Public notice was given to *The Register-Guard* for publication on January 9, 1986.

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

January 15, 1986

7:30 p.m.

Municipal Courtroom #1 Eugene City Hall

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL

Smith	Brandt	Calvert	Eberly
Nichols	Parducci	Pusateri	

III. INTRODUCTORY REMARKS BY BOARD PRESIDENT

- IV. AUDIENCE PARTICIPATION
- V. EMPLOYEE OF THE MONTH
- VI. ITEMS FOR ACTION AT THIS MEETING
 - A. Approval of Minutes
 - B. Special Transportation Fund--Review of Fund and Approval of L-COG Contract for Program Development
 - C. Summary of Strategic Planning Sessions
 - D. Appointment of Budget Committee Member
- VII. ITEMS FOR INFORMATION AT THIS MEETING
 - A. Current Activities
 - 1. Review of Status of Federal Grant and Legislation

Agenda Page 2

- 2. Calendar
- 3. Employee Awards Banquet
- 4. Service Information
- 5. Special Services Report
- B. Monthly Financial Reporting
- C. Quarterly Reporting

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. Adoption of TransPlan
- B. Parkway Station Grant Amendment
- C. Administrative Salaries
- D. Special Transportation Fund Contract
- E. Passenger Fares
- F. Fiscal Year 1986-87 Goals
- G. Transit Development Program (TDP) Adoption
- H. Budget Committee Appointments
- I. Section 5 Reprogrammed Money

IX. ADJOURNMENT

bdagenda.jhs

AGENDA NOTES

V. EMPLOYEE OF THE MONTH: The January Employee of the Month, Carla Chambers, had a baby boy on January 9, 1986. On January 10, as agenda packets were being prepared, she was hoping to be able to be present at the meeting to receive her check and certificate and to be introduced to the Board.

VI. ITEMS FOR ACTION AT THIS MEETING

A. <u>Approval of Minutes</u>: The minutes of the December 18, 1985 8 adjourned meeting and the December 23, 1985 adjourned meeting are included in the agenda packet for Board review and approval. The December 17, 1985 regular meeting was cancelled, and there are no minutes for that date.

B. <u>Special Transportation Fund--Review of Fund and Approval of</u> 15 <u>L-COG Contract for Program Development</u>:

<u>Issue Presented</u>: Does the Board approve of the general direction that staff have taken in developing the procedure for allocating Oregon State Special Transportation funds, and should the Board approve a contract with the Lane Council of Governments for \$6,8000 to develop an allocating procedure?

<u>Background</u>: The 1985 session of the State Legislature approved a special tax on cigarettes and tobacco products, with those revenues to be used statewide to fund transportation services for the elderly and handicapped. LTD has been designated as the local representative for distributing those revenues. In keeping with previous Board policy, staff recommend that the Lane Council of Governments (L-COG) be delegated the responsibility to allocate these funds.

Included in the agenda packet is a staff memorandum explaining the history of the Special Transportation Fund, as well as the District's involvement in handicapped transportation services. Staff will provide a more detailed explanation at the Board meeting.

<u>Staff Recommendation</u>: That the Board direct staff to develop a procedure, for Board review and approval at a later meeting, which would delegate Special Transportation Fund allocation authority to L-COG, and that the District immediately contract with L-COG for the management

18

of the Special Transportation Fund program for FY 85-86 for an amount not to exceed \$6,800.

<u>Results of Recommended Action</u>: Staff will immediately begin working with L-COG to develop a set of policies for LTD Board approval that would shift Special Transportation Fund management responsibility to L-COG. Final approval of those policies would be made by the LTD and L-COG boards at future meetings.

C. <u>Summary of Strategic Planning Sessions</u>:

<u>Issue Presented</u>: The LTD Board has held two strategic planning sessions. Staff have attempted to summarize Board comments at those meetings to provide some direction in developing the District goals for Fiscal Year 1986-87. In turn, those goals will guide staff in developing the budget for FY 86-87.

<u>Background</u>: Every January, staff initiate the development of the District budget. The first step in that process is the setting of District goals, which are then used as guides to actual budgeting. This year, the Board had an opportunity to meet and discuss some long-range service, marketing, and financial issues. From those meetings, staff have attempted to formulate a Board position on major policy issues. Those positions are summarized in a memorandum in the agenda packet as a means of clarifying Board policy.

<u>Staff Recommendation</u>: That the Board review these policy statements and either approve, amend, or reject them; in any case, attempt to establish a Board consensus on the issues.

<u>Results of Recommended Action</u>: Staff will use these policy statements in developing the District's Fiscal Year 1986-87 goals.

D. <u>Appointment of Budget Committee Members</u>: At the meeting, 21 Janice Eberly will nominate Rosemary Pryor for a second three-year term on the District's Budget Committee. Included in the agenda packet is a Budget Committee nomination form for Ms. Pryor.

Page No.

VII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

- 1. <u>Review of Status of Federal Grant and Legislation</u>: At the meeting, staff will discuss a number of issues concerning the District's federal grant and proposed future legislation.
- <u>Calendar</u>: There are a number of activities scheduled for the next six months. Staff would like to review those with the Board.
- 3. <u>Employee Awards Banquet</u>: This year's employee awards banquet will be held on Saturday, February 15, 1986, at 7:00 p.m. at the Red Lion Motor Inn. The issue of serving drinks at the banquet was raised at the last Board meeting. Staff will present some suggestions on how they intend to address that issue.
- 4. <u>Service Information</u>: At one of the strategic planning sessions, Stefano Viggiano presented some service information that the Board asked to be compiled in written form. That information will be distributed at the Board meeting.
- 5. <u>Special Services Report</u>: As a result of recent Board discussion about special services requested by persons and agencies in the community, a list of requests received (approved and denied) is being included in the agenda packet each month. However, no additional special service requests were received by staff in December.
- 4. <u>Reappointment of Four Board Members</u>: The terms of four of the District's Board members are expiring in January. All four members have expressed an interest in being reappointed, and are scheduled to attend a meeting of the Senate Confirmation Committee meeting on January 15.
- B. Monthly Financial Reporting: Included in the agenda packet are financial statements for December, 1985:
 - Comparison of Budgeted and Actual Revenues and Expenditures
 - a. General Fund

		b. c.	Capital Projects Fund Risk Management Fund	23 24
	2.	Comµ Expe	parison of Year-to-Date Actual Revenues and nditures to Budgeted (General Fund)	d 25
С.	Quar	rterly	Reporting	
	1.	Ride	rship	
		a. b. c.	Ridership Summary Farebox Revenue Comparison Graph Average Weekday Person Trips Graph	26 27 28
	2.	Oper	ations Summary	

Page No.

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. <u>Adoption of TransPlan</u>: The TransPlan is scheduled for final adoption in February, 1986.
- B. <u>Parkway Station Grant Amendment</u>: When bids for construction of the Parkway Station are received, it is likely that an amendment to the grant will be required. It is anticipated that this would occur at the February Board meeting.
- C. <u>Administrative Salaries</u>: The Salary Subcommittee of the Board will be meeting between the January and February Board meetings to formulate a recommendation on administrative salary adjustments for Fiscal Year 1986-87.
- D. <u>Special Transportation Fund Contract</u>: Depending on Board direction at the January meeting, staff will be bringing a formal procedure for the allocation of the Special Transportation Fund back to the Board in February or March.
- E. <u>Passenger Fares</u>: Every year in preparation for the budget, the Board holds a public hearing and establishes the fares for the next fiscal year.
- F. <u>Fiscal Year 1986-87 Goals</u>: In addition to establishing passenger fares, the Board also establishes the District's goals for the next fiscal year.
- G. <u>Transit Development Program (TDP) Adoption</u>: The TDP, the District's planning and reference document, is scheduled to

Page No.

be completed for Board review at a meeting in the near future.

- H. <u>Budget Committee Appointment</u>: Rich Smith will be responsible for making a nomination to fill the last vacancy on the Budget Committee.
- E. <u>Section 5 Reprogrammed Money</u>: In the next two or three months, the District will need to establish its priorities for applying for approximately \$73,000 in Section 5 capital funds.

IX. ADJOURNMENT

LTD BOARD	MEETING
01/15/86	Page 7

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Wednesday, December 18, 1985

Pursuant to notice given at the November 20, 1985 adjourned meeting and to *The Register-Guard* for publication on December 12, 1985, and distributed to persons on the mailing list of the District, an adjourned meeting of the Lane Transit District Board of Directors was held on Wednesday, December 18, 1985 at 7:30 p.m. in the Eugene City Hall.

Present: Peter Brandt, Vice President Janet Calvert, President, presiding Janice Eberly, Vice President Gus Pusateri Rich Smith Phyllis Loobey, General Manager Jo Sullivan, Recording Secretary

Absent: Joyce Nichols Larry Parducci, Secretary

<u>EMPLOYEE OF THE MONTH</u>: Ms. Calvert introduced Carmenita Mosely, the December Employee of the Month. She stated that Ms. Mosely had been a part-time driver since January, 1985 and, in spite of her short time on the job, had been nominated by several patrons. Ms. Calvert added that she understood this quick acceptance, since she had seen for herself that Ms. Mosely is a cheerful, friendly person. She presented Ms. Mosely with her check and certificate, and said how pleased the Board and staff were to have Ms. Mosely employed as a bus operator.

<u>AUDIENCE PARTICIPATION</u>: Paul Bonney, of 587 Antelope Way, Eugene, stated that the bus drivers deserved a pat on the back for doing such a good job of driving in the ice and snow recently.

<u>APPROVAL OF MINUTES</u>: Mr. Brandt moved that the minutes of the November 14, 1985 work session, the November 19, 1985 regular meeting, and the November 20, 1985 adjourned meeting be approved as distributed. After seconding, Mr. Pusateri noted a reference to a Ms. Nelson instead of Ms. Nichols on the first page of the November 20 minutes. The minutes of all three meetings were unanimously approved with that one correction.

<u>RECOMMENDATION REGARDING TRANSPLAN</u>: Ms. Calvert stated that Mr. Parducci, Ms. Loobey, and she had attended a joint hearing on the TransPlan held by the Eugene and Springfield City Councils, the Lane County Board of Commissioners, and the LTD Board of Directors on December 4. She remarked that it was interesting that so many comments were made about transit. Ms. Loobey stated that about half of the testimony was that the transit goals were too high, and about half was

that the goals are just right. She said that Ms. Calvert had made comments on behalf of the Board, regarding the need for a permanent downtown transfer site, to the other local units of government. There was not much response, but LTD and City staff are working together on a long-term solution to the impact of the opening of Willamette between 10th and 11th on the present downtown transit station. It is the District's wish to reinforce that commitment in the TransPlan as a policy statement.

Stefano Viggiano, Planning Administrator, called the Board's attention to the proposed changes to the TransPlan listed in the agenda packet for that evening. Ms. Calvert and Dr. Smith commented on the discussion at the Eugene City Council meeting that day regarding the "unattainable" transit goals. Ms. Loobey stated that the Plan includes incremental goals with a five-year roll-over and yearly evaluation. Mr. Viggiano added that the phased goals begin with a 3 percent goal, which is only 1.5 percent higher than the present modal split. Dr. Smith wanted to know if changing the goals would have some effect on the District's capital expenditures. Ms. Loobey said it would not, because the District is planning for increases in frequency. Mr. Viggiano added that LTD is within two or three buses of reaching maximum capacity. Presently, the District operates 58 buses out of a fleet of 69, and could go to as low as eight or nine spares if necessary.

Mr. Pusateri noticed a typing error on page 33, item 4, which should have said "expand the percentage of parking spaces assigned for compact automobiles" instead of "expend." Ms. Calvert wondered what impact some of the changes had on the transit system. Mr. Viggiano replied that some of them had no impact; they were only listed as a clarification of what is now in the TransPlan.

Mr. Brandt moved that the Board recommend adoption of the TransPlan with the changes as described in the staff memo in the agenda packet that evening. Ms. Eberly seconded, and the motion carried unanimously.

SAFE HARBOR LEASING

Loan Resolution: Mark Pangborn, Director of Administrative Services, explained that Safe Harbor Leasing was specifically written into federal law to assist transit districts. The process takes tax moneys that would normally go to the federal government in terms of income taxes from private businesses and redirects them to transit districts. The process is only based on 20 percent of the buses, because that is the percentage that the District owns, since the federal government provided 80 percent of the purchase price. Mr. Pangborn stated that the District would not be selling the buses or losing title or control. What LTD would be selling would be the tax basis or depreciation deduction for federal tax purposes.

Mr. Pangborn stated that the District's 20 percent of the 31 Gillig buses purchased last winter amounted to about \$860,000. Two bids had been received, one from an Oregon firm and one from an international

> LTD BOARD MEETING 01/15/86 Page 9

Page 2

corporation. However, the local corporation had not participated in Safe Harbor Leasing before and had pulled out of the bidding at the last minute. The bid from the international corporation was 10.25 percent, which would mean approximately \$80,000 to LTD. Although \$80,000 might not seem like a large amount of money, Mr. Pangborn stated that it could be used as local share to leverage federal capital assistance at 80 percent.

Mr. Pangborn said that Tri-Met in Portland had done Safe Harbor Leasing two years ago, and that LTD had used Tri-Met's legal counsel and format for this process. He added that a number of other transit districts in the country had participated in Safe Harbor Leasing, as well.

Mr. Pangborn then listed several potential risks for the District. The first risk is that the transaction might not be legal if the proper steps had not been followed, and LTD would have to pay back the \$80,000 with interest. He stated, however, that the District had followed the proper bidding procedures and the proper procedures for the buses, and to the best of staff's and legal counsel's knowledge, the transaction is legal. Secondly, Mr. Pangborn said that changes in the tax laws are anticipated, and the business purchasing the tax credit assumes the risk of changes in tax law. Safe Harbor Leasing will continue to be legal until December 31, 1986, but the value to businesses will decrease. He said that the 10 percent bid reflected the size of the transaction, which is small in comparison to most, and the uncertainty regarding the tax laws.

The third area of possible risk occurs if buses are lost for some reason (i.e., due to fire, etc.). In Safe Harbor Leasing, the District sells the tax basis in the buses to the business and leases them back for 13.5 years. The buses must then be in revenue service for mass transit for those 13.5 years. If one of the buses is lost and cannot be replaced by the District with another qualifying vehicle, LTD will have to repay a pro-rated refund on the tax loss.

Karen Rivenburg, Finance Administrator, and Mr. Brandt also answered some questions from Board members. Mr. Brandt stated that he thought this was a good opportunity for the District.

Ms. Calvert stated that if the Board wished to proceed with Safe Harbor Leasing, they would have to approve the borrowing of money to pay the last of what was owed to the manufacturer of the buses in order to qualify for the Safe Harbor Leasing program. Mr. Pangborn explained that the first resolution in the packet would authorize the staff to borrow the money for this purpose, and that one of the requirements was that the District would pay interest on the loan, but the bank, in receiving the money, would not be required to pay taxes. Ms. Rivenburg handed out an amended resolution, which was slightly different than the one in the packet.

(

Mr. Brandt moved that the Board pass the resolution to borrow \$61,642 to finance a portion of the District's local share for its bus acquisition. Mr. Pusateri seconded the motion.

Mr. Pusateri and Mr. Brandt then asked if the lease of the buses for the 12-year period was stipulated in the contract and the bid. Mr. Pangborn replied that this is covered in a clause in the contract, and that it also was to be specified in the bid. However, the bid documents were still with the broker and he had not yet seen them. Mr. Brandt commented that the bidding corporation would make its \$80,000 back in the first year if it is in the 50 percent tax bracket.

With no further discussion, the motion carried by unanimous vote.

<u>Approval of Sale of Investment Credit</u>: Mr. Pangborn stated that the second resolution, handed out to the Board that evening, would authorize the General Manger to finalize the sale of the investment credits.

Mr. Brandt moved that the Board adopt the resolution authorizing the General Manager to sign the negotiating contract. Dr. Smith seconded, and the motion carried by unanimous vote.

<u>APPROVAL OF ARCHITECT CONTRACT FOR NEW FACILITY</u>: Ms. Calvert stated that the Facilities Subcommittee had met to discuss the proposed contract, and that the fees for the architect seem to be in the low end of the range. The Subcommittee's recommendation regarding the contract had been distributed under separate cover with the Board meeting agenda packet.

Mr. Brandt stated that the Subcommittee had done its work, and moved that the Board approve the architect contract for the new facility, as recommended by the Facilities Subcommittee. After seconding by Ms. Eberly, the motion passed unanimously. Dr. Smith commented that he thought that the discussion resulting from the issues raised previously by Mr. Brandt had been worthwhile for the Board.

<u>APPOINTMENT OF INDEPENDENT AUDITOR</u>: Ms. Calvert explained that the District's independent auditors, Derickson & Gault, had merged with Jones & Roth. Ms. Eberly asked if this item was on the agenda because of the merger or because auditors would have to be named at this time, anyway. Ms. Rivenburg replied that a formal time period for appointing auditors had never been set, but that it was being brought to the Board both because it had been quite awhile since the Board reviewed the appointment or the auditor of record and because of the merger. The reason auditors should be named now is that pre-audit planning and procedural testing occur between April and June. She added that the Board could chose to appoint auditors each year or not, and that David Gault would continue to be active in LTD's audit if Jones & Roth were appointed. Mr. Brandt said that, in the past, the Board's position has been to have the auditors meet with the Finance Administrator to negotiate fees, and he thought this time the District should be specific in discussing fees, stating that LTD

expects no great changes and expects the same level of services. He added that going out to bid every year might save a little bit of money but causes more work and "headaches."

Mr. Brandt then moved that the Board appoint Jones & Roth as the District's auditors for the next year, subject to Ms. Rivenburg obtaining a satisfactory engagement letter, including the services to be rendered and the fees. Mr. Pusateri seconded the motion.

Mr. Brandt noted that Jones & Roth does not belong to the Division of Firms, and wondered if public accounting laws said that the District's auditor must belong. The Division of Firms, he explained, is regulated and audited, and bonding companies and banks are starting to require that their independent auditors belong. Ms. Rivenburg stated that the State of Oregon requires that the auditors be registered as a municipal auditor within the state, and that they be a CPA firm. She added that she had been turning copies over to the federal government and they had been accepting the District's audits, but that she would check into this further.

With no further discussion, the motion carried by unanimous vote.

APPOINTMENT OF SUBCOMMITTEE MEMBERS: In accordance with the memo regarding subcommittee appointments which was included in the agenda packet, Ms. Calvert appointed Dr. Smith to the Salary Subcommittee, replacing Mr. Pusateri. Mr. Pusateri will remain on the Budget Subcommittee.

ELECTION OF OFFICERS: Mr. Brandt asked Ms. Calvert if she would be willing to continue as President of the Board; she replied that she would. Mr. Brandt then moved that the current officers of the Board continue in the same positions for two-year terms beginning January 1, 1986. Dr. Smith seconded, and the motion carried by unanimous vote. The officers are: Janet Calvert, President; Janice Eberly, Vice President; Larry Parducci, Secretary; and Peter Brandt, Treasurer.

ITEMS FOR INFORMATION:

<u>Claims Handling Procedures</u>: Ms. Loobey stated that, since questions had recently been asked about the District's claims handling procedures, she had asked Gary Deverell, Safety and Risk Manager, to show how accidents and summonses would be handled. Ms. Loobey also said that the District's Counsel would attend a future strategic planning session to discuss Oregon case law and public governing bodies, so the Board members can assess whether or not the District's coverage is adequate, or if changes should be made.

Mr. Deverell called the Board's attention to page 41 of the agenda packet. He used a chart to help explain the process for bus liability claims, including reporting an accident, investigation and settlement, check-signing authority, and communication with the insurance carrier and

legal counsel, if necessary. He also discussed legal claims (summonses). If the District had to go to court or defend, staff would meet with the insurance carrier and adjusters and choose an attorney. The District has a list of attorneys who are experts in their fields for different kinds of claims. In the past, the District has settled before having to go to court. Mr. Deverell stated that these processes have a number of checks and balances.

There were no questions from the Board, and Ms. Eberly thanked Mr. Deverell for a very clear presentation.

Special Services Report: Mr. Brandt asked about turning down a request for special services from the Metro Partnership. Ed Bergeron, Marketing Administrator, stated that, in the past, the District had been very cooperative in responding to their requests, but they had made a practice of asking for special services, in spite of their sizeable budget.

Employee Awards Banquet: Ms. Calvert asked the Board members to note on their calendars that the Annual Employee Awards Banquet would be held on a Saturday this year, on February 15. Mr. Brandt wondered what the District would be doing about employees who stay to dance and drink and then plan to drive home. Ms. Eberly thought the Red Lion had a courtesy van to take home people who shouldn't be driving. Ms. Loobey stated that the District's Risk Manager would investigate this issue and the alternatives.

Springfield Christmas Parade: Ms. Eberly complimented the Marketing Division for the District's participation in the Springfield Christmas Parade. She thought it was a real plus for the transit district, and that it was good to see the District there every year because it was an opportunity for good visibility and community involvement.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(d): Mr. Brandt moved that the Board adjourn to an Executive Session pursuant to ORS 192.660 (1)(d) for the purpose of conducting deliberations with persons designated by the governing body to carry on labor negotiations. After seconding by Ms. Eberly, the meeting was unanimously adjourned to Executive Session.

RETURN TO REGULAR SESSION AND ADJOURNMENT: After returning to Regular Session, Mr. Brandt moved that the meeting be adjourned to Monday, December 23, 1985 at 7:30 a.m. at the Original Pancake House, 659 East Broadway, Eugene. Dr. Smith seconded the motion, and the meeting was unanimously adjourned at 9:05 p.m.

Secretary

LTD BOARD MEETING 01/15/86 Page 13 Page 6

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Monday, December 23, 1985

Pursuant to notice given at the December 18, 1985 adjourned meeting, an adjourned meeting of the Board of Directors of the Lane Transit District was held at 7:30 a.m. on Monday, December 23, 1985 at the Original Pancake House, 659 East Broadway, Eugene.

Present: Peter Brandt, Treasurer Janet Calvert, President, presiding Janice Eberly, Vice President Gus Pusateri Rich Smith Phyllis Loobey, General Manager Jo Sullivan, Recording Secretary

Joyce Nichols Absent: Larry Parducci, Secretary

Ms. Calvert called the meeting to order at 8:00 a.m. Tim Dallas, Director of Operations, explained to the Board that a labor agreement had been ratified without modification by the labor union the previous day. The proposed agreement had been discussed with the Board in an executive session at the December 18, 1985 regular meeting.

Mr. Brandt moved that the Board ratify the labor agreement between the Amalgamated Transit Union and Lane Transit District effective July 1. 1985 through June 30, 1987. Mr. Pusateri seconded, and the motion carried by unanimous vote.

There was no further business. Mr. Brandt moved that the meeting be adjourned. After seconding by Ms. Eberly, the meeting was unanimously adjourned at 8:10 a.m.

bdmn1223.jhs



Lane Transit District

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

January 15, 1986

- TO: Board of Directors
- FROM: Leon Skiles, Senior Planner
- RE: Special Transportation Fund

During its last session, the Oregon Legislature passed a bill which taxes the purchase of tobacco products. The proceeds from this tax are dedicated to the provision of special transportation services for the elderly and handicapped. The revenues are to be allocated to each county on a per capita basis. Where transit districts are located within a county, the transit district will receive the funds. Where the transit district boundaries do not encompass the entire county, as is the case with Lane County and LTD, the funds for that county will be distributed between the in-district area and the out-of-district area on a per capita basis; the transit district, however, retains authority for the county's entire allocation. The tax was implemented on January 1, 1986 and revenue will reach the District in April, 1986. The predicted revenue for LTD for FY 85-86 is \$80,000 and for FY 86-87 is \$320,000.

BACKGROUND

In 1976, LTD began the operation of Dial-a-Bus, a curb-to-curb demand/ responsive service for the elderly and handicapped. At that time, LTD funded and operated the service. With the adoption of the Transition Plan in 1979, the District made a policy commitment to: (1) pursue 100 percent fixed route accessibility; and (2) phase out the Dial-a-Bus program. The District began the phase-out of the Dial-a-Bus program by contracting out for the service to Special Mobility Services, and then entered into the Lane Council of Governments (L-COG) Special Transportation Consortium, which includes several providers of elderly and handicapped transportation. Currently, the District allocates \$127,000 to the Consortium to be used for Dial-a-Ride (compared to \$350,000 when the District operated the service). Concurrently, the District achieved one hundred percent fixed route accessibility with the retrofitting of the 500 series buses and the purchase of the lift-equipped 700's and 800's.

The Special Transportation Fund (STF) was proposed and adopted by the Legislature because of the recognition that transportation for the elderly and handicapped required special and more expensive efforts. In the rural areas of the state, such transportation has been almost non-existent, and in the urban areas, the accelerating costs of providing transportation services and declining operating revenues have led to a deterioration in

Board of Directors Special Transportation Fund January 15, 1986 Page 2

special transportation service levels. At the same time, the public's demand and expectations for those services have been increasing. Specifically, the legislation resulted from the difficulties that the Portland area has had in delivering special transportation services; Representative Jane Cease was the bill's sponsor and primary advocate during the session. Following the signing of the legislation, the Public Transit Division of the Oregon Department of Transportation developed regulations for the Special Transportation Fund.

While Public Transit distributes and regulates the use of the fund, the local counties and transit districts are responsible for deciding which programs receive STF revenues. The legislation and the regulations specify general procedures to follow in making those decisions. Following is a brief summary of the regulations:

- 1. STF funds can only be used for the direct provision of service for the elderly and handicapped.
- 2. STF funds can be used to maintain or expand current services, to provide new services, or to plan for new services.
- The county or transit district must form and staff an advisory committee which will advise and assist in making decisions concerning the use of STF funds.

ISSUES

While the District will receive the STF funds and will have responsibility for distributing the funds, staff feel that the District should work to minimize its involvement in decisions concerning the distribution of the funds. Staff have developed a proposal to have Lane Council of Governments accept primary responsibility for distribution decisions. Following is a summary of the proposed agreement:

- 1. The District would establish an advisory committee and would develop local guidelines for the use of the STF funds. These activities would generally take place between January and March, 1986.
- 2. The District and L-COG would develop and enter into an agreement which would give responsibility for the management of the STF funds to L-COG. L-COG would then manage the advisory committee, develop a process by which agencies and programs apply for STF funds, and decide which programs would receive funding and at what level. The interagency agreement would be reached by April, 1986, and the request for funding and grant awards would occur from April through June, 1986.

Board of Directors Special Transportation Fund January 15, 1986 Page 3

Because the STF legislation was adopted late in the legislative session neither the District nor L-COG has budgeted either money or staff time for the management of the STF program. The agreement outlined above assumes that management of the STF program will initiate with the District in the Planning Division, but that management responsibilities will quickly shift to L-COG staff. L-COG can staff the program but needs additional resources to do so. Because STF funds cannot be used to cover administrative costs, L-COG has requested that the District assume responsibility for funding the increased staff time for FY 85-86. The cost to the District would be \$6,800. Funding for the management of the STF program after July, 1986 will likely come from local matches required of STF recipients.

ACTION REQUESTED

Staff request that the Board approve the general direction described above for the management of the STF program which would shift responsibility for program decisions from the District to L-COG. Also, staff requests that the Board allocate 6,800 from existing budgeted contractual services to be provided to L-COG to staff the management of the STF program for FY 85-86.

Leon Skiles

Leon Skiles Senior Planner

LS:ms:js



Lane Transit District

P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

January 15, 1986

MEMORANDUM

To: LTD Board of Directors

From: Phyllis Loobey

Subject: Summary of Board Comments at Strategic Planning Session

At the two Board Strategic planning sessions staff presented considerable information on the current status of services, marketing, and finances, along with some potential directions the District might take in the next three years in those respective areas. There was considerable comment on the part of individual Board members on a number of different issues. In order to provide some specific direction, staff have attempted to summarize what they observed as Board consensus. What follows are some general policy statements that appear to represent Board thinking. Staff are asking that the Board discuss these statements and, whenever possible, arrive at a consensus. Even if a consensus is not possible, a discussion of individual opinions will provide a clearer picture on Board leanings.

- I. Service
 - A. The Board members generally feel comfortable with the current level of services being provided by the District. The Board would support future service increases if a level of productivity equal to the current system average can be attained.
 - B. Increases in service should focus on the commuter market.
 - C. The Board supports the elimination of low productivity service. Any saving from the elimination of service can be allocated to other service if it offers the potential of meeting the productivity standard.
 - D. It is recognized that new service takes time to mature so that productivity standards are appropriate only after a new route has operated for two years.

Summary, Cont. Page 2 January 15, 1986

- II. Revenues
 - A. The District should operate as efficiently as possible in order to minimize the payroll tax rate.
 - B. If federal revenues are substantially reduced, the Board would consider options before reducing the current level of service:
 - 1. Increasing the payroll tax rate to absorb the loss.
 - 2. Other options that could be considered by the Board are:
 - a. Legislative action to identify and create an additional revenue source; or
 - b. The Board could re-examine the self-employment tax issue which was last reviewed by the Board of Directors in late 1979.
 - C. Increases in passenger fares will be consistent with inflationary increases in the economy.
- III. Capital Improvements

This issue was, for the most part, not directly addressed at the strategic planning session, but the Board has taken some past actions that indicate policy positions:

- A. The District is committed to a long-term capital replacement and improvement program that provides for:
 - 1. Annual contributions to the capital fund that insure timely replacement of obsolete equipment; and
 - 2. Capital improvements that improve the quality, efficiency, and effectiveness of services.
- B. Staff should develop a novelty vehicle (trolley) service and financial plan for the downtown shuttle route. The Board would implement a plan if grant funds were available and a private sponsor of the 20 percent local share could be identified.

VI. Marketing

A. The District should maintain an aggressive marketing program that:

Summary, Cont. Page 3 January 15, 1986

- Provides for balanced and consistent promotion of LTD services throughout the community; 1.
- Focuses particular attention on the opportunities for commuter riders from the following market segments; 2.
 - Large employers Small employers Schools; and
- Enhances the awareness, understanding, and support for LTD services among the community-at-large, and payroll tax-payers in particular. 3.

hydis Phyllis Loobey General Manager

PL/em

NOMINATION FOR BUDGET COMMITTEE

LAME TRANSIT DISTRICT

BUDGET CONMITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336 Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body . . . (5) the appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members end each year.

I	ини инструментали на ток и боло просторовно на пост ток развител, с по простороват развера с ток ими често разв	
	BOARD MEMBER: Janice	Eberly
	DATE OF NOMINATION:	January 15, 1986
	TERM OF BUDGET COMMITTE APPROVED BY BOARD:	EE APPOINTMENT: 1/15/86 Effective Date Term Expiration Date Date
	NOMINEE'S NAME:	Rosemary Pryor
	HOME ADDRESS:	3651 Wilshire Lane, Eugene, Oregon 97405
	Telephone Number:	484-6896
	BUSINESS ADDRESS:	City Manager's Office, Eugene City Hall
	Telephone Number:	
	PREFERRED MAILING ADDRE	ISS: home
		Information Specialist for City of Eugene
	Brief statement of nomi	nee's background which is relevant to budget committee
	appointment: Member,	LTD Budget Committee January 1983 to January 1986;
	Past employee of Lane	Transit District (employed as Marketing Director from
		ccount Executive at KUGN radio from 1978 to 1984;
		Public Information Specialist for City of Eugene.
	1	

LANE TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES GENERAL FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985 (SOX OF YEAR COMPLETED)

	CURRENT M		YEAR-TU		7.	YEARLY		
REVENUES	1935	1984	1985	1984	ACTIVITY	BUDGET	BALANCE	
Operating Revenues:								
Passender Fares	131,224	104 574	1711 475	101 700	AD 1.87	1 070 000		ere a decembra da compositor en possitor e
Charters		104,574	671,132	601,789		1,379,800	(708,668)	
Advertising	425	567	13,531	42,713	37.59%	36,000	(22,469)	
	3,448	2,803	20,688	17,885	48.56%		(21, 212)	
Miscellaneous	209	186	1,519	1,558	50,63%	3,000	(1,481)	
TOTAL OPERATING REVENUES	135,306	108,130	706,870	663,945	48,37%	1,461,400	(754,530)	
Non-Operating Revenues:	21 - 1			18 (² 3)				
Interest	13,369	18,064	87,391	99,879	54.62%	160,000	(72,609)	
Payroll Taxes	38,354	0	2,418,414	2,276,249			(2,321,586)	
Federal Operating Assistance	0	0	0	0	0.00%	714,800	(714,800)	and the second
State In-Lieu-Of Payroll Taxes	119,043	107,850	178,469	194,201	40,20%	444,000	(265,531)	
Other Operatins Assistance	0	1,752	0	1,752	0.00%	5,000	(5,000)	
Loan Proceeds	61,642	0	61,642	0	n/A	0,000	61,642	
TOTAL NON-OPERATING REVENUES	232,408	127,666	2,745,916	2,572,081			(3,317,884)	
TOTAL DOT OF LITTING TRATEGOLD	da se de Friside de	1713000	201709710	270727002	7.Jz 2.1374	01003000	10101/10047	
TOTAL REVENUES	367,714	235,796	3,452,786	3,236,026	45.88%	7,525,200	(4,072,414)	
EXPENDITURES								
Administration:								
Personal Services	04 170	00.074	000 107	100 004	E0 00V	470 400		
	34,172	30,274	238,407	198,204	S. S.	473,100	234,693	
Naterials and Supplies	16,320	18,528	54,755	51,909	45.86%	119,400	64,545	
Contractual Services	4,524	3,643	34,153	25,608	23.95%	142,600	108,447	
Total Administration	55,016	52,445	327,315	275,721	44,53%	735,100	407,785	
Marketing and Planning:					······································			
Personal Services	35,097	33,257	219,181	203,310	49.37%	444,000	224,819	
Materials and Supplies	5,812	6,075	95,983	73,735	68.71%	139,700	43,712	
Contractual Services	7,004	10,055	121,243	148,681	51.59%	235,000	113,752	1
Total Marketins and Plannins	47,913	49,387	436,417	425,726	53.31%	818,700	382,283	
Transportation:							• • • • • • • • • • • • • • • • • • •	
Personal Services	300,121	281,645	1,783,223	1,714,800	17 054	3,719,000	1 000 777	
Haterials and Surplies	742						1,935,777	
Contractual Services		455	10,341	4,798		16,600	6,259	 (a) (a) (b) (b) (b) (b) (b) (b) (b) (b) (b) (b
Total Transportation	385	423	2,059	2,078			3,941	
iotal fransportation	301,248	282,523	1,795,623	1,721,676	41.774	3,741,600	1,945,977	
Maintenance:								
Personal Services	80,156	73,670	488,595	462,508	50,02%	976,800	488,205	
Materials and Supplies	65,371	52,183	431,906	432,768	44.51%	970,300	538,394	
Contractual Services	40	6,163	72,694	39,673	47.86%	151,900		
Total Maintenance	145,567	131,996	993,195	934,949	47.32%	2,099,000	1,105,805	
Continsency	0	0	0	0	0.00%	23,000	23,000	
Transfer to Capital Projects	0	0	0	190,600				
Transfer to Risk Management	0	0	0	0	N/A	58,000		
	· · · · · · · · · · · · · · · · · · ·	· · · · · ·	V.	V	10/75	001000	58,000	
JTAL EXPENDITURES	549,744	516,351	3,552,550	3,548,672	47.21%	7,525,200	3,972,650	
EXCESS (DEFICIT) OF REVENUES						• • • • • • • • • •		
OVER EXFENDITURES	(182,030)	(280,555)	(99,764)	(312,646)	N/A	0	(99,764)	
and a second				to soft and solver				
		LTD BOARD 01/15/86						

01/15/86 Page 22

LAME TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXFEMDITURES CAPITAL FROJECTS FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985 (50% OF YEAR COMPLETED)

a in plant and an analysis and an end of the second second second second second second second second second sec	YEAR-TO-DATE A	7. ACTIVITY	VEARLY	BALANCE		
10 10 10 10 10 10 10 10 10 10 10 10 10 1						
RESOURCES						
Beginning Fund Balance	1,953,502	106.33%	1,837,248	116,234		
Revenues:			any to all the second points of			
UMTA Section 3	0	0.00%	687,005	(687,005)		
UNTA Section 5	31,851	N/A	0	31,851		
UMFA Section 9	77,040	3,80%	1,132,837	(1,055,797)		
UNITA Section 18	192	0:22%	88,440	(88,248)		
Federal Hishway Admin	15,873	7.91%	200,549	(184, 575)		
State Assistance	Q	N/A	Ŏ	0		
Sale of Tax Benefits	0	0.00%	100,000	(100,000)		
Transfer from Gen'L_Fund	0	0.00%	49,800	(49,800)		
Total Revenues	124,956	5,53%	2,258,630	(2,133,674)		
TOTAL RESOURCES	2,078,458	50.75%	4,095,873	(2,017,420)		and and a second state of a second state of the second state of th
EXPENDITURES						
Locally Funded						
Office Engineent	850	N/A	0	(830)		~
Bus Stop Improvements	225	N/A	0	(225)		()
Land & Buildinds	. Û	N/A	0	Û		on and an and a state of the st
Total Locally Funded	1,075	M/A	0	(1,075)		
and a second					· · · · · · · · · · · · · · · · · · ·	
UNTA Funded:			23,700	23,700		
Parsonal Services	0	ACT 3 (***)		23,700 4,039		
Coeruler Software	3,341	45.15%	7,400			
Office Equipment	17,344	47.56%	36,466	19,122		
Haintenance Equipment	25,225	169.02%	15,516	(10,709)		
Bus Stop Improvements	32,956	18,88%	174,572	141,615	· · · · · · · · · · · · · · · · · · ·	$\label{eq:second} \begin{array}{c} (1,1,2) \\ ($
Land & Buildin≦s	4,289	0.21%	2,017,788	2,013,519		
Buses	36,642	44,15%	83,000	46,350		
Bus Related Equipment	12,373	19,83%	62,406	50,033		and a sub-sub-sub-sub-sub-sub-sub-sub-sub-sub-
Service Vehicles	0	0.00%	15,000	15,000		
Miscellaneous	3,203	47.42%	6,754	3,551		
Total UMTA Funded	136,353	5.58%	2,442,602	2,306,249	an a	
FRMA Funded:						
Bus Stop Improvements	18,007	7.91%	227,598	202,501		and the second second second second second
Total FHUA Funded	18,007	7.91%	227,508	209,501		
TOTAL EXPENDITURES	155,435	5.82%	2, 570, 110	2,514,675	2 *	
Follor PULTIDITIONES	1007.00					
EXCESS (DEFICIT) OF REVEN	10ES					
OVER EXPENDITURES	1,923,023	134.33%	1,425,768	497,255		Normal Alexandra Alexandra Alexandra

LAME TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES RISK MANAGEMENT FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1935 (50% OF YEAR COMPLETED)

(<u>.</u> У	EAR-TO-DATE	۶ ACTIVITY	YEARLY BUDGET	BALANCE			
	RESCURCES	•						
	Besinning Fund Balance	308,167	0.85	358,900	(50,733)		and the second	
	Revenues:							
	Transfer from Gen'l Fund	0	N/A	58,000	(58,000)		and the second sec	
	Interest	10,200	0.34	30,000	(19,800)		5 2 .5	
	Total Revenues	10,200	0.12	88,000	(77,800)			
	TUTAL RESOURCES	318,367	0.71	445,900	(128,533)			
	EXPENDI (LIRES			ne ne est				
	Administration	4,720	0.29	16,400	11,680			
	Worker's Compensation	65,118	0.41	161,000	94,882	· · · · · · · · · · · · · · · · · · ·	an a	
	Liability Prosram	146,982	0.56	264,600	117,638			
	Niscellaneous Insurance	1,946	0,40	4,900	2,954			
	TOTAL EXPENDITURES	219,746	0,49	446,900	227,154			
	ENGING FUND BALANCE	98,621	N/A	0	98,621			
	그 가지 않는 것 같은 것 같은 것 같은 것 같은 것 같은 것							

LTD BOARD MEETING 01/15/86 Page 24 3

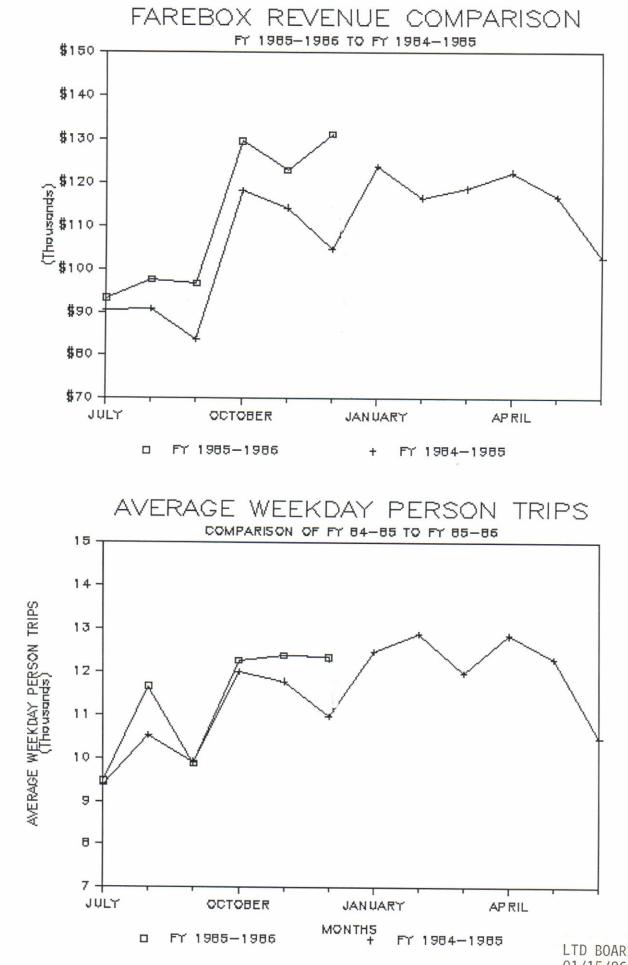
QUARTERLY RIDERSHIP SUMMARY SECOND QUARTER FY '85-'86

OCTOBER			NOVEMBER			DECEMBER	
	·····\ /	/		····· \ ,	/		\
5-86 FY 84-85	%CHANGE	FY 85-86	FY 84-85	%CHANGE	FY 85-86	FY 84-85	%CHANGE
9,568 \$118,180	9.6%	\$122,915	\$114,169	7.7%	\$131,225	\$104,574	25.5%
,768 313,415	5 2.7%	294,325	285,002	3.3%	304,613	268,527	13.4%
3999 4009	-0.2%	3999	4058	-1.5%	3999	4123	-3.0%
17.7 17.2	2 3.3%	17.9	16.9	6.0%	17.9	16.4	9.3%
	5-86 FY 84-85 9,568 \$118,18(1,768 313,41 3999 4009	5-86 FY 84-85 %CHANGE P,568 \$118,180 9.6% 1,768 313,415 2.7% 3999 4009 -0.2%	5-86 FY 84-85 %CHANGE FY 85-86 P,568 \$118,180 9.6% \$122,915 1,768 313,415 2.7% 294,325 3999 4009 -0.2% 3999	5-86 FY 84-85 %CHANGE FY 85-86 FY 84-85 9,568 \$118,180 9.6% \$122,915 \$114,169 9,768 313,415 2.7% 294,325 285,002 3999 4009 -0.2% 3999 4058	5-86 FY 84-85 %CHANGE FY 85-86 FY 84-85 %CHANGE 9,568 \$118,180 9.6% \$122,915 \$114,169 7.7% 1,768 313,415 2.7% 294,325 285,002 3.3% 3999 4009 -0.2% 3999 4058 -1.5%	5-86 FY 84-85 %CHANGE FY 85-86 FY 84-85 %CHANGE FY 85-86 2,568 \$118,180 9.6% \$122,915 \$114,169 7.7% \$131,225 1,768 313,415 2.7% 294,325 285,002 3.3% 304,613 3999 4009 -0.2% 3999 4058 -1.5% 3999	5-86 FY 84-85 %CHANGE FY 85-86 FY 84-85 %CHANGE FY 85-86 FY 84-85 0,568 \$118,180 9.6% \$122,915 \$114,169 7.7% \$131,225 \$104,574 1,768 313,415 2.7% 294,325 285,002 3.3% 304,613 268,527 3999 4009 -0.2% 3999 4058 -1.5% 3999 4123

SECOND QUARTER YEAR-TO-DATE SUMMARY

STATISTIC	TDP GOAL	FY 85-86	FY 84-85	%CHANGE
FAREBOX REVENUE	\$637,896	\$671,133	\$601,789	11.5%
PERSON TRIPS	1,662,991	1,705,162	1,614,554	5.6%
PRODUCTIVITY	17.1	16.9	16.6	1.9%
EFFICIENCY	\$1.41	\$1.39	\$1.49	-6.6%
USER FUNDING	17.6%	17.9%	16.4%	8.7%

LTD BOARD	MEETING
01/15/86	Page 26



LTD BOARD MEETING 01/15/86 Page 27

OPERATIONS SUMMARY

OCTOBER/NOVEMBER/DECEMBER 1986

	Octob	er				
	85-86	84-85	% CHANGE	85-86	84-85	% CHANGE
On-Time Performance	99.51%	98.78%	+0.74%	97.99%	98.95%	-0.97%
Safe Miles Between Accidents/Incidents	31,227	29,139	+6.69%	27,473	44,116	-37.73%
Miles Between Breakdowns	8,783	4,096	New Standards	4,808	4,325	New Standards
Total Miles	281,043	262,165	+6.72%	192,313	220,582	-12.82%
Complaints	28	15		25	20	
pliments	4	9		. 5	11	

					FIS YEAR-TO TOTALS/A	-DATE	
	85-86	84-85	% CHANGE	GOAL	85-86	84-85	% CHANGE
On-Time Performance	100%	99.16%	+0.85%	99.00%	99.07%	99.06%	+0.01%
Safe Miles Between Accidents/Incidents	17,835	25,054	-28.21%	38,000	22,628	31,108	-27.26%
Miles Between Breakdowns	7,927	4,041	New Standards	15,000	7,201	4,532	New Standards
Total Miles	285,355	250,535	+12.20%	n/a	1,448,209	1,430,185	+1.24%
Complaints	28	15	-		81	50	
Compliments	12	9			21	29	
h-1			LTD BOARD MEETI	NG			ingeneration and the design of the rest

01/15/86 Page 28



1000

Lane Transit District P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

(for information if the poard asks why cust. Suc forms are up)

January 15, 1986

TO: Board of Directors

FROM: Don Gray

RE: Customer Service Form Increase During October, November, and December 1985

	Careless		<u>Att</u>	<u>Attitude</u>		Pass-By		tal	
	<u>1984</u>	<u>1985</u>	1984	<u>1985</u>	1984	<u>1985</u>	1984	<u>1985</u>	<u>% Change</u>
Jan.	6	3	10	3	3	4	19	10	-47%
Feb.	4	4	7	6	0	3	11	13	+18%
Mar.	8	6	10	14	4	5	22	25	+12%
Apr.	2	9	8	3	4	1	14	13	-7%
May	4	7	5	7	0	2	9	16	+78%
June	9	12	4	5	7	7	20	24	+20%
July	7	7	5	5	13	6	25	18	-28%
Aug.	10	8	7	6	10	3	27	17	-37%
Sep.	6	3	11	4	5	4	22	11	- 50%
Oct.	6	8	5	13	1	5	12	26	+116%
Nov.	11	12	3	8	4	5	18	25	+38%
Dec.	5	7	4	9	6	8	15	24	+60%
TOTAL	78	86	79	83	57	53	214	222	+4%

- Stress due to unsettled contract.
- Stress due to heavy traffic and passenger loads during holiday season.
- Fog, snow, and ice impact.

new ridership/unfmlr w/ rules

- Complaints have increased only four percent during 1985. over 1984
- During the month of greatest complaint increase, October, 1985, we had only one complaint per 8,012 miles driven.
- During 1985, we had one complaint per 11,261 miles driven.

DOR Gray Transportation Manager

DG:km

Public notice was given at the January 15, 1986 regular meeting.

LANE TRANSIT DISTRICT

ADJOURNED BOARD MEETING

January 22, 1986

7:30 a.m.

Transportation Building Conference Room 1938 West 8th, Eugene

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL

Smith	Brandt	Calvert	Eberly
Nichols	Parducci	Pusateri	

III. INTRODUCTORY REMARKS BY BOARD PRESIDENT

IV. AUDIENCE PARTICIPATION

V. ITEMS FOR ACTION AT THIS MEETING

- A. Approval of Minutes
- B. Special Transportation Fund--Review of Fund and Approval of L-COG Contract for Program Development
- C. Summary of Strategic Planning Sessions
- D. Appointment of Budget Committee Member

VI. ADJOURNMENT

Public notice was given to *The Register-Guard* for publication on January 9, 1986.

LANE TRANSIT DISTRICT

REGULAR BOARD MEETING

January 15, 1986

7:30 p.m.

Municipal Courtroom #1 Eugene City Hall

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL

Smith	Brandt	Calvert	Eberly
Nichols	Parducci	Pusateri	

III. INTRODUCTORY REMARKS BY BOARD PRESIDENT

- IV. AUDIENCE PARTICIPATION
- V. EMPLOYEE OF THE MONTH
- VI. ITEMS FOR ACTION AT THIS MEETING
 - A. Approval of Minutes
 - B. Special Transportation Fund--Review of Fund and Approval of L-COG Contract for Program Development
 - C. Summary of Strategic Planning Sessions
 - D. Appointment of Budget Committee Member
- VII. ITEMS FOR INFORMATION AT THIS MEETING

A. Current Activities

1. Review of Status of Federal Grant and Legislation

Agenda Page 2

2. Calendar

3. Employee Awards Banquet

4. Service Information

5. Special Services Report

B. Monthly Financial Reporting

C. Quarterly Reporting

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

A. Adoption of TransPlan

B. Parkway Station Grant Amendment

C. Administrative Salaries

D. Special Transportation Fund Contract

E. Passenger Fares

F. Fiscal Year 1986-87 Goals

G. Transit Development Program (TDP) Adoption

H. Budget Committee Appointments

I. Section 5 Reprogrammed Money

IX. ADJOURNMENT

bdagenda.jhs

AGENDA NOTES

Page No.

8

٧.

EMPLOYEE OF THE MONTH: The January Employee of the Month, Carla Chambers, had a baby boy on January 9, 1986. On January 10, as agenda packets were being prepared, she was hoping to be able to be present at the meeting to receive her check and certificate and to be introduced to the Board.

VI. ITEMS FOR ACTION AT THIS MEETING

- A. <u>Approval of Minutes</u>: The minutes of the December 18, 1985 adjourned meeting and the December 23, 1985 adjourned meeting are included in the agenda packet for Board review and approval. The December 17, 1985 regular meeting was cancelled, and there are no minutes for that date.
- B. <u>Special Transportation Fund--Review of Fund and Approval of</u> 15 <u>L-COG Contract for Program Development:</u>

<u>Issue Presented</u>: Does the Board approve of the general direction that staff have taken in developing the procedure for allocating Oregon State Special Transportation funds, and should the Board approve a contract with the Lane Council of Governments for \$6,8000 to develop an allocating procedure?

<u>Background</u>: The 1985 session of the State Legislature approved a special tax on cigarettes and tobacco products, with those revenues to be used statewide to fund transportation services for the elderly and handicapped. LTD has been designated as the local representative for distributing those revenues. In keeping with previous Board policy, staff recommend that the Lane Council of Governments (L-COG) be delegated the responsibility to allocate these funds.

Included in the agenda packet is a staff memorandum explaining the history of the Special Transportation Fund, as well as the District's involvement in handicapped transportation services. Staff will provide a more detailed explanation at the Board meeting.

<u>Staff Recommendation</u>: That the Board direct staff to develop a procedure, for Board review and approval at a later meeting, which would delegate Special Transportation Fund allocation authority to L-COG, and that the District immediately contract with L-COG for the management

Page No.

of the Special Transportation Fund program for FY 85-86 for an amount not to exceed \$6,800.

<u>Results of Recommended Action</u>: Staff will immediately begin working with L-COG to develop a set of policies for LTD Board approval that would shift Special Transportation Fund management responsibility to L-COG. Final approval of those policies would be made by the LTD and L-COG boards at future meetings.

C. Summary of Strategic Planning Sessions:

<u>Issue Presented</u>: The LTD Board has held two strategic planning sessions. Staff have attempted to summarize Board comments at those meetings to provide some direction in developing the District goals for Fiscal Year 1986-87. In turn, those goals will guide staff in developing the budget for FY 86-87.

Background: Every January, staff initiate the development of the District budget. The first step in that process is the setting of District goals, which are then used as guides to actual budgeting. This year, the Board had an opportunity to meet and discuss some long-range service, marketing, and financial issues. From those meetings, staff have attempted to formulate a Board position on major policy issues. Those positions are summarized in a memorandum in the agenda packet as a means of clarifying Board policy.

<u>Staff Recommendation</u>: That the Board review these policy statements and either approve, amend, or reject them; in any case, attempt to establish a Board consensus on the issues.

- <u>Results of Recommended Action</u>: Staff will use these policy statements in developing the District's Fiscal Year 1986-87 goals.
- D. <u>Appointment of Budget Committee Members</u>: At the meeting, Janice Eberly will nominate Rosemary Pryor for a second three-year term on the District's Budget Committee. Included in the agenda packet is a Budget Committee nomination form for Ms. Pryor.

21

18

VII. ITEMS FOR INFORMATION AT THIS MEETING

- A. Current Activities
 - 1. <u>Review of Status of Federal Grant and Legislation</u>: At the meeting, staff will discuss a number of issues concerning the District's federal grant and proposed future legislation.
 - 2. <u>Calendar</u>: There are a number of activities scheduled for the next six months. Staff would like to review those with the Board.
 - 3. <u>Employee Awards Banquet</u>: This year's employee awards banquet will be held on Saturday, February 15, 1986, at 7:00 p.m. at the Red Lion Motor Inn. The issue of serving drinks at the banquet was raised at the last Board meeting. Staff will present some suggestions on how they intend to address that issue.
 - 4. <u>Service Information</u>: At one of the strategic planning sessions, Stefano Viggiano presented some service information that the Board asked to be compiled in written form. That information will be distributed at the Board meeting.
 - 5. <u>Special Services Report</u>: As a result of recent Board discussion about special services requested by persons and agencies in the community, a list of requests received (approved and denied) is being included in the agenda packet each month. However, no additional special service requests were received by staff in December.
 - 4. <u>Reappointment of Four Board Members</u>: The terms of four of the District's Board members are expiring in January. All four members have expressed an interest in being reappointed, and are scheduled to attend a meeting of the Senate Confirmation Committee meeting on January 15.
- B. Monthly Financial Reporting: Included in the agenda packet are financial statements for December, 1985:
 - Comparison of Budgeted and Actual Revenues and Expenditures
 - a. General Fund

С.

2.

Qua

1.

b. c.	Capital Projects Fund Risk Management Fund			23 24
Com Expe	parison of Year-to-Date Actual enditures to Budgeted (General Fund)	Revenues	and	25
rterly	/ Reporting			
Ride	ership		10 G	
	Didovchin Summary			26

Page No.

27

28

a. Ridership Summary

- b. Farebox Revenue Comparison Graph
- c. Average Weekday Person Trips Graph
- 2. Operations Summary

VIII. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

- A. <u>Adoption of TransPlan</u>: The TransPlan is scheduled for final adoption in February, 1986.
- B. <u>Parkway Station Grant Amendment</u>: When bids for construction of the Parkway Station are received, it is likely that an amendment to the grant will be required. It is anticipated that this would occur at the February Board meeting.
- C. <u>Administrative Salaries</u>: The Salary Subcommittee of the Board will be meeting between the January and February Board meetings to formulate a recommendation on administrative salary adjustments for Fiscal Year 1986-87.
- D. <u>Special Transportation Fund Contract</u>: Depending on Board direction at the January meeting, staff will be bringing a formal procedure for the allocation of the Special Transportation Fund back to the Board in February or March.
- E. <u>Passenger Fares</u>: Every year in preparation for the budget, the Board holds a public hear and establishes the fares for the next fiscal year.
- F. Fiscal Year 1986-87 Goals: in addition to establishing passenger fares, the Board also establishes the District's goals for the next fiscal year.
- G. <u>Transit Development Program (TDP) Adoption</u>: The TDP, the District's planning and reference document, is scheduled to

Agenda Notes January 15, 1986 Page 5

Page No.

be completed for Board review at a meeting in the near future.

- H. <u>Budget Committee Appointment</u>: Rich Smith will be responsible for making a nomination to fill the last vacancy on the Budget Committee.
- E. <u>Section 5 Reprogrammed Money</u>: In the next two or three months, the District will need to establish its priorities for applying for approximately \$73,000 in Section 5 capital funds.

IX. ADJOURNMENT

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Wednesday, December 18, 1985

Pursuant to notice given at the November 20, 1985 adjourned meeting and to *The Register-Guard* for publication on December 12, 1985, and distributed to persons on the mailing list of the District, an adjourned meeting of the Lane Transit District Board of Directors was held on Wednesday, December 18, 1985 at 7:30 p.m. in the Eugene City Hall.

Present: Peter Brandt, Vice President Janet Calvert, President, presiding Janice Eberly, Vice President Gus Pusateri Rich Smith Phyllis Loobey, General Manager Jo Sullivan, Recording Secretary

Absent: Joyce Nichols Larry Parducci, Secretary

EMPLOYEE OF THE MONTH: Ms. Calvert introduced Carmenita Mosely, the December Employee of the Month. She stated that Ms. Mosely had been a part-time driver since January, 1985 and, in spite of her short time on the job, had been nominated by several patrons. Ms. Calvert added that she understood this quick acceptance, since she had seen for herself that Ms. Mosely is a cheerful, friendly person. She presented Ms. Mosely with her check and certificate, and said how pleased the Board and staff were to have Ms. Mosely employed as a bus operator.

<u>AUDIENCE PARTICIPATION</u>: Paul Bonney, of 587 Antelope Way, Eugene, stated that the bus drivers deserved a pat on the back for doing such a good job of driving in the ice and snow recently.

<u>APPROVAL OF MINUTES</u>: Mr. Brandt moved that the minutes of the November 14, 1985 work session, the November 19, 1985 regular meeting, and the November 20, 1985 adjourned meeting be approved as distributed. After seconding, Mr. Pusateri noted a reference to a Ms. Nelson instead of Ms. Nichols on the first page of the lovember 20 minutes. The minutes of all three meetings were unanimously proved with that one correction.

<u>RECOMMENDATION REGARDING TRANSPIAN</u>: Ms. Calvert stated that Mr. Parducci, Ms. Loobey, and she had altended a joint hearing on the TransPlan held by the Eugene and Springfield City Councils, the Lane County Board of Commissioners, and the LTD Board of Directors on December 4. She remarked that it was interesting that so many comments were made about transit. Ms. Loobey stated that about half of the testimony was that the transit goals were too high, and about half was

that the goals are just right. She said that Ms. Calvert had made comments on behalf of the Board, regarding the need for a permanent downtown transfer site, to the other local units of government. There was not much response, but LTD and City staff are working together on a long-term solution to the impact of the opening of Willamette between 10th and 11th on the present downtown transit station. It is the District's wish to reinforce that commitment in the TransPlan as a policy statement.

Stefano Viggiano, Planning Administrator, called the Board's attention to the proposed changes to the TransPlan listed in the agenda packet for that evening. Ms. Calvert and Dr. Smith commented on the discussion at the Eugene City Council meeting that day regarding the "unattainable" transit goals. Ms. Loobey stated that the Plan includes incremental goals with a five-year roll-over and yearly evaluation. Mr. Viggiano added that the phased goals begin with a 3 percent goal, which is only 1.5 percent higher than the present modal split. Dr. Smith wanted to know if changing the goals would have some effect on the District's capital expenditures. Ms. Loobey said it would not, because the District is planning for increases in frequency. Mr. Viggiano added that LTD is within two or three buses of reaching maximum capacity. Presently, the District operates 58 buses out of a fleet of 69, and could go to as low as eight or nine spares if necessary.

Mr. Pusateri noticed a typing error on page 33, item 4, which should have said "expand the percentage of parking spaces assigned for compact automobiles" instead of "expend." Ms. Calvert wondered what impact some of the changes had on the transit system. Mr. Viggiano replied that some of them had no impact; they were only listed as a clarification of what is now in the TransPlan.

Mr. Brandt moved that the Board recommend adoption of the TransPlan with the changes as described in the staff memo in the agenda packet that evening. Ms. Eberly seconded, and the motion carried unanimously.

SAFE HARBOR LEASING

Loan Resolution: Mark Pangborn, Director of Administrative Services, explained that Safe Harbor Leasing was specifically written into federal law to assist transit districts. The process takes tax moneys that would normally go to the federal government in terms of income taxes from private businesses and redirects them to transit districts. The process is only based on 20 percent of the buses, because that is the percentage that the District owns, since the federal government provided 80 percent of the purchase price. Mr. Pangborn stated that the District would not be selling the buses or losing title or control. What LTD would be selling would be the tax basis or depreciation deduction for federal tax purposes.

Mr. Pangborn stated that the District's 20 percent of the 31 Gillig buses purchased last winter amounted to about \$860,000. Two bids had been received, one from an Oregon firm and one from an international

minute.

corporation. However, the local corporation had not participated in Safe Harbor Leasing before and had pulled out of the bidding at the last The bid from the international corporation was 10.25 percent, which would mean approximately \$80,000 to LTD. Although \$80,000 might not seem like a large amount of money, Mr. Pangborn stated that it could be

Mr. Pangborn said that Tri-Met in Portland had done Safe Harbor Leasing two years ago, and that LTD had used Tri-Met's legal counsel and format for this process. He added that a number of other transit districts in the country had participated in Safe Harbor Leasing, as well.

used as local share to leverage federal capital assistance at 80 percent.

Mr. Pangborn then listed several potential risks for the District. The first risk is that the transaction might not be legal if the proper steps had not been followed, and LTD would have to pay back the \$80,000 with interest. He stated, however, that the District had followed the proper bidding procedures and the proper procedures for the buses, and to the best of staff's and legal counsel's knowledge, the transaction is Secondly, Mr. Pangborn said that changes in the tax laws are legal. anticipated, and the business purchasing the tax credit assumes the risk of changes in tax law. Safe Harbor Leasing will continue to be legal until December 31, 1986, but the value to businesses will decrease. He said that the 10 percent bid reflected the size of the transaction, which is small in comparison to most, and the uncertainty regarding the tax laws.

The third area of possible risk occurs if buses are lost for some reason (i.e., due to fire, etc.). In Safe Harbor Leasing, the District sells the tax basis in the buses to the business and leases them back for 13.5 years. The buses must then be in revenue service for mass transit for those 13.5 years. If one of the buses is lost and cannot be replaced by the District with another qualifying vehicle, LTD will have to repay a pro-rated refund on the tax loss.

Karen Rivenburg, Finance Administrator, and Mr. Brandt also answered some questions from Board members. Mr. Brandt stated that he thought this was a good opportunity for the District.

Ms. Calvert stated that if the Board wished to proceed with Safe Harbor Leasing, they would have to approve the borrowing of money to pay the last of what was owed to the manufacturer of the buses in order to qualify for the Safe Harbor Leasing program. Mr. Pangborn explained that the first resolution in the packet would authorize the staff to borrow the money for this purpose, and that one of the requirements was that the District would pay interest on the loan, but the bank, in receiving the money, would not be required to pay taxes. Ms. Rivenburg handed out an amended resolution, which was slightly different than the one in the packet.

Mr. Brandt moved that the Board pass the resolution to borrow \$61,642 to finance a portion of the District's local share for its bus acquisition. Mr. Pusateri seconded the motion.

Mr. Pusateri and Mr. Brandt then asked if the lease of the buses for the 12-year period was stipulated in the contract and the bid. Mr. Pangborn replied that this is covered in a clause in the contract, and that it also was to be specified in the bid. However, the bid documents were still with the broker and he had not yet seen them. Mr. Brandt commented that the bidding corporation would make its \$80,000 back in the first year if it is in the 50 percent tax bracket.

With no further discussion, the motion carried by unanimous vote.

<u>Approval of Sale of Investment Credit</u>: Mr. Pangborn stated that the second resolution, handed out to the Board that evening, would authorize the General Manger to finalize the sale of the investment credits.

Mr. Brandt moved that the Board adopt the resolution authorizing the General Manager to sign the negotiating contract. Dr. Smith seconded, and the motion carried by unanimous vote.

<u>APPROVAL OF ARCHITECT CONTRACT FOR NEW FACILITY</u>: Ms. Calvert stated that the Facilities Subcommittee had met to discuss the proposed contract, and that the fees for the architect seem to be in the low end of the range. The Subcommittee's recommendation regarding the contract had been distributed under separate cover with the Board meeting agenda packet.

Mr. Brandt stated that the Subcommittee had done its work, and moved that the Board approve the architect contract for the new facility, as recommended by the Facilities Subcommittee. After seconding by Ms. Eberly, the motion passed unanimously. Dr. Smith commented that he thought that the discussion resulting from the issues raised previously by Mr. Brandt had been worthwhile for the Board.

APPOINTMENT OF INDEPENDENT AUDITOR: Ms. Calvert explained that the District's independent auditors, Derickson & Gault, had merged with Jones & Roth. Ms. Eberly asked if this item was on the agenda because of the merger or because auditors would have to be named at this time, anyway. Ms. Rivenburg replied that a formal time period for appointing auditors had never been set, but that it was being brought to the Board both because it had been quite awhile since the Board reviewed the appointment or the auditor of record and because of the merger. The reason auditors should be named now is that pre-audit planning and procedural testing occur between April and June. She added that the Board could chose to appoint auditors each year or not, and that David Gault would continue to be active in LTD's audit if Jones & Roth were appointed. Mr. Brandt said that, in the past, the Board's position has been to have the auditors meet with the Finance Administrator to negotiate fees, and he thought this should be done yearly. He also expressed the opinion that at this time the District should be specific in discussing fees, stating that LTD

expects no great changes and expects the same level of services. He added that going out to bid every year might save a little bit of money but causes more work and "headaches."

Mr. Brandt then moved that the Board appoint Jones & Roth as the District's auditors for the next year, subject to Ms. Rivenburg obtaining a satisfactory engagement letter, including the services to be rendered and the fees. Mr. Pusateri seconded the motion.

Mr. Brandt noted that Jones & Roth does not belong to the Division of Firms, and wondered if public accounting laws said that the District's auditor must belong. The Division of Firms, he explained, is regulated and audited, and bonding companies and banks are starting to require that their independent auditors belong. Ms. Rivenburg stated that the State of Oregon requires that the auditors be registered as a municipal auditor within the state, and that they be a CPA firm. She added that she had been turning copies over to the federal government and they had been accepting the District's audits, but that she would check into this further.

With no further discussion, the motion carried by unanimous vote.

<u>APPOINTMENT OF SUBCOMMITTEE MEMBERS</u>: In accordance with the memo regarding subcommittee appointments which was included in the agenda packet, Ms. Calvert appointed Dr. Smith to the Salary Subcommittee, replacing Mr. Pusateri. Mr. Pusateri will remain on the Budget Subcommittee.

ELECTION OF OFFICERS: Mr. Brandt asked Ms. Calvert if she would be willing to continue as President of the Board; she replied that she would. Mr. Brandt then moved that the current officers of the Board continue in the same positions for two-year terms beginning January 1, 1986. Dr. Smith seconded, and the motion carried by unanimous vote. The officers are: Janet Calvert, President; Janice Eberly, Vice President; Larry Parducci, Secretary; and Peter Brandt, Treasurer.

ITEMS FOR INFORMATION:

<u>Claims Handling Procedures</u>: Ms. Loobey stated that, since questions had recently been asked about the District's claims handling procedures, she had asked Gary Deverell, Safety and Risk Manager, to show how accidents and summonses would be handled. Ms. Loobey also said that the District's Counsel would attend a future strategic planning session to discuss Oregon case law and public governing bodies, so the Board members can assess whether or not the District's coverage is adequate, or if changes should be made.

Mr. Deverell called the Board's attention to page 41 of the agenda packet. He used a chart to help explain the process for bus liability claims, including reporting an accident, investigation and settlement, check-signing authority, and communication with the insurance carrier and

legal counsel, if necessary. He also discussed legal claims (summonses). If the District had to go to court or defend, staff would meet with the insurance carrier and adjusters and choose an attorney. The District has

a list of attorneys who are experts in their fields for different kinds of claims. In the past, the District has settled before having to go to court. Mr. Deverell stated that these processes have a number of checks and balances.

There were no questions from the Board, and Ms. Eberly thanked Mr. Deverell for a very clear presentation.

<u>Special Services Report</u>: Mr. Brandt asked about turning down a request for special services from the Metro Partnership. Ed Bergeron, Marketing Administrator, stated that, in the past, the District had been very cooperative in responding to their requests, but they had made a practice of asking for special services, in spite of their sizeable budget.

Employee Awards Banquet: Ms. Calvert asked the Board members to note on their calendars that the Annual Employee Awards Banquet would be held on a Saturday this year, on February 15. Mr. Brandt wondered what the District would be doing about employees who stay to dance and drink and then plan to drive home. Ms. Eberly thought the Red Lion had a courtesy van to take home people who shouldn't be driving. Ms. Loobey stated that the District's Risk Manager would investigate this issue and the alternatives.

<u>Springfield Christmas Parade</u>: Ms. Eberly complimented the Marketing Division for the District's participation in the Springfield Christmas Parade. She thought it was a real plus for the transit district, and that it was good to see the District there every year because it was an opportunity for good visibility and community involvement.

EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(d): Mr. Brandt moved that the Board adjourn to an Executive Session pursuant to ORS 192.660 (1)(d) for the purpose of conducting deliberations with persons designated by the governing body to carry on labor negotiations. After seconding by Ms. Eberly, the meeting was unanimously adjourned to Executive Session.

<u>RETURN TO REGULAR SESSION AND ADJOURNMENT</u>: After returning to Regular Session, Mr. Brandt moved that the meeting be adjourned to Monday, December 23, 1985 at 7:30 a.m. at the Original Pancake House, 659 East Broadway, Eugene. Dr. Smith seconded the motion, and the meeting was unanimously adjourned at 9:05 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

ADJOURNED MEETING

Monday, December 23, 1985

Pursuant to notice given at the December 18, 1985 adjourned meeting, an adjourned meeting of the Board of Directors of the Lane Transit District was held at 7:30 a.m. on Monday, December 23, 1985 at the Original Pancake House, 659 East Broadway, Eugene.

Present: Peter Brandt, Treasurer Janet Calvert, President, presiding Janice Eberly, Vice President Gus Pusateri Rich Smith Phyllis Loobey, General Manager Jo Sullivan, Recording Secretary

Absent: Joyce Nichols Larry Parducci, Secretary

Ms. Calvert called the meeting to order at 8:00 a.m. Tim Dallas, Director of Operations, explained to the Board that a labor agreement had been ratified without modification by the labor union the previous day. The proposed agreement had been discussed with the Board in an executive session at the December 18, 1985 regular meeting.

Mr. Brandt moved that the Board ratify the labor agreement between the Amalgamated Transit Union and Lane Transit District effective July 1, 1985 through June 30, 1987. Mr. Pusateri seconded, and the motion carried by unanimous vote.

There was no further business. Mr. Brandt moved that the meeting be adjourned. After seconding by Ms. Eberly, the meeting was unanimously adjourned at 8:10 a.m.

Board Secretary

bdmn1223.jhs



P.O. Box 2710 Eugene, Oregon 97402 Telephone: (503) 687-5581

January 15, 1986

TO: Board of Directors

FROM: Leon Skiles, Senior Planner

RE: Special Transportation Fund

During its last session, the Oregon Legislature passed a bill which taxes the purchase of tobacco products. The proceeds from this tax are dedicated to the provision of special transportation services for the elderly and handicapped. The revenues are to be allocated to each county on a per capita basis. Where transit districts are located within a county, the transit district will receive the funds. Where the transit district boundaries do not encompass the entire county, as is the case with Lane County and LTD, the funds for that county will be distributed between the in-district area and the out-of-district area on a per capita basis; the transit district, however, retains authority for the county's entire allocation. The tax was implemented on January 1, 1986 and revenue will reach the District in April, 1986. The predicted revenue for LTD for FY 85-86 is \$80,000 and for FY 86-87 is \$320,000.

BACKGROUND

In 1976, LTD began the operation of Dial-a-Bus, a curb-to-curb demand/ responsive service for the elderly and handicapped. At that time, LTD funded and operated the service. With the adoption of the Transition Plan in 1979, the District made a policy commitment to: (1) pursue 100 percent fixed route accessibility; and (2) phase out the Dial-a-Bus program. The District began the phase-out of the Dial-a-Bus program by contracting out for the service to Special Mobility Services, and then entered into the Lane Council of Governments (L-COG) Special Transportation Consortium, which includes several providers of elderly and handicapped transportation. Currently, the District allocates \$127,000 to the Consortium to be used for Dial-a-Ride (compared to \$350,000 when the District operated the service). Concurrently, the District achieved one hundred percent fixed route accessibility with the retrofitting of the 500 series buses and the purchase of the lift-equipped 700's and 800's.

The Special Transportation Fund (STF) was proposed and adopted by the Legislature because of the recognition that transportation for the elderly and handicapped required special and more expensive efforts. In the rural areas of the state, such transportation has been almost non-existent, and in the urban areas, the accelerating costs of providing transportation services and declining operating revenues have led to a deterioration in

Board of Directors Special Transportation Fund January 15, 1986 Page 2

special transportation service levels. At the same time, the public's demand and expectations for those services have been increasing. Specifically, the legislation resulted from the difficulties that the Portland area has had in delivering special transportation services; Representative Jane Cease was the bill's sponsor and primary advocate during the session. Following the signing of the legislation, the Public Transit Division of the Oregon Department of Transportation developed regulations for the Special Transportation Fund.

While Public Transit distributes and regulates the use of the fund, the local counties and transit districts are responsible for deciding which programs receive STF revenues. The legislation and the regulations specify general procedures to follow in making those decisions. Following is a brief summary of the regulations:

- STF funds can only be used for the direct provision of service for the elderly and handicapped.
- 2. STF funds can be used to maintain or expand current services, to provide new services, or to plan for new services.
- 3. The county or transit district must form and staff an advisory committee which will advise and assist in making decisions concerning the use of STF funds.

ISSUES

While the District will receive the STF funds and will have responsibility for distributing the funds, staff feel that the District should work to minimize its involvement in decisions concerning the distribution of the funds. Staff have developed a proposal to have Lane Council of Governments accept primary responsibility for distribution decisions. Following is a summary of the proposed agreement:

- 1. The District would establish an advisory committee and would develop local guidelines for the use of the STF funds. These activities would generally take place between January and March, 1986.
- 2. The District and L-COG would develop and enter into an agreement which would give responsibility for the management of the STF funds to L-COG. L-COG would then manage the advisory committee, develop a process by which agencies and programs apply for STF funds, and decide which programs would receive funding and at what level. The interagency agreement would be reached by April, 1986, and the request for funding and grant awards would occur from April through June, 1986.

Board of Directors Special Transportation Fund January 15, 1986 Page 3

Because the STF legislation was adopted late in the legislative session neither the District nor L-COG has budgeted either money or staff time for the management of the STF program. The agreement outlined above assumes that management of the STF program will initiate with the District in the Planning Division, but that management responsibilities will quickly shift to L-COG staff. L-COG can staff the program but needs additional resources to do so. Because STF funds cannot be used to cover administrative costs, L-COG has requested that the District assume responsibility for funding the increased staff time for FY 85-86. The cost to the District would be \$6,800. Funding for the management of the STF program after July, 1986 will likely come from local matches required of STF recipients.

ACTION REQUESTED

Staff request that the Board approve the general direction described above for the management of the STF program which would shift responsibility for program decisions from the District to L-COG. Also, staff requests that the Board allocate \$6,800 from existing budgeted contractual services to be provided to L-COG to staff the management of the STF program for FY 85-86.

Leon Stilly

Leon Skiles Senior Planner

LS:ms:js



P.O. Box 2710 Emilience, Oregon 97402 Telephone: (503) 687-5581

January 15, 1986

MEMORANDUM

To: LTD Board of Directors

From: Phyllis Loobey

Subject: Summary of Board Comments at Strategic Planning Session

At the two Board Strategic planning sessions staff presented considerable information on the current status of services, marketing, and finances, along with some potential directions the District might take in the next three years in those respective areas. There was considerable comment on the part of individual Board members on a number of different issues. In order to provide some specific direction, staff have attempted to summarize what they observed as Board consensus. What follows are some general policy statements that appear to represent Board thinking. Staff are asking that the Board discuss these statements and, whenever possible, arrive at a consensus. Even if a consensus is not possible, a discussion of individual opinions will provide a clearer picture on Board leanings.

- I. Service
 - A. The Board members generally feel comfortable with the current level of services being provided by the District. The Board would support future service increases if a level of productivity equal to the current system average can be attained.
 - B. Increases in service should focus on the commuter market.
 - C. The Board supports the elimination flow productivity service. Any saving from the elimination of vice can be allocated to other service if it offers the poteral of meeting the productivity standard.
 - D. It is recognized that new service takes time to mature so that productivity standards are appropriate only after a new route has operated for two years.

Summary, Cont. Page 2 January 15, 1986

- II. Revenues
 - A. The District should operate as efficiently as possible in order to minimize the payroll tax rate.
 - B. If federal revenues are substantially reduced, the Board would consider options before reducing the current level of service:
 - 1. Increasing the payroll tax rate to absorb the loss.
 - 2. Other options that could be considered by the Board are:
 - a. Legislative action to identify and create an additional revenue source; or
 - b. The Board could re-examine the self-employment tax issue which was last reviewed by the Board of Directors in late 1979.
 - C. Increases in passenger fares will be consistent with inflationary increases in the economy.
- III. Capital Improvements

This issue was, for the most part, not directly addressed at the strategic planning session, but the Board has taken some past actions that indicate policy positions:

- A. The District is committed to a long-term capital replacement and improvement program that provides for:
 - 1. Annual contributions to the capital fund that insure timely replacement of obsolete equipment; and
 - 2. Capital improvements that improve the quality, efficiency, and effectiveness of services.
- B. Staff should develop a novelty vehicle (trolley) service and financial plan for the downtown shuttle route. The Board would implement a plan if grant funds were available and a private sponsor of the 20 percent local share could be identified.

VI. Marketing

A. The District should maintain an aggressive marketing program that:

Summary, Cont. Page 3 January 15, 1986

- Provides for balanced and consistent promotion of LTD 1. services throughout the community;
- Focuses particular attention on the opportunities for commuter riders from the following market segments; 2. - Large employers
 - Small employers

 - Schools; and
- Enhances the awareness, understanding, and support for LTD 3. services among the community-at-large, and payroll taxpayers in particular.

hullis Phyllis Loobey General Manager

PL/em

NOMINATION FOR BUDGET COMMITTEE

LAME TRANSIT DISTRICT

BUDGET CONNITTEE APPOINTMENT QUALIFICATIONS: ORS 294.336 Budget Committee: (2) The budget committee shall consist of the members of the governing body and a number, equal to the number of members of the governing body, of qualified electors of the municipal corporation appointed by the governing body . . . (5) the appointive members of the budget committee shall be appointed for terms of three years. The terms shall be so staggered that one-third or approximately one-third of the appointive members end each year.

BOARD MEMBER: Janice	e Eberly
DATE OF NOMINATION:	January 15, 1986
TERM OF BUDGET COMMIT	TEE APPOINTMENT: 1/15/86 1/01/89 Effective Date Term Expiration Date
APPROVED BY BOARD:	Effective Date Term Expiration Date
an a	Date
n de Berland, en seu	
NOMINEE'S NAME:	Rosemary Pryor
HOME ADDRESS:	3651 Wilshire Lane, Eugene, Oregon 97405
Telephone Number:	
	City Manager's Office, Eugene City Hall
Telephone Number:	687-5010
PREFERRED MAILING ADD	RESS: home
OCCUPATION: Public	Information Specialist for City of Eugene
Brief statement of no	minee's background which is relevant to budget committee
appointment: Member	, LTD Budget Committee January 1983 to January 1986;
Past employee of Lane	e Transit District (employed as Marketing Director from
1975 to 1978); Sales	Account Executive at KUGN radio from 1978 to 1984;
currently employed as	Public Information Specialist for City of Eugene.
an der Filt für Souder der der der der der son der son der son der son der filt der der der filt filt filt fil	
the first first 2 is buy buy buy buy buy and the sign of the first	

LANE TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES GENERAL FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985 (50% OF YEAR COMPLETED) ...

	CURRENT NO	1173	YEAR-TO-	DATE	%	YEARLY	in in its	
	1985	1984			ACTIVITY	BUDGET	BALANCE	
REVENUES								
Operating Revenues:				all Marchaele Contractor				
Passender Fares	131,224	104-574	671,132	601,789		1,379,800	(768,868)	
Charters	425	567	13,531	42,713	37,59%	36,000	(22,469)	
Advertising	3,448	2,803	20,808	17, 885		42,600	(21,912)	and a could
Miscellaneous	209	186	1,519	1,558	50.63%	3,000	(1,481)	
TOTAL OPERATING REVENUES	135,306	108,130	705,870	663,945	48.37%	1,461,400	(754,530)	
Non-Operating Revenues:								
Interest	13,362	18,064	87,391	93,879	54.62%	160,000	(72,009)	
Parroll Taxes	38,074	0	2,418,414	2,276,249		4,740,000	(2,321,586)	
Federal Operating Assistance	0	0	0	0	0.00%	714,800	(714,800)	
State in Lieu-Of Payroll Taxes	. 119,043	107,850	178,469	194,201	40,20%	444,000	(265,531)	
Other Operatins Assistance	0	1,752	0	1,752	0.00%	5,000	(5,000)	
Loan Proceeds	61,642	0	61,642	0	n/A	0	61,642	
TUTAL NON-OPERATING REVENUES	232,408	127,656	2,745,916	2,572,081	45,23%	6,053,800	(3,317,884)	
TÓTAL REVENUES.	367,714	235,796	3,452,786	3,236,026	45,88%	7,525,200	(4,072,414)	
EXPENDITURES								
Administration:								
Personal Services	34,172	30,274	238,407	198,204	50.37%	473,100	234,693	-
Materials and Supplies	16,320	18,528	54,755	51,909	45,85%	119,400	64,645	
Contractual Services	4,524	3,643	34,153	25,608	23.95%	142,600	108,447	
Total Administration	55,016	52,445	327,315	275,721	44,53%	735,100	407,785	
Marketing and Plannins:								
Personal Services	35,097	33,257	212,181	203,310		444,000	224,819	
Materials and Supplies	5,812	6.075	. 95,983	73,735		139,700	43,712	
Contractual Services	7,004	10,055	121,248	148,681			113,752	
Total Marketins and Plannins	47,913	49,337	436,417	425,728	53.31%	818,700	382,283	
Transportation:					تعطره المع	0 745 640	1 0.05	
Personal Services	300,121			1,714,800		3,719,000	1,935,777	
Materials and Supplies	742	455	10,331	4,798			6,259	
Contractual Services	385	423	2,05?	2,078			3,941	
Total Transportation	301,248	282,523	1,795,623	1,721-676	47.99%	3,741,600	1,945,977	с ¹¹
Maintenance:					10.00%	07/ 004	400 005	
Personal Services	80,156	73,670	488,595	462,508			488,205	
Materials and Supplies	65,371	52,153	431,906	432,758			538,394	
Contractual Services	40	6,163	72,694	39,673				
Total Maintenance	145,567	131,995	993,195	934,949	47.32%	2,099,000	1,105,805	
Contindency	0	. 0	0	0				
Transfer to Capital Projects	0	0	0	190,600				
Transfer to Risk Nanasement	0	0	0	(N/A	58,000	58,000	0
TOTAL EXPENDITURES	549,744	516,351	3,552,550	3,548,672	47.21%	7,525,200	3,972,650	
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	(182,030)	(280,555)	(99,764)	(312,64/	5) N/A	0	(99,764)	
		LTD BOARD 01/15/86						19.200 (Anna) (Anna) (A

01/15/86 Page 22

LANE TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES CAPITAL PROJECTS FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985 (50% OF YEAR COMPLETED)

		7.	VEARLY		
	YEAR-TO-DATE	ACTIVITY	BUBGET	BALANCE	
RESOURCES					
Besinning Fund Belance	1,953,502	106.33%	1,837,248	116,254	
Revenues:			a contract and a contract of the		
UMTA Section 3	0	0.00%	687,005	(687,005)	
UNTA Section 5	31,851	N/A	0	31,851	
UNTA Section 9	77,040		1,132,837	(1,055,797)	
UNTA Section 18	192	0,22%	83,440	(88,248)	
Federal History Admin	15,873	7.91%	200,548	(184,675)	
State Assistance	0	N/A	0	0	
Sale of Tax Benefits	0	0.00%	100,000	(100,000)	
Transfer from Gen'l Fund		0.00%	49,800	(49,800)	
Total Revenues	124,956	5,53%	2,258,630	(2,133,574)	and the second
	(*)		An E dente ter e te te e	14110010111	
TOTAL RESOURCES	2,078,438	50,75%	4,075,878	(2,017,420)	
EXPENDITURES					
Locally Funded:	and the second				
Office Equipment	850	N/A	0	(850)	
Bus Stop Improvements	225	N/A	0		
Land & Buildings	0	N/A	0	(225)	
Total Locally Funded	1,075	N/A	0	(1,075)	
UNTA Funded:					
Personal Services	0		TO 700	00 700	
Computer Software	3,341	10 104	23,700	23,700	
Office Equipment	3,341 17,344	45, 15%	7,400	4,059	
Naintenance Equipment	26,225	47.56%	36,466	19,122	
Bus Stop Improvements	32,955	169.02%	15,516	(10,709)	
Land & Buildings		18.83%	174,572	141,616	
Buses	4,259	0.217	2,017,783	2,013,519	
Bus Related Equipment	36,642	44,15%	83,000	46,358	
Service Vehicles	12,373	19.83%	62,405	50,033	
Miscellaneous	0	0.00%	15,000	15,000	
Total UMTA Funded	3,203	47.42%	6,754	3,551	
Total ontri Longen	136,353	5,58%	2,442,602	2,306,249	The second s
FHWA Funded:					
Bus Stop Improvements	18,007	7,91%	227,509	209,501	
Total FHUA Funded	18,007	7.91%	227,508	209,501	and the second
TOTAL EXPENDITURES	155,435	5,82%	2,670,110	2,514,675	
Entry State (1975) - A Protection State (1975) - Jonan - Jacobie Laws, Colorado	78		a 1 1		
[17] M. L. M. M. L. M. M. M. M. M. L. M.					
EXCESS (DEFICIT) OF REVENUES OVER EXPENDITURES	1,923,023	134.88%	1,425,768	497,255	4

LANE TRANSIT DISTRICT COMPARISON OF BUDGETED AND ACTUAL REVENUES AND EXPENDITURES RICK MANAGEMENT FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985 (50% OF YEAR COMPLETED).

YEA	R-TO-DATE A	2 CTIVITY	YEARLY EUDGET	BALANCE		\bigcirc
RESOURCES						
Beginning Fund Balance	308,167	0.85	358,900	(50,733)		
Revenues: Transfer from Gen'l Fund Interest Total Revenues	0 10,200 10,200	N/A 0.34 0.12	58,000 30,000 88,000	(58,000) (19,800) (77,800)		 · · · · ·
TOTAL RESOURCES	318,367	0.71	446,900	(128,533)		
EXPENDITURES			- and the second s			
Administration Worker's Compensation Liability Program Miscellaneous Insurance	4,720 55,118 146,962 1,946	0.29 0.41 0.56 0.40	16,400 161,000 264,600 4,900	11,630 94,882 117,628 2,954	1 1 1	
TOTAL EXPENDITURES	219,746	0,49	445,900	227,154		
ENDING FUND BALANCE	98,621	NZA	0	98,621		

LANE TRANSIT DISTRICT COMPARISON OF YEAR-TO-DATE ACTUAL REVENUES AND EXPENDITURES TO BUDGETED GENERAL FUND FOR THE SIX MONTHS ENDING DECEMBER 31, 1985

C

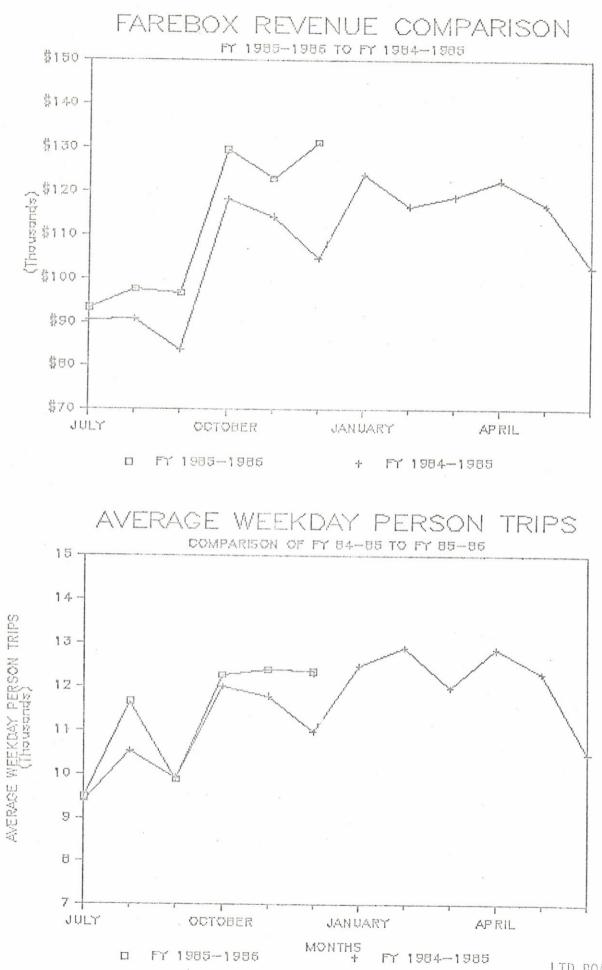
VERI-TO-GATE ACTIVITY VERI-TO-GATE ACTIVITY VERI-TO-GATE PADEMBLE (REPARTMEND) EVENUS3 Co-ordination Reparation Parameters 671,102 21,500 159,112 22,500 20,507 3,409 74,272 24,272 Co-ordination Reparation Parameters 13,531 22,500 159,591 12,427 Advectising 20,453 17,223 3,409 19,522 Histerial Revenuest 1519 1,200 23,951 12,427 Intercat 91,821 25,4655 20,525 31,092 Personal Devention Asistence 0 0 0 M/A Differ Constant Revenuest 10,162 6,1542 0,125 31,092 Personal Devention Asistence 0 0 0 M/A Differ Constant Revenuest 13,151 2,203,150 22,3755 9,702 TOTAL REVENSITION REVENUE 2,152,715 2,203,150 22,3755 9,702 TOTAL REVENSITION REVENUE 2,3755 1,1527 0,702 11,671 Protocal Services 23,407 23,555 1,573 0,5753		FOR THE SIX MONTH	IS ENDING DECEME	ER 31, 1985			
IVER-TO-HATE FARMENAL & (HERARDALLE) EVENES ACHVITY BUDGIT NOUNT Z Despetial Recompeti- Fassader Fonds 671,122 S25,000 149,132 28,577 Carters 13,531 25,000 149,132 28,577 Carters 13,531 25,000 149,132 28,577 Carters 13,531 24,553 17,253 3,478 19,522 Hisselinedus 1,519 1,520 28,970 23,237 Nor-Covartial Revenuesi 13,191 24,050 122,070 23,072 Pavell Taxis 2,415,111 2,044,00 122,070 23,032 Pavell Taxis 2,415,111 2,044,00 12,079 23,032 Pavell Taxis 2,415,111 2,044,00 149,152 24,070 23,072 Pavell Taxis 17,409 59,800 9,0459 MA 0100 Other Consulting Resistance 0 2,003 14,071 25,772 15,772 Pavell Saviotes 3,453 3,657,159<	\frown						and a star in the second s
ACTIVITY DEDECT ADUNT X CPUTRING Recomposit 23.500 149,132 23.507 Charters 20.633 17.223 3.438 19.533 Ancertistan 20.633 17.223 3.438 19.533 Miscollarens 1.519 1.529 2.69 21.922 Miscollarens 1.519 1.529 2.69 21.922 More-Constint Revenuest 1.519 1.529 2.69 21.922 Interest 87.571 66.665 20.725 31.092 Paveoli Tanis 2.441.641 2.344.600 70.611 3.167 Polycenal Develic Assistance 0 2.001 12.072 10.02 Other Creatist Assistance 0 2.001 12.072 9.7001 Other Creatist Assistance 0 2.001 12.072 9.7001 Other Creatist Assistance 0 2.015 11.672 17.6 Paveoli Tanis 2.012,755 3.657,159 30.533 12.572 Differeneeeeet		10000 000 00000					
EVENUES Annumber Centraling Recomposit 235,500 149,122 22,507 Database 20,603 17,223 3,433 19,222 Hised Lands 1,517 1,223 3,433 19,222 Hised Lands 1,517 1,223 3,433 19,222 Hised Lands 1,517 1,223 2,332 31,072 Description 1,517 1,223 31,072 22,322 Hareet 57,571 55,659 57,661 31,072 Perpediation Revenues: 1,72,592 57,561 31,072 Perpediation Revenues: 0 0 0 NA Statistic Action CP Pervenil Taxas 2,4413,441 2,444,543 2,572 31,072 Perpediation Revenues 0 0 0 NA 0 0 NA Other Creating Assistance 0 2,064 12,469 NA 0 Total Assistance 0 2,064 12,679 2,775 12,572 Total Ass	and the second s						
Constrained Revenuest Constrained Revenuest Parkses after Fares 671,132 522,600 140,132 23,572 Anvertisine 20,633 17,223 3,433 19,232 Anvertisine 20,633 17,223 3,433 19,232 Miscellanetas 1,519 1,520 2,89 21,132 More-Correcting Revenuest 15,591 142,670 22,323 More-Correcting Revenuest 67,591 66,665 20,725 31,092 Personal Correcting Assistance 0 0 1/// 54,600 1// Other Correcting Assistance 0 2,004 21,642 1// 64,642 Other Correcting Assistance 0 2,004 21,642 1// 64,642 Other Correcting Assistance 0 2,004 21,642 1// 64,642 9,700 Other Correcting Assistance 0 2,005 1,657 9,700 1// 64,642 9,700 Other Correcting Assistance 0 2,007 21,642 <td< td=""><td>OCHEPARTS</td><td>ACTIVITY</td><td>BUDGET</td><td>AMOUNT</td><td>%</td><td></td><td>•</td></td<>	OCHEPARTS	ACTIVITY	BUDGET	AMOUNT	%		•
Filtsconter France 671.122 522.000 149.122 28.572 Charters 13.531 17.230 3.483 19.932 Histellament 1.519 1.230 2.23 21.922 Histellament 1.519 1.230 2.23 21.922 Histellament 1.519 1.230 2.23 21.922 Hareat 97.591 53.660 124.570 25.333 Hor-Correling Revenuest 1.619 1.6404 20.725 31.692 Paveol Taxas 2.413.111 2.344.509 73.813 3.193 Paderal Correling Assistance 0 2.004 22.6057 N/A Other Correling Assistance 0 2.005 22.765 9.700 Ittal Exclame 2.452.763 3.657.150 205.750 15.122 Contractual Symplies 2.7453 55.636 12							
Gauters 13,531 23,533 17,253 42,23 Advertising 20,433 17,253 3,483 19,323 Hissellamen: 1,519 1,239 23,921 12,372 Hissellamen: 1,519 1,239 23,921 12,372 HortCorniting Revenuest 57,591 554,660 122,570 23,333 HortCorniting Revenuest 57,591 554,660 122,570 23,333 HortCorniting Revenuest 0 0 0 0 0 State In-Lise/OP Reveal I faces 0 0 0 0 0 State In-Lise/OP Reveal I faces 0 2,024 22,033 10,442 Cons Proceedi 61,442 0 41,442 14,443 TORE REVENDES 2,432,783 3,657,159 235,435 12,572 EMPENTINES 2,430,7159 235,459 1,613 12,572 EMPENTINES 2,430,7159 235,599 (1,657) -0,792 Materistand Supplis 54,735 54,502		171 100	200 AAA	100 100		and the state of the second state of the secon	
Advertisis 20.102 17.203 3.400 19.33 Hisellaneau 1.537 1.400 2.95 21.522 Total GERMINE 1.537 1.400 122.070 25.332 Nor-Constint Revenuest 57.571 65.660 122.070 25.152 Parcell Taxes 2.413.111 2.344.660 20.725 3.109 Parcell Taxes 2.413.111 2.344.600 73.611 3.152 Faderal Constinut Revenuest 0 0 0 N/A Other Constinut Revenuest 0 2.052 N/A Other Constinut Revenuest 0 2.050 N/A Other Constinut Revenuest 0 2.050 N/A Other Constinut Revenuest 2.745.715 2503.150 242.765 9.700 NURL REVENUES 3.452.783 3.657.157 0.797 15.122 Contractual Services 23.457 25.559 (1.657) -0.797 Hebrials and Supplies 57.733 64.505 9.730 15.122 C							
Hiselianeus 1.519 1.220 2.29 21.922 TOTAL CREMATING REVENUES 706.050 354.600 112.070 25.332 Hor-Guarating Revenuest 0.531 65.655 20.725 31.002 Telenati 97.391 65.655 20.725 31.002 Percenti Teas 2.419.111 2.341.600 70.811 3.103 Federal Description Assistance 0 0 0 01/4 State Induced Researching Assistance 0 2.003 12.603 01/4 Cons Proceeds 61.412 6 61.642 01/4 Cons Proceeds 61.412 6 61.642 01/4 Total, REVERES 2.492.785 3.697.190 385.698.12.577 Parsonal Services 23.497 235.555 (1.857) -0.792 Interactual Services 33.493 52.019 12.577 -0.792 Interactual Services 23.467 235.555 (1.857) -0.792 Interactual Services 34.163 52.019 12.577 -0.792 Interactual Services 35.733 645.555							
TUTAL CREMING REVERUES TOL.670 SUM.600 112.070 ZL.332 Hon-Gerrating Resonast 97.371 66.665 20.725 31.007 Perroll Taxis 2.416; H1 2.344; H1 3.457 MA Perroll Taxis 172.459 89.600 33.657 MA Other Creating Assistance 0 0 0 MA Other Creating Assistance 0 2.003 130.457 MA Other Creating Assistance 0 2.003 150.200 3.457 MA Other Creating Assistance 0 2.003.150 242.765 9.702 MA TOTAL REVENDES 2.452.763 3.657.157 35.635 12.572 E Assististististation 223.457 23.657 11.577 E	the second se						
Non-Generating Revenuest S7,371 65,655 20,725 31,097 Federal Derstling Assistance 0 0 0 N/A Statz Incline/OF Perveil Taxes 172,469 59,699 20,649 N/A Other Consulting Assistance 0 2,004 (2,003) N/A Total, REVEalling 51,6152 6 61,6164 N/A Total, REVEalling 3,657,159 285,655 12,572 9,702 Parsonal Services 233,407 285,559 (1,857) -0,792 15,122 Contractual Services 215,181 222,000 2,819 1,272 N/A Parsonal Services 121,183 121,293 131,500 10,002 7,653							
Tokerest 97,391 25,456 20,725 31,092 Peuroll Taxes 2,440,414 2,044,600 70,641 3,152 Federal Deradiad Assistance 0 0 0 0 Other Cenation Assistance 0 2,094 (2,693) N/A Other Cenation Assistance 0 2,094 (2,693) N/A Construction Assistance 0 2,093,150 222,765 9,705 Total Number Cenation Assistance 0 41,642 0 61,642 N/A Total Number Cenation Assistance 0 2,715,915 225,955 212,765 9,705 Total Assistantions 3,652,785 3,657,159 255,750 15,122 -0,792 Paterials and Supelies 54,723 244,553 9,750 15,122 -0,792 Destactual Services 219,161 222,000 2,819 1,272 -0,792 Reterials and Supelies 55,783 7,503 35,783 7,000 -0,792 Destractual Services 121,713	TOTAL OF LIGHTRO REVENCED	7001070	3647000	142,870	23,334		
Pargell Taxes 2.443.114 2.343.600 70.811 3.152 Federal Greenstind Assistance 0	Non-Operating Revenues:	······································					an a
Pargell Taxis 2,449,414 2,344,600 73,414 3,152 Federal Operating Assistance 0 0 0 0 0 0 Statz In-Lico/OF Parvell Taxes 1/3,459 63,510 66,649 N/A Uon Proceed: 0 2,034 (2,693) N/A Uon Proceed: 0 51,642 N/A Uon Proceed: 0 61,642 0 61,642 N/A Uon Proceed: 0 61,642 0 61,642 N/A Uon Proceed: 0 61,642 0 51,642 N/A Units Proceed: 0 61,642 N/A 0 51,642 N/A Uon Proceed: 0 61,647 0 53,655 12,578 7,705 13 12,578 Proceed: 54,755 64,555 9,750 15,122 0,791 14 14,153 35,2018 17,555 34,337 Total Markinistration 327,315 353,103 25,783 7,309 15,122 0,201 1,277 Raterials and Supplics 1	Interest	87,391	65,665	20,725	31,09%		
Federal Derstind Assistance 0	Payroll Taxes						
Stats IT3.469 99,609 29,659 N/A Other Creation Assistance 0 2.004 (2.031) N/A Loan Proceed: 64,642 6 64,642 N/A TOTAL NUM-OVENATING REVENUES 2.745,915 2.503,150 212,765 9.700 TOTAL FEVENETS 3.452,705 3.657,159 283,635 12.57X ENENDITIES Administration 223,755 (1,657) -0,79X Materials and Supplies 54,753 64,555 9,759 15,122 Contractual Services 223,407 235,733 7,855 34,387 Total Advinistration 327,315 353,103 25,783 7,307 Incketina and Planningt 222,000 2.819 1.27X Materials and Supplies 95,929 95,743 (245) -0,262 Contractual Services 121,243 131,500 10,052 7,643 Total Advinistration 295,929 95,743 (245) -0,262 Contractual Services 12,1243 141,500<	Federal Operating Assistance	and the second sec					
Other Creating Assistance 0 2.084 (2.634) N/A Lous Proceeds 61.642 6 61.642 N/A TOTAL DEFINITION REVENUES 2.775.915 2.593.150 242.765 9.700 TOTAL REVERUES 3.452.726 3.657.159 235.636 12.577 EXPENDITIONS Additistration: -0.792 -0.792 Matanishration: -0.793 54.559 (1.657) -0.792 Interials and Supplies 23.455 9.750 15.122 -0.792 Contractual Services 23.455 9.750 15.122 -0.792 Interials and Supplies 34.753 54.555 9.750 15.122 Contractual Services 219.131 222.000 2.819 1.2772 Materials and Supplies 121.248 151.500 10.652 7.633 Total Marketins and Planninst -0.252 -0.262 -0.262 Contractual Services 1.023 1.859.500 76.277 4.102 Haterials and Supplies 1.783.223 1.859.500	State In-Lieu-OF Payroll Taxes	178,469					*.
Loan Proceeds: 641.642 0 51.642 N/A TOTAL NON-PARATING REVENUES 2.715.915 2.503.150 212.725 9.702 TOTAL REVENUES 3.432.785 3.627.159 285.636 12.572 EXPENDITINES Administration: -0.792 Administration: 224.755 64.595 9.750 15.122 Contractual Services 23.407 254.559 (1.657) -0.792 Materials and Surplies 54.755 64.595 9.750 15.122 Contractual Services 24.153 52.048 17.655 34.302 Total Advinistration 327.315 323.103 25.783 7.302 Marketins and Planningt 22.000 2.619 1.272 Partocal Services 215.131 22.000 2.619 1.272 Total Marketins and Planningt 435.417 449.043 12.626 2.812 Taissortation: 1.783.223 1.559.500 7.622 7.623 1.612 Transsortation: 2.059 3.099.500 7.627 4.102 1.673.772 Contractual Services		0					
TOTAL NON-OPERATING REVENUES 2.715.916 2.503.150 242.765 9.702 TOTAL REVERSES 3.452.783 3.057.159 385.636 12.572 EXPENDITIONES Administration: -0.792 Administration: -0.792 -0.792 Personal Services 243.735 64.553 9.765 15.122 Contractual Services 34.153 352.013 17.655 34.322 Contractual Services 34.153 353.103 25.783 7.302 Materials and Surplies 95.993 53.743 (245) -0.262 Contractual Services 121.243 131.500 10.652 7.642 Total Marketins and Planningt 95.993 76.277 4.102 4.102 Contractual Services 1.783.223 1.859.509 76.277 4.102 Materials and Surplies 10.341 11.093 75 5.793 5.793 Contractual Services 1.783.223 1.859.509 76.277 4.102 Materials and Surplies 10.341 11.093 75 5.793 Contractual Services 1.652	Loan Proceeds	61,642		the second by a second second			
IOTAL REVERSES 2.452,723 3.057,159 335,635 12.572 EVENUITIES Administration: -0.792 Parsonal Services 253,407 256,559 (1,657) -0.792 Naterials and Surplies 54,735 64,595 9.750 15.122 Contractual Services 34,153 52,043 17.655 34,392 Total Advinistration 327,315 353,103 25.783 7.302 Barketins and Flandind: -0.262 -0.262 -0.262 Contractual Services 121,243 151,200 10.052 7.662 Total Marketins and Plannind 435,417 439,043 12.625 2.812 Transportation: Personal Services 1.783,223 1.559,509 76,277 4.102 Materials and Supplies 10.341 11.094 753 6.772 Contractual Services 2.057 3.000 941 31.372 Total Transportation 1.773,574 77,971 4.162 Maintenancei 2.059 3.000 (195) <td>TOTAL NON-OPERATING REVENUES</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	TOTAL NON-OPERATING REVENUES						
EXPENDITURES Administrationi Personal Services 233,407 235,550 (1,657) -0,792 Naterials and Supplies 54,755 44,595 9,759 15,122 Contractual Services 34,153 52,048 17,695 34,855 Total Advisistration 327,315 353,103 25,788 7,302 Barketins and Planningt Personal Services 219,131 222,000 2,819 1,272 Materials and Supplies 95,980 93,743 (245) -0.262 Contractual Services 121,248 131,500 10,052 7,663 Total Marketins and Planninsi 436,417 419,043 12,625 2,817 Transfortation: Personal Services 1,783,223 1,659,500 76,277 4,102 Materials and Supplies 10,311 11,093 753 6,777 Contractual Services 2,059 3,000 941 31,372 Total Transportation 1,795,623 1,673,594 77,971 4,162 Maintenancei 27,694 102,152 29,458 28,642				24 A 42 E 7 A 44	7 6 1 1/10		2
Administration: 233,407 234,509 (1,857) -0.79% Materials and Supplies 54,753 64,505 9,750 15,122 Contractual Services 34,153 52,043 17,855 34,333 Total Administration 327,315 353,103 25,783 7,300 Materials and Plannind: Personal Services 215,181 222.000 2,819 1.27% Materials and Supplies 95,983 95,743 (245) -0.26% Contractual Services 121,243 131,500 10,052 7,66% Total Marketini and Plannins 438,437 439,043 12,626 2.812 Transportation: Personal Services 1,031 11,094 753 6,79% Personal Services 1,031 11,094 753 6,79% 6,79% Contractual Services 2,059 3,000 941 31,37% 70,410% Materials and Supplies 1,795,623 1,873,594 77,971 4,16% Materials and Supplies 1,795,623 1,873,594 77,971 4,16% Maintenance: Personal Serv	TOTAL REVENCES	3,452,786	3,067,150	385,636.	12.57%	na di na mananana di na manana di na manana di na kata di na manana di na kata di na manana di na kata di na ma	
Administration: 233,407 234,509 (1,857) -0.79% Materials and Supplies 54,753 64,505 9,750 15,122 Contractual Services 34,153 52,043 17,855 34,333 Total Administration 327,315 353,103 25,783 7,300 Materials and Plannind: Personal Services 215,181 222.000 2,819 1.27% Materials and Supplies 95,983 95,743 (245) -0.26% Contractual Services 121,243 131,500 10,052 7,66% Total Marketini and Plannins 438,437 439,043 12,626 2.812 Transportation: Personal Services 1,031 11,094 753 6,79% Personal Services 1,031 11,094 753 6,79% 6,79% Contractual Services 2,059 3,000 941 31,37% 70,410% Materials and Supplies 1,795,623 1,873,594 77,971 4,16% Materials and Supplies 1,795,623 1,873,594 77,971 4,16% Maintenance: Personal Serv	1717 D. 2017 THE INVESTIGATION OF THE INVESTION OF THE INVESTIGATION OF THE INVESTIGATION OF THE INVESTION.						
Personal Services 233.407 235.550 (1.857) -0.792 Materials and Supplies 54.753 64.505 9.750 15.122 Contractual Services 34.153 52.048 17.655 34.822 Total Advinistration 327.315 323.103 25.783 7.304 Harketins and Planninst Personal Services 219.181 222.000 2.819 1.27X Baterials and Supplies 95.929 95.743 (215) -0.26X Contractual Services 121.243 131,000 10.052 7.65X Total Marketins and Planning 436.417 449.003 12.626 2.812 Transferortation: Personal Services 1.783.273 1.859,500 76.277 4.107 Patrials and Supplies 10.731 11.021 773 6.773 6.773 Contractual Services 2.059 3000 941 31.377 6.777 Total Transferortation 1.795,623 1.873.594 77.771 4.162 Maintenance: 2.659 3.	the set of a set of the						······································
Naterials and Surplies 54,753 64,505 9,759 15,122 Contractual Services 34,153 52,048 17,855 34,382 Total Advinistration 327,315 353,103 25,788 7,302 Marketins and Planningt Personal Services 219,181 222.000 2,819 1.27X Materials and Supplies 95,968 93,743 (245) -0.26X Contractual Services 121,248 131,300 10,052 7.66X Total Marketins and Planning 436,417 413,003 12,626 2.812 Transfortation: Personal Services 1.783,223 1.659,500 76,277 4.10X Paterials and Supplies 10,331 11.091 753 6.77X Contractual Services 2,059 3,000 941 31.37X Total Transfortation 1.775,623 1.873,574 77,971 4.16X Materials and Supplies 431,905 463,602 53,695 11.632 Contractual Services 72,694 102,152 29,458		MAN, 54.99					
Contractual Services 34,153 52,048 17,855 34,232 Total Advinistration 327,315 363,103 25,788 7,302 Marketins and Planninst Personal Services 219,181 222,000 2,819 1.27% Materials and Supplies 95,963 93,743 (245) -0.26% Contractual Services 121,243 151,500 10,652 7,65% Total Marketins and Planninst 436,417 419,043 12,626 2,817 Transportation: Personal Services 1.783,223 1,859,500 76,277 4,10% Materials and Supplies 10,311 11,094 753 6,79% Contractual Services 2,059 3,000 944 31,37% Total Transportation 1.795,623 1,873,594 77,971 4,16% Maintenance! Personal Services 488,595 488,400 (195) -0.04% Maintenance! Personal Services 72,694 102,152 29,458 23,94% Total Maintenance 993,195 1,076,							
Total Advinistration 327,315 333,103 25,783 7,301 Marketins and Planning: Personal Services 219,181 222,000 2,819 1.27% Materials and Supplies 95,963 95,743 (245) -0.26% Contractual Services 121,243 131,000 10.052 7.65% Total Marketins and Planning 436,417 449,043 12,626 2.81% Transportation: Personal Services 1.783,223 1.859,500 76,277 4.10% Materials and Supplies 10,341 11,094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795,623 1.673,594 77,971 4.16% Maintenance: Personal Services 488,575 488,400 (195) -0.04% Materials and Supplies 431,906 465,602 53,695 11.06% Contractual Services 72,694 102,152 29,458 23,97% Total Maintenance 973,195 1.076,154 82,959 7,71%						and the second	
Marketins and Planningt 219,131 222,000 2,819 1.27% Materials and Surplies 95,923 93,743 (245) -0.26% Contractual Services 121,243 131,300 10,052 7.66% Total Marketing and Planning 436,417 439,093 12,626 2.817 Transportation: Personal Services 1.783,223 1,859,500 76,277 4.10% Materials and Supplies 10,341 11,094 773 4.79% Contractual Services 2.059 3,000 941 31.37% Total Transportation 1.795,623 1.873,574 77,971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 495,602 53,696 11.06% Contractual Services 72,694 102,152 29,453 23,99% Total Maintenance 993,195 1,076,154 82,959 7,71% Contractual Services 72,694 102,152 29,453 23,69% Total Maintenance 993,195 1,076,154 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>							
Personal Services 219,181 222,000 2.819 1.27% Materials and Supplies 95,923 93,743 (245) -0.26% Contractual Services 121,243 131,000 10,052 7.66% Total Marketins and Plannins 436,417 439,043 12,626 2.81% Transportation: Personal Services 1.783,223 1.959,500 76,277 4.10% Materials and Supplies 10,341 11,094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795,623 1.873,574 77.971 4.16% Materials and Supplies 431,905 465,602 53,676 11.6% Contractual Services 72,694 102,152 29,458 28,90% Materials and Supplies 431,905 465,602 53,676 11.6% Contractual Services 72,694 102,152 29,458 28,90% Total Maintenance 993,195 1.076,154 82,959 7,712 Continsencv 0 0 0 0 0 <td>foral Healnistration</td> <td>327,315</td> <td>353,103</td> <td>25,788</td> <td>7.30%</td> <td></td> <td></td>	foral Healnistration	327,315	353,103	25,788	7.30%		
Personal Services 219,181 222,000 2.819 1.27% Materials and Supplies 95,923 93,743 (245) -0.26% Contractual Services 121,243 131,000 10,052 7.66% Total Marketins and Plannins 436,417 439,043 12,626 2.81% Transportation: Personal Services 1.783,223 1.959,500 76,277 4.10% Materials and Supplies 10,341 11,094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795,623 1.873,574 77.971 4.16% Materials and Supplies 431,905 465,602 53,676 11.6% Contractual Services 72,694 102,152 29,458 28,90% Materials and Supplies 431,905 465,602 53,676 11.6% Contractual Services 72,694 102,152 29,458 28,90% Total Maintenance 993,195 1.076,154 82,959 7,712 Continsencv 0 0 0 0 0 <td>Parketing and Planning:</td> <td></td> <td>n far far orange</td> <td></td> <td>in marine services</td> <td></td> <td>and the second s</td>	Parketing and Planning:		n far far orange		in marine services		and the second s
Materials and Supplies 75,923 73,743 (245) -0.262 Contractual Services 121,243 131,000 10,052 7.652 Total Marketins and Plannins 436,417 449,043 12,626 2.812 Transportation:		219,191	222,000	2 010	1 077		
Contractual Services 121,243 131,000 10,052 7.663 Total Marketins and Plannins 436,417 449,043 12,625 2.812 Transportation: Personal Services 1.783,223 1.859,500 76.277 4.10% Materials and Surplies 10.341 11.094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795,623 1.873,574 77.971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Surplies 431,906 495,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 28.94% Total Maintenance 993,195 1,076,154 82,959 7.71% Contingency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Total Maintenance 0 0 0 N/A							
Total Marketins and Plannins 435,417 419,043 12,626 2,812 Transportation: Personal Services 1.783,223 1.859,500 76,277 4.102 Materials and Supplies 10.341 11,094 753 6.792 Contractual Services 2.059 3.000 941 31.372 Total Transportation 1.795,623 1.873,594 77.971 4.162 Maintenance: Personal Services 428,595 488,400 (195) -0.042 Materials and Supplies 431,906 485,602 53,696 11.062 Contractual Services 72,694 102,152 29,458 28,942 Total Maintenance 993,195 1.076,154 82,959 7.712 Contractual Services 72,694 102,152 29,458 28,942 Total Maintenance 993,195 1.076,154 82,959 7.712 Continstency 0 0 0 N/A Transfer to Capital Projects 0 0 0 0							
Transportation: 1.783,223 1.859,500 76,277 4.10% Materials and Supplies 10.341 11.094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795,623 1.873,594 77.971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 495,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 23.94% Total Maintenance 993,195 1.076,154 82,959 7.71% Continstency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A							
Personal Services 1.783.223 1.859,500 76,277 4.10% Materials and Surplies 10,341 11.094 753 6.79% Contractual Services 2.059 3.000 941 31.37% Total Transportation 1.795.623 1.873.594 77.971 4.16% Maintenance: Personal Services 488.595 488.400 (195) -0.04% Materials and Surplies 431.906 485.602 53.696 11.06% Contractual Services 72.694 102.152 29.458 23.94% Total Maintenance 923.195 1.076.154 82.959 7.71% Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	in the second on a 1 something	1003117	7777070	141040	2001/e		
Materials and Supplies 10,341 11,094 753 6.79% Contractual Services 2,059 3,000 941 31.37% Total Transportation 1,795,623 1,873,574 77,971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 485,602 53,696 11.05% Contractual Services 72,694 102,152 29,458 28.94% Total Maintenance 993,195 1,076,154 82,959 7,71% Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A						an and an electric second provide a second provide the second provide	and the second definition of the second defini
Materials and Supplies 10,341 11,094 753 6.77% Contractual Services 2,059 3,000 941 31.37% Total Transportation 1,795,623 1,873,594 77,971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Surplies 431,906 485,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 28,04% Total Maintenance 993,195 1,076,154 82,959 7.71% Continstency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	Personal Services	1,788,223	1,859,500	76,277	4,10%		
Contractual Services 2,059 3,000 941 31.37% Total Transportation 1,795,623 1,873,594 77,971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Surplies 431,906 485,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 28,34% Total Maintenance 993,195 1,076,154 82,959 7,71% Contingency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	Materials and Supplies	10,341					
Total Transportation 1,795,623 1,873,574 77,971 4.16% Maintenance: Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 435,602 53,696 11.05% Contractual Services 72,694 102,152 29,458 28,94% Total Maintenance 993,195 1,076,154 82,959 7,71% Contingency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A		2,059	3,000			and the second s	a second seco
Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 485,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 28.84% Total Maintenance 993,195 1,076,154 82,959 7.71% Continisency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	Total Transportation	1,795,623					
Personal Services 488,595 488,400 (195) -0.04% Materials and Supplies 431,906 485,602 53,696 11.06% Contractual Services 72,694 102,152 29,458 28.84% Total Maintenance 993,195 1,076,154 82,959 7.71% Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	The second s						
Materials and Surplies 431,906 485,602 53,696 11.05% Contractual Services 72,694 102,152 29,458 28.84% Total Maintenance 993,195 1,076,154 82,959 7.71% Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A		a)					
Contractual Services 72,694 102,152 29,458 28.94% Total Maintenance 993,195 1,076,154 82,959 7.71% Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 N/A Transfer to Risk Management 0 0 N/A							
Total Maintenance993,1951,076,15482,9597.71%Contingency000N/ATransfer to Capital Projects000Transfer to Risk Management000							
Continsency 0 0 0 N/A Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A							
Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	Total Maintenance	993,195	1,076,154	82,959	7.71%		
Transfer to Capital Projects 0 0 0 N/A Transfer to Risk Management 0 0 0 N/A	Constingency				AL ZA		
Transfer to Risk Management 0 0 0 N/A			U				
			V				
TOTAL EXPENDITURES 3,552,550 3,751,894 199,344 5,31%	Commercial to have handseatern		······································	U	N/R	······································	
	TOTAL EXPENDITURES	3,552,550	3,751,894	199,344	5.31%		
EXCESS (DEFICIT) OF REVENUES	EXCESS (DEFICIT) OF REVENUES						energy and the second second
OVER EXPENDITURES (99,764) (684,744) 186,292 -27,21%		(99,764)	(684,744)	186,292	-27.21%		
LTD BOARD MEETING		LTD BO/	ARD MEETING	l. Annual construction			·
01/15/86 Page 25		01/15/8	86 Page 25				

QUARTERLY RIDERSHIP SUMMARY SECOND QUARTER FY '85-'86

		OCTOBER			NOVEMBER			DECEMBER	
	FY 85-86		·····∖ / %CHANGE	FY 85-86	FY 84-85	%CHANGE	FY 85-86	FY 84-85	%CHANGE
FAREBOX REVENUE PERSON TRIPS WEEKLY SCHEDULE HOURS PRODUCTIVITY	321,768	\$118,180 313,415 4009 17.2	9.6% 2.7% -0.2% 3.3%	3999	285,002 4058	7.7% 3.3% -1.5% 6.0%	3999		25.5% 13.4% -3.0% 9.3%

SECOND QUARTER YEAR-TO-DATE SUMMARY

STATISTIC	TDP GOAL	FY 85-86	FY 84-85	%CHANGE
FAREBOX REVENUE	\$637,896	\$671,133	\$601,789	11.5%
PERSON TRIPS	1,662,991	1,705,162	1,614,554	5.6%
PRODUCTIVITY	17.1	16.9	16.6	1.9%
EFFICIENCY	\$1.41	\$1.39	\$1.49	-6.6%
USER FUNDING	17.6%	17.9%	16.4%	8.7%



LTD BOARD MEETING 01/15/86 Page 27

OPERATIONS SUMMARY OCTOBER/NOVEMBER/DECEMBER 1986

	October				November				
	85-86	84-85	% CHANGE	85-86	84-85	% CHANGE			
On-Time Performance	99.51%	98.78%	+0.74%	97.99%	98.95%	-0.97%			
Safe Miles Between Accidents/Incidents	31,227	29,139	+6.69%	27,473	44,116	-37.73%			
Miles Between Breakdowns	8,783	4,096	New Standards	4,808	4,325	New Standards			
Total Miles	281,043	262,165	+6,72%	192,313	220,582	-12.82%			
Complaints	28	15		25	20				
Compliments	4	9		5	11	(

· · · ·					FISC YEAR-TO- TOTALS/AV	-DATE	
	85-86	84-85	% CHANGE	GOAL	85-86	8485	% CHANGE
On-Time Performance.	100%	99.16%	+0.85%	99.00%	99.07%	99.06%	+0.01%
Safe Miles Between Accidents/Incidents	17,835	25,054	-28.21%	38,000	22,628	31,108	-27.26%
Miles Between Breakdowns	7,927	4,041	New Standards	15.000	7,201	4,532	New Standards
Total Miles	285,355	250,535	+12.20%	n/a	1,448,209	1,430,185	+1.24%
Complaints	28 .	15	an an.		81	50	Ω
Compliments	12	9			21	29	
	1		LTD BOARD MEET	ING	10. 10. 10. 10. 10. 10. 10. 10. 10. 10.	and a second s	

01/15/86 Page 28

1