PARTICIPATION: Mr. Langton asked for participation from the audience. There was none.

SPECIAL COMMITTEE ON TRANSIT: Mr. Langton passed out a list of nominees for the Board's review. He thought it would be helpful but not necessary to also have three members of the Board attend the committee meetings. Mr. Randall said that he realized he had been absent from the last two meetings, but if it wasn't too late, he would like to suggest that the Lane County Central Labor Council be asked to make an appointment, since it represented all labor unions in Lane County.

**MOTION**  
**VOTE** Ms. Calvert moved that the Board ratify the committee list as presented and, in addition, request that a representative from the Lane County Labor Council join the group as soon as possible. Mr. Randall seconded, and the motion carried unanimously.

Mr. Randall asked if it would be appropriate to name all Board members as ex officio members of the committee. It was agreed that it would be appropriate. Mr. Langton stated that he would be attending all meetings; Ms. Eberly and Ms. Calvert said that they would try to attend most of the meetings.



Mr. Langton commented that if the committee wants to make some kind of recommendation to the Legislature, in order to meet that deadline the work will have to be done in a relatively short period of time. However, he said, the work of the committee could also continue after that time. He said also that staff would be contacting committee members for their preferred meeting times, and would then be scheduling the first meeting.

Mr. Randall thought it was not clear from reading the minutes whether the materials to be provided to the committee would also be provided to the Board. Ms. Loobey assured him that they would.

ITEMS FOR INFORMATION AT THIS MEETING:

Customer Service Center Relocation: Mark Pangborn, the District's Director of Administrative Services, said that Friday a contract to lease the Camera Showcase location at 10th and Willamette had been signed. He apologized that the information had gotten to the Register-Guard before staff had a chance to tell the Board. Mr. Pangborn stated that the signing now enabled the District to go ahead with plans for renovation of and relocation to the building. The bids should be opened before Thanksgiving and, hopefully, construction will be completed by early January. The District will begin paying rent on the building as of the first of December. The lease is for five years with a five-year renewable clause. The rent for the first five years is scheduled at \$1,250 per month, minus the tax savings allowed to the owner of the the McDonald building because a public agency is renting a private building. The District will be responsible for the utility costs within the Customer Service Center and for some exterior lighting.

Mr. Pangborn went on to say that the original project timeline was to complete the downtown project by December 18, and that construction was on schedule so far and would depend on the weather. Staff are working with the City and the Eugene Downtown Association to coordinate with their Christmas plans. The project is on target and on budget, he said.

Mr. Langton commented that it is possible that completion of the Customer Service Center could coordinate with moving the buses back to 10th and Willamette. Mr. Pangborn said that staff will try to have the portion of the CSC which serves the public completed first.

Financial Statistics: Mr. Pangborn explained pages 7 and 8 of the agenda packet, which showed the District's financial position at the end of the first quarter of this fiscal year and what the future financial position might be for the next two to three years. He said the conservative payroll tax revenue figures anticipated in the budget seem to be appropriate. The state in-lieu-of-payroll tax revenue anticipated was changed from \$350,000 in the budget to \$303,000, due to staff cuts at the University of Oregon, etc., and the \$21,000 and \$66,000 contested by the Federal government. The staff has taken the conservative approach, he said, in saying that the State might lose that case and that money would have to be set aside.



Mr. Pangborn further explained that a wage settlement of 4% was not anticipated in the budget, but in anticipating any settlement this year, staff thought it was appropriate to put into the budget what had so far been discussed in negotiations. He mentioned that insurance payments had gone up tremendously and would cost the District more this fiscal year. He explained savings in Administration due to positions being left open, and in the Marketing and Planning budget due to Special Mobility Services spending less than budgeted.

Mr. Pangborn stated that the District is in a very, very tight financial situation as of now, but the situation is manageable and there is no need to take immediate action. However, he said, staff plan to be extremely careful in managing the District's resources through the rest of FY 82-83. He thought that by January staff should have a better idea of the District's financial situation for the rest of the fiscal year.

Mr. Pangborn then explained that staff tried to give the Board an idea of where the District is going in the next two years. The chart showed a reduction in Federal revenues which reflect the expressed plan of the Reagan administration to phase out operating support for local transit by thirds. He said that the previous day, at an Oregon Transit Association business meeting, staff had been informed of a projected \$200 million revenue deficit for the State and had, for that reason, not included any projections for payroll tax revenues. Additionally, the District's interest income will be dropping because the capital reserve is being used and the District will have to borrow money through the use of warrants and will have to pay interest. Mr. Pangborn called the Board's attention to the chart on page 9, which showed a big jump between revenues and expenses the next fiscal year, but said that those lines should flatten out. If the District can solve the problem of revenues next year, he said, then the financial situation should be manageable in subsequent years.

Finally, Mr. Pangborn stated that this issue had been presented for the Board's information and that, in terms of future decisions and holding down costs, it is important to realize that the District is looking at a long-term problem which will need to be addressed in the next budget process.

Mr. Langton commented that this was basically the issue he hoped the Special Committee on Transit would address. He said the payroll tax had fluctuated with the economy, and the District had had State and local support and hadn't had to rely on farebox revenues. He thought the issues of where the money comes from, who will pay for transit, and how much they are willing to pay for transit should be addressed.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(d) and ORS 192.660(1)(h):

Mr. Randall moved, seconded by Ms. Calvert, that the Board move into Executive Session pursuant to ORS 192.660(1)(d), for the purpose of conducting deliberations with persons designated by the governing body to carry on labor negotiations, and ORS 192.660(1)(h), in order to consult with counsel concerning the legal rights and duties of the public body with regard to current litigation or litigation likely to be filed. The motion carried by unanimous vote.

MOTION

VOTE

MOTION

RETURN TO REGULAR SESSION: After returning to regular session, Mr. Randall moved that the meeting be adjourned. The motion died for lack of a second.

MOTION

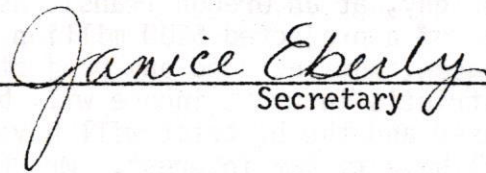
VOTE

RETURN TO EXECUTIVE SESSION: Some Board members had further questions regarding the subject matter discussed in Executive Session. Therefore, Mr. Brandt moved, seconded by Mr. Randall, that the Board return to Executive Session pursuant to ORS 192.660(1)(d) and ORS 192.660(1)(h), for the previously-stated purposes. The motion carried unanimously.

MOTION

VOTE

RETURN TO REGULAR SESSION AND ADJOURNMENT: After once again returning to regular session, Mr. Randall moved, and Ms. Calvert seconded, that the meeting be adjourned. The motion carried six to one, with Mr. Parducci voting in opposition, and the meeting was duly adjourned at 8:50 p.m.

  
Secretary



November 16, 1982

TO: BOARD OF DIRECTORS

FROM: STAFF

RE: FARE STRUCTURE

For most organizations, few decisions are more painful and controversial than those which affect the prices of their products and services. Last spring, the Board requested a November discussion of our current fare structure, with possible recommendations for future adjustments.

Below is a brief review of our recent fare history:

Eugene/Springfield Zone 1	September '77	June '80	Sept.'81	(Current) June '82
Cash (adult)	\$.35	\$.60	\$.50	\$.50
Token	\$.30	\$.55	\$.40	\$.45
Fast pass	\$14.00	\$20.00	\$16.00	\$18.00
Senior Citizen	\$.10*	\$.35*	\$.25 (12/81)	\$.25

\*Peak only

The September, 1981 fare reduction was implemented to reverse a ridership decline that had begun in June, 1980. As a result of lower fares and a more efficient system design, ridership exceeded 1981 levels during the first five months of 1982. By this summer, however, the combined effects of higher local unemployment, reduced school enrollment, and our own service cutbacks caused ridership to stabilize and decline somewhat.

As a result, our farebox revenue performance this year has not been good. For the first quarter of FY 82-83, revenues were 11.3% below the previous year's, and 17.2% below our own performance objective.

Our farebox revenue to operating cost ratio declined in the first quarter to 17.6%, compared to 19% last year and our goal this year of 26.4%. Clearly, action will be necessary if we are to reverse the downward trend and make progress toward our revenue objectives for FY 82-83.

A key element in any pricing decision is timing. For LTD, the "when" of a fare increase is every bit as important as the "how much." The final six months of this fiscal year are full of variables and pitfalls which could adversely affect market acceptance of higher fares. Three factors are particularly significant:

1. NEW FACILITIES: Transit stations at Eugene Mall, Springfield, River Road and LCC, combined with fifty new shelters along various routes, will greatly enhance the comfort of our patrons this fiscal year. These "benefits," which were made possible in part through state and federal grants, have made transit a more attractive and, therefore, a more valuable option to riders. Thus, they help justify an increase in fares.

On the other hand, an ill-informed public may feel as though we are forcing them to pay for fancy and unnecessary improvements during hard economic times. This problem would be especially acute if a fare increase were implemented late winter or early spring, when most of the new facilities have become operational.

2. BUDGET: This spring our Budget Committee will struggle to maintain services in the face of declining revenues and increasing costs. The financial challenges presented at our October meeting will no doubt be the subject of media attention and public controversy during early 1983. Some may criticize that our patrons pay too small a share of our operating costs. Others will charge that we lulled passengers to expect a bargain, then drove them away with an unreasonable increase. LTD's financial problems will be blamed on low fares, high fares, and erratic decision-making. Implementation of a fare increase during this time will both suppress and fuel the flames of controversy. A "no-win" situation....
3. SERVICE CUTBACKS: Pay more for less - a sore point with our passengers since 1980. Nevertheless, expectations are that a balanced budget for next year will require further service cutbacks beginning possibly in June, 1983. The Budget Committee must discuss these issues during the spring when it sets funding priorities for the District. Sadly, the magnitude of our expected revenue shortfall can only be addressed through reductions in routes and schedules. Many riders will feel short-changed if forced to pay higher fares at a time when service cuts are contemplated or implemented.

Clearly, there is no "good" time to raise fares. Yet, it is unwise to wait too long before passing on service costs to the consumer. Many industries have proven that regular, conservative price increases are acceptable in the marketplace if they are tied to increased benefits and value, or to general inflation in the cost of alternative products and services.



Modest increases in bus fares would balance well against increasing auto costs, and should result in little consumer resistance under favorable conditions. If we delay too long, we risk the need for an increase of greater magnitude in the future, with the potential for disastrous ridership loss such as LTD experienced during 1980 and 1981.

Transportation policies of the current federal administration are placing more of the responsibility for transit funding on local citizens. The Board and its Special Committee on Transit will explore various alternatives in the months ahead. Our patrons will no doubt play an ever-increasing role in providing revenues necessary to maintain service, both through ridership and higher individual fares.

LTD has taken strong steps in recent years to eliminate any unproductive expenditures and services. Both the spring and summer of 1982 showed clear productivity increases (more ridership per vehicle hour), compared to 1981. Nevertheless, during this time our operating costs for the remaining system have continued to rise due to inflation. The increase in bus use locally has not been sufficient to offset the combined effect of higher costs and lower fares. As a result, our farebox revenue to operating cost ratio has declined through layoffs, population reduction, and reduced enrollment in local colleges. We should not try to shelter our customers from these realities; we could be forced into further service cutbacks as a result! Our patrons who realize the value of their service and support its continuation should not object to paying their fair share.

Below for your review are three possible basic fare structures which represent viable options at this time:

Eugene/Springfield Zone 1	Alternative A (no change)	Alternative B (slight increase)	Alternative C (everything up)
Cash (adult)	\$.50	\$.55	\$.60
Token	\$.45	\$.45	\$.50
Fast pass	\$18.00	\$18.00	\$20.00
Senior Citizen	\$.25	\$.25	\$.30

A summary of potential revenue impact is attached.

At this time, staff recommend adoption of "Alternative B" to become effective with the introduction of our spring service and timetables, (late February/early March, 1983). A public hearing and any action or decision can occur at the December meeting, after public testimony has been reviewed.

Staff also suggest another review of our fare structure in April, 1983, with possible recommendations for future adjustments.

ESTIMATED IMPACT OF FEBRUARY, 1983 FARE INCREASE ON FY 82-83 REVENUE

CASH FARE REVENUE

\$ .05 increase = + \$10,000  
(3% drop in cash riders; 3% shift to tokens, passes)

\$ .10 increase = + \$16,200  
(3.5% drop in cash riders; 3.5% shift...)

TOKEN REVENUE

\$ .05 increase = + \$5,000  
(.05 x 4 months x 25,000 tokens per month)

FAST PASS REVENUE

\$2.00 INCREASE = \$20,000  
(\$2.00 x 4 months x 2,500 passes per month)

TOTAL EXPECTED REVENUE INCREASE FOR FY 82-82

ALTERNATIVE A = No Revenue Increase

ALTERNATIVE B = + \$10,800

ALTERNATIVE C = + \$41,200





## LANE TRANSIT DISTRICT

November 9, 1982

### MEMO

TO: Board of Directors  
FROM: Marketing Director  
RE: Reduced Fare Day

The Eugene Downtown Association will hold a special pre-Christmas sale on Saturday, December 4, 1982. To highlight the occasion, they have proposed that LTD reduce its fares to 10¢ for all riders the entire day. In consideration, E.D.A. would pay the District our expected revenue loss of \$300.00.

The last 10¢ Fare Day occurred May 1 of this year in honor of the community-wide Imagination Celebration. LTD experienced a 30% ridership increase and considerable goodwill as a result of our participation in the event. For the E.D.A., May 1 represented its most successful sale in history.

There has been much ill-will toward LTD during recent weeks in the downtown area because of the adverse affect of our Mall construction on retail sales along 10th Avenue. In addition, misunderstandings regarding construction and completion dates have aggravated an already nervous downtown retail climate.

LTD staff have already planned a Transit Mall "Open House" for December 4 to highlight our project to downtown shoppers. We'll be passing out brochures and refreshments, while coordinating various other activities to focus interest on the transit station, which will be nearing completion at that time. A 10¢ Fare Day would help attract attention to LTD and downtown, expanding awareness and support for the Mall project. Ray McIver, E.D.A. Mall Manager, will attend the November meeting to discuss the proposal with the Board.

Action Requested: Staff recommend that December 4 be declared "10¢ Fare Day," in return for a maximum \$300.00 payment from the Eugene Downtown Association to replace lost farebox revenues.

Ed Bergeron  
Marketing Administrator

EB/em

LTD BOARD MEETING  
11/16/82 Page 20



## LANE TRANSIT DISTRICT

November 16, 1982

TO: BOARD OF DIRECTORS  
FROM: ED BERGERON, MARKETING ADMINISTRATOR  
RE: FREE CHARTER REQUEST: MAUDE KERNS ART CENTER/GALLERY

Maude Kerns representatives have requested that LTD provide free shuttle service between the Art Center, senior housing units and senior centers in the community on December 15, 1982. On that day, a special Christmas Sale for seniors will be held at the Art Center, which is located three blocks from the nearest regular bus stop.

Their December Christmas Sale and Senior Sale day are co-sponsored by KUGN and will be publicized through posters, flyers and public service announcements.

Current LTD policy requires that special charters be provided by the District for a fee of \$25.00 per hour, with a four-hour minimum, per bus. This charge allows us to offset our fixed and variable costs in providing this "extra" service, guaranteeing that it does not adversely affect our resources available to maintain the system as a whole.

Policy guidelines for consideration of free service requests are being developed by staff, and will be submitted to the Board at a later date. Past Board decisions allowing free services have been made only when the request demonstrated a clear community need for the service, combined with an obvious promotional benefit inherent in LTD's participation.

Staff is supportive of the contribution of Maude Kerns Center to the community but we do not feel that sufficient public need has been demonstrated in this case to justify free LTD service. Our present fixed routes serve senior housing and activity centers throughout Eugene and Springfield, and we hope that an alternate "senior sale" location can be found which would be more accessible to bus riders. A representative from Maude Kerns will attend the Board meeting to answer any questions.

Action Requested: Staff recommends that request for free charter service for the Maude Kerns Senior Sale be turned down.

Ed Bergeron  
Marketing Administrator

EB:gw

LTD BOARD MEETING  
11/16/82 Page 21



Resolution

out for  
signing



## LANE TRANSIT DISTRICT

November 16, 1982

TO: BOARD OF DIRECTORS  
FROM: ED BERGERON, MARKETING ADMINISTRATOR  
RE: EUGENE MALL TRANSIT STATION

Construction has stayed pretty much on schedule. There has been some delay in the delivery of certain brick materials, but this is not expected to affect the overall timeline. We are still hoping for a December 17th completion date. However, due to the uncertainties of winter construction, this date remains a very optimistic projection that could change depending on weather-related adjustments to the contractor's schedule. LTD and City staffs will meet at the end of this month to review progress and project a date when the buses can move back to 10th and Willamette. It is our intent to complete the transition to 10th as soon as possible after the construction has been accepted by the City and LTD.

LTD staff will conduct an "Open House" within the transit station on December 4 to preview the project, which by then will be nearing completion. Refreshments, displays, tours and other activities will highlight our new facility to many downtown shoppers and employees during the Eugene Downtown Association Christmas Sale that day.

Staff are working with the EDA to develop a Grand Opening Celebration for the Station in late December or early January, depending on construction progress. Many activities are being considered, including, perhaps, free service on LTD buses for a day or two after the station opens. Specific plans and recommendations will be presented to the Board in December.

Ed Bergeron  
Marketing Administrator

EB:gw

LTD BOARD MEETING  
11/16/82 Page 23



LANE COUNTY MASS TRANSIT DISTRICT  
BALANCE SHEET  
OCTOBER 31, 1982 AND 1981

<u>ASSETS</u>	<u>1982</u>	<u>1981</u>
Current Assets:		
Cash	\$ (37,582)	\$ 3,769
Investments	1,021,624	363,755
Accounts Receivable	47,526	63,051
Inventory	352,454	323,081
Prepaid Expenses	66,292	27,062
Sub-Total	<u>1,450,314</u>	<u>780,718</u>
Less: Restricted Assets	(1,532,470)	(414,263)
Total Current Assets	<u>(82,156)</u>	<u>366,455</u>
Property, Plant, and Equipment	7,345,955	6,631,311
Less: Accumulated Depreciation	(2,178,701)	(1,502,279)
Net Property, Plant & Equipment	<u>5,167,254</u>	<u>5,129,032</u>
Other Assets:		
Deposits	37,532	51,237
Restricted for Future Capital Outlay	1,192,576	135,003
Restricted for Risk Management	339,894	279,260
Total Other Assets	<u>1,570,002</u>	<u>465,500</u>
 TOTAL ASSETS	 <u>\$6,655,100</u>	 <u>\$5,960,987</u>

LIABILITIES AND DISTRICT EQUITY

Current Liabilities:		
Accounts Payable	\$ 85,178	\$ 68,341
Accrued Payroll and Withholdings	69,139	136,831
Employee Benefits Payable	19,394	111,979
Other Current Liabilities	1,102	299
Claims Payable	22,500	---
Unearned Revenue	36,825	20,499
Total Current Liabilities	<u>234,138</u>	<u>337,949</u>
Deferred Capital Grants	<u>756</u>	<u>---</u>
District Equity:		
Contributed Under Governmental Grant Programs	6,162,758	5,621,640
Retained Earnings:		
Restricted for Contingent Liability	75,000	---
Unrestricted	182,448	1,398
Total District Equity	<u>6,420,206</u>	<u>5,623,038</u>
 TOTAL LIABILITIES AND DISTRICT EQUITY	 <u>\$6,655,100</u>	 <u>\$5,960,987</u>

LANE COUNTY MASS TRANSIT DISTRICT  
COMPARISON OF BUDGETED AND ACTUAL RESOURCES AND EXPENDITURES  
GENERAL FUND  
FOR THE FOUR MONTHS ENDING OCTOBER 31, 1982

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>BALANCE</u>
<u>Resources:</u>			
<u>Operating Revenues:</u>			
Passenger Fares	\$ 348,222	\$1,287,200	\$ (938,978)
Charters	15,294	14,900	394
Advertising	14,386	32,900	(18,514)
Miscellaneous	295	---	295
TOTAL	<u>378,197</u>	<u>1,335,000</u>	<u>(956,803)</u>
<u>Non-Operating Revenues:</u>			
Interest	35,578	50,000	(14,422)
Payroll Taxes	1,424,273	4,700,000	(3,275,727)
Federal Operating Assistance	---	651,000	(651,000)
State Operating Assistance	78,406	350,000	(271,594)
TOTAL	<u>1,538,257</u>	<u>5,751,000</u>	<u>(4,212,743)</u>
TOTAL RESOURCES	<u>1,916,454</u>	<u>7,086,000</u>	<u>(5,169,546)</u>
<u>Expenditures:</u>			
<u>Administrative Dept.:</u>			
Personal Services	106,650	370,000	263,350
Materials and Supplies	22,976	89,500	66,524
Contractual Services	17,180	126,000	108,820
TOTAL	<u>146,806</u>	<u>585,500</u>	<u>438,694</u>
<u>Marketing &amp; Planning Dept.:</u>			
Personal Services	113,909	347,700	233,791
Materials and Supplies	22,290	92,400	70,110
Contractual Services	70,714	329,000	258,286
TOTAL	<u>206,913</u>	<u>769,100</u>	<u>562,187</u>
<u>Transportation Dept.:</u>			
Personal Services	1,008,943	3,275,800	2,266,857
Materials and Supplies	1,829	19,100	17,271
TOTAL	<u>1,010,772</u>	<u>3,294,900</u>	<u>2,284,128</u>
<u>Maintenance Dept.:</u>			
Personal Services	284,540	909,700	625,160
Materials and Supplies	237,615	1,070,300	832,685
Contractual Services	18,595	86,200	67,605
TOTAL	<u>540,750</u>	<u>2,066,200</u>	<u>1,525,450</u>
Other:	<u>2,815</u>	<u>---</u>	<u>(2,815)</u>
Contingency:	<u>---</u>	<u>40,000</u>	<u>40,000</u>
Transfer to Capital Projects:	<u>186,400</u>	<u>186,400</u>	<u>---</u>
Transfer to Risk Management:	<u>143,900</u>	<u>143,900</u>	<u>---</u>
TOTAL EXPENDITURES:	<u>2,238,356</u>	<u>7,086,000</u>	<u>4,847,644</u>
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	<u>\$ (321,902)</u>	<u>\$ -----</u>	<u>\$ (321,902)</u>



LANE COUNTY MASS TRANSIT DISTRICT  
COMPARISON OF BUDGETED AND ACTUAL RESOURCES AND EXPENDITURES  
CAPITAL PROJECTS FUND  
FOR THE FOUR MONTHS ENDING OCTOBER 31, 1982

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>BALANCE</u>
<u>Resources</u>			
Beginning Fund Balance	\$1,131,377	\$ 955,500	\$ 175,877
UMTA Section 5	---	486,600	(486,600)
UMTA Section 18	---	27,200	(27,200)
Federal Aid Urban	---	236,000	(236,000)
State Assistance	---	65,300	(65,300)
Transfer From General Fund	186,400	186,400	---
Total Resources	<u>1,317,777</u>	<u>1,957,000</u>	<u>( 639,223)</u>
<u>Expenditures</u>			
Locally Funded			
Bus Related Equipment	2,529	15,000	12,471
Land & Buildings	14,588	365,000	350,412
Bus Stop Improvements	2,150	19,900	17,750
Office Equipment	2,492	6,200	3,708
Computer Software	---	2,000	2,000
Maintenance Equipment	6,714	15,600	8,886
Service Vehicles	7,154	9,000	1,846
Total Locally Funded	<u>35,627</u>	<u>432,700</u>	<u>397,073</u>
FAU Funded			
Bus Stop Improvements	48,244	---	(48,244)
Land & Buildings	---	329,000	329,000
Total FAU Funded	<u>48,244</u>	<u>329,000</u>	<u>280,756</u>
UMTA Funded			
Bus Related Equipment	1,262	400,000	398,738
Bus Stop Improvements	9,364	34,000	24,636
Office Equipment	---	62,700	62,700
Computer Hardware & Software	---	111,500	111,500
Total UMTA Funded	<u>10,626</u>	<u>608,200</u>	<u>597,574</u>
Total Expenditures	<u>94,497</u>	<u>1,369,900</u>	<u>1,275,403</u>
Ending Fund Balance	<u>\$1,223,280</u>	<u>\$ 587,100</u>	<u>\$ 636,180</u>

LANE COUNTY MASS TRANSIT DISTRICT  
COMPARISON OF BUDGETED AND ACTUAL RESOURCES AND EXPENDITURES  
RISK MANAGEMENT FUND  
FOR THE FOUR MONTHS ENDING OCTOBER 31, 1982

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>BALANCE</u>
<u>Resources</u>			
Beginning Fund Balance	\$274,004	\$152,300	\$121,704
Transfer From General Fund	143,900	143,900	---
Interest Revenue	9,261	---	9,261
Total Resources	<u>427,165</u>	<u>296,200</u>	<u>130,965</u>
 <u>Expenditures</u>			
Administration	23,259	32,000	8,741
Worker's Compensation	27,181	53,200	26,019
Liability Insurance	28,549	145,500	116,951
Miscellaneous Insurance	1,455	25,000	23,545
Total Expenditures	<u>80,444</u>	<u>255,700</u>	<u>175,256</u>
 Reserved for Incurred Liabilities	<u>\$346,721</u>	<u>\$ 40,500</u>	<u>\$306,221</u>



LANE COUNTY MASS TRANSIT DISTRICT  
STATEMENTS OF REVENUES AND EXPENSES  
FOR THE FOUR MONTHS ENDING OCTOBER 31, 1982

	Current Month		Year-To-Date	
	<u>1982</u>	<u>1981</u>	<u>1982</u>	<u>1981</u>
Operating Revenue				
Passenger Fares	\$102,459	\$103,023	\$ 348,222	\$ 380,646
Charters	1,399	677	15,294	8,125
Advertising	3,655	---	14,386	292
Other	165	181	295	1,200
Total Operating Revenue	<u>107,678</u>	<u>103,881</u>	<u>378,197</u>	<u>390,263</u>
Operating Expenses				
Administration	36,189	43,734	146,806	147,317
Marketing & Planning	60,319	64,592	206,913	211,348
Transportation	253,420	267,910	1,010,772	1,120,785
Maintenance	159,781	218,564	540,750	597,930
Insurance	15,453	50,215	80,444	87,069
Depreciation	45,000	---	180,000	---
Other	2,784	---	2,815	---
Total Operating Expenses	<u>572,946</u>	<u>654,015</u>	<u>2,168,500</u>	<u>2,164,449</u>
Loss from Operations	<u>(465,268)</u>	<u>(550,134)</u>	<u>(1,790,303)</u>	<u>(1,774,186)</u>
Other Income (Expenses)				
Payroll Tax Revenue	280,000	320,000	1,424,273	1,580,000
Interest Revenue	7,997	7,786	44,839	18,422
SAIF Adjustment	---	---	---	---
Federal Operating Assistance	---	---	---	---
State Operating Assistance	78,406	---	78,406	---
Total Other Income (Expenses)	<u>366,403</u>	<u>327,786</u>	<u>1,547,518</u>	<u>1,598,422</u>
Net Income (Loss)	<u>(\$ 98,865)</u>	<u>(\$222,348)</u>	<u>\$ (242,785)</u>	<u>\$ (175,764)</u>

LANE COUNTY MASS TRANSIT DISTRICT  
COMPARISON OF YEAR TO DATE BUDGETED EXPENDITURES TO ACTUAL  
FOR THE FOUR MONTHS ENDING OCTOBER 31, 1982

	<u>ACTUAL</u>	<u>YEAR-TO-DATE BUDGET</u>	<u>VARIANCE FAVORABLE (UNFAVORABLE)</u>
<u>Administrative Department</u>			
Personal Services	\$ 106,650	\$ 123,320	\$ 16,670
Materials & Supplies	22,976	37,110	14,134
Contractual Services	17,180	79,000	61,820
Total Administration	<u>146,806</u>	<u>239,430</u>	<u>92,624</u>
<u>Marketing &amp; Planning</u>			
Personal Services	113,909	115,540	1,631
Materials & Supplies	22,290	52,820	30,530
Contractual Services	70,714	130,280	59,566
Total Mktg. & Planning	<u>206,913</u>	<u>298,640</u>	<u>91,727</u>
<u>Transportation</u>			
Personal Services	1,008,943	1,091,924	82,981
Materials & Supplies	1,829	5,850	4,021
Total Transportation	<u>1,010,772</u>	<u>1,097,774</u>	<u>87,002</u>
<u>Maintenance</u>			
Personal Services	284,540	303,224	18,684
Materials & Supplies	237,615	350,800	113,185
Contractual Services	18,595	28,300	9,705
Total Maintenance	<u>540,750</u>	<u>682,324</u>	<u>141,574</u>
Total	<u>\$1,905,241</u>	<u>\$2,318,168</u>	<u>\$412,927</u>



LANE COUNTY MASS TRANSIT DISTRICT  
CASH FLOW FORECAST  
OCTOBER 31, 1982

	(In Thousands)	
	NOV	DEC
Beginning Cash Balances:	\$ 984	\$1,321
Anticipated Receipts:		
Passenger Fares	105	106
Payroll Taxes	885	10
Section 5 Operating Assistance	---	---
Other Revenue	13	4
Capital Assistance	50	100
Total Cash Available	2,037	1,541
Anticipated Disbursements:		
Personal Services	330	330
Other Operating Expenses	145	145
Insurance	41	10
Capital Outlay	200	200
Total Disbursements	716	685
Ending Cash(*) Balance	<u>\$1,321</u>	<u>\$ 856</u>

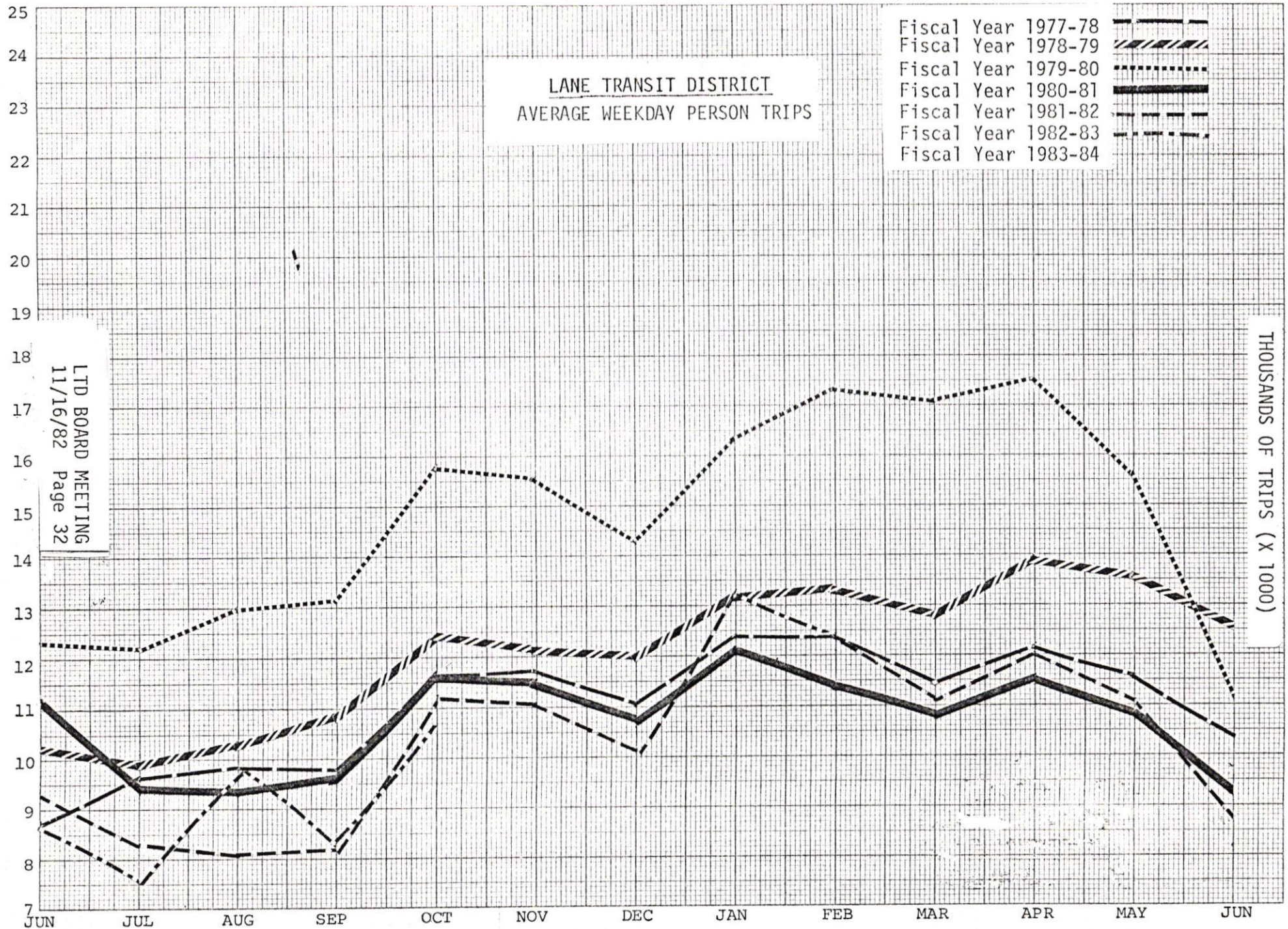
\*Cash includes short-term investments in C.D.'s and the LGIP.

RIDERSHIP SUMMARY FOR October 1982

STATISTIC	CURRENT MONTH				FISCAL YEAR TO DATE			
	TDP Goal*	1982-83 Actual	1981-82 Actual	% Change	TDP Goal*	1982-83 Actual	1981-82 Actual	% Change
MONTHLY RIDERSHIP Fixed Route Person-Trips	290,800	254,841	280,754	- 9.2%	943,700	900,163	893,389	+ 0.8%
AVERAGE FARE Fixed Route	.38	.41	.37	+10.8%	.43	.39	.43	- 9.3%
FAREBOX REVENUE	\$109,600	\$103,530	\$103,023	- 0.5%	\$406,200	\$349,363	\$380,032	- 8.1%
ACCESSIBLE SERVICE Lift Person Trips	---	397	544	-27.0%	---	1,430	1,571	- 9.0%
DIAL-A-BUS Monthly Person-Trips	---	1,732	1,865	- 7.1%	---	5,962	6,591	- 9.5%

\* TDP goals are adopted on an annual basis. Monthly goals are estimated by assuming that the current year's monthly performance will be proportional to last year's.







OPERATIONS DEPARTMENT

BOARD REPORT

OCTOBER 1982

	October 1982 ----	FY 82-83 Year-to-Date Totals/Averages -----	October 1981 ----	FY 81-82 Year-to-Date Totals/Averages -----
<u>TRANSPORTION DIVISION:</u>				
Absenteeism	9.3	7.6	7.6	5.6
On-Time Performance	98.00%	98.63%	96.38%	96.16%
Compliments	5	-	-	-
Complaints	24	-	-	-

MAINTENANCE DIVISION:

Number of Active Vehicles	63	63	62	64
Rate Available	96%	97%	96%	96%
Number of Road Calls	3	15	-	-
Miles Between Failures	79,397	95,953		
Fuel Miles Per Gallon	4.92	4.81	5.03	5.07
Oil Miles Per Quart**	142.8	110.2	-	-
Total Miles	238,193	887,152	235,843	978,567

SAFETY & TRAINING:

Vehicular & Passenger Accidents/Incidents	9	30	5	24
Safe Miles Between Accidents/Incidents	26,466	29,572	49,557	40,774
On-the-Job Injury	5	13	2	7
On-the-Job Injury Claims	\$7,274.38		\$5,212.84	
Claims Cost (Reported Quarterly)				

---

\*TDP Goal:    On-Time Performance    97.4%  
                 Safe Miles                    38,000

\*\*This data is always one month behind.



Due to illness and computer implementation, the following information was previously unavailable.

	August 1982 -----	FY 82-83 Year-to-Date Totals/Averages -----	August 1981 -----	FY 81-82 Year-to-Date Totals/Averages -----
Number of Active Vehicles:	70	64	66	66
Rate Available:	98%	97%	95%	96%
Number of Road Calls:	0	7	-	-
Miles Between Failures:	233,848	132,490	-	-
Fuel Miles Per Gallon:	5.10	4.91	4.96	5.02
Oil Miles Per Quart:**	107.1	109.6	137.7	153.9
Total Miles:	233,848	225,885	237,248	494,936

SEPTEMBER REPORT

Number of Active Vehicles:	63	63	62	64
Rate Available:	98%	97%	96%	96%
Number of Road Calls:	5	12	-	-
Miles Between Failures:	394,366	101,472	-	-
Fuel Miles Per Gallon:	4.51	4.78	5.03	5.02
Oil Miles Per Quart:**	78.7	99.3	151.5	153.1
Total Miles:	197,183	648,959	235,843	730,779

\*\*This data is always one month behind