

RESOLUTION - TAX REFUNDS

WHEREAS, taxes listed below were erroneously levied and collected through clerical error on properties belonging to the following:

<u>NAME</u>	<u>REC. #</u>	<u>AMOUNT</u>	<u>REASON</u>
Claude M. Weil	7447	\$ 15.20	Personal property listed at 4275, should be 2700. 1972 car listed and priced incorrectly.
Paul G. Carr	992 (73) 992 (74) 1120 (75)	36.00 45.60 45.60	We have charged Mr. Carr for 2 units. House has only 1 unit.
W. C. Coker	1364	395.65	The State Board of Assessment reduced value from 236,600 to 195,600 (Pd. 12-23-75).
Order of Gimghouls	8786	563.56	The State Board of Assessment reduced value from 327,600 to 269,200 (Pd. 12-29-75).

WHEREAS, the above listed persons have made application for refund of said taxes;

NOW, THEREFORE, BE IT RESOLVED by the Board of Aldermen of the Town of Chapel Hill, that it finds that taxes on the above listed persons were levied and collected through clerical error, and in the discretion of the Board should be refunded to the taxpayer, IT BEING FURTHER RESOLVED that the Tax Collector if authorized and empowered to make such refund.

This the 9th day of February, 1976.

Bus Radio Equipment

ALDERMAN HOWES MOVED, SECONDED BY ALDERMAN VICKERY THAT THE LOW BID FROM GENERAL ELECTRIC CO., IN RALEIGH, N.C. OF \$27,584.00 FOR SEVENTEEN BUS RADIOS, ONE BASE STATION, TWO SUPERVISOR'S RADIOS AND RELATED EQUIPMENT, WITH DELIVERY IN 105 DAYS, BE ACCEPTED AND THAT GENERAL ELECTRIC COMPANY BE AWARDED THE CONTRACT. Town Manager Jenne assured Alderman Silver that the equipment does meet the required specifications. He also stated, in response to Alderman Smith, that he did not know why there is such a long delivery time. Alderman Smith requested that the Manager look into getting the equipment sooner. In response to a question by Alderman Vickery, Mr. Jenne stated that there will be no abnormal costs imposed as a result of this late delivery date. It will mean a delay in bus service to the handicapped and the elderly. Since the service will not be in effect, no money is being spent for it. On the other hand, the citizens are not receiving the benefits of the service. In response to Alderman Gardner, John Pappas, Transportation Director, stated that there will be direct radio communication from the dispatcher to bus vehicles and provisions for a channel from the supervisor's cars to the vehicles. There will be no interbus communication. Alderman Gardner was concerned with the \$10,000 increase in the cost provisions in the original capital grant application and the amended one. It was pointed out that the difference to the Town will be 20% of the actual price. UMTA has encouraged the Town to incur the cost of a good quality radio. Other line items in the grant are being gradually zeroed out. UMTA has approved and encouraged the Town to order the equipment according to the required specifications, even though the cost is more than was estimated in the grant budget two and one half years ago. THE MOTION WAS UNANIMOUSLY CARRIED.

Diesel Engine, 1962 American La France Fire Truck - Bids

Town Manager Jenne stated that this was placed on the agenda because of the urgency of the situation. The down fire truck is a primary truck and not a back up. In looking at the pros and cons of repairing the gasoline engine, both in long term benefits and immediate operation efficiency and life expectancy, the staff believes it will

be best to repower the vehicle with a diesel engine. Mr. Jenne stated bids were opened earlier that day and had been received from Cummins Carolinas, Inc. for \$6,300.00 and Miller Truck sales and service for 87,875.00 The Manager recommends the low bid of \$6,300.00 from Cummins Carolinas. He stated that he feels it should be mentioned that currently, in terms of line items in the Fire Department budget, the engine was not budgeted for. The Department made the decision, when discussing this year's budget, that the present engine could last one more year, however, it has not. There are not funds in the Department to cover it. ALDERMAN VICKERY MOVED, SECONDED BY ALDERMAN HOWES TO ACCEPT THE LOW BID FROM CUMMING CAROLINAS, INC., IN GREENSBORO, N.C., OF \$6,300.00 FOR ONE DIESEL ENGINE WITH INSTALLATION IN THE AMERICAN LA FRANCE FIRE TRUCK, WITH DELIVERY IN FOUR WEEKS, BE ACCEPTED AND THAT CUMMINS CAROLINAS, INC. BE AWARDED THE CONTRACT. In response to a question by Alderman Smith concerning installation, Mr. Jenne stated that the truck will be sent to Cummins Carolinas, Inc., for installation. THE MOTION WAS UNANIMOUSLY CARRIED.

Report on Principles of Bus Service Extension Into Carrboro

Terry Lathrop, Chairman of the Transportation Board stated that several weeks ago, the Board authorized a small negotiating committee to meet with representative from Carrboro to discuss the conditions under which service could be extended into Carrboro. These meetings have been the subject of considerable publicity and comment and for this reason it was felt that as a matter of clarification and communication with the Board of Aldermen, the principles being pursued be discussed. Mr. Lathrop stated that the apparent need for this communication of principles became apparent last week, therefore the following memo was drawn up entirely by him. The Transportation Board did meet but failed to form a quorum. The members that were present reviewed the memo and came up with a change. Mr. Lathrop read and explained as he went along the following memo:

Your concurrence is needed in the general principles of the approach we are taking in our negotiations with the Town of Carrboro.

We are observing several objectives in our efforts:

- 1. That citizens of both communities be treated equitably.
- 2. That the relationship of the Transportation Board to the Board of Aldermen in Chapel Hill be honored without requirement for change based on extension of direct service to Carrboro residents.
- 3. That administrative "overhead" be held to an absolute minimum.

We envision the relationship with Carrboro as founded on six basic ideas:

- 1. Carrboro will make a monetary contribution to the cost of the total system. Annual requirements for Non-operating Revenue will be shared on the basis of the ratio of the Town's respective tax scrolls, presented in a proposed budget to the two Boards and subject to (a) income from the farebox, (b) income from pass sales (to individuals or to bulk purchasers, such as the University), and (c) state or dereral assistance (operating or capital). This basis for sharing of non-operating revenue requirements appears to represent an equitable distribution of system costs based on incremental costs of adding service to Carrboro and on the costs of providing a level of service consistent with anticipated demand in Carrboro. Obviously it is in the interest of all parties concerned to keep the requirement for non-operating revenues at a minimum.

Capital costs might be shared with a lump sum buy-in, followed by equitable participation in all future capital pruchases, or by an annual payment to Chapel Hill, by Carrboro, representing a reasonable and equitable share of the annualized cost of capital during the particular year.

- 2. As is the case with the system in Chapel Hill now, the majority of day-to-day operating decisions will be left to the Transportation Department staff and to the Transportation Board in accord with its charges by ordinance.