



Lane Transit District



# FISCAL YEAR 2022-2023

## PROPOSED BUDGET *(Adopted May 18)*

LANE TRANSIT DISTRICT EUGENE, OREGON

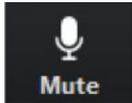


## BEFORE WE GET STARTED...

- Request a break, if desired.
- If necessary, April 13, 5:30 p.m. – 7:30 p.m. is scheduled for continued discussions.

# USING ZOOM

You can control Mute/Unmute in the far left-hand corner:



- This is Unmuted



- This is Muted

- Video on/off and raising/lowering of hands which can be done through Zoom or \*9 if you are on a phone



- This is video On



- This is video Off

A blue electric bus is the central focus of the image, shown from a front-three-quarter perspective. The bus has "Electric" written on its side and the number "18101" on the front. The background is a blurred outdoor setting with other vehicles and trees. The entire image is overlaid with a semi-transparent blue filter, and a green diagonal shape is present in the top-left corner.

# AGENDA

# FY2023 BUDGET COMMITTEE PRESENTATION



**PUBLIC  
TESTIMONY**



**BUDGET  
COMMITTEE  
RESPONSIBILITY**



**BUDGET  
PROCESS**



**POLICIES &  
CONTRACTS**



**ECONOMIC  
ENVIRONMENT**



**FY2023  
PROPOSED  
BUDGET**



**AMENDED  
2022-2031 CIP**



**2022-2031  
LRFP**



**APPROVAL**



## PUBLIC TESTIMONY

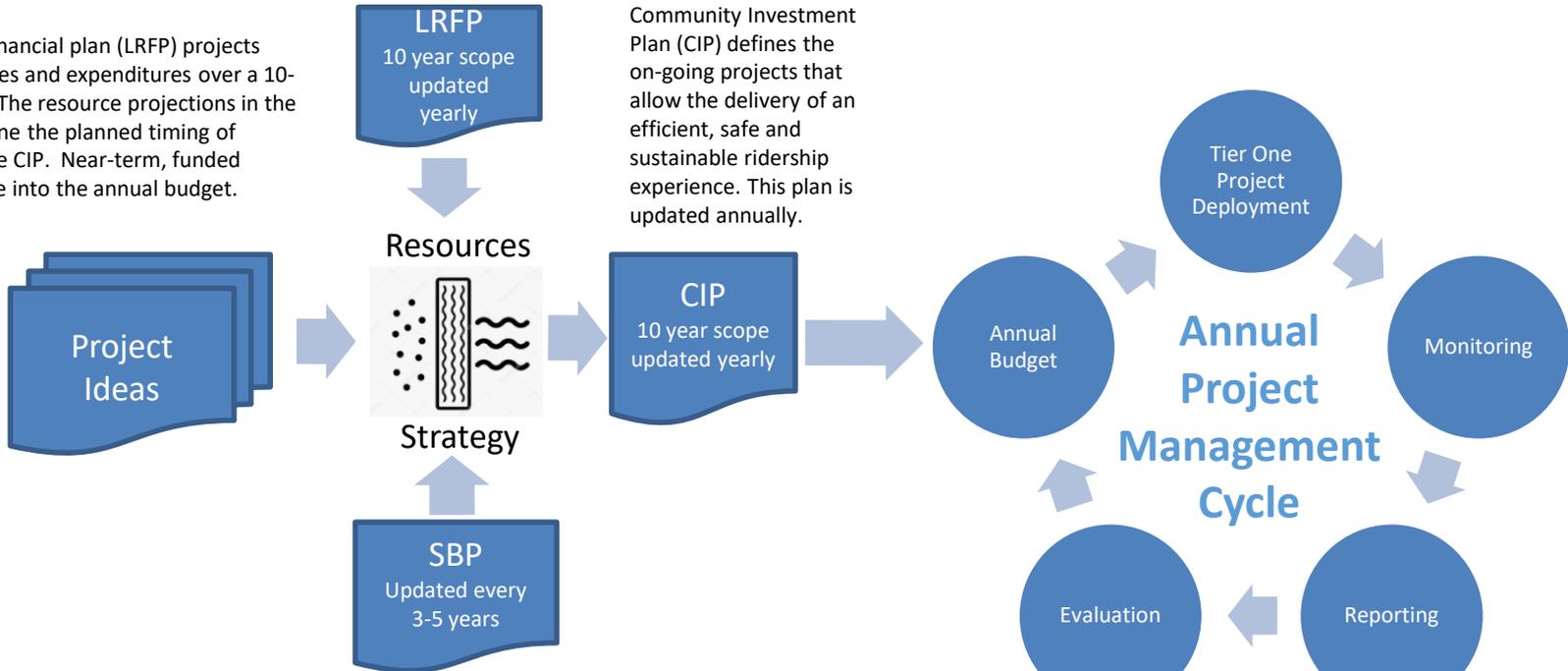
- The purpose of this hearing is to allow public comment on the FY2023 Proposed Budget.
- Raise your Zoom hand or press \*9 on your phone.
- Each speaker will have 3 minutes.



## BUDGET COMMITTEE RESPONSIBILITY

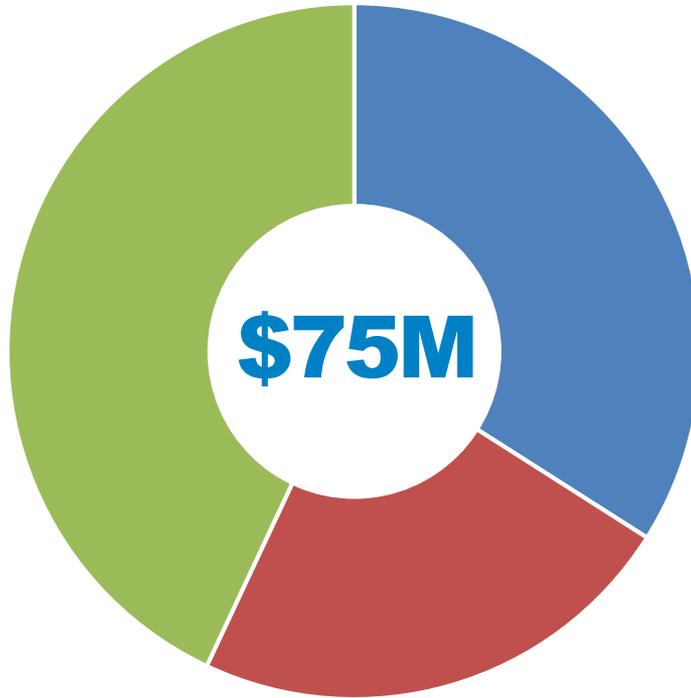
- **Follows** Oregon Local Budget Law process
- Reviews and **understands** the FY2023 Budget presented
- **Discusses and recommends revisions** to the budget if needed
- **Approves** the Budget and forward your recommendation to the BOD for adoption

Long-range financial plan (LRFP) projects LTD's resources and expenditures over a 10-year period. The resource projections in the LRFP determine the planned timing of projects in the CIP. Near-term, funded projects move into the annual budget.



Community Investment Plan (CIP) defines the on-going projects that allow the delivery of an efficient, safe and sustainable ridership experience. This plan is updated annually.

Strategic Business Plan (SBP) defines our strategic position. Project choices and progress are evaluated through the filter of the SBP. This plan is static over its lifetime. Once created, it serves as a strategy guide for 3-5 years.



**\$75,567,111**

FEDERAL COVID RELIEF FUNDING

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<b>34%</b>		<b>CARES</b> \$25,533,427
<b>23%</b>		<b>CRRSAA</b> \$17,396,126
<b>43%</b>		<b>ARPA</b> \$32,637,558



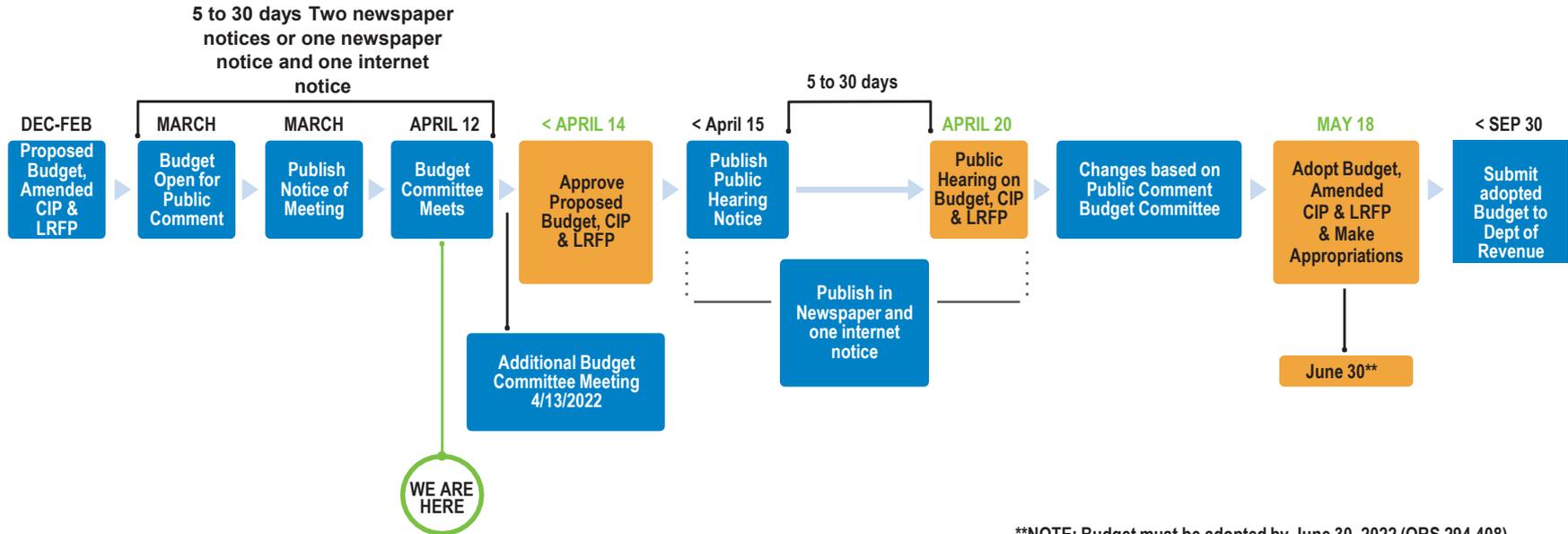
**\$75,567,111**

FEDERAL FORMULA & COVID RELIEF NEAR-TERM (2025) USES

- 100%** ■ **OPERATING**  
\$75,474,629
- 10%** ■ **CAPITAL**  
\$92,482



# BUDGET PROCESS



\*\*NOTE: Budget must be adopted by June 30, 2022 (ORS 294.408)



## **POLICIES & CONTRACTS: FUND BALANCE & PENSION PLAN**

### **POLICIES:**

- Reserve Policy
- Salaried Employees' retirement plan funding
- ATU Local 757 Pension Funding policy

### **CONTRACTS:**

- ATU local 757 Working and Wage Agreement



## Meeting Reserve Policy adopted Feb 2022

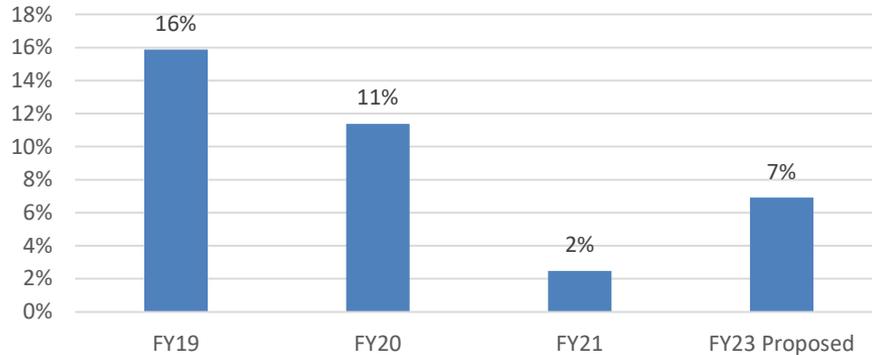
Reserve	Policy	FY23 Budget	Notes
Sustainable Services Reserve	2-6 months	2 months	18% of annual operating costs
STIF Sustainable Services Reserve	<6 months	>2 & < 3 months	24% of annual operating costs
Cash Flow Reserve (includes WC)	60-90 days	> 3 & < 4 months	31% of annual operating costs
Capital Reserve	20% of 2 year expected cost - 10 year planned need	~2 year need	Grant match & non-grant fundable costs
Board Designated Reserve	As adopted by resolution	Not applicable	Not applicable



# ECONOMIC ENVIRONMENT

Revenue-Expenditure gap covered by CARES, CRRSA, ARPA  
 Budgeted to use \$36M by end of FY22, \$39.4M remaining

General Fund Operating revenue as a percentage of operating cost

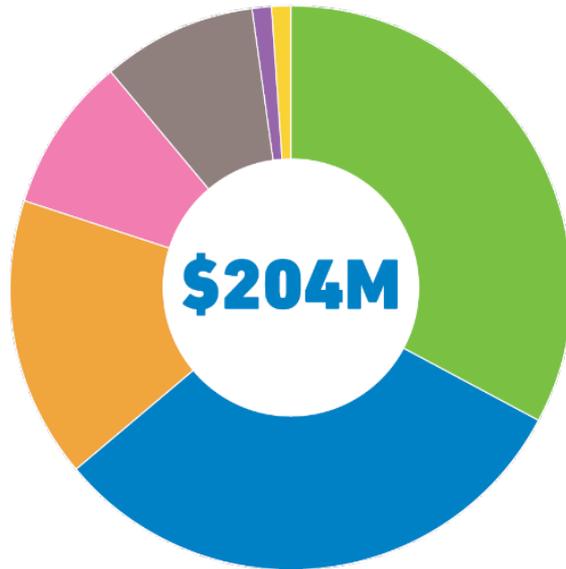


### Destabilizing world events & long-term impacts of COVID:

- Commuting patterns
- Remote-working, remote learning
- Record (40 year) High inflation (7.9% in Feb 2022)
- Supply chain disruptions
- As of March, Fuel up 97% (levels not seen since 2008)
- Labor shortages



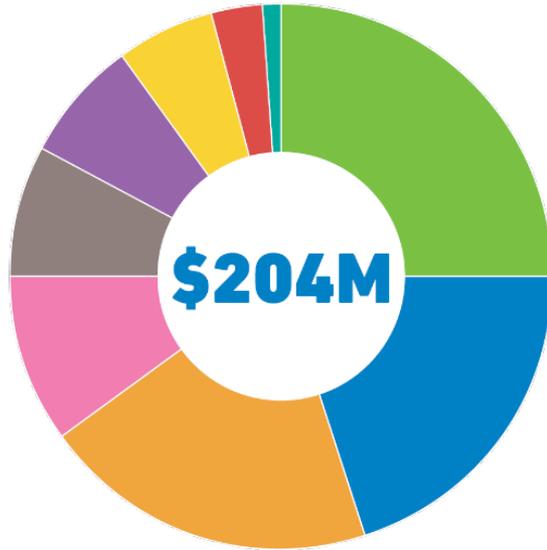
# PROPOSED BUDGET



**\$203,605,537**

DISTRICT-WIDE ANNUAL RESOURCES

- 26%** ■ FEDERAL ASSISTANCE  
\$53,247,380
- 25%** ■ PAYROLL TAXES  
\$50,116,000
- 20%** ■ WORKING CAPITAL FROM PRIOR YEARS  
\$40,464,475
- 12%** ■ INTERFUND TRANSFERS  
\$25,492,451
- 8%** ■ MEDICAID  
\$15,395,845
- 7%** ■ STATE ASSISTANCE  
\$14,213,065
- 1%** ■ CASH FARES & PASSES  
\$2,485,743
- 1%** ■ GROUP PASSES  
\$1,580,706



**\$203,605,535**

DISTRICT-WIDE ANNUAL REQUIREMENTS

- 25%** CAPITAL PROJECTS  
\$50,048,972
- 20%** PERSONNEL SERVICES  
\$41,529,665
- 20%** RESERVES  
\$41,435,547
- 10%** NON-OPERATING TRANSFERS  
\$21,356,085
- 8%** MEDICAID  
\$15,723,595
- 7%** SPECIALIZED SERVICES  
\$13,569,395
- 6%** MATERIALS & SERVICES  
\$13,270,568
- 3%** OPERATING TRANSFERS  
\$5,356,866
- 1%** OPERATING CONTINGENCY  
\$1,314,843



# PROPOSED BUDGET: QUESTIONS

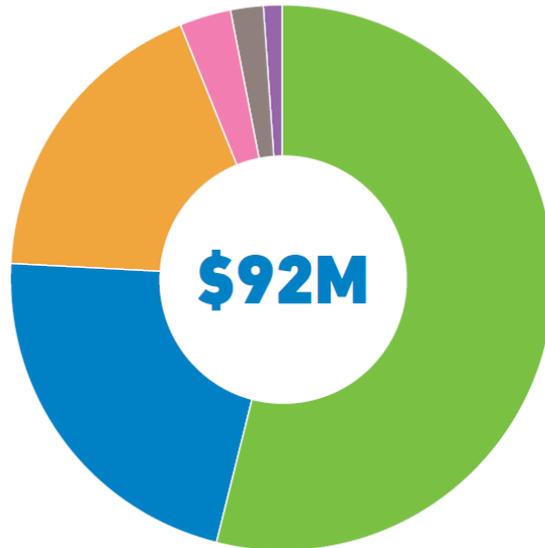


# GENERAL FUND

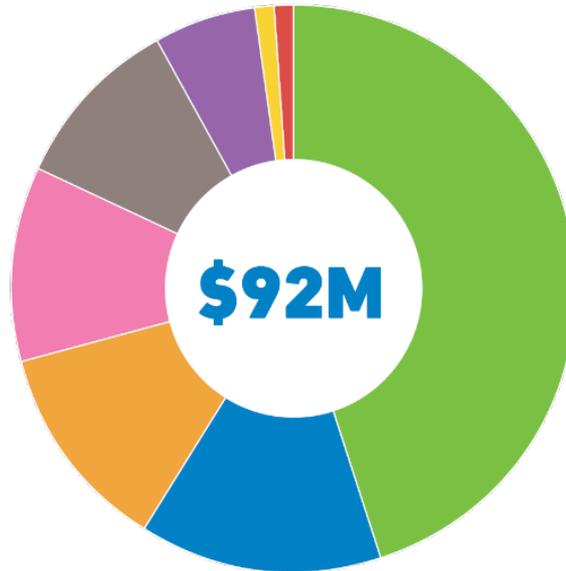


**\$92,337,718**

TOTAL GENERAL FUND RESOURCES



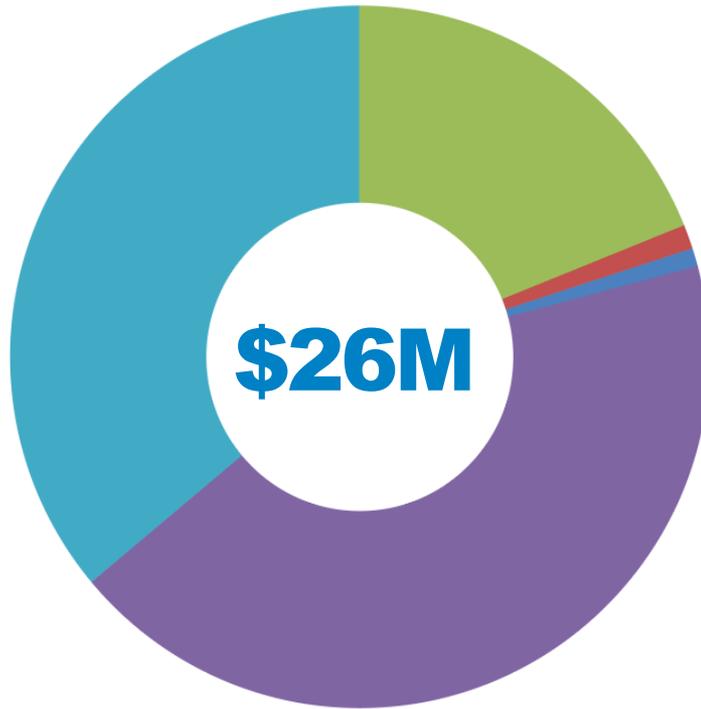
- 54%** ■ PAYROLL TAXES  
\$50,116,000
- 22%** ■ WORKING CAPITAL FROM PRIOR YEARS  
\$20,194,420
- 18%** ■ FEDERAL ASSISTANCE  
\$16,730,604
- 3%** ■ CASH FARES & PASSES  
\$2,199,300
- 2%** ■ GROUP PASSES  
\$1,580,706
- 1%** ■ STATE ASSISTANCE  
\$1,078,000



## \$92,337,718

TOTAL GENERAL FUND REQUIREMENTS

- 45%** ■ PERSONNEL SERVICES  
\$41,529,665
- 14%** ■ MATERIALS & SERVICES  
\$13,270,568
- 12%** ■ TRANSFER TO SUSTAINABLE SERVICES RESERVE FUND  
\$11,011,740
- 11%** ■ RESERVES  
\$10,044,691
- 10%** ■ TRANSFER TO CAPITAL PROJECTS FUND  
\$9,123,845
- 6%** ■ OPERATING TRANSFERS  
\$5,356,866
- 1%** ■ INSURANCE & RISK SERVICES  
\$685,500
- 1%** ■ OPERATING CONTINGENCY  
\$1,314,843



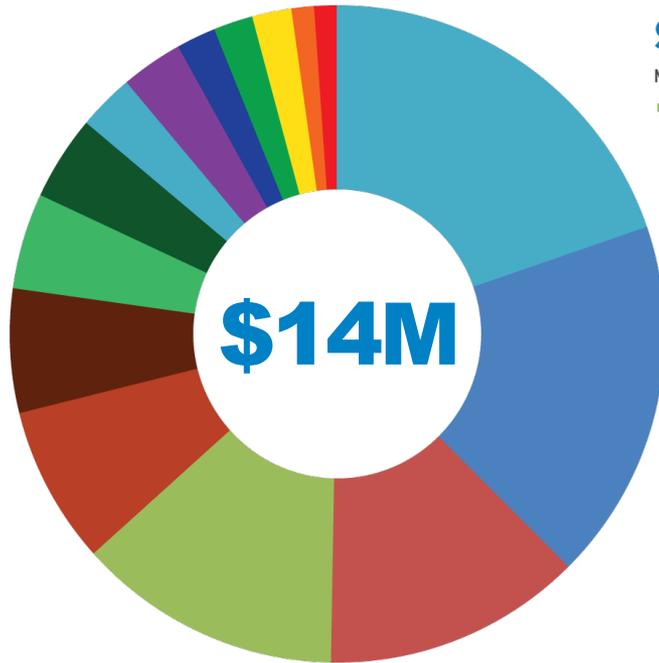
## \$25,492,451

General Fund Operating Transfers

- 36%** ■ TRANSFER TO CAPITAL PROJECTS FUND  
\$9,123,845
- 43%** ■ TRANSFER TO SUSTAINABLE SERVICES RESERVE  
\$11,011,740
- 1%** ■ TRANSFER TO POINT2POINT FUND  
\$280,655
- 1%** ■ TRANSFER TO MEDICAID FUND  
\$327,750
- 19%** ■ TRANSFER TO SPECIAL SERVICES FUND  
\$4,748,461

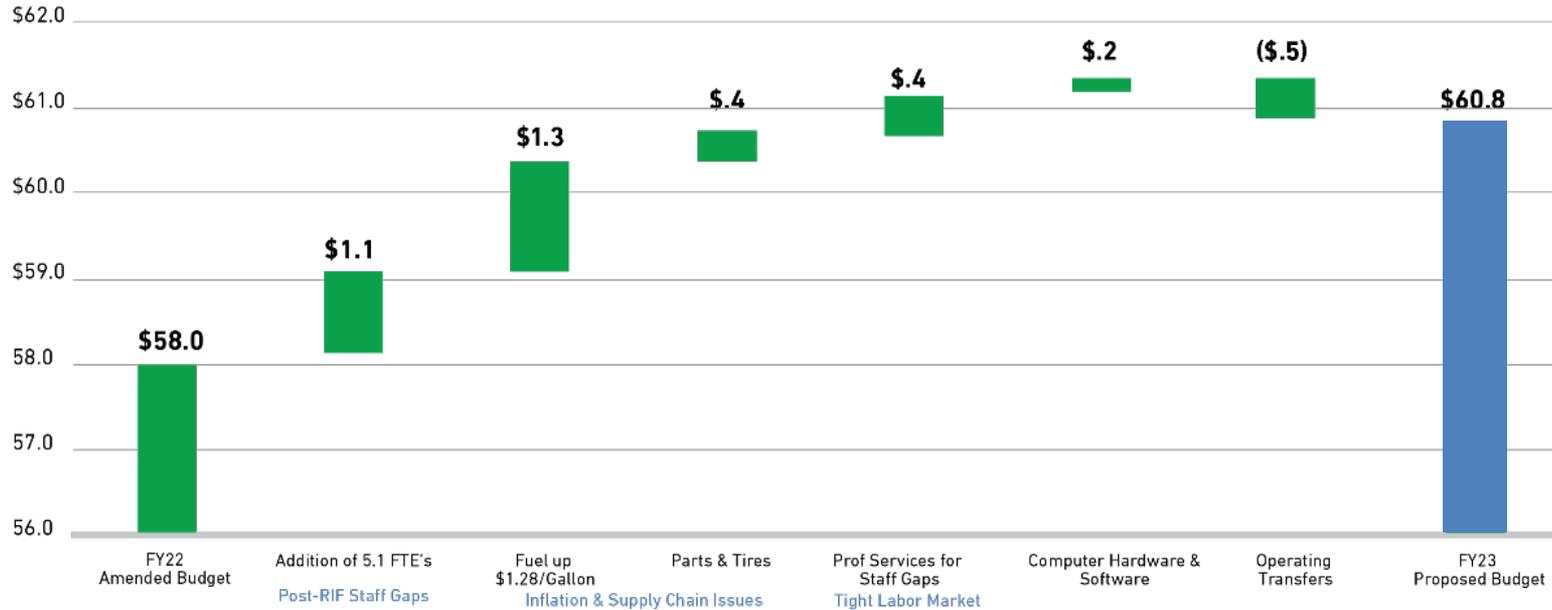
## \$13,956,068

Materials, Services & Insurance Expenditures



- 1%** ■ ELECTRIC BUS CHARGING  
\$100,000
- 1%** ■ TRANSACTION FEES  
\$153,357
- 2%** ■ FACILITY SKILLED TRADES  
\$217,000
- 2%** ■ TELECOM & NETWORK  
\$248,900
- 2%** ■ INFORMATION & ADVERTISING  
\$275,500
- 3%** ■ MAINTENANCE & REPAIR  
\$383,000
- 3%** ■ UTILITIES  
\$479,700
- 4%** ■ TRAINING & TRAVEL  
\$539,158
- 5%** ■ NON-PERSONNEL INSURANCE  
\$685,500
- 6%** ■ CLEANING  
\$894,000
- 8%** ■ GENERAL BUSINESS EXPENSES  
\$1,114,373
- 13%** ■ CONTRACTED & PROFESSIONAL SERVICES  
\$1,756,060
- 13%** ■ COMPUTER HARDWARE & SOFTWARE  
\$1,769,210
- 18%** ■ PARTS & TIRES  
\$2,485,095
- 20%** ■ FUEL  
\$2,855,218

Operating Requirements (Excludes reserves, contingencies and capital: FY22 amended budget to FY 23 proposed budget.)



## Goal is to be structurally balanced by FY 26 Budget

- FY23 – data gathering on:
  - ✓ Internal operating efficiency opportunities
  - ✓ Comprehensive Operations Analysis for fixed route & Ridesource
  - ✓ Mobility management
- FY24 – Create plans to strategically & thoughtfully “build back smarter”
- FY25 – Implement build back plans
- FY26 – Achieve structurally balanced budget

<b>Annual Operating Revenues</b>	<b>\$55,412,694</b>
<i>(excludes Federal Assistance)</i>	
<b>Annual Minimum FY23 Operating Expenditures</b>	<b>\$60,842,599</b>
Annual Operating Expenditures	
<i>(excludes reserves, contingencies and transfers to the capital fund)</i>	
Minimum Capital Fund Transfer	<b>\$3,220,491</b>
<b>Overage (or shortage)</b>	<b>(\$8,650,396)</b>

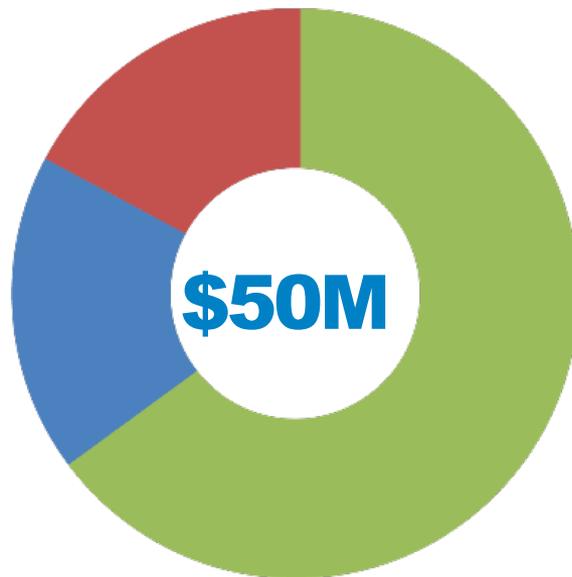




# CAPITAL FUND

↑ Bays D,E,F,J,K,L  
← Bays O,P,Q,R,S,T

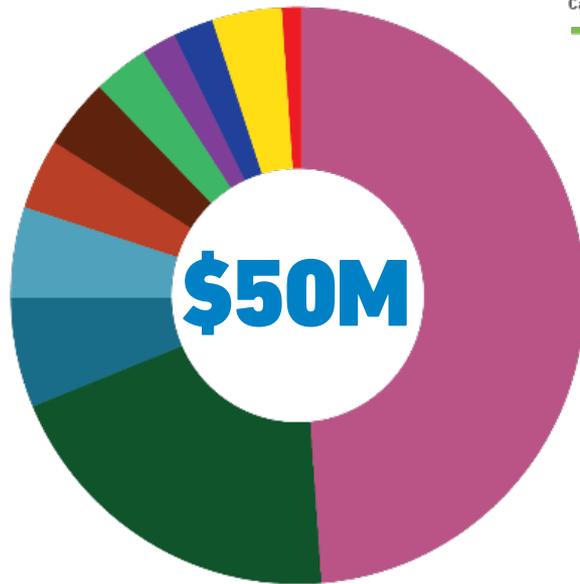
The Bus!



**\$50,048,972**

Capital Fund

- 17%** ■ STATE ASSISTANCE  
\$8,508,800
- 18%** ■ TRANSFER FROM GENERAL FUND  
\$9,123,845
- 65%** ■ FEDERAL ASSISTANCE  
\$32,416,327



## \$50,048,972

Capital Fund

<b>49%</b>		FLEET - FIXED ROUTE REVENUE VEHICLES \$24,745,000	<b>3%</b>		OCC/TRAINING/LOUNGE \$1,400,000
<b>20%</b>		TECHNOLOGY INFRASTRUCTURE & SYSTEMS \$9,891,520	<b>2%</b>		MAJOR BUS COMPONENTS \$1,193,172
<b>6%</b>		ALTERNATIVE FUEL INFRASTRUCTURE & SYSTEMS \$3,000,000	<b>2%</b>		FTN - OTHER \$1,001,480
<b>5%</b>		FTN - FRANKLIN BLVD TRANSFORMATION \$2,500,000	<b>4%</b>		FLEET - OTHER \$1,857,800
<b>4%</b>		FTN - SAFETY & AMENITY IMPROVEMENTS \$1,920,000	<b>1%</b>		FACILITIES \$700,000
<b>4%</b>		REVENUE VEHICLES - ACCESSIBLE SERVICES \$1,840,000			



## CAPITAL FUND BUDGET HIGHLIGHTS

- \$9.1M in General Fund Transfer is for primarily for grant match
- \$17M reserve covers primarily FY23 & FY24 grant match requirements
- CIP Addition: Major bus components & Rural Shelters

### STATE OF GOOD REPAIR (74%):

- \$24.7M Fixed-route vehicles
- \$7.3M technology & infrastructure upgrades
- \$1.8M paratransit replacement vehicles
- \$1.1M major bus components

### IMPROVEMENT PROJECTS (26%):

- \$3M Alternative fuel infrastructure
- \$2.6M technology & infrastructure imprvmts
- \$2.5M Franklin Blvd transformation
- \$1.9M FTN Safety & amenities
- \$1.2M system security improvements
- \$1.1M OCC/Training/Lounge

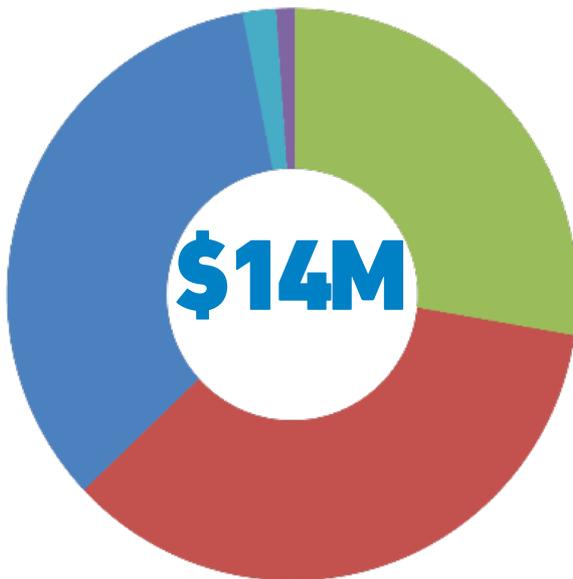


# CAPITAL FUND: QUESTIONS

↑ Bays D,E,F,J,K,L  
← Bays O,P,Q,R,S



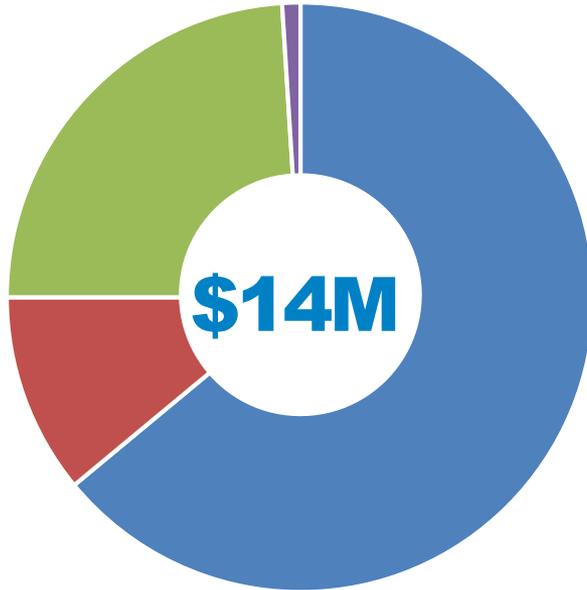
# **SPECIALIZED SERVICES FUND**



**\$13,569,395**

Specialized Services Fund

- 28%** ■ FEDERAL ASSISTANCE  
\$3,737,043
- 35%** ■ TRANSFER FROM GENERAL FUND  
\$4,748,461
- 34%** ■ STATE ASSISTANCE  
\$4,626,265
- 2%** ■ PASSENGER FARES  
\$286,443
- 1%** ■ LOCAL ASSISTANCE  
\$171,184



**\$13,569,395**

SPECIALIZED SERVICES FUND

- 64%** ■ EUGENE-SPRINGFIELD SERVICES  
\$8,707,380
- 11%** ■ RURAL LANE COUNTY SERVICES  
\$1,488,051
- 24%** ■ STATEWIDE TRANSPORTATION IMPROVEMENT  
\$3,226,068
- 1%** ■ OTHER SERVICES  
\$147,906



## SPECIALIZED SERVICES FUND HIGHLIGHTS

- FY2022 amended budget includes:
  - Increases for inflation
  - Return to full ridership
  - Ridesource contract bids
  - Regulatory changes and COVID-19 protocols
- FY2023 Budget is up \$.4M from FY2022 amended Budget
  - STIF funded Rhody & Diamond express expansions (up \$.2M)
  - CG pass-through discretionary grant (up \$.1M)
  - Other rural services (up \$.1M)
  - Resumption of COVID-19-paused STIF projects (up \$.7)
  - Slower return to full ridership (down \$.8M)

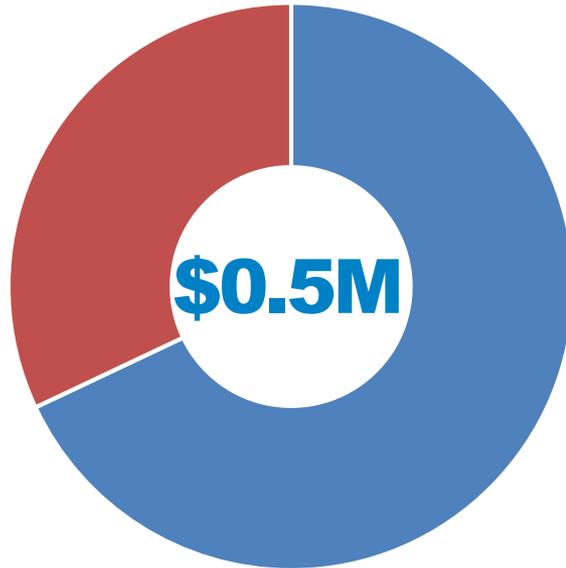


# **SPECIALIZED SERVICES FUND: QUESTIONS**



# POINT2POINT

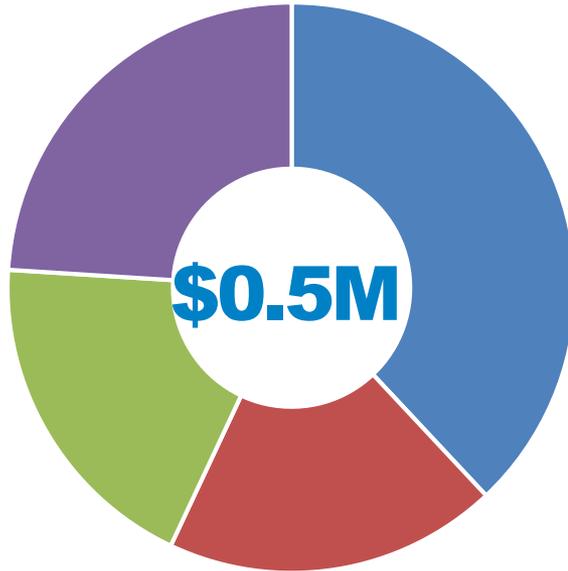




**\$535,000**

TOTAL POINT2POINT RESOURCES

- 68%** ■ FEDERAL ASSISTANCE  
\$363,407
- 32%** ■ TRANSFER FROM GENERAL FUND  
\$171,593



**\$535,000**

POINT2POINT

- 38%** ■ **SAFE ROUTES TO SCHOOLS**  
\$205,000
- 19%** ■ **POINT2POINT ADMINISTRATIVE**  
\$100,000
- 19%** ■ **PROJECTS**  
\$100,000
- 24%** ■ **VANPOOL**  
\$130,000



## POINT2POINT BUDGET HIGHLIGHTS

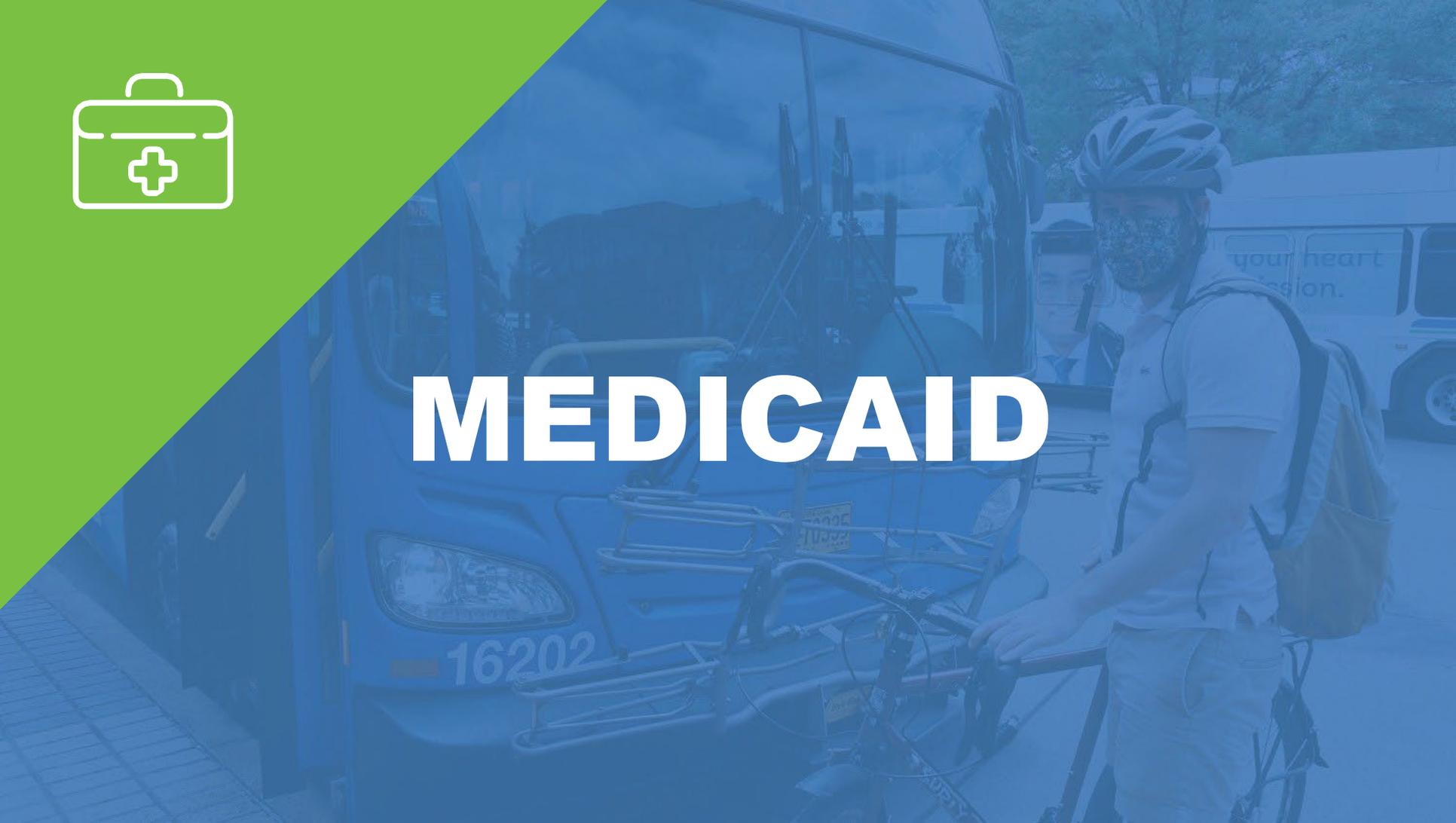
- Budget is down \$.2M from FY22 budget.
- Some P2p programs transitioned to other agencies.
- Some programs will not continue.

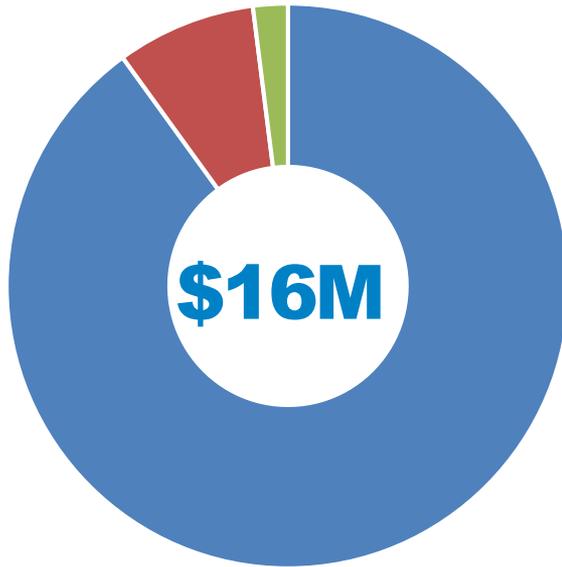


# POINT2POINT FUND: QUESTIONS



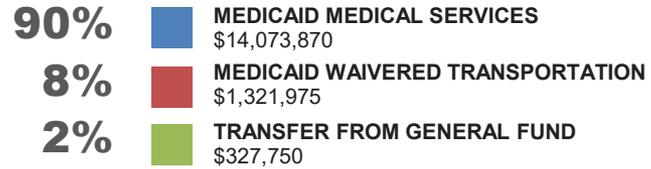
# MEDICAID

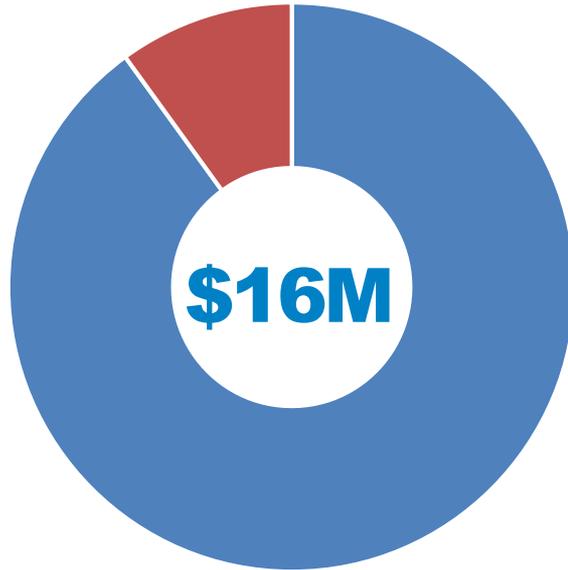




**\$15,723,595**

MEDICAID





**\$15,723,595**

MEDICAID

- 
- 90%**  **MEDICAID MEDICAL SERVICES**  
\$14,073,870
  - 10%**  **MEDICAID NON-MEDICAL SERVICES**  
\$1,649,725



## MEDICAID BUDGET HIGHLIGHTS

- Medicaid budget is up \$.6M from the FY2022 Budget
- Anticipates:
  - impact of increase in Medicaid membership
  - Increase ridership as COVID restrictions relax
- General fund transfer is roughly flat to FY2022 budget



# MEDICAID: QUESTIONS





# **ALL FUNDS COMBINED & FY2022 PROPOSED BUDGET REQUEST**



PROPOSED APPROPRIATION	FY2021-22 Adopted Budget	FY2022-23 Proposed
<b>GENERAL FUND - OPERATING</b>	<b>\$52,221,091</b>	<b>\$56,800,576</b>
Transit Services	\$52,221,091	\$55,485,733
Operating Contingency		\$1,314,843
<b>GENERAL FUND - NON-OPERATING</b>	<b>\$18,275,071</b>	<b>\$25,492,451</b>
Transfer to Specialized Services Fund	\$5,236,631	\$4,748,461
Transfer to Medicaid Fund	\$400,200	\$327,750
Transfer to Point2point Fund	\$218,124	\$280,655
Transfer to the Sustainable Services Fund		\$11,011,740
Transfer to Capital Projects Fund	\$12,420,116	\$9,123,845
<b>SPECIALIZED SERVICES FUND</b>	<b>\$13,214,631</b>	<b>\$13,569,395</b>
Transit Services	\$13,214,631	\$13,569,395
<b>MEDICAID FUND</b>	<b>\$15,167,220</b>	<b>\$15,723,595</b>
Transit Services	\$15,167,220	\$15,723,595
<b>POINT2POINT FUND</b>	<b>\$713,509</b>	<b>\$535,000</b>
Transit Services	\$708,509	\$535,000
Operating Contingency	\$5,000	

	FY2021-22 Adopted Budget	FY2022-23 Proposed
<b>CAPITAL PROJECTS FUND</b>	<b>\$37,245,418</b>	<b>\$50,048,972</b>
Transit Investments	\$37,245,418	\$50,048,972
<b>TOTAL FY2022-23 PROPOSED APPROPRIATION</b>	<b>\$136,836,940</b>	<b>\$162,169,989</b>
<b>PROPOSED RESERVES NOT APPROPRIATED</b>		
<b>SUSTAINABLE SERVICES FUND</b>		<b>\$11,011,740</b>
Sustainable Services Reserve		\$11,011,740
<b>OTHER RESERVES</b>	<b>\$25,074,508</b>	<b>\$30,423,807</b>
Cash Flow Operating Reserve	\$10,508,775	\$10,044,691
Working Capital	\$567,330	\$3,127,663
Restricted for Capital Fund Projects	\$13,998,403	\$17,251,453
<b>TOTAL FY 2022-23 NOT APPROPRIATED RESERVES</b>	<b>\$25,074,508</b>	<b>\$41,435,547</b>
<b>TOTAL FY 2022-23 APPROPRIATED AND NOT APPROPRIATED RESERVES</b>	<b>\$161,911,44</b>	<b>\$203,605,536</b>



# **ALL FUNDS COMBINED & FY2022 PROPOSED BUDGET REQUEST: QUESTIONS**



# APPROVAL



# AMENDED COMMUNITY INVESTMENT PLAN (CIP)



## AMENDED CIP PROJECT ADDS:

### State of Good Repair:

- Major Bus Components \$1.1M
- Rural Shelters \$.1M



## AMENDED CIP PROJECT ADDS:

### SGR

- Removed Glenwood Facilities Assessment

Supply chain, inflation impacts to project timing & cost:

- Bus wash (up \$75K)
- 10-year Fixed-Route Fleet Replacement (up \$7.3M)\*\*
- IT HW/SW improvements (up \$.3M)
- Disaster Recovery (down \$.5M)

### IMPROVEMENT

Scope & cost change:

- FTN Safety & Amenity Improvements (up \$.3M)
- Strategic Business Plan Implementation (up \$.6M)
- COA (up \$.2M)

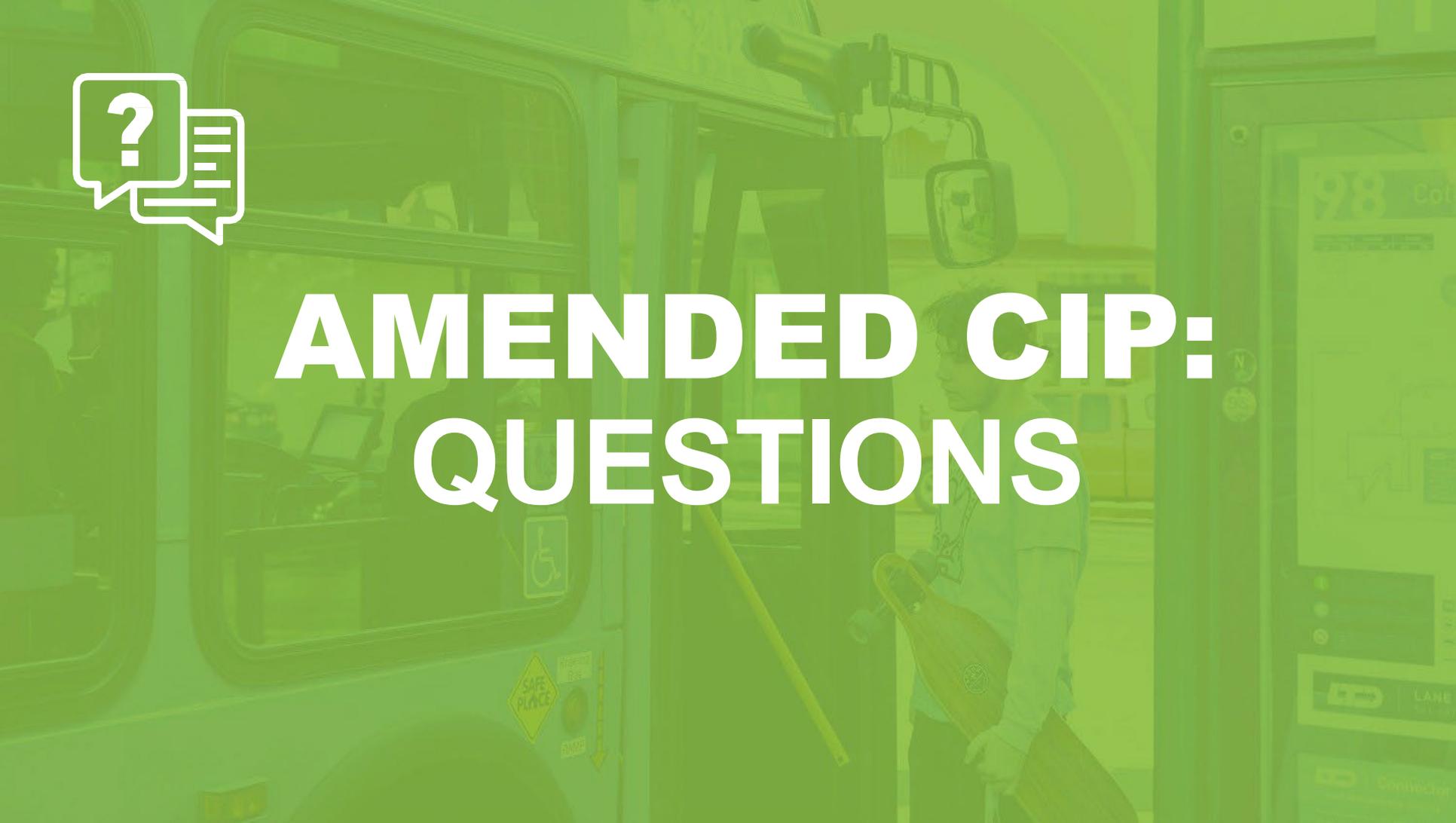
Supply chain, inflation impacts to project timing & cost:

- Santa Clara Transit Station (down \$30K)
- Alternative Fuels Infrastructure (up \$3M)
- System Security Improvements (timing only)
- EmX Corridor Improvements (timing only)
- Mobile Wallet/Trip Planner (timing only)\*\*

**\*\* - new funding – 22 Omnibus**



# AMENDED CIP: QUESTIONS

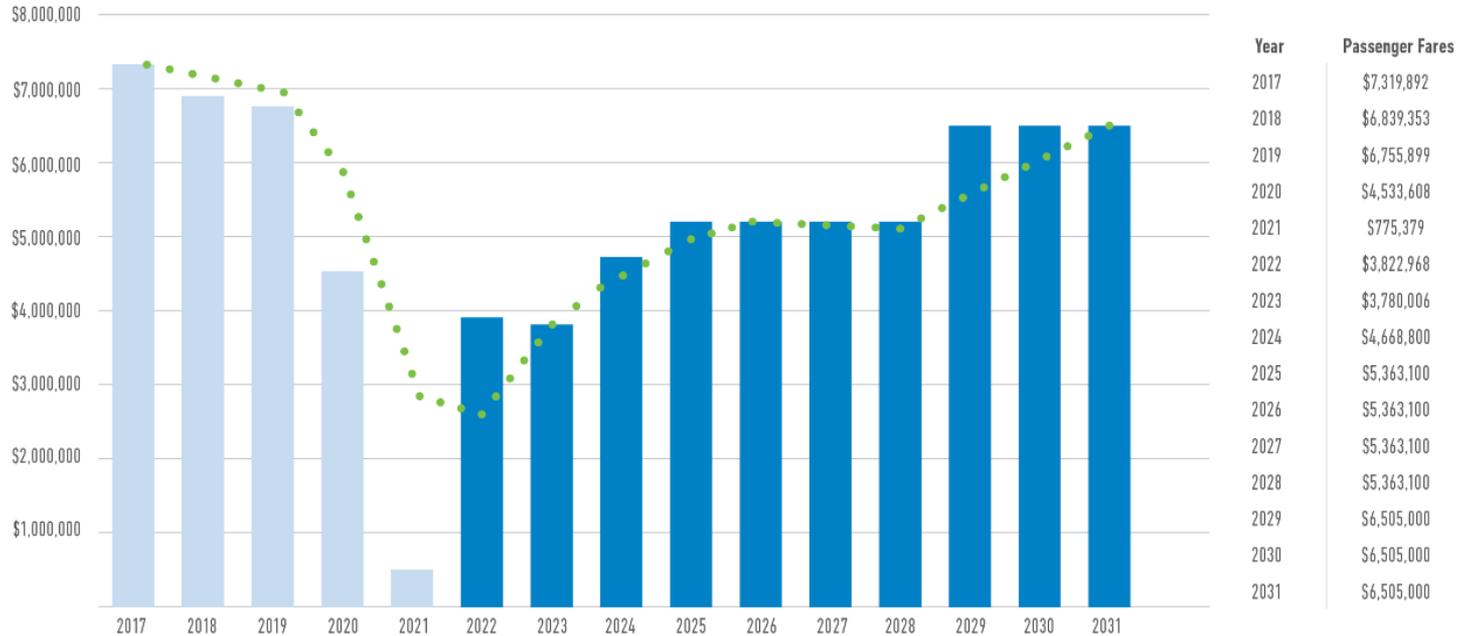




# UPDATED LONG-RANGE FINANCIAL PLAN (LRFP)

BASELINE PROJECTIONS: REVENUES

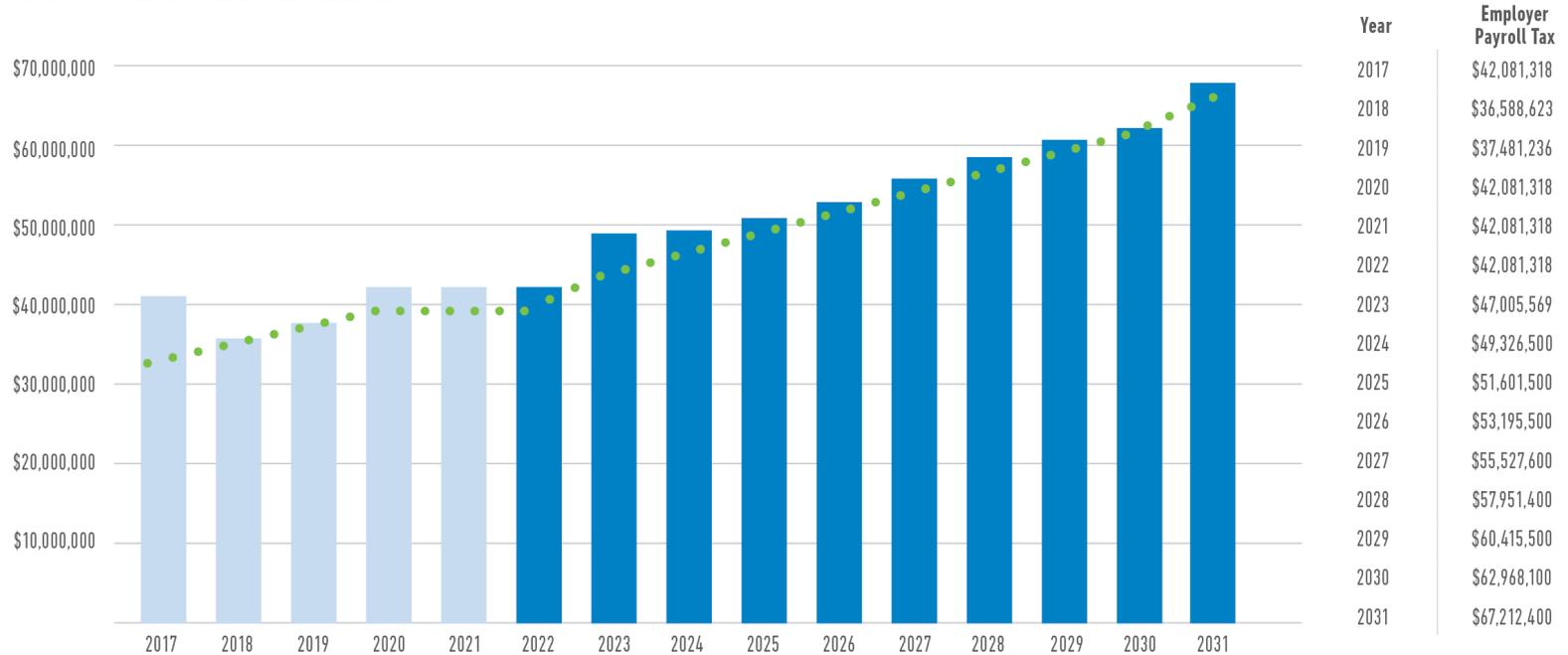
PASSENGER FARES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 7.46%

BASELINE PROJECTIONS: REVENUES

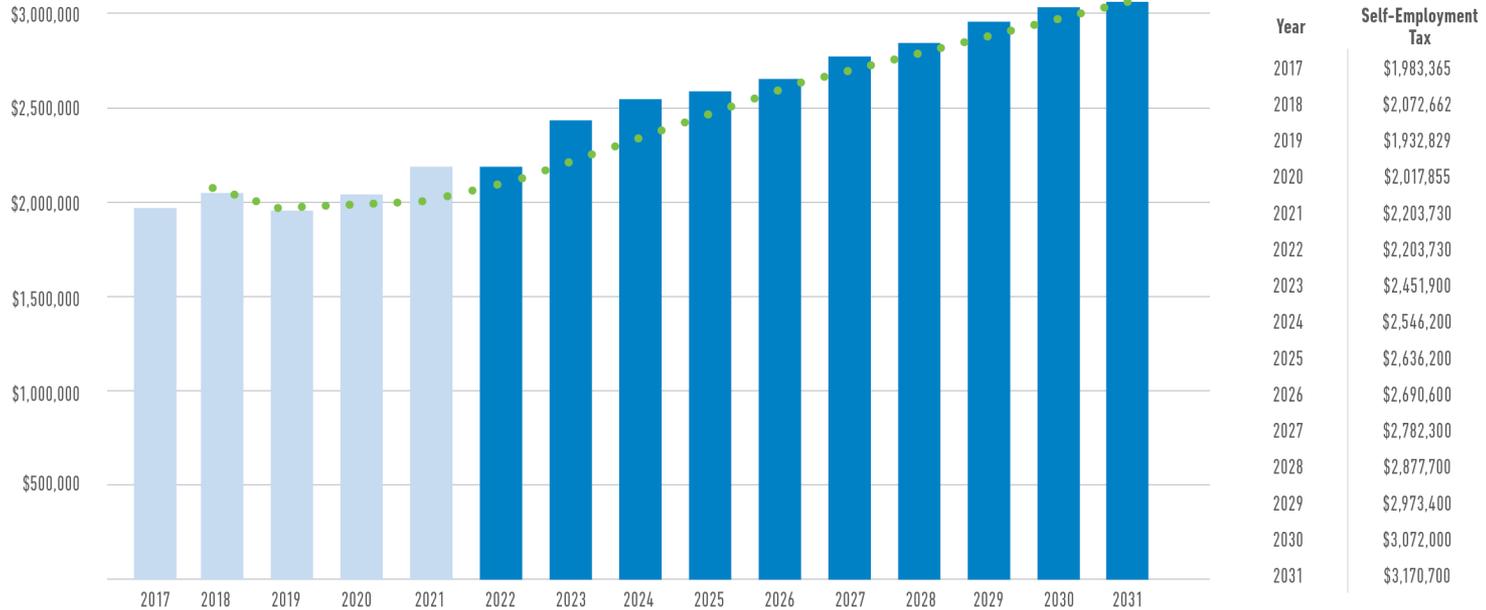
**EMPLOYER PAYROLL TAX, NET OF STATE ADMINISTRATIVE FEES  
PROJECTED 2022-2031**



PROJECTED ANNUAL GROWTH 2023-2031: 5.37%

BASELINE PROJECTIONS: REVENUES

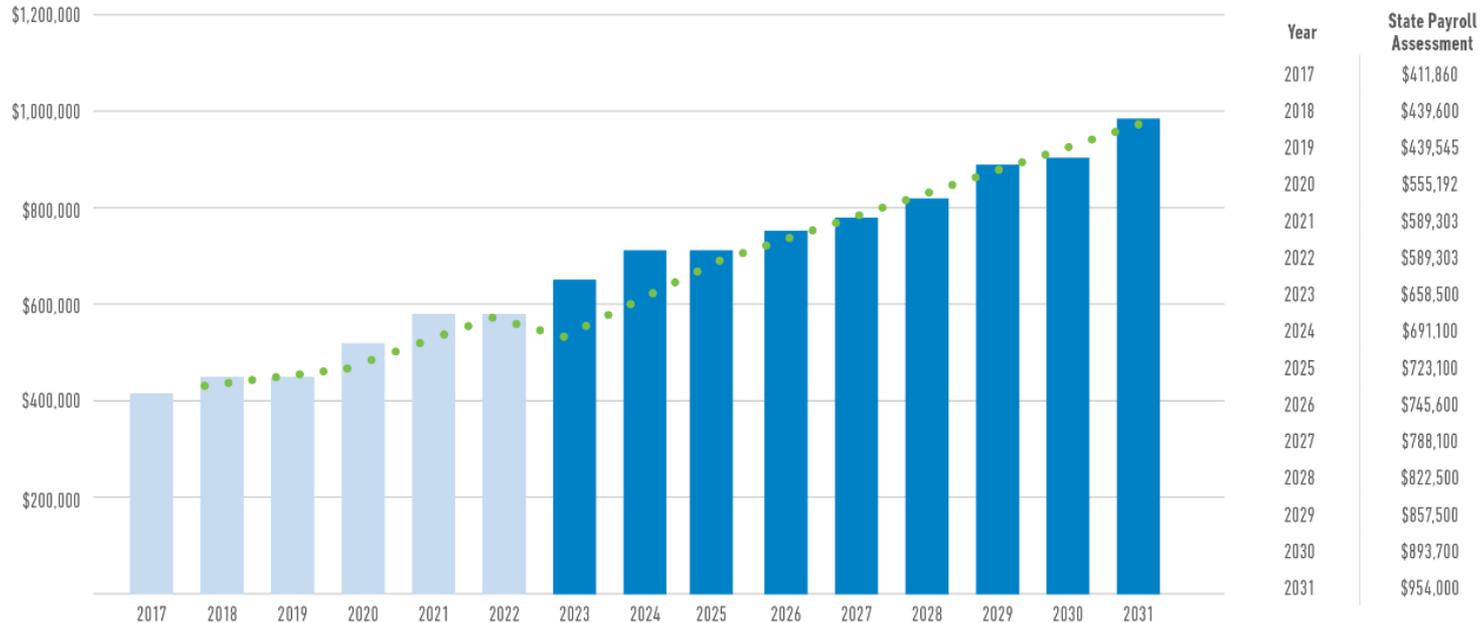
**SELF-EMPLOYMENT TAX, NET OF STATE ADMINISTRATIVE FEES  
PROJECTED 2022-2031**



PROJECTED ANNUAL GROWTH 2023-2031: 4.16%

BASELINE PROJECTIONS: REVENUES

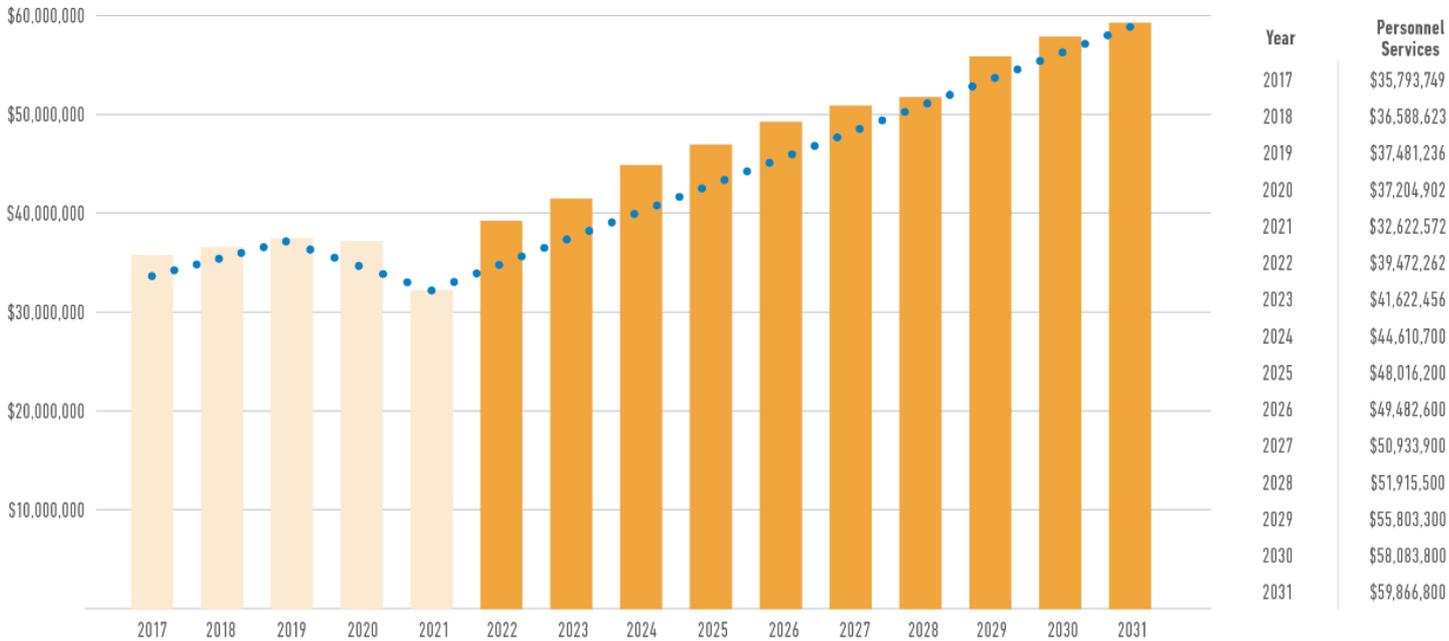
**GOVERNMENT EMPLOYEE PAYROLL ASSESSMENT PROJECTED 2022-2031**



PROJECTED ANNUAL GROWTH 2023-2031: 5.52%

BASELINE PROJECTIONS: EXPENSES

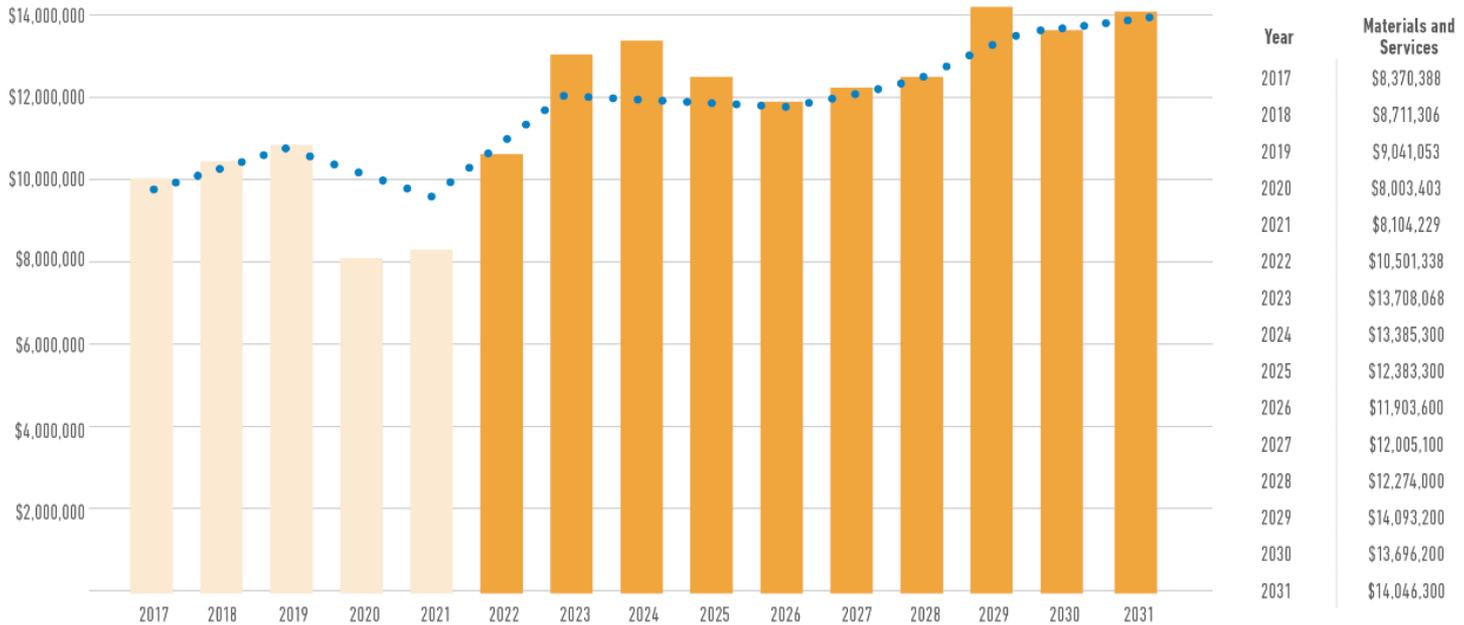
**PERSONNEL SERVICES PROJECTED 2020-2031**



**PROJECTED ANNUAL GROWTH 2023-2031: 4.76%**

BASELINE PROJECTIONS: EXPENSES

**MATERIALS AND SERVICES PROJECTED 2020-2030**



PROJECTED ANNUAL GROWTH 2023-2031: 3.83%



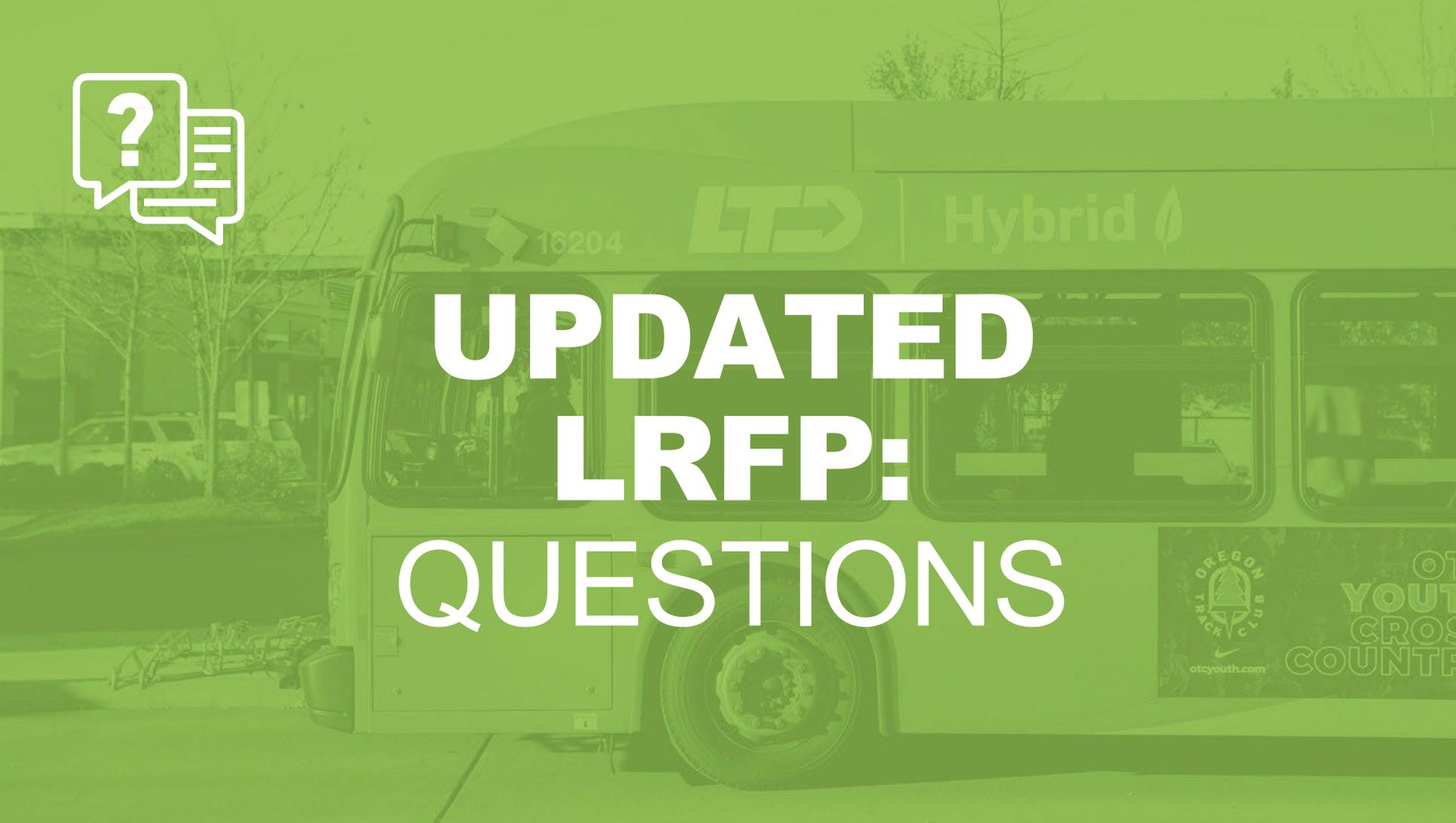
RESOURCES	FY2021-22 Estimate	FY2022-23 Proposed	FY2023-24 Forecast	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast
<b>OPERATING REVENUES</b>										
Cash Fares & Passes	\$2,094,571	2,199,300	2,809,300	3,296,200	3,296,200	3,296,200	3,296,200	4,191,400	4,191,400	4,191,400
Group Passes	\$1,728,397	1,580,706	1,859,400	2,066,800	2,066,800	2,066,800	2,066,800	2,313,700	2,313,700	2,313,700
Advertising	\$31,125									
Special Services		55,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000
<b>TOTAL REVENUES</b>	<b>\$3,854,093</b>	<b>\$3,835,006</b>	<b>\$4,998,700</b>	<b>\$5,693,000</b>	<b>\$5,693,000</b>	<b>\$5,693,000</b>	<b>\$5,693,000</b>	<b>\$6,835,100</b>	<b>\$6,835,100</b>	<b>\$6,835,100</b>
<b>NON-OPERATING REVENUES</b>										
Payroll Taxes	\$42,081,318	\$47,005,600	\$49,326,500	\$51,601,500	\$53,195,500	\$55,527,600	\$57,951,400	\$60,415,500	\$62,968,100	\$67,212,400
Self-Employment Taxes	\$2,203,730	\$2,451,900	\$2,546,200	\$2,636,200	\$2,690,600	\$2,782,300	\$2,877,700	\$2,973,400	\$3,072,000	\$3,170,700
State-In-Lieu	\$589,303	\$658,500	\$691,100	\$723,100	\$745,600	\$788,100	\$822,500	\$857,500	\$893,700	\$954,000
Federal Assistance	\$20,030,000	\$16,730,604	\$7,861,000	\$4,928,200	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
State Assistance	\$1,078,000	\$1,078,000	\$2,138,400	\$3,237,400	\$3,337,900	\$3,528,400	\$3,682,400	\$3,839,000	\$4,001,200	\$4,270,900
Miscellaneous	\$332,688	\$332,688	\$349,200	\$365,300	\$376,700	\$398,200	\$415,600	\$433,200	\$451,500	\$482,000
Interest	\$49,956	\$51,000	\$50,000	\$51,000	\$218,400	\$346,700	\$498,800	\$478,200	477,800	485,000
<b>TOTAL NON-OPERATING REVENUE</b>	<b>\$66,364,995</b>	<b>\$68,308,292</b>	<b>\$62,962,400</b>	<b>\$63,542,700</b>	<b>\$60,599,700</b>	<b>\$63,406,300</b>	<b>\$66,283,400</b>	<b>\$69,031,800</b>	<b>\$71,899,300</b>	<b>\$76,610,000</b>
<b>TOTAL REVENUES</b>	<b>\$70,219,088</b>	<b>\$72,143,298</b>	<b>\$67,961,100</b>	<b>\$69,235,700</b>	<b>\$66,292,700</b>	<b>\$69,099,300</b>	<b>\$71,976,400</b>	<b>\$75,866,900</b>	<b>\$78,734,400</b>	<b>\$83,445,100</b>



REQUIREMENTS	FY2021-22 Estimate	FY2022-23 Proposed	FY2023-24 Forecast	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast
<b>OPERATING REQUIREMENTS</b>										
Personnel Services	\$40,112,870	\$41,529,665	\$44,610,700	\$48,016,200	\$49,482,600	\$50,933,900	\$51,915,500	\$55,803,300	\$58,083,800	\$59,866,800
Materials & Services	\$10,517,838	\$13,205,568	\$13,385,300	\$12,383,300	\$11,903,600	\$12,005,100	\$12,274,000	\$14,093,200	\$13,696,200	\$14,046,300
Insurance & Risk Services	\$666,291	\$685,500	\$724,600	\$781,300	\$781,300	\$781,300	\$781,300	\$822,000	\$822,000	\$822,000
Operating Contingency		\$1,314,843								
<b>TOTAL OPERATING REQUIREMENTS</b>	<b>\$51,296,999</b>	<b>\$56,735,576</b>	<b>\$58,720,600</b>	<b>\$61,180,800</b>	<b>\$62,167,500</b>	<b>\$63,720,300</b>	<b>\$64,970,800</b>	<b>\$70,718,500</b>	<b>\$72,602,000</b>	<b>\$74,735,100</b>
<b>TRANSFERS</b>										
Transfer to Specialized Services Fund	\$2,255,017	\$4,748,461	\$3,705,400	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900
Transfer to Medicaid Fund	\$327,750	\$327,750	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800
Transfer to Point2point Fund	\$218,124	\$280,655	\$249,600	\$249,600	\$249,600	\$249,600	\$249,600	\$249,600	\$249,600	\$249,600
Transfer to the Sustainable Services Reserve Fund		\$11,011,740								
Transfer to Capital Projects Fund	\$12,420,116	\$9,123,845	\$3,685,200	\$2,319,000	\$1,239,800	\$1,490,400	\$2,733,000	\$1,855,000	\$755,400	\$775,400
<b>Total Transfers</b>	<b>\$15,221,007</b>	<b>\$25,492,451</b>	<b>\$7,967,800</b>	<b>\$6,231,100</b>	<b>\$5,151,900</b>	<b>\$5,402,500</b>	<b>\$6,645,100</b>	<b>\$5,767,100</b>	<b>\$4,667,500</b>	<b>\$4,687,500</b>
<b>TOTAL REQUIREMENTS</b>	<b>\$66,518,006</b>	<b>\$82,228,027</b>	<b>\$66,688,400</b>	<b>\$67,411,900</b>	<b>\$67,319,400</b>	<b>\$69,122,800</b>	<b>\$71,615,900</b>	<b>\$76,485,600</b>	<b>\$77,269,500</b>	<b>\$79,422,600</b>



# UPDATED LRFP: QUESTIONS





# APPROVAL