

Public notice was given to *The Register-Guard* for publication on September 15, 1989.

**LANE TRANSIT DISTRICT  
REGULAR BOARD MEETING**

September 20, 1989

7:30 p.m.

McNutt Room,  
Eugene City Hall

**A G E N D A**

- I. CALL TO ORDER
- II. INTRODUCTION OF NEW BOARD MEMBERS
- III. ROLL CALL  
Andersen\_\_\_\_\_ Brandt\_\_\_\_\_ Calvert\_\_\_\_\_ Herzberg\_\_\_\_\_  
Montgomery\_\_\_\_\_ Parks\_\_\_\_\_ Pusateri\_\_\_\_\_
- IV. INTRODUCTORY REMARKS BY BOARD PRESIDENT
- V. BUS RIDER OF THE MONTH
- VI. EMPLOYEE OF THE MONTH
- VII. AUDIENCE PARTICIPATION
- VIII. ITEMS FOR ACTION AT THIS MEETING
  - A. Approval of Minutes
  - B. Approval of Fiscal Year 1989-90 Section 9 Operating and Capital Grant Application
    1. Staff Introduction
    2. Opening of Public Hearing by Board President
    3. Public Testimony
    4. Closure of Public Hearing
    5. Board Deliberation and Decision
  - C. Election of Board Vice President

IX. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Facility Project Update
2. Eugene Downtown Transit Station Site Selection Committee Update
3. Valley River Center Station Update
4. Year-end Performance Report
5. Transit Development Plan
6. Review of Lane County Fair Service
7. 1989 Football Service
8. Senate Action on Transfer of Current LTD Property to School District 4-J
9. Letter of Appreciation from Mobility International U.S.A.
10. Mid-year Budget Committee Meeting
11. Special Services Report

B. Monthly Financial Reporting

X. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. FY 88-89 Audit Report
- B. Gateway Station
- C. Lane Community College Station Relocation
- D. Move-in Plan for New Facility
- E. Mid-year Budget Committee Meeting
- F. Special Strategic Planning Meeting

XI. ADJOURNMENT

**AGENDA NOTES**  
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**II. INTRODUCTION OF NEW BOARD MEMBERS:**

Two new Board members have been confirmed by the Senate and will attend the September meeting as voting members of the Board. They are Thomas Montgomery, who replaces Rich Smith, and Herbert Herzberg, who replaces Janice Eberly.

**V. BUS RIDER OF THE MONTH:**

- A. The July Bus Rider of the Month was Nancy Roos. She is a native of Bend and has lived in Eugene for almost 30 years. She says she rode the old "Green Meanies" a long time ago. She stated that her experiences with LTD employees "have all been pretty great."

Ms. Roos works for an attorney and spends her free time in a variety of hobbies. She enjoys walking, knitting, reading, cooking, listening to music, and working with the plants in her container garden on her patio.

Nancy will attend the meeting to be introduced to the Board and receive her award.

- B. The August Bus Rider of the Month was Mark Nasholm. He is a Eugene native and has been riding the bus for the past 12 years. Mark, his wife, Joanie, and their son, Matthew, enjoy camping and yard work. Mark is a ham radio enthusiast, and volunteered his communication skills during the World Veterans' Championships in July.

Mark will attend the meeting to be introduced to the Board and receive his award.

- C. The September Bus Rider of the Month is Wanda Mountjoy. She is well known for her outspoken optimism about life, and is apt to defend her bus operators against any negative remarks. Mrs. Mountjoy was born on a Nebraska farm. She came to Oregon in 1940 and began riding the bus right away. She is a volunteer at the Springfield Museum, walks four miles a day, and likes to share her collection of old-time photographs. Her husband, Smith, took many pictures of this area in the early 1900's, and some of them are displayed at the Lane County Historical Museum. About LTD, Mrs. Mountjoy says, "I'm so thankful for good bus service, our good drivers, and their kindness."

She will attend the meeting to be introduced to the Board and receive her award.

**VI. EMPLOYEE OF THE MONTH:**

- A. The July Employee of the Month was Bus Operator Dick Ellis. The Board members who attended the 1989 Employee Awards Banquet will remember Dick as the Banquet Emcee. He was hired on March 9, 1988, and has had no driving accidents or incidents and has missed no days of work due to illness since that time. Dick says he loves delivering a smooth ride while maintaining a schedule. He was nominated by a customer who said that Dick is always so nice, goes out of his way to help, and is so pleasant to everyone.

When asked what makes Dick a good employee, System Supervisors Darryl Beito and Dennis Potter said that he is enthusiastic about his work and asks good questions about the interworkings of the District. Bob Hunt, Transportation Supervisor, added that Dick has maintained Correct Schedule Operation (CSO) since April 4, 1988, his first day on the road, which is very important to customers.

Dick has received his award and check, but will attend the meeting to be introduced to the Board.

- B. The August Employee of the Month was Bus Operator Tom Harrison. He has worked for LTD for five years. His attendance last year was excellent (2-4 days absent), and he has had no driving accidents since he was hired on August 21, 1984. He says that he enjoys the colorful personalities of his customers. The customer who nominated Tom for Employee of the Month said that he "is very friendly and reliable, treats his passengers courteously, and does a real good job of driving."

When asked what makes Tom a good employee, Mr. Potter and Mr. Beito described him as a person who can be relied on to do a great job for the District. For example, he has done a good PR job with the many seniors who ride the McKenzie Bridge route, and has kept the Transportation office aware of construction along his route. Mr. Hunt added that Tom has maintained Correct Schedule Operation since September 12, 1984, his first day on the road, and has performed at an excellent level in all areas.

Tom has received his award and check. He will not be able to attend the meeting to be introduced to the Board.

- C. The September Employee of the Month is Angie Sifuentez. She was originally hired as a Customer Service Representative on

December 6, 1974, and was promoted to Marketing Representative in October 1982. Some of the reasons Angie has enjoyed working at LTD for so long are that she likes and is comfortable with the other LTD employees, and she likes the variety of her job and the opportunity to perform her job in the way that is most comfortable to her. She appreciates the team spirit among employees, and says that when things at work get hectic and people are under a lot of stress, everyone pitches in and helps get done whatever it is that needs to be done.

When asked what makes Angie a good employee, Marketing Administrator Ed Bergeron quoted some of the comments made by other employees in praising Angie's work on service for the World Veterans' Championships:

"Angie deserves credit for picking up loose ends, for doing what needed to be done--on the spot; in short, she knew what she was doing and did it well. On top of this, she was cheerful and enthusiastic (even at 3:50 a.m. on Sunday morning, where I found her in her personal car with a walkie-talkie, talking to the office and helping make things work smoothly). On an ascending scale of 1 to 10, I rate Angie's performance as a 10."

"Angie deserves special recognition. She was always conscious of performance quality, reliability, safety, and cost, resulting in a win-win situation."

"Angie is dedicated to making LTD the best transit facility in the world. She has the ability to always remain cheerful through anything, and I've never heard of her refusing to help anyone. I go to Angie for help when the chips are down because she is a valued team player and can be counted on."

Angie will be present at the meeting to accept her award and be introduced to the Board.

#### VIII. ITEMS FOR ACTION AT THIS MEETING

- A. Approval of Minutes: The minutes of the June 14, 1989, special meeting; the June 21, 1989, regular meeting; the July 19, 1989, regular meeting; and the August 16, 1989, regular meeting are included in the agenda packet for Board review and approval.

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B. Approval of Fiscal Year 1989-90 Section 9 Operating and Capital Grant Application:

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1. Staff Introduction

Issue Presented: Should the Board authorize the General Manager to apply for federal Section 9 capital and operating funds through the Urban Mass Transportation Administration (UMTA) for FY 1989-90?

Background: The District last applied for Section 9 operating and capital funds in October 1988. Included in the agenda packet for this meeting is the Program of Projects for the District's application for federal Section 9 operating and capital assistance for Fiscal Year 1989-90 (Federal Fiscal Year 1990). Also included is a memorandum which explains the application in more detail.

Staff Recommendation: That the Board first hold a public hearing on the proposed grant application for capital and operating funds for FY 89-90, and then authorize the General Manager to submit a grant application for Section 9 federal operating and capital funds through the Urban Mass Transportation Administration, in the amount of \$1,075,000 in operating assistance, and \$140,000 in capital assistance, for Fiscal Year 1989-90.

Results of Recommended Action: Staff will submit the application to the Urban Mass Transportation Administration.

2. Opening of Public Hearing by Board President
3. Public Testimony
4. Closure of Public Hearing
5. Board Deliberation and Decision

C. Election of Board Vice President:

Background: The term of Board member Janice Eberly has expired. Ms. Eberly was serving as Vice President of the Board. The election of officers, held every two years, is scheduled for the December 1989 Board meeting. In the interim, it would be helpful for the Board to elect a Vice

President to complete this two-year term of office, since the Vice President is the officer who presides at meetings in the absence of the President.

Staff Recommendation: That the Board elect a Vice President to complete a two-year term of office which will expire on December 31, 1989.

**IX. ITEMS FOR INFORMATION AT THIS MEETING**

**A. Current Activities:**

1. **Facility Project Update:** Included in the agenda packet is a staff memorandum which provides an update on progress in the construction of the new maintenance/operations facility. 27
2. **Eugene Downtown Transit Station Site Selection Committee Update:** A memorandum in the agenda packet discusses the actions of the Downtown Transit Station Site Selection Committee to this date, and outlines actions to be taken in the next several months. An update will be included in the agenda packet each month, and Board action on a final recommendation is expected to occur in December 1989. 28
3. **Valley River Center Station Update:** A brief report on the progress made toward the reconstruction of the Valley River Center Station is included in the agenda packet. 29
4. **Year-end Performance Report:** A report summarizing the major achievements of FY 88-89 in several key performance areas is included in the agenda packet. Joe Janda, MIS Administrator, will be present at the meeting to discuss highlights of the report with the Board. 31
5. **Transit Development Plan:** Joe Janda will also distribute and briefly discuss the most recent update of the Transit Development Plan (TDP).
6. **Review of Lane County Fair Service:** Included in the agenda packet is a staff memorandum which discusses the very successful Lane County Fair service. Attached to the memorandum is a comparison of 1988 and 1989 Fair ridership by day and shuttle location. 45

7. 1989 Football Service: A staff memorandum discusses the LTD Sports Shuttle service to the University of Oregon home football games. 47
  8. Senate Action on Transfer of Current LTD Property to School District 4-J: The U.S. Senate Appropriations Committee has approved the proposed transfer of LTD's 8th and Garfield facility to School District 4-J. Included in the agenda packet are a memorandum and a copy of the report language which explain this proposal in more detail. 48
  9. Letter of Appreciation from Mobility International U.S.A.: Included in the agenda packet is a letter from Mobility International U.S.A. (MIUSA) which thanks the District for bus passes and driver assistance given to participants in MIUSA's Youth Leadership Program, and praises LTD for its leadership in providing accessible fixed-route service. 50
  10. Mid-year Budget Committee Meeting: A mid-year Budget Committee meeting has tentatively been scheduled for Wednesday, December 6, 1989. Board members are asked to check their calendars and let Jo Sullivan know if they will or will not be able to attend on that date.
  11. Special Services Report: As a result of Board discussion about special services requested by persons and agencies in the community, a list of requests received (approved and denied) is included in the agenda packet each month. 51
- B. **Monthly Financial Reporting:**

Financial Reports for June, July, and August, 1989, will be distributed to the Board at the September Board meeting.

X. **ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING**

- A. FY 88-89 Audit Report: Acceptance of the Audit Report for the fiscal year ending June 30, 1989, will be included on the agenda for the October Board meeting.
- B. Gateway Station: An update on the construction of the transfer station at the new Gateway shopping center will be included in the agenda packet for the October Board meeting.



- C. Lane Community College Station Relocation: At the November meeting, the Board will be asked to make a decision regarding the relocation of the LCC Transit Station.
- D. Move-in Plan for New Facility: In November, staff will report to the Board regarding plans for the District's move to the new facility, which is now scheduled for late January or early February.
- E. Mid-year Budget Committee Meeting: A mid-year meeting of the LTD Budget Committee has tentatively been scheduled for Wednesday, December 6, 1989.
- F. Special Strategic Planning Meeting: A special Board work session will be held in December or January to discuss the District's five-year financial, marketing, and service plans and other strategic planning issues.

**XI. ADJOURNMENT**

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING

Wednesday, June 14, 1989

Pursuant to notice given to *The Register-Guard* for publication on June 8, 1989, and distributed to persons on the mailing list of the District, a special meeting of the Board of Directors of the Lane Transit District was held on Wednesday, June 14, 1989, at 7:30 p.m. at the Eugene City Hall, Eugene, Oregon.

Present: H. Thomas Andersen, Secretary  
Peter Brandt, Treasurer  
Janet Calvert, President, presiding  
Keith Parks  
Phyllis Loobey, General Manager  
Jo Sullivan, Recording Secretary

Absent: Janice Eberly, Vice President  
Gus Pusateri  
Rich Smith

CALL TO ORDER: Ms. Calvert called the meeting to order at 7:35 p.m.

BUS RIDER OF THE MONTH: Ms. Calvert introduced the May Bus Rider of the Month, Janice Nelson, who rode the buses in this area until she moved away at age five, then came back in 1973 and has been riding since. Ms. Calvert said the District appreciated its faithful and interested bus riders.

Ms. Nelson made a suggestion about bus service. She said she takes the bus at 5th and N. "B," but on weekend mornings she cannot get to Bi-Mart to begin her work shift by 8:00 or 9:00 a.m. She said she only has to walk ten blocks or so, but there are others who cannot do that, and she would suggest offering service earlier in the morning on weekends, for employees who have to work earlier shifts.

AUDIENCE PARTICIPATION: Ms. Calvert asked for audience participation on items of a general nature. There was none.

MOTION  
VOTE  
APPROVAL OF MINUTES: Mr. Brandt moved that the minutes of the May 17, 1989, regular meeting and the May 26, 1989, adjourned meeting be approved as distributed. Mr. Parks seconded the motion, and the minutes were approved by unanimous vote.

MOTION  
VOTE  
RESOLUTION REAFFIRMING DISTRICT BOUNDARIES: Mr. Brandt moved that the Board approve the resolution reaffirming that Lane Transit District will continue to operate service within the boundaries specified in Lane Transit District Ordinance No. 24. Mr. Andersen seconded the motion, and the resolution was unanimously approved.

**ADOPTION OF FISCAL YEAR 1988-89 SUPPLEMENTAL BUDGET:**

**Staff Presentation:** Ms. Loobey explained that the supplemental budget was not only necessary to transfer money between funds at the end of the fiscal year, but also to transfer the year-end balance to the capital reserve fund, as previously recommended by the Budget Committee.

Brentt Ramharter, Finance Administrator, stated that the major areas in which the District received more money than anticipated were in a fuel tax reimbursement, payroll taxes, and passenger fares. The fuel tax refund was not in effect at the time the budget was adopted, and resulted in \$119,000 in unanticipated revenue. Painting of the eight used buses purchased from Tri-Met caused the need for an additional \$20,000 in the Maintenance budget this year. Mr Ramharter said that a total of \$9,472 was needed from the year-end balance to balance the operating budget for FY 88-89, and the rest would be transferred to the Capital Improvements Fund, as recommended by the District's Budget Committee on May 3, 1989. He added that the \$9,400 may also be transferred to the Capital Improvements Fund at the end of the fiscal year, but it was difficult to project that closely before the end of June.

In response to a question from Ms. Calvert, Mr. Ramharter explained that the fuel tax was a tax which had been imposed by Congress on tax-exempt entities, and then rescinded because of administrative problems in handling the volume of paperwork caused by requests for refunds.

**Public Hearing on Supplemental Budget for FY 88-89:** Ms. Calvert opened the public hearing on the Supplemental Budget for Fiscal Year 1988-89. There was no testimony from the audience, and the public hearing was closed.

**Board Deliberation and Decision:** Mr. Brandt moved that the Board adopt the Supplemental Budget as set forth on pages 17-19 of the agenda packet (attached to these minutes). Mr. Parks seconded the motion, and the Supplemental Budget was unanimously adopted.

**ADOPTION OF FISCAL YEAR 1989-90 BUDGET:**

**Staff Presentation:** Mr. Ramharter explained that the FY 89-90 budget presented in the agenda packet was identical to the budget approved by the District's Budget Committee on May 3, 1989. He said there may be small areas where changes might be needed, but those areas are insignificant at this time. If needed, the Budget Committee will be convened mid-year. Mr. Ramharter said that staff were somewhat concerned about the payroll tax base not being as high as anticipated, so they will be watching that closely. He added that this may not affect the operating budget, but could affect the amount to be transferred to the Capital Improvements Fund.

Mr. Brandt asked about the proposed state tire and battery tax. Ms. Loobey said that bill had only passed through the House, with a motion for reconsideration.

Public Hearing on Fiscal Year 1989-90 Budget: Ms. Calvert opened the public hearing on the FY 1989-90 budget, as recommended by the Budget Committee on May 3, 1989. There was no testimony from the audience, and the public hearing was closed.

MOTION

Board Deliberation and Decision: Mr. Andersen moved that the Board adopt the resolution on page 20 of the agenda packet, which adopts the Fiscal Year 1989-90 budget in the total combined fund sum of \$16,782,450, as previously approved by the Budget Committee (resolution attached to these minutes). Mr. Parks seconded the motion, and the FY 89-90 budget was unanimously adopted.

MOTION

ITEMS FOR INFORMATION AT THIS MEETING:

Facility Project Update: Stefano Viggiano, Planning Administrator, stated that a notice of termination had been issued to Hyland & Sons on June 7, to be effective June 14. Hyland & Sons had worked on June 14, but would not be on the project the following day. The bonding company had estimated that it would take four to 30 days to find a contractor to complete the project.

Mr. Andersen asked what would happen in the interim. Mr. Viggiano replied that staff would like the construction activity to continue, so are trying to work out an agreement with the bonding company for LTD to hire someone for the interim. LTD would be reimbursed by the bonding company for the cost of the interim management, and would not be held liable for construction problems that may arise. Mr. Andersen asked how long those negotiations might take, and Mr. Viggiano replied that staff hoped to have an agreement signed the following day. Mr. Andersen then asked if the District had someone in mind as the interim contractor. Mr. Viggiano replied that Steve Pinnel, of Pinnel Engineering, who had been hired six weeks before to review the problems with Hyland, is quite good and experienced with the project. Mr. Viggiano went on to say that the activity on the project is quite low, but some activity would continue, and the District's construction manager would remain on the job.

Mr. Parks said that KMTR-TV said the project was "dead in its tracks." Mr. Viggiano said he had told a KMTR reporter exactly what he was telling the Board, and that the District hoped to keep everything moving ahead on the project. There is some indication from the bonding company that, once Hyland is off the project, the bonding company will pay the subcontractors. They may not pay everyone everything they are owed immediately, but enough to keep the project going for now.

Ms. Loobey added that the bonding company had disbursed all of the \$750,000 LTD had paid in May, with none of that money going to Hyland or to the bonding company. She said that the subcontractors have contracts and an obligation to fill those contracts, but their contract is now with the bonding company rather than with Hyland & Sons.

Mr. Viggiano further explained that the District had determined that Hyland & Sons was in default and then terminated the contract. Dave Hyland had written a letter acknowledging that his firm was in default. The District has an

attorney specialist helping with this case, in addition to Bryson & Bryson, the District's legal counsel.

Mr. Viggiano said that staff were not sure how long the interim period would be. If it is longer than one week, he said, there will be some difficulties on the project because Hyland had been doing the concrete work. In order for LTD to hire a concrete worker, there would have to be a public bidding process, which would take a long time. Therefore, he said, staff were asking the Board to reconvene that evening as the LTD Contract Review Board, to authorize staff to hire a concrete contractor in an emergency. He added that this is the last option for the District, but may be necessary because of the critical path of the project.

Mr. Parks asked about owner intervention in the project. Mr. Viggiano replied that the District would secure a release of liability. He repeated that this action would be a last resort and was probably unlikely, and was not an authorization to proceed. The attorney had drafted a resolution to that effect.

System Comparison Analysis: Mark Pangborn, Director of Administrative Services, explained that the system comparison analysis began in response to a request from Mr. Brandt. It compares LTD's system with other systems in the U.S. Mr. Pangborn explained that staff did not use a scientific process to find the comparison systems. Harsh weather conditions in the mid-west can throw off ridership characteristics, so most systems used in the analysis are west-coast or similar-size college communities.

In comparisons of productivity, LTD's 28.1 rides per hour compared favorably with the average of 25, and was exceeded by only three properties. LTD's farebox to operating cost ratio, 19.9 percent, was also exceeded by only three properties. The cost per trip was lower at only two other properties. In Washington, the farebox to operating cost ratio (11 percent at Olympia; 12 percent at Vancouver) is affected by the local option sales tax. Ms. Calvert commented that cost per ride in Vancouver is \$3.00. Mr. Pangborn explained that they do a lot of rural service and peak-oriented commuter service to Portland, which is more expensive. Mr. Brandt asked how Santa Cruz pays for bus service. Ms. Loobey explained that transit districts in California receive state sales tax and also state support that matches local efforts in the sales tax, similar to Washington. Mr. Pangborn added that the Santa Cruz system also contracts with the University of Santa Cruz. Mr. Brandt commented that they had more riders and a smaller number of buses. Mr. Viggiano added that they also contract with the schools for K-12 service.

Mr. Pangborn stated that these figures show that, for a community of our size, LTD provides a fair amount of service but also exceeds other communities in terms of productivity. He added that this kind of survey is done about every five years and that, in general, LTD looks at least better than average.

Ms. Calvert said she was interested in a comparison of spares ratios, since that was discussed by the Board recently. Mr. Pangborn said that some other properties had ratios which seem very high. Mr. Viggiano added that LTD's total includes the eight Tri-Met buses, which staff try not to use very often. He said

that the effective spares ratio of accessible buses is now very low. Tim Dallas, Director of Operations, explained that the Tri-Met buses are used as little as possible because they do not have lifts, they have no power steering, and they have old transmissions.

Mr. Brandt suggested that this comparison be published in the newspaper. Ms. Loobey said that the Board and staff understand what these figures mean, but the statistics might not mean much to the media or public. She said that the District has sent annual reports to the business community and at one time discussed these kinds of statistics with a special committee on transit. However, she said, there are still those critics who do not believe the statistics because they do not wish to.

Mr. Brandt asked about Baton Rouge, where more than 50 percent of their farebox revenue is from the University. Mr. Viggiano explained that Baton Rouge has an arrangement in which the transit district provides service for the university students and counts the revenue as farebox revenue.

Ms. Calvert thanked Mr. Viggiano for the survey and analysis. Mr. Brandt thought that it might be interesting to find additional comparison properties and do more of these surveys. Ms. Loobey said that comparison data can be received from a number of sources, and LTD can be compared with all properties in the country if the Board wishes, but it is better to have some commonality with the other properties before a comparison is made. Mr. Brandt said he would not be interested in that kind of survey. Mr. Viggiano added that printed survey data is usually two to three years old, so staff had called to receive this information, and were pleased with the results. Mr. Brandt commented that the comparisons were better than he thought they would be.

Legislative Update: Ms. Loobey said that the Oregon House had considered that day five of the transportation bills which were generated through the Transportation 2000 process originated in the tri-county area. Senate Joint Resolution (SJR) 12 involves a constitutional amendment to allow an area to use local option motor vehicle registration fees for transit. HB 3447 provides for a local vote if an area wishes to use local option motor vehicle registration fees for transit. Ms. Loobey stated that these two bills are far more applicable to the tri-county area.

HB 3446, the weight mile/gas tax, would add another two cents to the gas tax and a corresponding increase in the weight mile tax for trucks, and would appropriate money from the State Highway Fund available to the Department of Transportation for use on the streets of small cities. This bill passed out of the House.

HB 3055 is a tire and battery tax which would provide that replacement tires would be assessed at \$2.00 per tire and replacement batteries would be assessed a \$3.00 fee at the point of retail sale. The money would be collected by the state; 50 percent would be allocated to a transit capital acquisition fund and 50 percent would be distributed to mass transit districts and transportation districts based on the number of motor vehicle registrations in those

counties. This passed the House with a motion for reconsideration, and was to be considered again the following Thursday.

Mr. Parks asked if the committees were beginning to close, and where these bills would go next. Ms. Loobey said that none of the bills had referrals to Ways & Means, but would all go to the Senate Transportation Committee.

Annual Employee Picnic: Ms. Loobey reminded the Board that the annual employee picnic would be held on Sunday, July 23 at Shotgun Creek Park, and that all Board members and their families would be welcome to attend.

Annual Independent Audit: Mr. Brandt wondered what had transpired after the Board's decision not to authorize payment for extra expenses to Coopers & Lybrand, the District's independent auditors. It was explained that Coopers & Lybrand had sent a letter the previous day, stating that they did not want to jeopardize their contract, but that they do believe the rules were changed after their bid was accepted, and quoted some rules as examples. They said they would complete the audit this year, but will open negotiations for a greater increase than the 5 percent allowed in the contract for next year. At that point, the District can either renegotiate or go out to bid.

Monthly Financial Statements: Mr. Brandt asked about the unfavorable variance in Maintenance. Mr. Pangborn explained that in the Materials & Supplies category, the federal gas tax was not budgeted, but was paid when fuel was purchased. Painting the eight Tri-Met buses was also not budgeted, in the Contractual Services category.

Mr. Brandt also asked about State Special Transportation Fund money. Mr. Pangborn explained that this is pass-through cigarette tax money, received from the State fund and passed on to the Lane Council of Governments to fund service for the elderly and handicapped. The District does not know ahead of time how much money will be received, but budgets at the maximum level. Mr. Brandt asked if the funds were lower because people are smoking less. Mr. Pangborn replied that the population of the state is growing, but per capita smoking is not.

Downtown Station Committee: Mr. Brandt said he did not want the new Downtown Station Committee to have a lot of meetings to talk about things over which it has no control. He said he was not quite sure why the District and City were activating the committee at this time, and wondered if the situation was any different than it was two years ago.

Ms. Loobey said her perspective was that when the Board was discussing this issue the last time, LTD, the City of Eugene, and groups within the City, such as the Downtown Commission and the Planning Commission, all met separately with their own agendas and came together once in awhile at pivotal points. The Board's frustration was that LTD was ready to discuss some hard decisions, but could never get firm decisions from the City and other groups. The Board then said LTD would wait until the City determines what will happen with the opening of certain streets, etc. However, Ms. Loobey said, the situation is different

this time, because the groups will be brought together earlier in the process to develop a common agenda.

Some things happening in downtown Eugene now will have an impact on where the station should be placed. For instance, the Pankow development will have a tremendous impact on traffic in downtown Eugene, especially on Olive Street. If Olive Street is opened for parking, it will be critical to LTD's operation in that area. The District, however, is in a better position this time to get something done, especially if meetings are held with other groups early in the process and a common agenda is agreed upon. She said she believed this process would be far more fruitful for LTD this time.

Mr. Parks asked how many groups would be involved. Mr. Pangborn said that Gerry Gaydos would represent the Planning Commission; John Brown would represent the Downtown Commission; and Rob Bennett would represent the City Council. Three Board members would also participate on the committee. Mr. Pangborn added that the Downtown Commission is an advisory group to the City Council, and generates most of the Council action on downtown issues, such as eliminating free parking downtown. Mr. Brandt asked who would take the lead on this committee. Ms. Loobey stated that the Board is positioned to take the lead if it wishes to do so. The Board members are experts on what the transit district needs, and can balance those needs against what the City will say is going to happen downtown. She added that LTD cannot determine the location of the downtown station until the City gives the Board information about population shifts, the center of downtown, street openings and closures, etc.

Ms. Calvert said that Mr. Viggiano would brief the Committee's Board members on what staff believe are the issues and recommendations, so that the first agendas can be developed. Mr. Brandt said he did not want the media to say that LTD was getting anxious to build a new downtown station. He said, rather, that the District is ready to cooperate but needs to know how. Mr. Parks agreed with this statement.

Mr. Parks asked if the non-LTD committee members would be voting on these issues which affect LTD. Mr. Pangborn replied that it is staff's hope that the committee will reach some kind of consensus for a recommendation in the best interests of the City and the District. He said that LTD has assets and resources and the City needs the District, but also has needs for traffic flow, etc.

Mr. Pangborn stated that if Olive Street is opened, it will create difficult operating conditions for the District. In order to achieve the best results for the City and LTD, staff from City planning, traffic engineering, downtown development, and LTD will be working together. He said he had the feeling that the City would tell LTD to make the decision. He added that he believed the City is prepared to say what they plan to do and who does not want LTD near their business areas. Mrs. Walwyn, owner of the Schaeffer's Building, has been allowed to not pay on her loan, because she says she has been damaged by having the buses outside her building.



Mr. Brandt said it was his impression that LTD is the one saying the buses need to leave the current area, but said he was not in a panic to relocate the station. Ms. Calvert said she also was not in a panic to relocate, but thought the Board needed to look at where the station could go before all the property becomes unavailable. Mr. Brandt also stated that the District needs a contract from the City that it will not open or close streets around the station, or otherwise change the situation after the station is relocated.

Mr. Brandt asked why LTD was taking the initiative in setting up the meetings if it was not "panicky" about relocating. Ms. Calvert replied that LTD had been asked to meet with the Downtown Commission because of Mrs. Walwyn's unhappiness with the current station's location. Ms. Loobey said that staff are concerned that the District not get itself into the same frustrating box as the last time, when different groups were meeting and nothing came of it. The idea this time, she said, is to work together to make a determination and come out with a product. The committee's members represent the City's interests at different levels and have some influence over decisions regarding the new station, should LTD decide it needs one.

Mr. Parks was also concerned that the City hadn't made the proper major decisions to enable LTD to gain a decision from this committee process. Mr. Brandt seconded this concern, and said that at the first committee meeting LTD should lay out its concerns about what happened before. Ms. Calvert said the committee would meet approximately once a month, and thought that goals for LTD and the City should be established at the first meeting. Mr. Pangborn thought it was imperative that everyone puts his or her cards on the table at the beginning, so the different agendas, and whether there can be a common agenda, will be known.

Tim Dallas, Director of Operations, stated that the transit district is a key player in downtown with very legitimate needs. The bottom line, he said, is that the current station was built in 1982 and is now inadequate. LTD has had a 50 percent increase in ridership since 1982, and its needs are not being addressed at the current station. He said it seemed to him that the transit district has a responsibility to keep saying that it does have certain needs in downtown. Mr. Viggiano thought this process afforded the District an opportunity to better itself in downtown Eugene, and that alternatives to improve the station drastically are available.

Ms. Calvert said she thought that, from the Board's discussion, Mr. Viggiano would have a good idea of how to prepare the agenda for the first committee meeting.

**ADJOURNMENT:** Mr. Pangborn stated that there would probably be no meeting in July, since staff knew of no issues requiring Board action. The Board unanimously approved a motion by Mr. Brandt to adjourn the LTD Board meeting and call the LTD Contract Review Board to order.

**MEETING OF THE LTD CONTRACT REVIEW BOARD:** Ms. Calvert called the meeting of the Lane Transit District Contract Review Board (LTD/CRB) to order at 8:50 p.m. The purpose of the meeting was to discuss the possible need to hire

an interim construction manager and employ a concrete contractor, since a substantial amount of construction was dependent upon completion of delinquent concrete work at the construction site. This action became necessary as a result of the termination of Hyland & Sons as the contractor for LTD's new maintenance and operations facility in Glenwood. Mr. Viggiano handed out a resolution drawn up by District Counsel Randall Bryson, which declared an emergency and authorized LTD to employ a concrete contractor without competitive bidding, either directly or through Pinnel Engineering, Inc., as interim construction manager. Mr. Brandt asked if staff had checked this action with Art Tarlow. Mr. Viggiano explained that Mr. Tarlow is an attorney with Bollinger, Hampton & Tarlow in Portland who specializes in construction law. He added that the District would use Mr. Tarlow's counsel if the employment of a concrete contractor actually came to pass, but that he thought this probably would not happen. Mr. Pangborn stated that the Contract Review Board needed to adopt this resolution because of certain State purchasing laws, in the event that the District needed to pursue this course of action.

## MOTION

Mr. Brandt moved that the LTD Contract Review Board approve the resolution, provided all is finally approved by the special legal counsel with respect to the contract, to ensure that the District does not enter into an action that will cause any formal liability. Mr. Andersen seconded the motion, which then passed by unanimous vote.

## VOTE

ADJOURNMENT: Mr. Andersen moved that the meeting of the LTD/CRB be adjourned. With no further discussion, the meeting was duly adjourned at 8:55 p.m.

  
Board Secretary

RESOLUTION ADOPTING THE SUPPLEMENTAL BUDGET

BE IT RESOLVED that the Board of Directors of the Lane Transit District hereby adopts the supplemental budget, as approved by the Budget Committee for 1988-89 in the total sum of \$637,855, now on file at the Lane Transit District offices, located at 1944 West 8th Avenue, Eugene.

RESOLUTION MAKING APPROPRIATIONS

BE IT RESOLVED that the Board of Directors of the Lane Transit District also increases and decreases appropriations in the current 1988-89 fiscal year budget and that the supplemental budget is appropriated as follows:

GENERAL FUND

Transfer to Capital Projects Fund	\$ 628,383
Materials and Supplies	9,472
Total General Fund Appropriation	\$ 637,855

June 14, 1989

\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Board Secretary

ATTACHMENT TO JUNE 14, 1989, MINUTES

LANE TRANSIT DISTRICT  
BUDGET TRANSFER FY 88-89

	BUDGET	BUDGET -TRANSFERS 05-31-89	SUPPLEMENTAL BUDGET	AMENDED
<b>REVENUE BEG FUND BALANCE</b>				
PASSENGER FARES	1,672,100		92,900	1,765,000
CHARTER REVENUE	20,000		2,000	22,000
ADVERTIZING REVENUE	72,900		0	72,900
MISCELLANEOUS REVENUE	2,500		0	2,500
INTEREST REVENUE	150,000		126,400	276,400
PAYROLL TAXES	5,794,000		251,000	6,045,000
UMTA SECTION 09	1,041,400		0	1,041,400
STATE OPERATING	554,100		35,900	590,000
STATE SPECIAL TRANSPORTATION	362,000		0	362,000
OTHER OPERATING GRANTS	3,000		0	3,000
UMTA SECTION 18	18,600		4,260	22,860
UMTA PLANNING	8,000		6,395	14,395
FUEL TAX REIMBURSEMENT	0		119,000	119,000
<b>TOTAL RESOURCES</b>	<b>9,698,600</b>	<b>0</b>	<b>637,855</b>	<b>10,336,455</b>
<b>ADMIN - PERSONAL SERVICES</b>				
GEN'L ADMIN	257,300			257,300
MIS	63,400			63,400
FINANCE	176,200			176,200
PERSONNEL	46,300	(10,000)		36,300
SAFETY & TNG	70,700			70,700
<b>TOTAL</b>	<b>613,900</b>	<b>(10,000)</b>	<b>0</b>	<b>603,900</b>
<b>- MAT'L &amp; SUPPLIES</b>				
GEN'L ADMIN	88,300			88,300
MIS	12,700			12,700
FINANCE	10,500			10,500
PERSONNEL	7,800	10,000		17,800
SAFETY & TNG	16,200	500		16,700
<b>TOTAL</b>	<b>135,500</b>	<b>10,500</b>	<b>0</b>	<b>146,000</b>
<b>- CONTR SVCS</b>				
GEN'L ADMIN	30,000	(10,000)		20,000
MIS	26,200	(6,000)		20,200
FINANCE	21,300	1,200		22,500
PERSONNEL	14,900	6,000		20,900
SAFETY & TNG	14,500	(4,000)		10,500
<b>TOTAL</b>	<b>106,900</b>	<b>(12,800)</b>	<b>0</b>	<b>94,100</b>
<b>MKTG/ - PERSONAL SERVICES</b>				
PLNG				
MARKETING	189,100			189,100
PLANNING	157,500			157,500
CUSTOMER SERVICES	191,100			191,100
<b>TOTAL</b>	<b>537,700</b>	<b>0</b>	<b>0</b>	<b>537,700</b>

LANE TRANSIT DISTRICT  
BUDGET TRANSFER FY 88-89

ATTACHMENT TO JUNE 14, 1989, MINUTES

	BUDGET	BUDGET -TRANSFERS 05-31-89	SUPPLEMENTAL BUDGET	AMENDED
- MAT'L & SUPPL				
MARKETING	100,200	10,600	9,472	120,272
PLANNING	6,200			6,200
CUSTOMER SERVICES	47,700	(4,000)		43,700
TOTAL	154,100	6,600	9,472	170,172
- CONTR SVCS				
MARKETING	166,200	(10,000)		156,200
PLANNING	9,000	1,500		10,500
CUSTOMER SERVICES	1,100	400		1,500
TOTAL	176,300	(8,100)	0	168,200
TRANSPORTATION				
PERSONAL SERVICES	4,121,100	22,300		4,143,400
MAT'L & SUPPLIES	23,600			23,600
CONTR SVCS	514,000	(15,000)		499,000
TOTAL TRANSPORTATION	4,658,700	7,300	0	4,666,000
MAINTENANCE				
PERSONAL SERVICES	1,054,100	(8,000)		1,046,100
MAT'L & SUPPLIES	882,400	53,000		935,400
CONTR SVCS	58,000	13,500		71,500
TOTAL MAINTENANCE	1,994,500	58,500	0	2,053,000
FACILITIES MAINTENANCE				
PERSONAL SERVICES	29,200	2,000		31,200
MAT'L & SUPPLIES	22,900	(15,000)		7,900
CONTR SVCS	111,500	11,000		122,500
TOTAL FACILITIES MAINT.	163,600	(2,000)	0	161,600
OTHER				
TRANSFER TO CAPITAL PROJECTS	846,700		628,383	1,475,083
TRANSFER TO RISK MANAGEMENT	260,700			260,700
CONTINGENCY	50,000	(50,000)		0
TOTAL OTHER	1,157,400	(50,000)	628,383	1,735,783
TOTAL	9,698,600	0	637,855	10,336,455

RESOLUTION

BE IT RESOLVED that the budget of Lane Transit District for the Fiscal Year 1989-1990 in the total combined fund sum of \$16,782,450 is hereby adopted, and

BE IT FURTHER RESOLVED that the amounts for the Fiscal Year 1989-90 are appropriated for the following purposes by organizational unit:

GENERAL FUND


	<u>Administration</u>
\$ 667,100	Personal Services
\$ 122,270	Material & Supplies
\$ 110,550	Contractual Services
	<u>Marketing &amp; Planning</u>
\$ 594,700	Personal Services
\$ 189,550	Materials & Supplies
\$ 207,000	Contractual Services
	<u>Operations</u>
\$ 4,509,500	Personal Services
\$ 22,100	Materials & Supplies
\$ 472,100	Contractual Services
	<u>Maintenance</u>
\$ 1,139,200	Personal Services
\$ 1,141,321	Materials & Supplies
\$ 198,900	Contractual Services
	<u>Unallocated Expenditures</u>
\$ 200,000	Contingency
\$ 767,959	Transfer to Capital Projects Fund
\$ 409,700	Transfer to Risk Management Fund
	<u>CAPITAL PROJECTS FUND</u>
\$ 5,113,000	Capital Outlay
\$ 14,200	Capital Lease Principal Repayment
	<u>RISK MANAGEMENT FUND</u>
\$ 903,300	Risk Management Expenditures, and

BE IT FURTHER RESOLVED that the General Manager is authorized to make expenditures and incur obligations within the limits of the foregoing.

June 14, 1989  

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Date

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Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, June 21, 1989

In accordance with notice given to *The Register-Guard* for publication on June 8, 1989, the regular meeting of the Board of Directors of the Lane Transit District, scheduled for Wednesday, June 21, 1989, at 7:30 p.m. at the Eugene City Hall, was cancelled because a quorum was not expected at the meeting. A special meeting was publicized and held on June 14, 1989.

  
Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, July 19, 1989

In accordance with notice given to The Register-Guard for publication on July 13, 1989, the regular monthly meeting of the Board of Directors of the Lane Transit District scheduled for Wednesday, July 19, 1989, was cancelled, because no items were scheduled for Board action.

  
Board Secretary



MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, August 16, 1989

In accordance with notice given to The Register-Guard for publication on August 10, 1989, the regular monthly meeting of the Board of Directors of the Lane Transit District scheduled for Wednesday, August 16, 1989, was cancelled, because no items were scheduled for Board action.

  
Board Secretary



September 20, 1989

MEMORANDUM

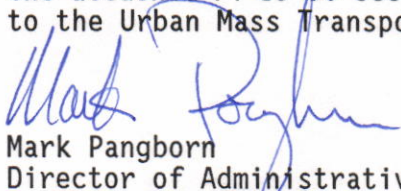
TO: Board of Directors  
FROM: Mark Pangborn, Director of Administrative Services  
RE: Section 9 Grant Application

Attached is the District's annual Section 9 federal grant application. This application is for \$1,075,000 in operating assistance and \$140,000 in capital assistance. Although Congress has yet to allocate the funds for this particular grant program, it appears that LTD will receive the amount of funds requested in the application. The amount of operational funds is identical to the amount of Section 9 revenue in the adopted budget. The capital funds are slightly higher than programmed, but not significantly so.

The most interesting part of the application is in the capital side, in which LTD is requesting funds for one-half of a bus and associated spare parts. LTD obviously does not want funds for half a bus. Rather, this funding is the final piece in the District's application for new buses. The District is anticipating placing an order for 25 new buses in the next four months. Funding for those buses will come from three different grant sources, Sections 3, 9, and 18. The District has received approval on the Section 18 application; has applied for the Section 3 funds, but has yet to receive funding approval; and is now applying for the Section 9 funds.

The application for the Section 3 bus included the other half bus. This Section 9 application includes all of the spare bus parts that need to be purchased with the 25 new buses. These parts include a spare engine and transmission, along with some specialized tools.

**Staff Recommendation:** That the Board authorize the General Manager to submit the attached FY 89-90 Section 9 grant application and any attendant paperwork to the Urban Mass Transportation Administration.

  
Mark Pangborn  
Director of Administrative  
Services

MP:js

attachment

PROGRAM OF PROJECTS AND BUDGET  
FISCAL YEAR 1990  
SECTION 9

DATE: SEPTEMBER 20, 1989  
 URBANIZED AREA: EUGENE/SPRINGFIELD, OREGON  
 APPORTIONMENT: \$1,215,000  
 DESIGNATED RECIPIENT: OREGON DEPT. OF TRANSPORTATION  
 GRANTEE: LANE TRANSIT DISTRICT

<u>Project Description</u>	<u>Federal Share</u>	<u>Local Share</u>	<u>Total</u>
A. <u>Capital Projects</u> at 80/20 percent funding			
1. .5 - 35' Bus	\$ 60,000	\$ 15,000	\$ 75,000
2. Associated Spare Parts	80,000	20,000	100,000
Capital Sub-Total	140,000	35,000	175,000
B. <u>Operational Assistance</u> (7/01/89 to 6/30/90) at 50/50 percent funding	1,075,000	1,075,000	2,150,000
C. <u>Planning</u> at 80/20 percent funding	<u>0</u>	<u>0</u>	<u>0</u>
Total	<u>\$1,215,000</u>	<u>\$1,110,000</u>	<u>\$2,325,000</u>

PROJ8.MJP



September 20, 1989

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Facility Project Update

Construction of the Phase Three work has resumed with Marion Construction Company as the general contractor. Marion has estimated a completion date of December 31, 1989. If that completion date holds, staff expect that a move to the new facility will occur in late January or early February of 1990.

Two subcontractors are still absent from the project. One of these, the mechanical subcontractor, must start working again soon or the project will be delayed further. A decision with regard to the mechanical subcontractor is expected at any time. The other trade which has not yet agreed to return to the project is masonry.

The Phase Two contractor, Walt's Concrete Company, has made considerable progress during the past month. Much of the site fencing has been installed and the asphalt employee parking lot has been paved. Walt's Concrete will likely be finished with its work by the end of the month.

There is still some activity on the part of District staff and consultants regarding the replacement of Hyland and Sons as the general contractor. Once all District costs associated with default are determined, reimbursement will be sought from Fireman's Fund. At this point, it appears that the District will have incurred approximately \$40,000 in direct costs (not including staff time) as a result of Hyland's default.

A handwritten signature in cursive script, appearing to read 'Stefano Viggiano', is written over a horizontal line.

Stefano Viggiano  
Planning Administrator

SV:ms:js



September 20, 1989

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Eugene Downtown Transit Station Site Selection  
Committee Update

The Downtown Transit Station Site Selection Committee is composed of three LTD Board members, Tom Andersen, Peter Brandt, and Janet Calvert; one Eugene City Councilor, Rob Bennett; one Eugene Planning Commissioner, Gerry Gaydos; and one Eugene Downtown Commissioner, John Brown. The Committee has been meeting monthly since July of this year to address the possible relocation of the downtown transit station. Janet Calvert has been selected to chair the Committee.

Thus far, the Committee has been briefed on the background of the issue, has approved a goal and objectives for the downtown station, has approved site evaluation criteria, and has narrowed the list of possible transit station sites from seventeen to five. The Committee has also endorsed the concept of a possible mixed-use development of the transit station with parking, office, or residential development. The mixed-use development option will be considered on a site-by-site basis.

It is expected that a draft report on the evaluation of the alternate sites will be prepared by November of this year, and that the Committee may make a final recommendation on the site as early as this December. After the Committee has made a final recommendation, approval of the site will be sought from the full Board of Directors. During the process, monthly updates will be provided to the Board.

A handwritten signature in blue ink, appearing to read 'Stefano Viggiano', is written over a horizontal line.

Stefano Viggiano  
Planning Administrator

SV:ms



September 14, 1989

MEMORANDUM

TO: LTD Board of Directors  
FROM: Micki Kaplan, Transit Planner  
RE: Valley River Center Transit Station

At the June meeting, the Board of Directors approved spending \$125,000 to construct a transit station at Valley River Center (VRC). Since the June meeting, LTD staff and VRC management have agreed that LTD will pay for costs associated with the structure, and VRC will pay for the site work. A lease has been agreed to but has not yet been signed. Terms of the lease include:

- \* Valley River Center will construct and own the transit station.
- \* VRC will lease the station to LTD for an advanced lump sum payment of \$125,000.
- \* The lease will be for a 20-year period.
- \* At the end of the 20-year term, if a new lease is negotiated, rent for the VRC transit station will be consistent with transit station lease agreements between LTD and other commercial centers in the Eugene Springfield area.
- \* LTD will maintain the station.
- \* VRC will maintain the paved areas outside of the structure and pay utility costs.

Thus far, VRC's contractor, Anderson and Company, estimates that the costs of the structure are \$126,000. This is \$1,000 over budget, with no room for contingency. Several attempts were made by the architect to reduce costs; however, no further changes can be made without changing the integrity of the design. VRC has agreed to pay the additional structural costs which exceed LTD's \$125,000 budget and additional costs incurred during construction.

Board of Directors  
Valley River Center Transit Station  
September 20, 1989  
Page 2

Valley River Center management is interested in beginning construction as soon as possible. Anderson and Company has indicated that construction may begin around September 25th and that the station may be completed by mid-November. The existing transit station will likely be relocated to the west side of the Meier and Frank store during construction.

ACTION REQUESTED: None. Information only.

*Micki Kaplan*

Micki Kaplan  
Transit Planner

MK:ms:js

# YEAR-END PERFORMANCE REPORT

## FY 1988-1989

The purpose of this report is to summarize the major achievements of FY 88-89 in several key performance areas: ridership; service; fare payment; operations; fleet maintenance; safety and risk management; customer information; revenue; and operating cost. Each measure will be summarized in the narrative with supporting data tables and graphs where appropriate.

In general, FY 88-89 was another strong year for the District. In all areas of performance, the District either met or exceeded its targeted objectives, and in some cases set all-time records. This continued an eight-year trend of increasing ridership, more efficient allocation of service, and more effective utilization of District resources in providing service to the community.

### RIDERSHIP

Table I

STATISTIC	FY 88-89	FY 87-88	PERCENT CHANGE	FY 88-89 GOAL
AVERAGE WEEKDAY PERSON TRIPS	14,821	12,785	15.9%	
AVERAGE SATURDAY PERSON TRIPS	7,677	7,145	7.4%	
AVERAGE SUNDAY PERSON TRIPS	3,543	3,123	13.4%	
<b>TOTAL PERSON TRIPS</b>	<b>4,409,127</b>	<b>3,815,156</b>	<b>15.6%</b>	<b>4,194,861</b>

As detailed in the table to the left, total ridership increased by 15.6 percent when compared with FY 87-88. This is the largest single-year increase in ridership since FY 79-80, and is the highest yearly ridership in the

District's history. Average weekday, Saturday, and Sunday person trips (the number of one-way passenger trips, including transfers) also increased significantly compared with FY 87-88. Refer to page 8 of this report for a graphical representation of these data.

Much of this increase can be attributed to the University pre-paid pass program, which contributed a total of 749,776 person trips to the year-end total. It is estimated that the pre-paid pass program added approximately 400,000 new person trips to the total, which accounts for roughly 10 percent of the 15.6 percent increase in ridership. The remaining 5 percent increase can be explained by a combination of factors: general growth in ridership resulting from service improvements; growth in the population of the District's service area; target marketing and promotions; and a higher incidence of ridership as the District has adjusted the pricing of its fare payment options to encourage use of pre-paid instruments instead of cash.

Wheelchair lift ridership also increased significantly in FY 88-89 compared with the previous year. There was a total of 28,361 boardings and deboardings during the fiscal year, a 26.1 percent increase over FY 87-88. This continued an upward trend in lift usage since March of 1980. The District maintains a strong commitment to one hundred percent accessible service and, with the acquisition of new buses planned for FY 90-91, the District will return to that level of accessibility.



## SERVICE PRODUCTIVITY

Productivity is a measure of how effectively the District allocates its resources to provide service to the community, and is calculated as the number of person trips per schedule hour. In FY 88-89, an average of 20.3 person trips were taken for every hour of scheduled service. This represents a 10.4 percent increase over the previous year, and is the second largest single-year increase in productivity in the District's history. Over the past eight years, the District has experienced a generally upward trend in productivity, achieved through incremental service adjustments in a period of increasing ridership. Refer to Table II below for an historical summary of schedule hours, ridership, and productivity.

Table II

FISCAL YEAR	SCHEDULE HOURS	% CHANGE	TOTAL PERSON TRIPS	% CHANGE	SYSTEM PRODUCTIVITY	% CHANGE
FY 70-71	NA		613,000			
FY 71-72	NA		649,690	6.0%		
FY 72-73	NA		1,165,350	79.4%		
FY 73-74	NA		2,533,630	117.4%		
FY 74-75	NA		3,085,990	21.8%		
FY 75-76	217,971		3,208,280	4.0%	14.7	
FY 76-77	221,722	1.7%	3,343,440	4.2%	15.1	2.4%
FY 77-78	223,201	0.7%	3,262,000	-2.4%	14.6	-3.1%
FY 78-79	232,503	4.2%	3,582,124	9.8%	15.4	5.4%
FY 79-80	241,945	4.1%	4,358,051	21.7%	18.0	16.9%
FY 80-81	214,566	-11.3%	3,153,835	-27.6%	14.7	-18.4%
FY 81-82	196,208	-8.6%	2,922,300	-7.3%	14.9	1.3%
FY 82-83	182,870	-6.8%	2,948,501	0.9%	16.1	8.3%
FY 83-84	183,090	0.1%	3,254,097	10.4%	17.8	10.2%
FY 84-85	199,197	8.8%	3,397,983	4.4%	17.1	-4.0%
FY 85-86	202,452	1.6%	3,551,716	4.5%	17.5	2.8%
FY 86-87	204,845	1.2%	3,688,496	3.9%	18.0	2.6%
FY 87-88	207,031	1.1%	3,815,156	3.4%	18.4	2.3%
FY 88-89	216,883	4.7%	4,409,441	15.6%	20.3	10.4%

Productivity is a relationship of ridership to service level, and is affected by changes in either one of these measures. In FY 88-89 the District increased service by about 4.5 percent, with service redesign in Springfield, some added service to account for increased U of O ridership, and minor modifications in the rest of the system. This service increase was offset, however, by a larger gain in ridership, resulting in a net increase of 10.4 percent in productivity. Page 9 presents a graphical representation of historic system productivity, and page 10 contains a graph which shows the relationship of service and fare to ridership.

Each year the District provides service for special events in the community. The table below provides an historical summary of the ridership for the major events. As with ridership in general, there has been a steady growth in ridership for these special events. It should be noted that the Oregon Country Fair and the World Veterans' Games were chartered service, and thus did not contribute to total system ridership.

Table III

SERVICE	FY 89-90	FY 88-89	FY 87-88	FY 86-87	FY 85-86	FY 84-85
OREGON COUNTRY FAIR	25,218	18,704	14,804	11,578	11,442	12,797
WORLD VETERANS GAMES	24,793					
LANE COUNTY FAIR	184,930	167,832	158,471	155,477	150,516	128,376
FOOTBALL SHUTTLES (AVG/GAME *)		3,288	3,316	1,928	2,355	2,034
BASKETBALL SHUTTLES (TOTAL **)		9,568	10,364	8,542	NA	NA

\* Per-game average is used as a basis for comparison because the number of games has varied from year-to-year.  
 \*\* The number of home games has remained the same each year.

## FARE PAYMENT

Table IV below presents sales and usage information for passes and tokens in FY 88-89 compared with FY 87-88. The District's policy has been to encourage use of pre-paid fare instruments as a means to make fare payment simpler for the customer and easier to administer, and to foster a higher incidence of ridership.

Table IV

PASS SALES TOKEN USAGE	FY 88-89	FY 87-88	% CHANGE
ADULT PASS	12,895	12,542	2.8%
YOUTH PASS	5,220	4,910	6.3%
REDUCED FARE PASS	9,927	9,217	7.7%
ADULT 3-MONTH PASS	384	---	---
YOUTH 3-MONTH PASS	371	---	---
REDUCED 3-MONTH PASS	740	---	---
LCC TERM PASS	1,799	1,726	4.2%
COLLEGE TERM PASS	55	23	139.1%
FREEDOM PASS	1,250	1,748	-28.5%
DAY PASS	36,645	47,799	-23.3%
LARGE TOKENS	275,153	298,152	-7.7%
SMALL TOKENS	76,259	72,396	5.3%

The only change to fares in FY 88-89 was the increase in the price of tokens in September 1988. As a result, the usage of large tokens decreased by 7.7 percent when compared with FY 87-88. Small token usage was not adversely affected. Day Pass and Freedom pass sales also showed significant declines. All other categories of pass sales were up compared with FY 87-88. Worth noting is the increasing popularity of the Three-month Pass, with 1,495 sold during the year.

## TRANSPORTATION DIVISION

The performance measures for the Transportation division focus on the provision of service and the utilization of resources to implement that service. Three key measures are tracked and reported annually to the Board. They are presented in table V below.

Table V

TRANSPORTATION DIVISION	FY 88-89	FY 87-88	% CHANGE
ROAD CALL DOWN TIME (MINUTES)	5,608	6,101	-8.1%
COMPLAINTS/100,000 PERSON TRIPS	5.9	5.5	7.3%
COMPLIMENTS/100,000 PERSON TRIPS	3.7	2.9	27.6%
ABSENTEEISM	4.7%	5.2%	-9.6%

Absenteeism is a measure of the percentage of Bus Operators absent because of illness or injury. Absenteeism declined by 9.6 percent in FY 88-89, dropping from a rate of 5.2 to 4.7 percent. Changes in the

Absenteeism rate can usually be directly tied to changes in the incentive program. In FY 88-89, the standards for obtaining cash incentives for attendance were lowered, resulting in a decline in absenteeism. The District has found that every one percent drop in absenteeism results in a cost savings of about \$20,000. Refer to the graph on page 11 for a representation of the trend in absenteeism since FY 79-80.

Road call down time, defined as the amount of time a bus is off schedule as a result of mechanical failure or accident, is another key measure of District performance. Road call down time decreased by 8.1 percent in FY 88-89 compared with FY 87-88, in part a

reflection of the continued good coordination between the Transportation and Maintenance divisions in responding to mechanical failures and accidents.

Two key performance measures monitored by the Transportation division are customer compliments and complaints. These measures are reported as a ratio of complaints and compliments per 100,000 person trips, and in part reflects community satisfaction with the service the District provides. Complaints increased by 7.3 percent, to 5.9 per 100,000 person trips compared with 5.4 in FY 87-88. Compliments increased by 27.6 percent to 3.7 per 100,000 person trips compared with 2.9 in FY 87-88.

Correct Schedule Operation (CSO) is a measure of the percentage of time Operators are not early at a given time point in the system. As a measure of performance, it focuses on schedule and route adherence as controlled by the Operator. Random spot checks are made each month, and a rate is calculated and applied to the system as a whole. In FY 88-89, not enough spot checks were made to arrive at a valid sample for the system. The goal for FY 89-90 is to begin monitoring CSO once again, and to achieve a CSO of 99 percent or higher (a level similar to that achieved in previous years). In addition, the Transportation division will institute a new measure in FY 89-90 - TOTO (total on-time operation) - in an attempt to measure total system-wide on-time performance from the customer's point of view.

### FLEET MAINTENANCE

Table VI

FLEET MAINTENANCE	FY 88-89	FY 87-88	% CHANGE
MILES BETWEEN MECHANICAL ROAD CALLS	3,500	8,057	-56.6%
FUEL MILES PER GALLON	4.2	4.4	-4.5%
OIL MILES PER QUART	300	316	-5.1%
TOTAL MILES	3,239,667	3,021,496	7.2%

A summary of the key performance indicators for the Maintenance division is provided in table VI above. Total miles traveled increased by 7.2 percent when compared with FY 87-88. At the same time, the number of miles between mechanical road calls declined by 56.6 percent to 3,500 miles. This figure is somewhat misleading, however, in that the Maintenance division has implemented a new computerized fleet management system, and the way in which mechanical road calls are reported has changed. The new system provides a much more accurate management tool, and good comparative data should be ready for analysis in the second half of the current fiscal year.

Fuel miles per gallon and oil miles per quart both showed decreases in FY 88-89 compared with FY 87-88, a reflection of poorer performance as the fleet continues to age.

### OPERATING COST

A summary of financial and operating cost measures can be found in the table on the following page. In general, although operating costs increased by 7.5 percent for the year when compared to FY 87-88, higher revenues and record ridership resulted in an increase in the farebox-to-operating cost ratio, and a lower cost per trip.

Table VII

FISCAL YEAR	OPERATING COST	% CHANGE	PASSENGER REVENUE	% CHANGE	FAREBOX TO OP. COST RATIO	% CHANGE	PERSON TRIPS	% CHANGE	ADJUSTED COST/TRIP	% CHANGE	ACTUAL COST/TRIP	% CHANGE
FY 70-71	\$224,072		\$103,601		46.2%		613,000		\$0.65		\$0.37	
FY 71-72	\$474,000	111.5%	\$172,929	66.9%	36.5%	-21.1%	649,690	6.0%	\$1.26	94.6%	\$0.73	99.6%
FY 72-73	\$1,199,431	153.0%	\$273,498	58.2%	22.8%	-37.5%	1,165,350	79.4%	\$1.72	37.1%	\$1.03	41.1%
FY 73-74	\$2,026,138	68.9%	\$561,205	105.2%	27.7%	21.5%	2,533,630	117.4%	\$1.26	-27.1%	\$0.80	-22.3%
FY 74-75	\$2,742,304	35.3%	\$711,785	26.8%	26.0%	-6.3%	3,085,990	21.8%	\$1.24	-0.9%	\$0.89	11.1%
FY 75-76	\$3,434,651	25.2%	\$741,457	4.2%	21.6%	-16.8%	3,208,280	4.0%	\$1.37	9.9%	\$1.07	20.5%
FY 76-77	\$3,984,994	16.0%	\$782,442	5.5%	19.6%	-9.1%	3,343,440	4.2%	\$1.43	4.3%	\$1.19	11.3%
FY 77-78	\$4,601,766	15.5%	\$905,718	15.8%	19.7%	0.3%	3,262,000	-2.4%	\$1.57	9.7%	\$1.41	18.4%
FY 78-79	\$5,195,659	12.9%	\$992,490	9.6%	19.1%	-2.9%	3,582,124	9.8%	\$1.46	-6.6%	\$1.45	2.8%
FY 79-80	\$6,262,621	20.5%	\$1,275,093	28.5%	20.4%	6.6%	4,358,051	21.7%	\$1.28	-12.8%	\$1.44	-0.9%
FY 80-81	\$6,638,304	6.0%	\$1,470,126	15.3%	22.2%	8.8%	3,153,835	-27.6%	\$1.65	29.3%	\$2.10	46.5%
FY 81-82	\$6,650,807	0.2%	\$1,236,764	-15.9%	18.6%	-16.0%	2,922,300	-7.3%	\$1.64	-0.7%	\$2.28	8.1%
FY 82-83	\$6,525,053	-1.9%	\$1,238,957	0.2%	19.0%	2.1%	2,948,501	0.9%	\$1.54	-5.7%	\$2.21	-2.8%
FY 83-84	\$6,547,288	0.3%	\$1,318,170	6.4%	20.1%	6.0%	3,254,097	10.4%	\$1.36	-11.7%	\$2.01	-9.1%
FY 84-85	\$7,018,619	7.2%	\$1,303,558	-1.1%	18.6%	-7.7%	3,397,983	4.4%	\$1.35	-0.7%	\$2.07	2.7%
FY 85-86	\$7,399,245	5.4%	\$1,409,771	8.1%	19.1%	2.6%	3,551,716	4.5%	\$1.32	-2.6%	\$2.08	0.9%
FY 86-87	\$7,357,176	-0.6%	\$1,457,277	3.4%	19.8%	3.9%	3,688,496	3.9%	\$1.26	-4.5%	\$1.99	-4.3%
FY 87-88	\$7,899,437	7.4%	\$1,530,118	5.0%	19.5%	-1.5%	3,815,156	3.4%	\$1.27	1.2%	\$2.07	3.8%
FY 88-89	\$8,667,879	9.7%	\$1,753,932	14.6%	20.2%	3.6%	4,409,127	15.6%	\$1.16	-8.9%	\$1.97	-5.1%

Total passenger revenue for FY 88-89 increased by 14.6 percent when compared with FY 87-88. The largest factor contributing to the revenue increase was the U of O pre-paid pass program. Additional increases occurred in farebox cash, monthly pass sales, and tokens collected. The graph on page 12 presents a breakdown of revenue by category for FY 88-89.

The farebox-to-operating cost ratio is another important performance indicator for the District. It is a measure of the cost of providing service that is assumed by the customer. In FY 88-89, the farebox-to-operating cost ratio increased by 3.6 percent, to 20.2 percent, when compared with FY 87-88. Despite an increase in operating costs of 7.5 percent, the greater increase in passenger revenues resulted in a higher farebox-to-operating cost ratio. Operating costs increased largely as a result of higher labor costs from salary scale increases, and from service expansion. A graph of the historical farebox-to-operating cost ratio is presented on page 13.

Another important performance indicator for the District is the cost per trip. Cost per trip is defined as the actual cost to the District to provide one person trip. The goal for the District is to minimize this cost through efficient allocation of resources and services. The cost per trip is measured in both actual and inflation-adjusted dollars. The adjusted figure is used to compare rates over time. The adjusted cost per trip for FY 88-89 decreased by 8.9 percent when compared with FY 87-88, and the actual cost per trip also declined by 5.1 percent. At \$1.16, the adjusted cost per trip is the lowest it has been since the first year of the District's operation in FY 70-71, and the actual cost per trip is lower than it has been since FY 79-80. A graph of historical cost per trip is included on page 13.

**CUSTOMER SERVICE**

The Customer Service Center performs many valuable functions for the District and the community, and one of its more important functions is the provision of customer telephone support. Two important performance measures are tracked by the CSC: total calls received; and the lost call rate. The Table VIII below provides a summary of these measures for FY 88-89.

**Table VIII**

CUSTOMER SERVICE	FY 88-89	FY 87-88	% CHANGE
TOTAL CSC CALLS	125,294	102,718	22.0%
LOST CALL RATE	4.1%	6.0%	-32%

Total calls received at the CSC increased by 22 percent in FY 88-89 when compared with FY 87-88, and, at the same time, the lost call rate declined by 32 percent. The increase in total calls can be explained by two

factors: approximately one-half of the increase in calls can be attributed to the bad snow days in January 1989; and, the remaining 50 percent of the increase seemed to have occurred evenly throughout the year, with a consistent monthly increase of about 10 percent. In regard to the lost call rate, the CSC instituted a cash incentive program in FY 88-89 in an effort to keep the lost call rate below four percent. It is believed that this incentive program is the major reason the lost call rate for FY 88-89 decreased to 4.1 percent.

**SAFETY AND RISK MANAGEMENT**

**Table IX**

SAFETY & RISK MANAGEMENT	FY 88-89	FY 87-88	% CHANGE
TOTAL ACCIDENTS	125	117	6.8%
PREVENTABLE	31	30	3.3%
NON-PREVENTABLE	94	87	8.0%
MILES BETWEEN PREVENTABLE ACCIDENTS	104,505	100,717	3.8%
TOTAL LIABILITY CLAIMS	110	83	32.5%
TOTAL LIABILITY CLAIMS PAID	\$26,368	\$46,871	-43.7%
TOTAL LIABILITY CLAIMS RESERVES	\$72,300	\$31,275	131.2%
WORKERS' COMP CLAIMS	30	30	0.0%
WORKERS' COMP TIME LOSS DAYS	137.0	128.5	6.6%
WORKERS' COMP PAID	\$36,812	\$31,870	15.5%
WORKERS' COMP RESERVES	\$24,504	\$10,385	136.0%

The major performance measures in the area of safety and risk management are reported in Table IX. As presented in that table, the number of preventable accidents declined by 3.3 percent when compared with FY 87-88. The total number of accidents increased by 6.8 percent. The number of miles between preventable accidents increased by 3.8 percent to 104,505 miles traveled. Much of the improvement in this area is attributable to the emphasis the District has placed on the provision of periodic training of Operators. Defensive driving classes will be offered again in FY 89-90. The graph on page 14 present a review of the trend in preventable accidents since FY 80-81, and the relationship of accidents to miles traveled.

Another performance measure relating to safety and risk management is liability claims, reported here as the total number of liability claims, the total liability claims costs paid, and the total liability claims cost in reserve. Total yearly claims costs can be greatly affected by one serious claim, so one must also consider the number of claims in order to obtain a clear picture of District liability.

Workers' compensation is another measure relating to safety and risk management and is reported as the number of claims, number of time-loss days, and the amount paid and held in reserve. Comparative figures for FY 87-88 and FY 88-89 are presented in Table IX.

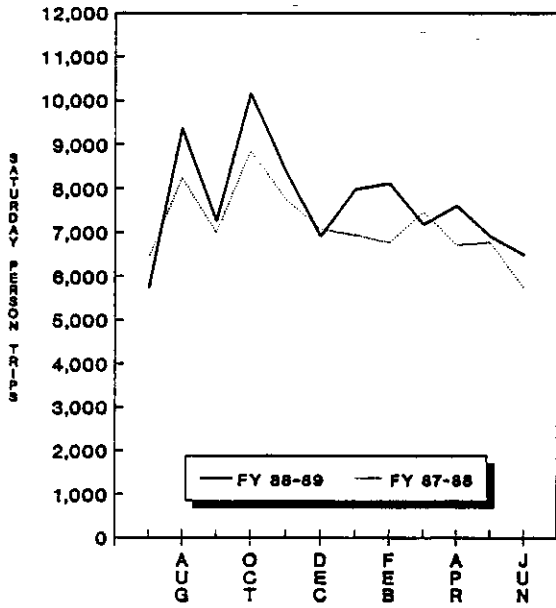
## CONCLUSION

FY 88-89 was a very strong year for the District. Bolstered by the U of O pre-paid pass program, ridership reached an all-time high. The productivity of service increased significantly, and the District allocated its resources and service more efficiently to meet the needs of the community. This report has provided an overview of the key performance measures for the District, and has offered a comprehensive analysis of the events and trends that helped shape FY 88-89.

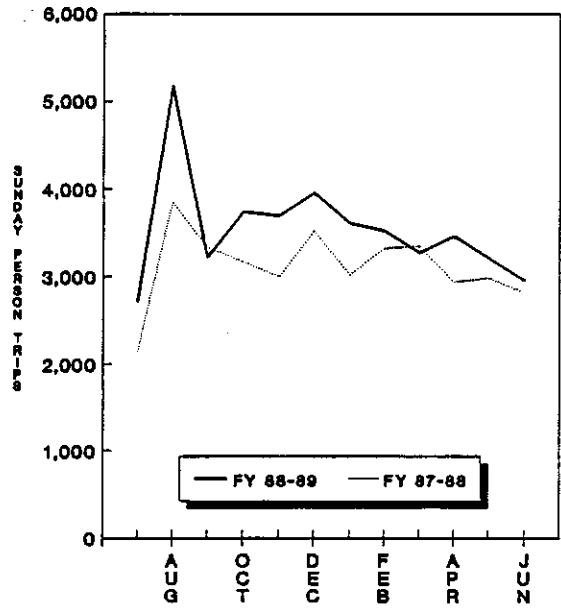
# RIDERSHIP SUMMARY

## FY 88-89 COMPARED WITH FY 87-88

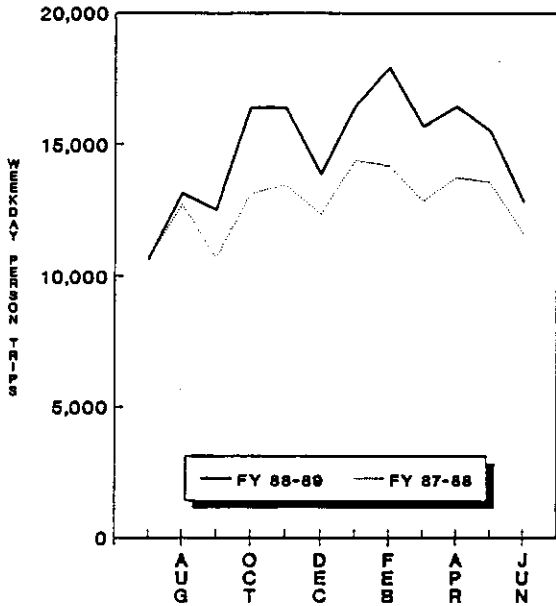
**AVERAGE SATURDAY PERSON TRIPS**  
FY 88-89 COMPARED WITH FY 87-88



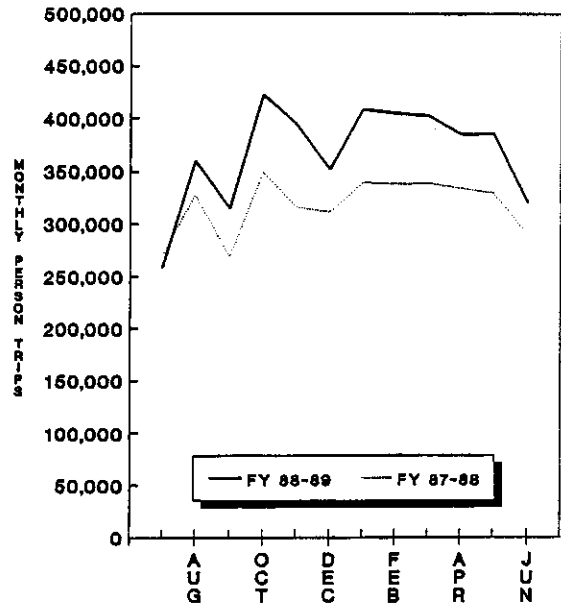
**AVERAGE SUNDAY PERSON TRIPS**  
FY 88-89 COMPARED WITH FY 87-88



**AVERAGE WEEKDAY PERSON TRIPS**  
FY 88-89 COMPARED WITH FY 87-88

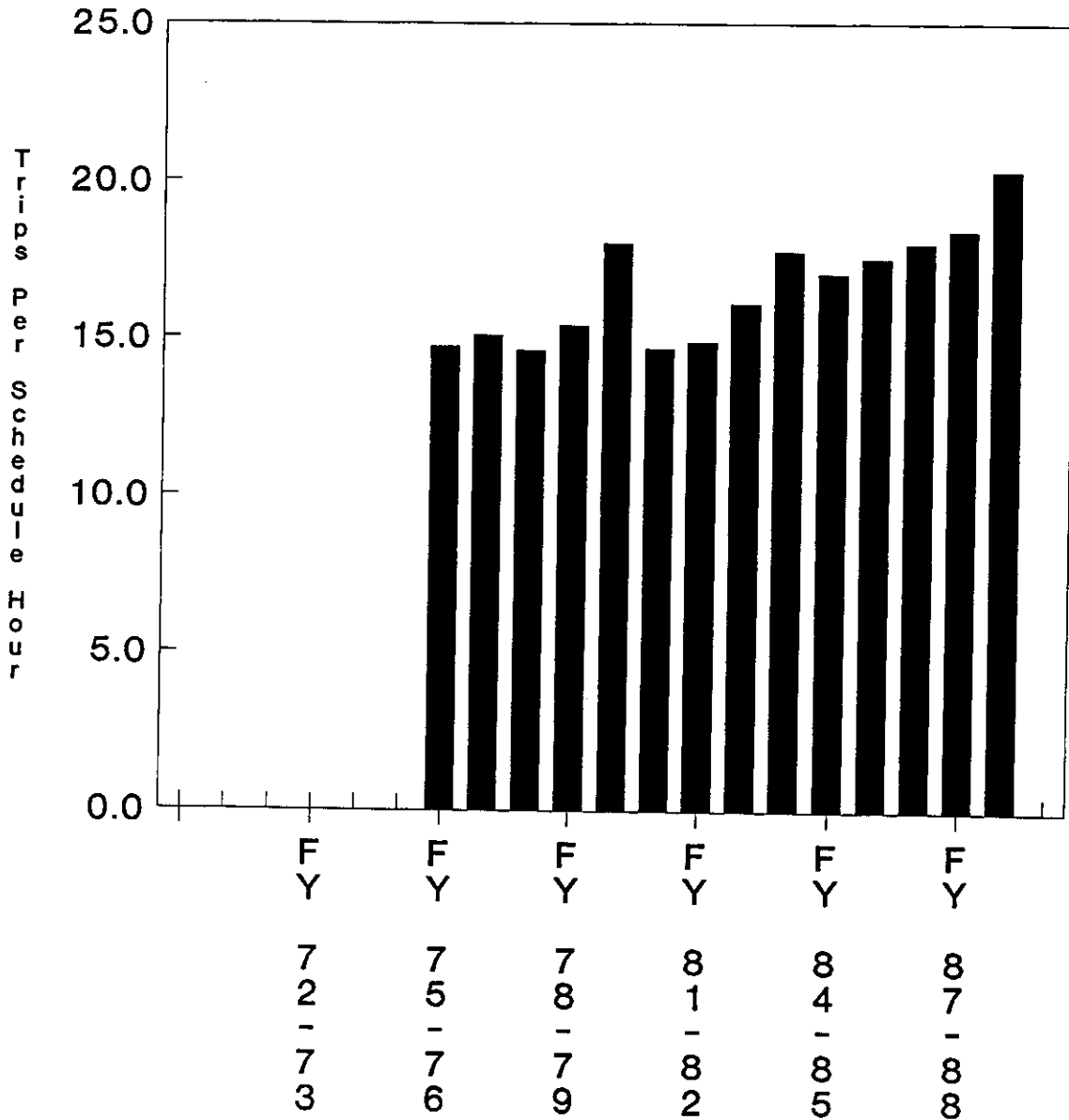


**MONTHLY PERSON TRIPS**  
FY 88-89 COMPARED WITH FY 87-88



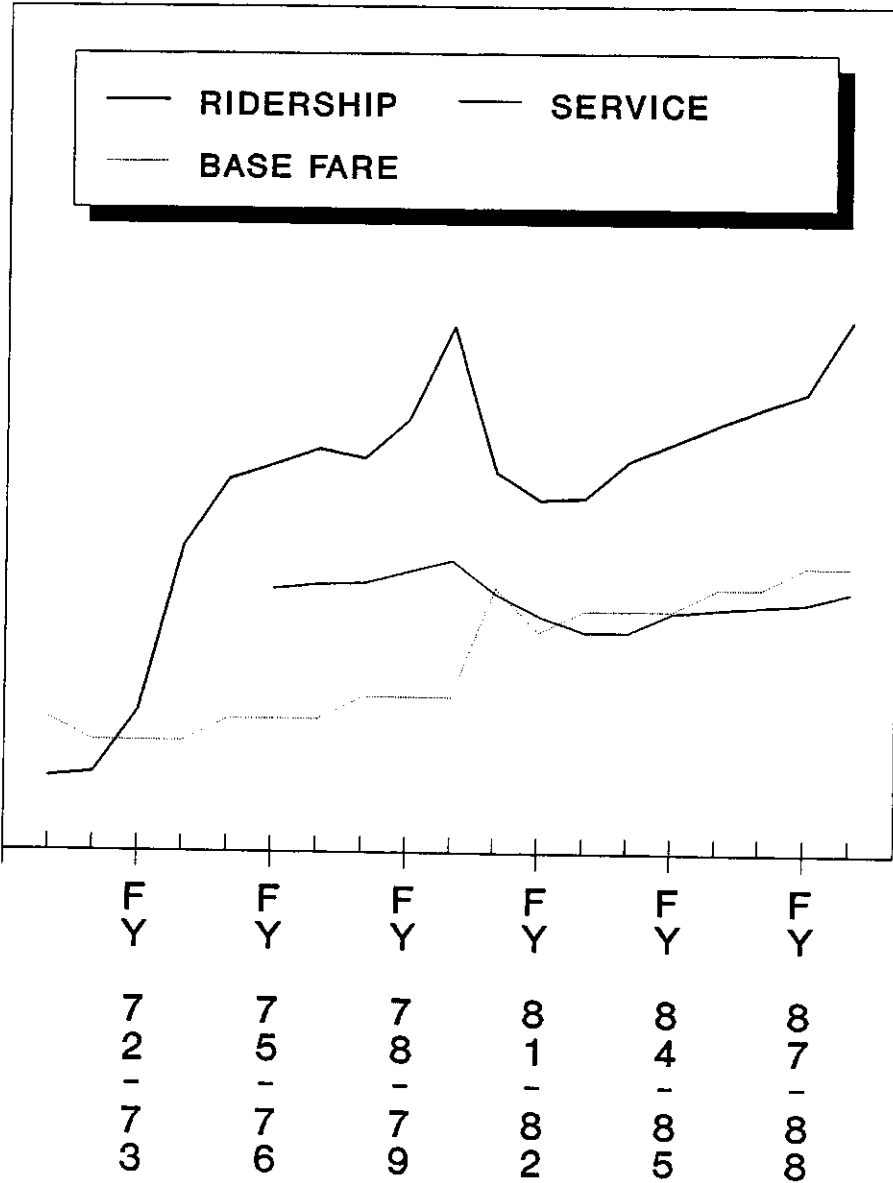
# SYSTEM PRODUCTIVITY

## FY 70-71 THROUGH FY 88-89



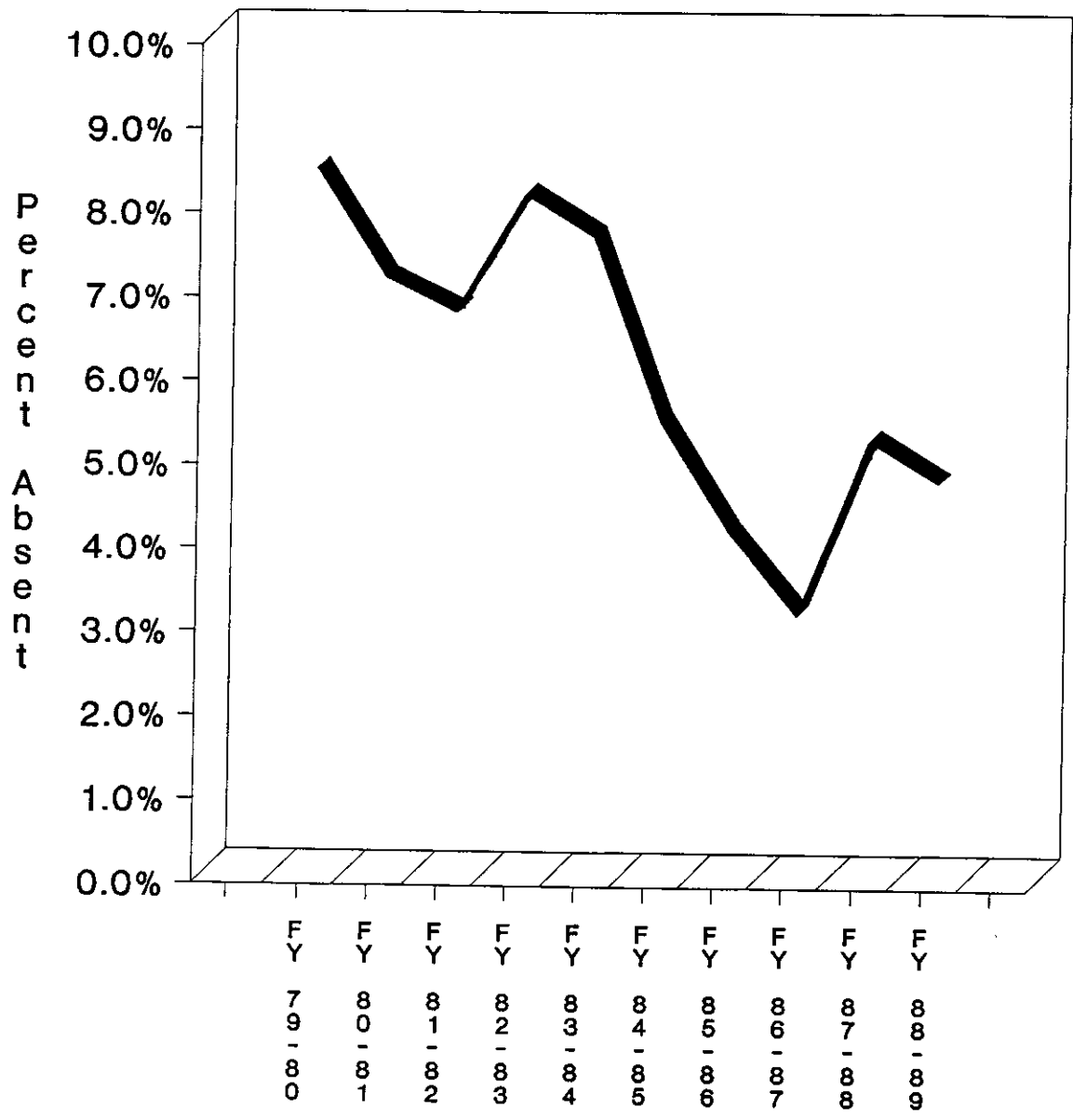


# RIDERSHIP, SERVICE, BASE FARE FY 70-71 THROUGH FY 88-89

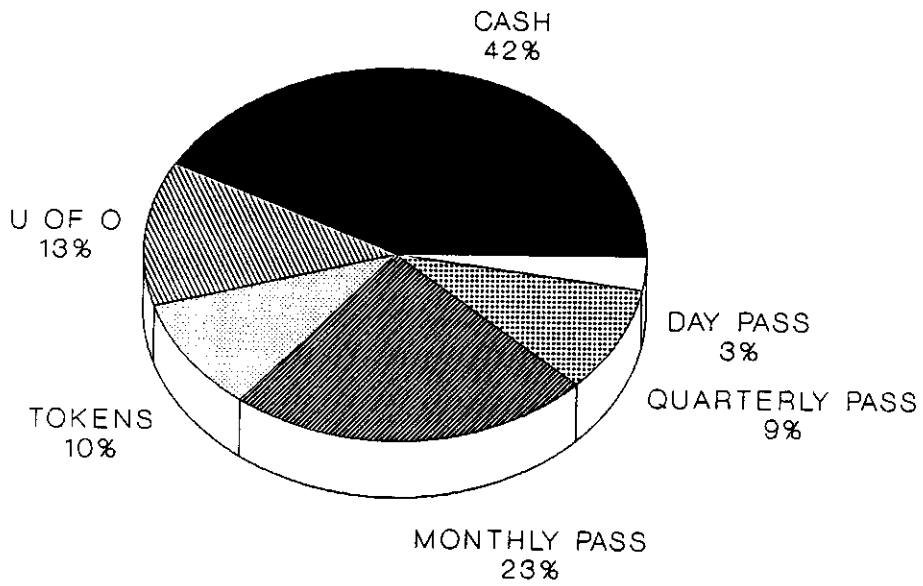


# ABSENTEEISM

## FY 79-80 THROUGH FY 88-89

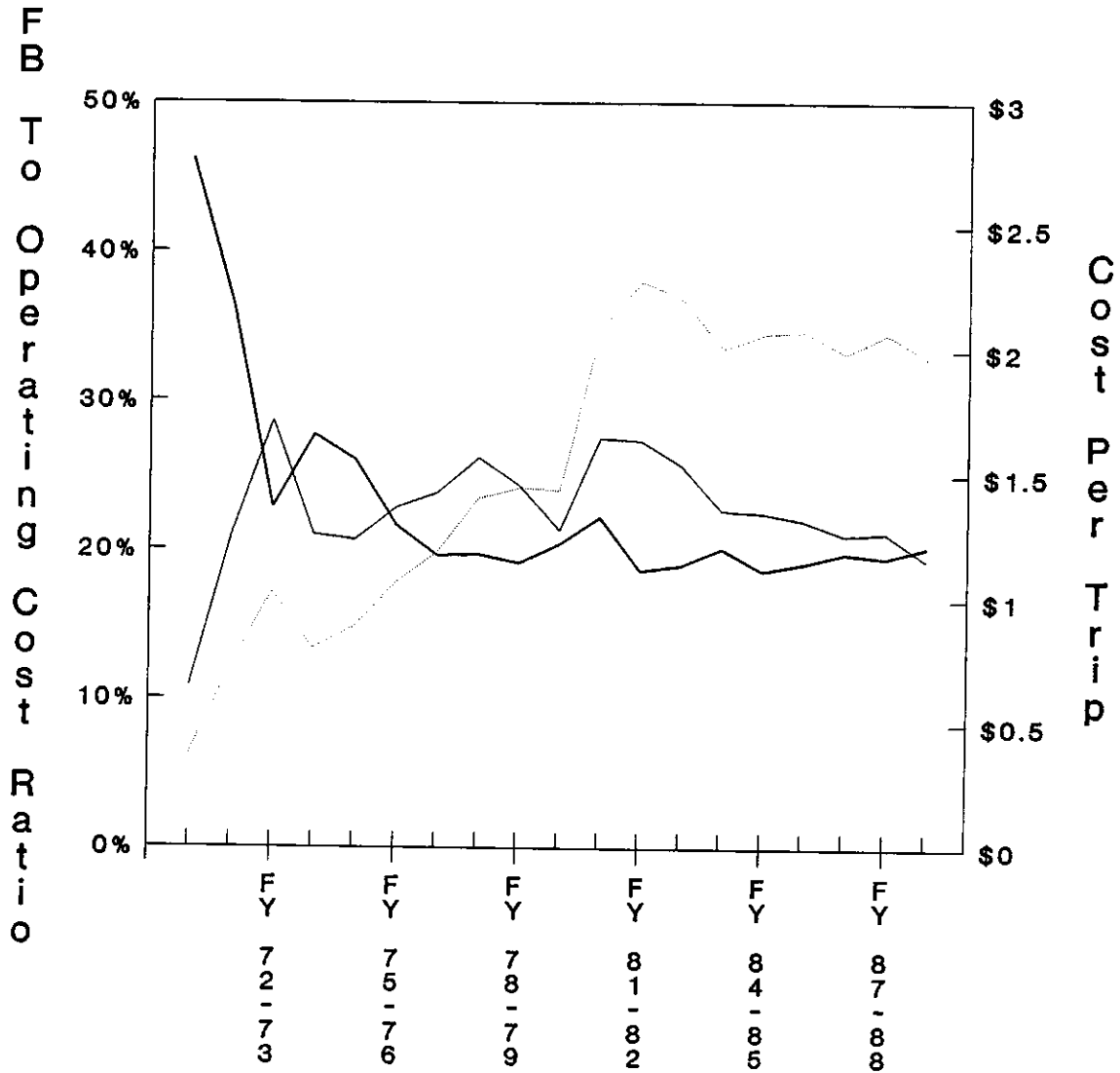


# PASSENGER REVENUE BY CATEGORY FY 88-89



# OPERATING COST SUMMARY

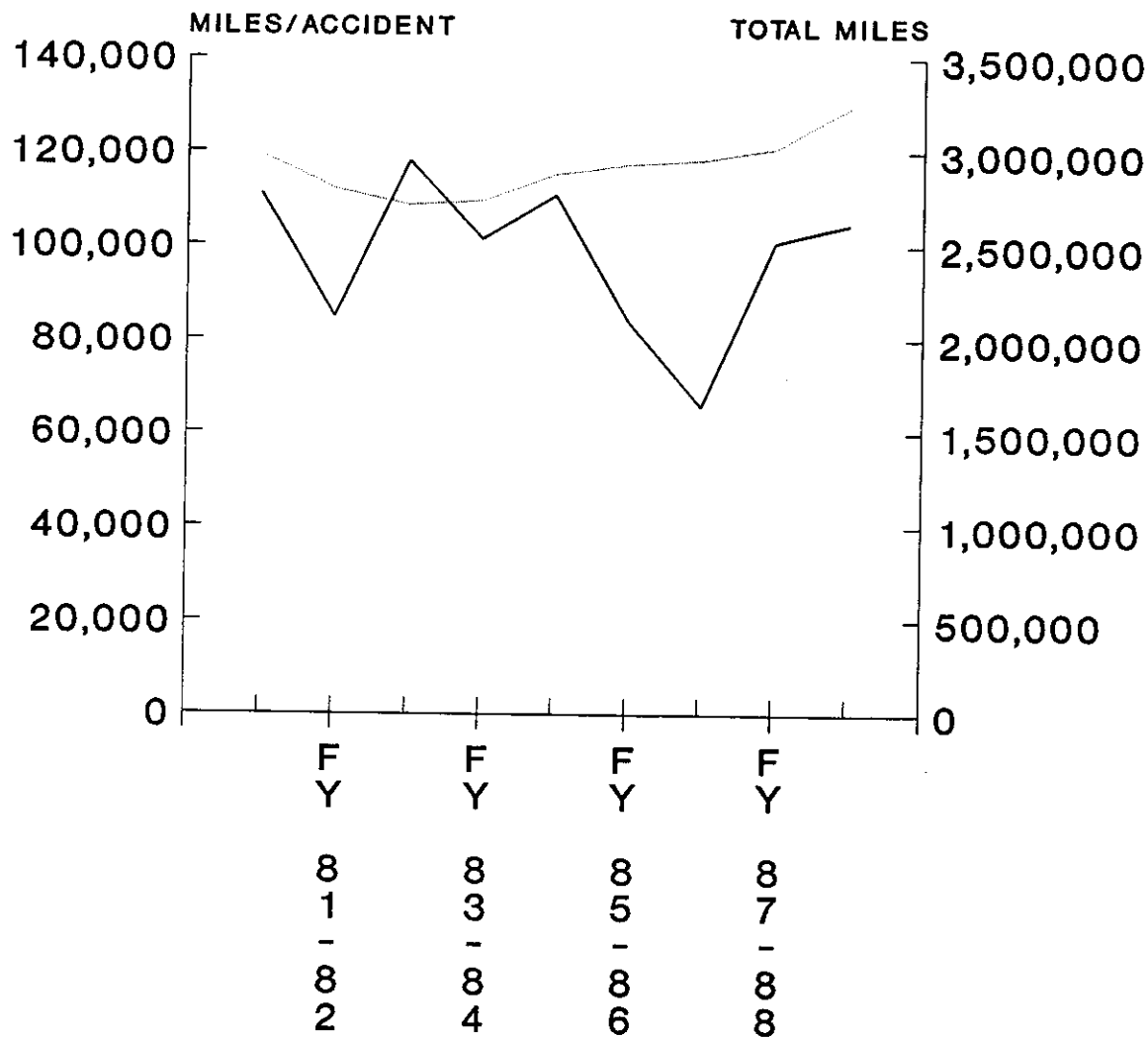
## FY 70-71 THROUGH FY 88-89



— FB/OP COST                      — ADJUSTED COST/TRIP  
 — ACTUAL COST/TRIP

# MILES BETWEEN PREVENTABLE ACCIDENTS

## FY 80-81 THROUGH FY 88-89



— MILES/ACC
— TOTAL MILES



September 20, 1989

MEMORANDUM

TO: Board of Directors  
FROM: Stefano Viggiano, Planning Administrator  
RE: Review of Lane County Fair Service

For the sixth consecutive year, the Lane County Fair sponsored free rides on the entire LTD system during the six days of the fair. As in previous years, the District supplemented the regular system with shuttle service from the Eugene Mall, the River Road Transit Station, and South Eugene High School.

Ridership for the six days of the fair totalled 184,930. This is approximately ten percent higher than ridership during the fair last year. As you can see on the attached table, both the regular system and the fair shuttles showed strong increases. In addition, the 37,441 bus rides taken Wednesday, August 16, 1989, represent the highest single-day ridership in LTD's history.

A handwritten signature in cursive script, appearing to read 'Stefano Viggiano', is written over a horizontal line.

Stefano Viggiano  
Planning Administrator

SV:ms:js

attachment

**LANE COUNTY FAIR RIDERSHIP COMPARISON  
1989 vs. 1988**

	1989	1988	Change
<b>Tuesday</b>			
EM Rides	6,053	5,220	16.0%
RRTS Rides	2,620	2,099	24.8%
SEHS Rides	1,210	970	24.7%
All Shuttl	9,883	8,289	19.2%
System	24,071	21,685	11.0%
All rides	33,954	29,974	13.3%
<b>Wednesday</b>			
EM Rides	6,635	6,371	4.1%
RRTS Rides	3,795	3,516	7.9%
SEHS Rides	1,854	1,579	17.4%
All Shuttl	12,284	11,466	7.1%
System	25,157	22,656	11.0%
All rides	37,441	34,122	9.7%
<b>Thursday</b>			
EM Rides	5,362	6,085	-11.9%
RRTS Rides	2,999	3,193	-6.1%
SEHS Rides	1,161	1,366	-15.0%
All Shuttl	9,522	10,644	-10.5%
System	23,912	22,583	5.9%
All rides	33,434	33,227	0.6%
<b>Friday</b>			
EM Rides	5,901	5,184	13.8%
RRTS Rides	3,426	3,216	6.5%
SEHS Rides	1,373	1,275	7.7%
All Shuttl	10,700	9,675	10.6%
System	24,719	24,431	1.2%
All rides	35,419	34,106	3.8%
<b>Saturday</b>			
EM Rides	8,606	7,890	9.1%
RRTS Rides	4,689	3,663	28.0%
SEHS Rides	2,140	1,643	30.2%
All Shuttl	15,435	13,196	17.0%
System	15,128	11,263	34.3%
All rides	30,563	24,459	25.0%
<b>Sunday</b>			
EM Rides	3,764	3,039	23.9%
RRTS Rides	2,030	2,314	-12.3%
SEHS Rides	838	669	25.3%
All Shuttl	6,632	6,022	10.1%
System	7,487	8,174	-8.4%
All rides	14,119	14,196	-0.5%
<b>Entire Fair Week</b>			
EM Rides	36,321	33,789	7.5%
RRTS Rides	19,559	18,001	8.7%
SEHS Rides	8,576	7,502	14.3%
All Shuttl	64,456	59,292	8.7%
System	120,474	108,540	11.0%
All rides	184,930	167,832	10.2%

EM - Eugene Mall  
RRTS - River Road Transit Station  
SEHS - South Eugene High School



September 20, 1989

MEMORANDUM

TO: Board of Directors  
FROM: Ed Bergeron, Marketing Administrator  
RE: Football Service

LTD Sports Shuttles are once again providing direct service to University of Oregon (UO) home football games from key park & ride lots. For the 1989 season, the service connects Autzen Stadium with the following locations:

- River Road Transit Station
- South Eugene High School
- Lane County Fairgrounds
- Eugene Transit Station
- Springfield City Center Station
- Valley River Inn
- Springfield Red Lion
- Centennial Center

Adult shuttle riders pay a premium fare of 75 cents each way. That's 10 cents higher than the normal weekday fare, and 25 cents above last year's Sports Shuttle fare. Despite the cost increase, ridership was strong for the September 9 California game. A total of 3,387 shuttle rides were taken that day, with many riders paying \$1.00 per ride in lieu of the exact change.

Staff will continue to monitor the service in the weeks ahead, and an evaluation report will be prepared at the close of the home season.

Ed Bergeron  
Marketing Administrator

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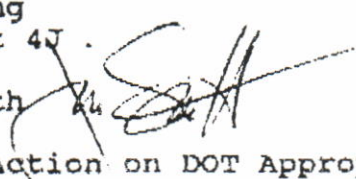
Smith Dawson & Andrews  
1000 Connecticut Avenue, N.W., Suite 304  
Washington, D.C. 20036  
(202) 835-0740

LANE TRANSIT DISTRICT

SEP 13 1989

September 7, 1989

To: Gary Long  
District 4J

From: Jim Smith 

Re: Senate Action on DOT Appropriations

The Senate Appropriations Committee met this morning to mark-up the FY'90 Transportation Appropriations bill. The Committee approved the proposed transfer of the Lane Transit bus maintenance facility to Eugene School District 4J. Attached is a copy of the language.

This as much as guarantees full congressional approval since the measure has already been approved by the House. Once the bill is signed into law our next step will be to approach UMTA here in Washington.

If you have any questions please call me.

FORMULA TRANSIT GRANTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)

## (HIGHWAY TRUST FUND)

Appropriations, 1989	
Budget estimate, 1990	(\$300,000,000)
House allowance	
Committee recommendation	

The budget request for fiscal year 1990 funding under this account is predicated on the enactment of legislation which establishes a new Formula Transit Grants Program. Funds to liquidate the contractual obligations of the existing Discretionary Grant Program are shown with the appropriate account. The administration's budget request for liquidating cash for the Formula Transit Grants Program was \$300,000,000 based on a \$1,523,000,000 obligation ceiling for formula transit grants. This new authorizing legislation has not yet been submitted.

## DISCRETIONARY GRANTS

## (LIMITATION ON OBLIGATIONS)

## (HIGHWAY TRUST FUND)

Appropriations, 1989	(\$1,140,000,000)
Budget estimate, 1990	
House allowance	(1,140,000,000)
Committee recommendation	(1,140,000,000)

The Surface Transportation Assistance Act of 1982 amended section 3 of the Urban Mass Transportation Act of 1964 (49 U.S.C. 1601 et seq.). It provided that beginning in fiscal year 1984, funds for the section 3 discretionary program were derived exclusively from user fee revenue contained in the "Mass transit" account of the Highway Trust Fund. Additional amendments including reauthorization were included in the Federal Mass Transportation Act of 1987.

Section 3 of the Urban Mass Transportation Act of 1964, as amended (49 U.S.C. 1601 et seq.) authorizes the Urban Mass Transportation Administration to make discretionary grants or loans to States and local public bodies and agencies thereof to be used in financing mass transportation investments. Such investments may include construction of new fixed guideway systems; extensions to existing guideway systems; major bus fleet expansions; capital grants for emergency repairs to transit facilities resulting from natural disasters; deployment of new technology; innovative transit demonstration projects; and technical planning assistance.

The Committee recommends an obligation limitation of \$1,140,000,000. This is the same level recommended by the House. There was no budget request for this program. The budget proposed that this program be replaced with a Formula Transit Grants Program that would be funded from the "Mass transit" account of the Highway Trust Fund.

The following table summarizes the Committee recommendations:

	1989 enacted	House allowance	Committee recommendation
Bus and bus facilities	\$144,000,000	\$152,500,000	\$140,000,000
Existing rail modernization and extensions	439,000,000	450,000,000	435,000,000
New systems and new extensions	402,000,000	422,500,000	410,500,000
Planning	45,000,000	45,000,000	45,000,000
Elderly and handicapped	35,000,000	35,000,000	35,000,000
University transportation centers	5,000,000	5,000,000	5,000,000
Section 56 formula grants	70,000,000	70,000,000	70,000,000
Total	1,140,000,000	1,140,000,000	1,140,000,000

## BUS AND BUS FACILITIES

The bill includes \$140,000,000 under this heading for the purchase of buses, bus related equipment and paratransit vehicles and for the construction of bus-related facilities. These funds will assist in the replacement of many over-age buses in cities of all sizes, permit the expansion of bus service to accommodate community transit needs, help finance appropriate bus maintenance facility modernization or construction, assist in bus rehabilitation, and assist in the purchase of support equipment.

Reductions in section 9 funding in recent years have made it more difficult for some transit systems to maintain a fleet with a reasonable average age of buses through timely replacement. Although the Surface Transportation Act of 1987 allows the use of section 3 bus and bus facility funds for replacement, current UMTA practice is to limit these funds for expansion of systems. The Committee directs that UMTA follow the authorizing legislation that allows for the replacement and rehabilitation of buses.

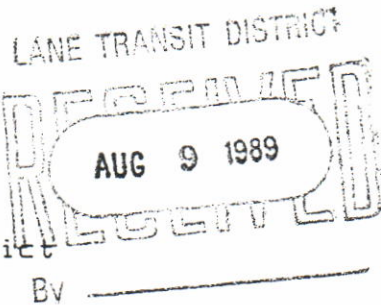
The Committee directs that in the allocation of section 3 bus funds that UMTA provide \$2,500,000 to the city of Madison, WI, for the construction of bus transfer facilities to permit Madison Metro to restructure its route system. In addition, the Committee finds that the proposed transfer of a bus maintenance facility currently operated by the Lane Transit District in Eugene, OR, to the Eugene School District (4J) is consistent with applicable regulations. The facility which is functionally obsolete for the transit district will be vacated in the near future when a new facility, financed from section 3 funds is completed. Due to the unique circumstances of this situation, the Committee feels a waiver of payback of the Federal share because of the public purpose for which the facility would be used. UMTA is, therefore, directed to allow Lane Transit District to transfer the Federal interest in this property to Eugene School District.

## EXISTING RAIL MODERNIZATION AND EXTENSIONS

The Committee recommends a total of \$435,000,000 for the modernization and extension of existing rail transit systems. The administration's budget request would have distributed funds for rail modernization through a formula.



503  
mobility international u.s.a.



August 7, 1989

Ed Bergeron  
Lane Transit District  
Eugene, Oregon

BV \_\_\_\_\_

Dear Ed,


I wanted to take the opportunity to personally thank you for the bus passes for our 32 delegates from 14 countries. Mobility International's Youth Leadership program was a success and I believe a part of that success belongs to you and the bus drivers of the Lane Transit District.

All of our participants loved the freedom and sense of equality that they felt when riding the wheelchair accessible buses. For many of the participants it was the first time they could use public transportation. Even when their "homestay" families offered them a ride in their cars, they preferred to take the bus. The drivers were always helpful and went out of their way to help our participants learn to ride the bus.

We are proud to have the national office of Mobility International USA (MIUSA) in Eugene because the Lane Transit Bus system represents what the future can hold when all citizens are treated equally and can utilize the public transportation system. It is unfortunate that all bus systems haven't followed the example set by LTD. We know that many of our participants will go home to their respective communities to try to work toward accessible bus transportation systems. They can say now they know it can work!

On behalf of all the staff and volunteers of MIUSA, I would like to thank you again for making Eugene a model city and a place where we can be proud to bring visitors from all over the world.

Yours,

  
Susan Sygall  
Executive Director

LTD BOARD MEETING  
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MIUSA, P.O. Box 3551, Eugene, Oregon 97403, U.S.A. (503) 343-1284 (Voice and TDD)

SPECIAL SERVICES REPORT  
July - September 1989

<u>Date of Service</u>	<u>Requesting Agency</u>	<u>Denied/Granted</u>
9/05 & 9/06	United Way of Lane County (Tour of United Way agencies for 1989 Loaned Executives)	Granted
9/07/89	State of Oregon - State Employees Conference on Tourism (Used the regular system)	Denied
9/22/89	University of Oregon Student Orientation (for Hike the Butte Program)	Granted
	University of Oregon Student Orientation (Tour of the city and shopping trip to Valley River Center) (Will Use the regular system)	Denied

specserv.jhs

LANE TRANSIT DISTRICT  
GENERAL FUND  
STATEMENT OF REVENUES AND EXPENDITURES  
AND CHANGE IN FUND BALANCE (BUDGETARY BASIS)  
YEAR ENDED JUNE 30, 1989

	<u>Budget as amended</u>	<u>Actual</u>	<u>Variance- favorable (unfavorable)</u>
<b>Revenues:</b>			
<b>Operating revenues</b>			
Transportation	\$1,765,000	\$1,776,538	\$ (11,538)
Other	<u>216,400</u>	<u>196,113</u>	<u>20,287</u>
	<u>1,981,400</u>	<u>1,172,651</u>	<u>8,749</u>
<b>Non-operating revenues:</b>			
Payroll tax	6,045,000	5,932,304	112,696
Interest	276,400	323,411	(47,011)
State payroll assessment	590,000	605,266	(15,266)
Federal operating assistance grant	1,041,400	1,041,400	-
State Special Transportation	362,000	255,893	106,107
Other operating grants	25,860	18,112	7,748
Federal planning grant	<u>14,395</u>	<u>13,525</u>	<u>870</u>
	<u>8,355,055</u>	<u>8,189,911</u>	<u>165,144</u>
 <b>Total revenues</b>	 <u>10,366,455</u>	 <u>10,162,562</u>	 <u>203,893</u>
 <b>Expenditures:</b>			
<b>Transportation:</b>			
Personal services	4,143,400	4,153,186	(9,787)
Materials and supplies	23,600	19,648	3,952
Contractual services	137,000	131,774	5,226
State Special Transportation	<u>362,000</u>	<u>255,893</u>	<u>106,107</u>
	<u>4,666,000</u>	<u>4,560,501</u>	<u>105,499</u>
 <b>Maintenance:</b>			
Personal services	1,077,300	1,058,634	18,666
Materials and supplies	943,300	932,425	10,875
Contractual services	<u>194,000</u>	<u>193,679</u>	<u>321</u>
	<u>2,214,600</u>	<u>2,184,738</u>	<u>29,862</u>
 <b>Marketing and Planning:</b>			
Personal services	537,700	533,626	4,074
Materials and supplies	170,172	169,500	672
Contractual services	<u>168,200</u>	<u>165,550</u>	<u>2,650</u>
	<u>876,072</u>	<u>868,676</u>	<u>7,396</u>
 <b>Administration:</b>			
Personal services	603,900	597,945	5,955
Materials and supplies	146,800	137,404	8,596
Contractual services	<u>94,100</u>	<u>90,167</u>	<u>3,933</u>
	<u>844,000</u>	<u>825,516</u>	<u>18,484</u>

LANE TRANSIT DISTRICT  
GENERAL FUND  
STATEMENT OF REVENUES AND EXPENDITURES  
AND CHANGE IN FUND BALANCE (BUDGETARY BASIS) (CONTINUED)  
YEAR ENDED JUNE 30, 1989

	<u>Budget as amended</u>	<u>Actual</u>	<u>Variance- favorable (unfavorable)</u>
Unallocated:			
Operating contingency	-	-	-
Transfer to Capital Proj. Fund	1,475,083	1,425,076	50,007
Transfer to Risk Mgmt. Fund	<u>260,700</u>	<u>260,700</u>	<u>-</u>
	<u>1,735,783</u>	<u>1,685,776</u>	<u>50,007</u>
 Total expenditures	 <u>10,336,455</u>	 <u>10,125,207</u>	 <u>211,248</u>
 Excess (deficiency) of revenues over expenditures	 -	 37,355	 (37,355)
 Fund balance, beginning	 <u>-</u>	 <u>-</u>	 <u>-</u>
 Fund balance, ending	 <u>\$ -</u>	 <u>\$ 37,355</u>	 <u>\$ 37,355</u>

LANE TRANSIT DISTRICT  
CAPITAL PROJECTS FUND  
STATEMENT OF REVENUES AND EXPENDITURES  
AND CHANGE IN FUND BALANCE (BUDGETARY BASIS)  
YEAR ENDED JUNE 30, 1989

	<u>Budget as amended</u>	<u>Actual</u>	<u>Variance- favorable (unfavorable)</u>
Revenues:			
Capital assistance UMTA:			
Section 3	\$6,879,200	\$5,325,351	\$1,553,849
Section 9	827,700	479,315	348,385
Section 18	360,000	17,520	342,480
Federal Highway Administration:			
Federal Aid Urban	-	2,084	(2,084)
Miscellaneous revenue	-	7,338	(7,338)
State capital assistance	880,000	877,813	2,187
Transfer from General Fund	<u>846,700</u>	<u>1,425,076</u>	<u>(578,376)</u>
Total revenues	<u>9,793,600</u>	<u>8,134,497</u>	<u>1,659,103</u>
Expenditures:			
Capital outlay:			
UMTA funded projects	10,656,900	7,725,127	2,931,773
Federal Highway Administration funded projects	-	2,280	(2,280)
Local expenditures	1,454,800	81,639	1,373,161
Contingency	-	-	-
Total capital outlay	<u>12,111,700</u>	<u>7,809,046</u>	<u>1,659,103</u>
Capital Lease Principal	<u>13,400</u>	<u>14,369</u>	<u>(969)</u>
Total expenditures	<u>12,125,100</u>	<u>7,823,415</u>	<u>4,301,685</u>
Excess (deficiency) of revenues over expenditures	(2,331,500)	311,082	2,642,582
Fund balance, beginning	<u>2,331,500</u>	<u>3,245,541</u>	<u>914,041</u>
Fund balance, ending	<u>\$ -</u>	<u>\$3,556,623</u>	<u>\$3,556,623</u>

LANE TRANSIT DISTRICT  
RISK MANAGEMENT FUND  
STATEMENT OF REVENUES AND EXPENDITURES  
AND CHANGE IN FUND BALANCE (BUDGETARY BASIS)  
YEAR ENDED JUNE 30, 1989

	<u>Budget as amended</u>	<u>Actual</u>	<u>Variance- favorable (unfavorable)</u>
Revenues:			
Transfer from General Fund	\$260,700	\$260,700	\$ -
Interest	<u>30,000</u>	<u>32,983</u>	<u>(2,983)</u>
Total revenues	<u>290,700</u>	<u>293,683</u>	<u>(2,983)</u>
Expenditures:			
Administration	3,000	2,290	710
Workers compensation	228,500	253,044	(24,544)
Liability	649,700	234,387	415,313
Miscellaneous insurance	<u>13,400</u>	<u>17,226</u>	<u>(3,826)</u>
Total expenditures	<u>894,600</u>	<u>506,947</u>	<u>387,653</u>
Excess (deficiency) of revenues over expenditures	(603,900)	(213,264)	390,636
Fund balance, beginning	<u>603,900</u>	<u>625,113</u>	<u>21,213</u>
Fund balance, ending	<u>\$ -</u>	<u>\$411,849</u>	<u>\$411,849</u>



LANE TRANSIT  
 COMPARISON OF YEAR-TO-DATE ACTUAL REVENUES AND EXPENDITURES TO BUDGETED  
 GENERAL FUND  
 FOR THE MONTH OF JULY ENDING JULY 31, 1989 (8.33% OF YEAR COMPLETED)

	YEAR-TO-DATE ACTIVITY	YEARLY BUDGET	VARIANCE	
			FAVORABLE AMOUNT	(UNFAVORABLE) %
<b>REVENUES</b>				
<b>Operating Revenues:</b>				
Passenger Fares	126,527	1,860,000	(1,733,473)	-93.20%
Charters	19,185	72,700	(53,515)	-73.61%
Advertising		80,200	(80,200)	-100.00%
Miscellaneous	203	2,000	(1,797)	-89.85%
<b>TOTAL OPERATING REVENUES</b>	<b>145,915</b>	<b>2,014,900</b>	<b>(1,868,985)</b>	<b>-92.76%</b>
<b>Non-Operating Revenues:</b>				
Interest	33,767	160,000	(126,233)	-78.90%
Payroll Taxes	492,943	6,541,000	(6,048,057)	-92.46%
Federal Operating Assistance		1,075,000	(1,075,000)	0.00%
State In-Lieu-Of Payroll Taxes		619,500	(619,500)	-100.00%
State Special Transportation	20,052	331,300	(311,248)	-93.95%
Section 18 Operating		10,250	(10,250)	-100.00%
Other		0	0	
<b>TOTAL NON-OPERATING REVENUES</b>	<b>546,762</b>	<b>8,737,050</b>	<b>(8,190,288)</b>	<b>-93.74%</b>
<b>TOTAL REVENUES</b>	<b>692,677</b>	<b>10,751,950</b>	<b>(10,059,273)</b>	<b>-93.56%</b>
<b>EXPENDITURES</b>				
<b>Administration:</b>				
Personal Services	53,331	667,100	613,769	92.01%
Materials and Supplies	23,537	122,270	98,733	80.75%
Contractual Services	9,511	110,550	101,039	91.40%
<b>Total Administration</b>	<b>86,379</b>	<b>899,920</b>	<b>813,541</b>	<b>90.40%</b>
<b>Marketing and Planning:</b>				
Personal Services	43,784	594,700	550,916	92.64%
Materials and Supplies	12,521	189,550	177,029	93.39%
Contractual Services	7,355	207,000	199,645	96.45%
<b>Total Marketing and Planning</b>	<b>63,660</b>	<b>991,250</b>	<b>927,590</b>	<b>93.58%</b>
<b>Transportation:</b>				
Personal Services	353,036	4,509,500	4,156,464	92.17%
Materials and Supplies	1,139	22,100	20,961	94.85%
Contractual Services	45,842	472,100	426,258	90.29%
<b>Total Transportation</b>	<b>400,017</b>	<b>5,003,700</b>	<b>4,603,683</b>	<b>92.01%</b>
<b>Maintenance:</b>				
Personal Services	89,213	1,139,200	1,049,987	92.17%
Materials and Supplies	72,300	1,141,321	1,069,021	93.67%
Contractual Services	16,944	198,900	181,956	91.48%
<b>Total Maintenance</b>	<b>178,456</b>	<b>2,479,421</b>	<b>2,300,965</b>	<b>92.80%</b>
<b>Contingency</b>				
Transfer to Capital Projects	0	200,000	767,959	
Transfer to Risk Management	0	409,700	409,700	
<b>TOTAL EXPENDITURES</b>	<b>728,512</b>	<b>10,751,950</b>	<b>10,023,438</b>	<b>93.22%</b>
<b>EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES</b>	<b>(35,835)</b>	<b>0</b>	<b>(20,082,711)</b>	

LANE TRANSIT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 CAPITAL PROJECTS FUND  
 FOR THE MONTH OF JULY ENDING 7/31/89 (8.33% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
<b>RESOURCES</b>				
Beginning Fund Balance	3,556,623	195.93%	1,815,296	1,741,327
<b>Revenues:</b>				
UMTA Section 3-Buses			2,127,000	(2,127,000)
UMTA Section 3-Facility	50,507			50,507
UMTA Section 9-Buses			98,000	(98,000)
UMTA Section 9-Capital	8,078			8,078
UMTA Section 18-Buses			360,000	(360,000)
UMTA Section 18-LCC			96,000	(96,000)
Federal Highway Admin				0
Transfer from Gen'l Fund			767,959	(767,959)
Total Revenues	58,585	0	3,448,959	(3,390,374)
<b>TOTAL RESOURCES</b>	<b>3,615,208</b>	<b>68.67%</b>	<b>5,264,255</b>	<b>(1,649,047)</b>
<b>EXPENDITURES</b>				
Locally Funded:	3,118	0.13%	2,408,000	2,404,883
UMTA Funded:				
Planning Administrator				0
Construction Representative	3,218			(3,218)
Systems Analyst				0
Benefits	620			(620)
Computer Software				0
Office Equipment	5,485			(5,485)
Maintenance Equipment				0
Bus Stop Improvements	219	0.18%	120,000	119,781
Land & Buildings	67,343			(67,343)
Buses			2,585,000	2,585,000
Bus Related Equipment	556			(556)
Service Vehicles				0
Miscellaneous				0
Total UMTA Funded	77,441	2.86%	2,705,000	2,627,559
FHMA Funded:				
Bus Stop Improvements	0			0
Total FHMA Funded	0		0	0
Contingency	0			0
Capital Lease Principal		0.00%	14,200	14,200
<b>TOTAL EXPENDITURES</b>	<b>80,558</b>	<b>1.57%</b>	<b>5,127,200</b>	<b>5,046,642</b>
<b>ENDING FUND BALANCE</b>	<b>3,534,650</b>		<b>137,055</b>	<b>3,397,595</b>
<b>RESERVE FOR FUTURE   CAPITAL EXPENDITURES</b>			<b>137,055</b>	<b>137,055</b>

LANE TRANSIT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 RISK MANAGEMENT FUND  
 FOR THE MONTH OF JULY ENDING 7/31/89 (8.33% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
<b>RESOURCES</b>				
Besinnins Fund Balance	411,850	88.84%	463,600	51,750
<b>Revenues:</b>				
Transfer from Gen'l Fund	0	0.00%	409,700	409,700
Interest	3,050	10.17%	30,000	26,950
Total Revenues	3,050	0.69%	439,700	436,650
<b>TOTAL RESOURCES</b>	<b>414,900</b>	<b>45.93%</b>	<b>903,300</b>	<b>488,400</b>
<b>EXPENDITURES</b>				
Administration	350	8.33%	4,200	3,850
Worker's Compensation	212,713	89.38%	238,000	25,287
Liability Program	115,072	17.85%	644,700	529,628
Miscellaneous Insurance	10,121	61.71%	16,400	6,279
<b>TOTAL EXPENDITURES</b>	<b>338,256</b>	<b>37.45%</b>	<b>903,300</b>	<b>565,044</b>
<b>ENDING FUND BALANCE</b>	<b>76,644</b>		<b>0</b>	<b>76,644</b>

LANE TRANSIT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 CAPITAL PROJECTS FUND  
 FOR THE MONTH OF AUGUST ENDING 8/31/89 (16.67% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
<b>RESOURCES</b>				
Beginning Fund Balance	3,556,623	195.93%	1,815,296	1,741,327
<b>Revenues:</b>				
UMTA Section 3-Buses			2,127,000	(2,127,000)
UMTA Section 3-Facility	87,158			87,158
UMTA Section 9-Buses			98,000	(98,000)
UMTA Section 9-Capital	32,469			32,469
UMTA Section 18-Buses			360,000	(360,000)
UMTA Section 18-LCC			96,000	(96,000)
Federal Highway Admin				0
Transfer from Gen'l Fund			767,959	(767,959)
Total Revenues	119,627	0	3,448,959	(3,329,332)
<b>TOTAL RESOURCES</b>	<b>3,676,250</b>	<b>69.83%</b>	<b>5,264,255</b>	<b>(1,588,005)</b>
<b>EXPENDITURES</b>				
				0
Locally Funded:	3,212	0.13%	2,408,000	2,404,788
<b>UMTA Funded:</b>				
Planning Administrator				0
Construction Representative	7,080			(7,080)
Systems Analyst				0
Benefits	1,329			(1,329)
Computer Software	5,630			(5,630)
Office Equipment	6,825			(6,825)
Maintenance Equipment	15,947			(15,947)
Bus Stop Improvements	3,219	2.68%	120,000	116,781
Land & Buildings	116,211			(116,211)
Buses			2,585,000	2,585,000
Bus Related Equipment	556			(556)
Service Vehicles				0
Miscellaneous				0
Total UMTA Funded	156,797	5.80%	2,705,000	2,548,203
<b>FHWA Funded:</b>				
Bus Stop Improvements	0			0
Total FHWA Funded	0		0	0
Contingency	0			0
Capital Lease Principal	1,143	8.05%	14,200	13,057
<b>TOTAL EXPENDITURES</b>	<b>161,152</b>	<b>3.14%</b>	<b>5,127,200</b>	<b>4,966,048</b>
<b>ENDING FUND BALANCE</b>	<b>3,515,099</b>		<b>137,055</b>	<b>3,378,044</b>
<b>RESERVE FOR FUTURE CAPITAL EXPENDITURES</b>			<b>137,055</b>	<b>137,055</b>

LANE TRANSIT  
 COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES  
 RISK MANAGEMENT FUND  
 FOR THE MONTH OF AUGUST ENDING 8/31/89 (16.67% OF YEAR COMPLETED)

	YEAR-TO-DATE	% ACTIVITY	YEARLY BUDGET	BALANCE
<b>RESOURCES</b>				
Besinnins Fund Balance	411,850	88.84%	463,600	51,750
<b>Revenues:</b>				
Transfer from Gen'l Fund	0	0.00%	409,700	409,700
Interest	5,890	19.63%	30,000	24,110
Total Revenues	5,890	1.34%	439,700	433,810
<b>TOTAL RESOURCES</b>	<b>417,740</b>	<b>46.25%</b>	<b>903,300</b>	<b>485,560</b>
<b>EXPENDITURES</b>				
Administration	350	8.33%	4,200	3,850
Worker's Compensation	212,803	89.41%	238,000	25,197
Liability Program	118,504	18.38%	644,700	526,196
Miscellaneous Insurance	13,371	81.53%	16,400	3,029
<b>TOTAL EXPENDITURES</b>	<b>345,028</b>	<b>38.20%</b>	<b>903,300</b>	<b>558,272</b>
<b>ENDING FUND BALANCE</b>	<b>72,712</b>		<b>0</b>	<b>72,712</b>

LANE TRANSIT  
 COMPARISON OF YEAR-TO-DATE ACTUAL REVENUES AND EXPENDITURES TO BUDGETED  
 GENERAL FUND  
 FOR THE MONTH OF AUGUST ENDING AUGUST 31, 1989 (16.67% OF YEAR COMPLETED)

	YEAR-TO-DATE ACTIVITY	YEARLY BUDGET	VARIANCE	
			FAVORABLE AMOUNT	(UNFAVORABLE) %
<b>REVENUES</b>				
<b>Operating Revenues:</b>				
Passenger Fares	256,445	1,860,000	(1,603,555)	-86.21%
Charters	67,955	72,700	(4,745)	-6.53%
Advertising		80,200	(80,200)	-100.00%
Miscellaneous	471	2,000	(1,529)	-76.45%
<b>TOTAL OPERATING REVENUES</b>	<b>324,871</b>	<b>2,014,900</b>	<b>(1,690,029)</b>	<b>-83.83%</b>
<b>Non-Operating Revenues:</b>				
Interest	69,460	160,000	(90,540)	-56.59%
Payroll Taxes	1,549,247	6,541,000	(4,991,753)	-76.31%
Federal Operating Assistance		1,075,000	(1,075,000)	0.00%
State In-Lieu-Of Payroll Taxes		619,500	(619,500)	-100.00%
State Special Transportation	40,104	331,300	(291,196)	-87.89%
Section 18 Operating		10,250	(10,250)	-100.00%
Other		0	0	
<b>TOTAL NON-OPERATING REVENUES</b>	<b>1,658,811</b>	<b>8,737,050</b>	<b>(7,078,239)</b>	<b>-81.01%</b>
<b>TOTAL REVENUES</b>	<b>1,983,682</b>	<b>10,751,950</b>	<b>(8,768,268)</b>	<b>-81.55%</b>
<b>EXPENDITURES</b>				
<b>Administration:</b>				
Personal Services	108,518	667,100	558,582	83.73%
Materials and Supplies	34,524	122,270	87,746	71.76%
Contractual Services	17,074	110,550	93,476	84.56%
<b>Total Administration</b>	<b>160,116</b>	<b>899,920</b>	<b>739,804</b>	<b>82.21%</b>
<b>Marketing and Planning:</b>				
Personal Services	99,076	594,700	495,624	83.34%
Materials and Supplies	22,833	189,550	166,717	87.95%
Contractual Services	13,758	207,000	193,242	93.35%
<b>Total Marketing and Planning</b>	<b>135,667</b>	<b>991,250</b>	<b>855,583</b>	<b>86.31%</b>
<b>Transportation:</b>				
Personal Services	724,607	4,509,500	3,784,893	83.93%
Materials and Supplies	2,811	22,100	19,289	87.28%
Contractual Services	65,894	472,100	406,206	86.04%
<b>Total Transportation</b>	<b>793,312</b>	<b>5,003,700</b>	<b>4,210,388</b>	<b>84.15%</b>
<b>Maintenance:</b>				
Personal Services	183,323	1,139,200	955,877	83.91%
Materials and Supplies	136,127	1,141,321	1,005,194	88.07%
Contractual Services	31,066	198,900	167,834	84.38%
<b>Total Maintenance</b>	<b>350,516</b>	<b>2,479,421</b>	<b>2,128,905</b>	<b>85.86%</b>
<b>Contingency</b>				
Transfer to Capital Projects	0	200,000	767,959	
Transfer to Risk Management	0	409,700	409,700	
<b>TOTAL EXPENDITURES</b>	<b>1,439,611</b>	<b>10,751,950</b>	<b>9,312,339</b>	<b>86.61%</b>
<b>EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES</b>	<b>544,071</b>	<b>0</b>	<b>(18,080,607)</b>	