

# LANE TRANSIT DISTRICT 2014 - 2015 ADOPTED BUDGET



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# Lane Transit District

Fiscal Year 2014-2015  
Adopted Budget

## Budget Committee Members

<b>LTD Board Member</b>	<b>Subdistrict</b>	<b>Citizen Member</b>
Doris Towery Term Expires: 12/31/16	1	Dwight Collins Term Expires: 01/01/16
Carl Yeh Term Expires: 12/31/16	2	Terry Smith Term Expires: 01/01/17
Michael Dubick Term Expires: 12/31/14	3	Donald Nordin Term Expires: 01/01/15
Ed Necker Term Expires: 12/31/17	4	Jody Cline Term Expires: 01/01/15
Gary Gillespie Term Expires: 12/31/17	5	Edward Gerdes Term Expires: 01/01/16
Gary Wildish Term Expires: 12/31/14	6	Jon Hinds Term Expires: 01/01/17
Julie Grossman Term Expires: 12/31/16	7	Dean Kortge Term Expires: 01/01/17



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# Budget Message

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Lane Transit District

May 21, 2014

TO: Lane Transit District Budget Committee

FROM: Ron Kilcoyne, General Manager  
Todd Lipkin, Budget Officer

SUBJECT: Fiscal Year 2014-2015 Budget Message

## **INTRODUCTION**

The Fiscal Year 2014-15 Proposed Budget is presented here for review and consideration. As always, the Proposed Budget reflects direction provided to staff on an ongoing basis by the Board of Directors and a continuing practice of managing to a rolling multiyear business plan. The ten-year plan, which is the Long-Range Financial Plan, is included in a separate section of this notebook.

Fiscal year 2013-14 was a year in which the local economy continued to gradually improve. The region's unemployment rate dropped to 6.9 percent in December 2013, which is down 1.3 percentage points from the 8.2 percent recorded in December 2012. The number of unemployed people was 2,355 fewer than in December 2012. This change reflects the small but steady increase in local jobs. Noteworthy events of FY 2013-14 include the following:

- Major local construction projects continued within the Eugene-Springfield area, including start of construction on the new Oregon State Hospital in Junction City and the new Department of Veterans Affairs clinic in Eugene. These two projects alone are projected to add more than 700 jobs when fully staffed. Payroll tax receipts showed real growth after modest but positive growth for the previous two years.
- Housing markets for both new and existing homes showed improvement, although results continued to lag prerecession numbers.
- Spring 2014 saw the Dow Jones Industrial Average over 16,500 points. Pension plans and other forms of retirement savings saw improved rates of return, although not to the extent that compensated for capital lost in 2008. The Local Government Investment Pool rate of return continues to hover at 0.54 percent, unchanged from last year.
- Although there were some periods of decline, fuel prices continued to gradually rise. In anticipation of rising fuel prices, LTD budgeted an average of \$3.75 per gallon for FY 2013-14. Through April, the average purchase price paid for diesel fuel was \$3.11 per gallon.

- The design and engineering phase of the West Eugene EmX Extension is nearing completion. Construction is currently scheduled to begin in the summer of 2014.

## **BUDGET DEVELOPMENT PROCESS**

As in the past, budget development remains a year-round activity. Almost as soon as a new budget is adopted, work begins on the components of the next one. Proposed capital projects are reviewed and revised in early fall. The Finance Committee of the Lane Transit District Board of Directors provides direction for the development of assumptions and timelines. Senior staff review and reconsider strategic planning goals and objectives each fall.

The Board held a strategic planning work session in March 2014 and invited the citizen members of the Budget Committee to participate. Assumptions for the Long-Range Financial Plan and the Fiscal Year 2014-15 Proposed Budget were finalized at this meeting.

Both the revised Capital Improvements Program (CIP) and revised Long-Range Financial Plan (LRFP) were approved by the Board on April 16, 2014. The first year of the revised LRFP becomes the basis for next year's proposed budget.

In meetings and work sessions throughout FY 2013-14, the Board approved the following revenue and expenditure decisions:

### ***Revenue***

- Continue to review and approve fare policies on a regular basis. Monthly pass rates will increase by approximately 4 percent as of July 1, 2014. Cash fare and day pass prices will be frozen at FY 2013-14 levels through FY 2014-15. Group pass rates will increase by 5.8 percent as contracts are renewed beginning January 1, 2015.
- Keep payroll tax rates at .007 for FY 2014-15. Continue the discussion about whether or not the local economy has recovered sufficiently to justify a payroll tax ordinance change that would move the maximum rate to .008 over a ten-year period. While the Long-Range Financial Plan assumes the tax rate will increase to .0071 on January 1, 2017 (then continue one step per year until reaching the maximum .008), the Board has not made a decision about if nor when to increase the tax rate. The Plan is updated annually and the payroll tax rate assumption will be part of the FY 2015-16 Long-Range Financial Plan development discussions.
- Continue the use of federal formula funds for preventive maintenance in order to keep fixed-route service levels stable.

### ***Expenditure***

- Manage personnel services expenditures in accordance with expected payroll tax revenue receipts.
- Continue to curtail nonessential spending.

- Maximize service efficiency and productivity; seek and implement new business practices that improve efficiency and productivity in all areas of the LTD enterprise.
- Invest in projects and initiatives that will provide long-term benefits and operating cost reductions. For example, identify and implement changes that will reduce LTD's overall energy consumption and the accumulation of waste.
- Maintain the investment in employee training and development and employee recognition programs that were initiated as part of *The LTD Road Map* implementation, but limit such investment to activities that will directly benefit employees' job performance.

### **Legislative Changes**

The 2014 Oregon State Legislature added a \$4 million appropriation to the State's Special Transportation Fund, which provides money to help transit agencies provide transportation services to the elderly and people with disabilities. This contribution built on the \$2 million passed in the 2013 budget and a further \$5 million that was authorized as part of the "Grand Bargain" during the October 2013 Special Session. In total, the Legislature authorized \$11 million for the State's Special Transportation Fund for the 2013-15 biennium, which is the most appropriated to this budget in at least a decade. This extra funding results in reduced reliance on the District's General Fund to support these services in FY 2014-15.

At the federal level, uncertainty remains:

- Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), a two-year transportation bill, expires on September 30, 2014. While there has been discussion about what the next transportation bill might look like, nothing has been established to date.
- The Bus and Bus Facilities 5309 discretionary program was discontinued under MAP-21. Instead, some of those funds have been reallocated to the 5339 Bus and Bus Facilities formula program. Since funds under this program are significantly less than the discretionary grant awards that LTD has successfully obtained in the past, bus purchases will have to be funded differently in the future. Requests have been made to reinstate this important program, but it remains to be seen if additional funds will be made available under a new transportation bill.

### **FISCAL YEAR 2014-15 PROGRAM FOCUS**

Major objectives for FY 2014-15 include the following:

- Continue to assure high-quality, fixed-route, and demand-response transportation services appropriate to the resources available to fund them.
- Increase ridership as measured by boardings.
- Continue design and construction for the West Eugene EmX Extension.
- Continue the planning process for enhancing transit along the Main Street-McVay corridor.

- Begin the planning process for enhancing transit along the Northwest Eugene-Lane Community College corridor.
- Continue efforts to increase organizational efficiency with a goal to reallocate funds for increased service.
- Continue to demonstrate, support, and promote clean, green, and environmentally sustainable technologies and business practices.
- Maintain an investment in employee development programs.
- Complete District reorganization and staff development related to staffing changes due to retirements. Assess and plan for staff succession throughout the organization.

## **FISCAL YEAR 2014-15 BUDGET ASSUMPTIONS**

### ***General Fund Revenue***

- Total passenger fares will increase due to the implementation of pass fare and group pass rate increases and modest ridership gains.
- The payroll tax receipts will increase 5 percent as the result of the improving economy and an increase in the tax rate from 0.69 percent to 0.7 percent on January 1, 2014.
- Self-employment tax receipts are expected to increase slightly as the local economy slowly improves.
- Federal funds in the amount of \$4.1 million will be used to fund preventive maintenance activities. These federal funds will replace General Fund dollars that can then be used to fund fixed-route service, which will help sustain service levels established in January 2011 and prevent future service reductions. The use of federal formula grant funds for preventive maintenance is expected to continue over the life of the current Long-Range Financial Plan.
- Interest earnings are estimated to be nominal due to low rates of return and diminishing cash available for investment.

### ***General Fund Expense***

#### **Personnel Services**

- The current contract with the Amalgamated Transit Union Local 757 expires June 30, 2014. Contract negotiations are currently underway.
- Staffing levels, as measured by full-time equivalent (FTE) employees, will remain the same in FY 2014-15 as it was in FY 2013-14.
- Health insurance premiums increased by 9.9 percent from 2013 to 2014. Since that contract is on a calendar year, the rate hold is locked in for the first six months of FY 2014-15. From January 1, 2015, through June 30, 2015, the increase is assumed to be 10 percent. Terms of coverage will remain the same.

- Total personnel services will increase 6.4 percent over FY 2013-14 estimated expenditures because wage adjustments are included and positions that were unfilled for large portions of FY 2013-14 will be filled for the entire year.
- Administrative employees hired after December 31, 2011, are now enrolled in a defined contribution plan that provides lower cost to the District and shifts the risk to the employee. This budget projects 28 employees enrolled in the new plan (30 percent of the administrative employees).

### Materials and Services

- Fuel prices will not exceed an average of \$3.75 per gallon for the year.
- Insurance and Risk Services (workers' compensation, retiree insurance, vehicle and general liability) will increase 12 percent over FY 2013-14 estimated expenditures. The primary drivers are an increase in retiree insurance due to numerous retirements in FY 2013-14 and the need to budget for liability claims that might be paid in FY 2014-15. In FY 2013-14, paid claims came in under budget resulting in lower FY 2013-14 expenditures.
- Marketing costs will increase 14.6 percent as the organization initiates a community engagement process about values and the importance of transit within the community.
- Work will continue on the determination of the desired level of fixed-route service (\$50,000).
- Implementation of an Environmental and Sustainability Management System will continue. The up-front cost for learning and developing the system occurred in FY 2013-14. However, staff will continue with implementation during FY 2014-15 and beyond, and will incur audit costs of approximately \$10,000 if the District chooses to become certified as an ISO 14001 compliant agency. ISO 14001 is an international standard related to environmental management that helps organizations minimize negative impacts on the environment and comply with environmental regulations.

### Non-operating Requirements

- Capital transfers from the General Fund, which cover the local matching requirement for federal grant funds, will be required in the amount of \$3.4 million. Projects include the purchase of three hybrid-electric articulated buses, ten hybrid-electric 40-foot buses, new RideSource Call Center software, and other projects to keep our federally funded assets in a state of good repair.
- Transfers from the General Fund to the Accessible Services Fund will total \$2 million, which is a decrease of 14 percent from FY 2013-14 estimated expenditures. This is a result of the increased funding for elderly and disabled transportation appropriated by the Oregon State Legislature.

### ***Capital Projects Fund***

- The largest capital budget line item in FY 2014-15 will be \$87.2 million for the West Eugene EmX Extension project (including vehicles). It is necessary to appropriate the entire project

cost in order to meet local budget law requirements; however, the project will not require that amount in FY 2014-15.

- Three hybrid-electric, articulated buses will be purchased for \$2.9 million, and ten Gillig low-floor, 40-foot buses will be ordered in 2014 for \$6 million.
- New software will be purchased for the RideSource Call Center for approximately \$1 million.
- Other projects will be funded that support operations and keep the District's federally funded assets in a state of good repair. Additional detail is available in the Capital Improvements Program.

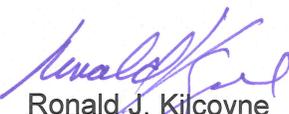
### CONCLUSION

Lane Transit District remains committed to providing the highest quality services to our community in the most efficient and effective way. The changing of the guard with the retirement of senior administrative staff has stimulated a reorganization of the internal structure of the District to enhance the delivery of that service and to promote new ways of improving efficiency to provide additional service.

Key to LTD's future is an understanding on the part of the community of the value that LTD services provide. To preserve and extend these essential services, it will be necessary for LTD to eventually begin the process of increasing the payroll tax rate from seven-tenths of one percent to eight-tenths of one percent, as allowed by Oregon Revised Statutes. LTD will enhance its outreach and communication as this effort proceeds.

Staff appreciates the support of our state and federal legislators and partner agencies. We all share the problem of scarce resources and high demand for services and will need to continue to work together to assure that quality of life in our area is maintained. Our combined efforts should help make FY 2014-15 successful for our community.

Sincerely,



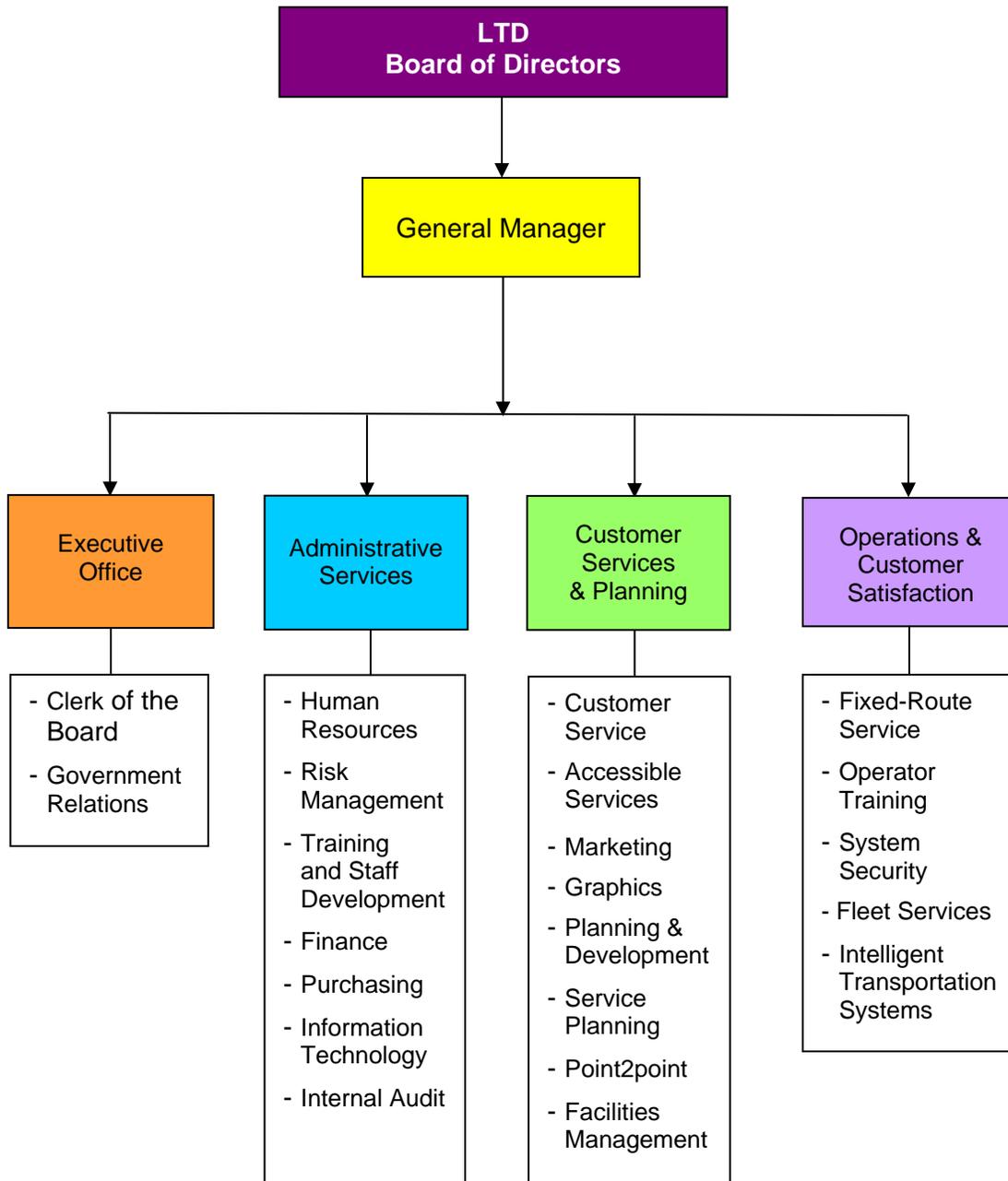
Ronald J. Kilcoyne  
General Manager



Todd Lipkin  
Budget Officer

TL:RK/crt

# LTD Organizational Chart





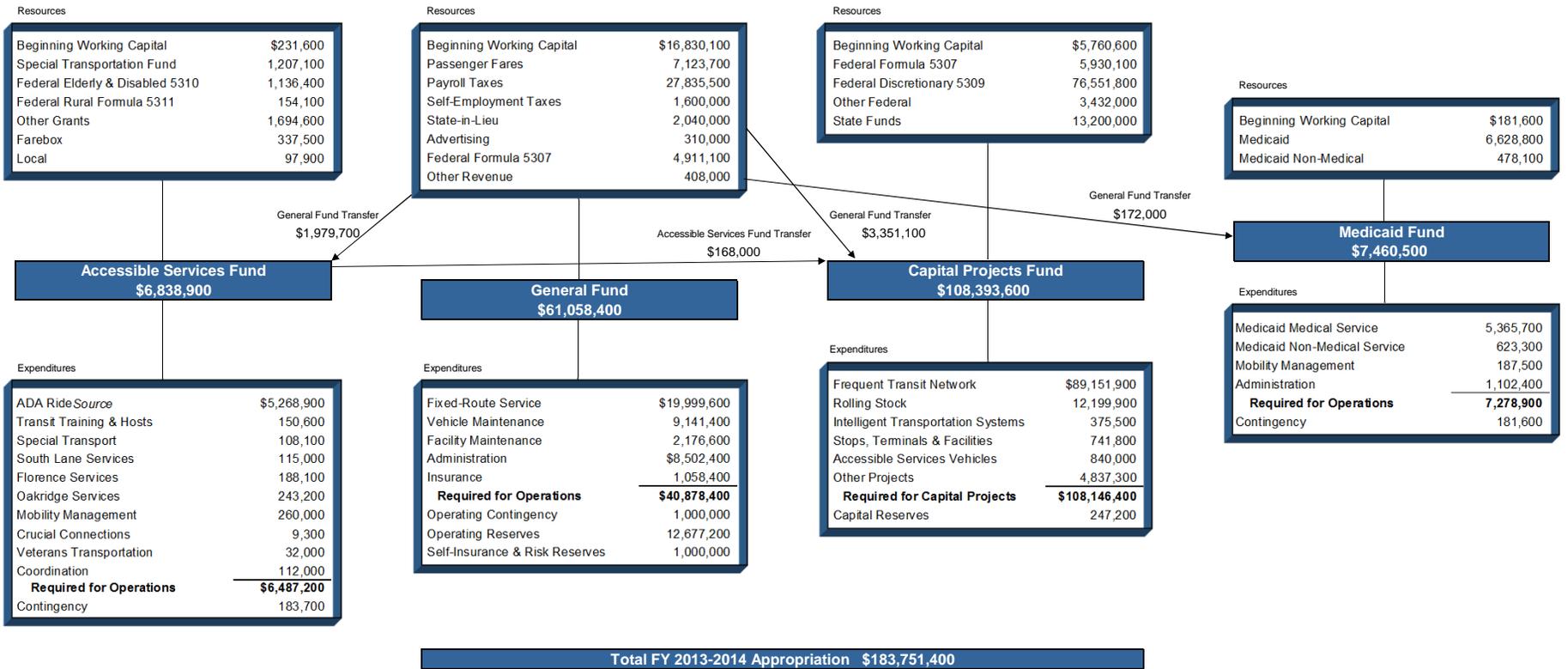
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# **Budget Revenue & Expenditure Summary**

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## Lane Transit District FY 2014-2015 Adopted Budget





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# General Fund Revenue & Expense Summary

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**Lane Transit District  
General Fund  
Fiscal Year 2014-2015**

Resources	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Beginning Working Capital</b>	\$12,565,833	\$12,305,770	\$14,127,400	\$15,898,630	\$16,830,100	\$16,830,100	\$16,830,100
<b>Operating Revenues (Passenger Fares)</b>							
Cash Fares & Passes	4,069,258	4,317,886	4,349,800	4,396,340	4,456,700	4,456,700	4,456,700
Group Passes	2,669,139	2,596,422	2,704,000	2,540,000	2,667,000	2,667,000	2,667,000
	\$6,738,397	\$6,914,308	\$7,053,800	\$6,936,340	\$7,123,700	\$7,123,700	\$7,123,700
<b>Other Revenues</b>							
Special Services	588,943	439,110	146,800	161,300	161,300	161,300	161,300
Advertising	281,500	287,500	255,000	310,000	310,000	310,000	310,000
Miscellaneous	211,334	311,389	151,000	261,490	101,700	101,700	101,700
Interest	58,897	72,833	50,000	85,000	90,000	90,000	90,000
Sales of Assets	45,103	39,635	15,000	15,000	15,000	15,000	15,000
Payroll Taxes	23,047,471	24,891,777	25,543,100	26,510,000	27,835,500	27,835,500	27,835,500
Self-employment Taxes	1,507,575	1,576,826	1,785,600	1,500,000	1,600,000	1,600,000	1,600,000
State-in-Lieu	1,869,854	1,941,063	1,820,000	2,040,000	2,040,000	2,040,000	2,040,000
Urbanized Area Formula Funds (5307)	4,494,164	5,107,370	5,016,000	5,066,000	4,911,100	4,911,100	4,911,100
Other Operating Grants	91,227	134,852	40,000	40,000	40,000	40,000	40,000
	\$32,196,068	\$34,802,355	\$34,822,500	\$35,988,790	\$37,104,600	\$37,104,600	\$37,104,600
<b>Total Resources</b>	\$51,500,298	\$54,022,433	\$56,003,700	\$58,823,760	\$61,058,400	\$61,058,400	\$61,058,400

Requirements	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Operating Requirements</b>							
Personnel Services	25,460,045	26,612,484	28,388,700	28,156,900	29,966,300	30,091,300	30,091,300
Materials & Services	7,766,797	7,304,297	9,659,400	8,630,130	9,728,700	9,728,700	9,728,700
Insurance & Risk Services	1,028,842	1,211,535	1,064,900	947,200	1,058,400	1,058,400	1,058,400
	\$34,255,684	\$35,128,316	\$39,113,000	\$37,734,230	\$40,753,400	\$40,878,400	\$40,878,400
<b>Transfers</b>							
Transfer to Accessible Services Fund	1,906,944	1,395,490	2,635,400	2,302,950	1,979,700	1,979,700	1,979,700
Transfer to Medicaid Fund	0	0	147,200	163,780	172,000	172,000	172,000
Transfer to Capital Projects Fund	3,031,900	1,600,000	1,792,700	1,792,700	3,351,100	3,351,100	3,351,100
	\$4,938,844	\$2,995,490	\$4,575,300	\$4,259,430	\$5,502,800	\$5,502,800	\$5,502,800
<b>Reserves</b>							
Operating Contingency	0	0	1,000,000	0	1,000,000	1,000,000	1,000,000
Working Capital	0	0	10,315,400	0	12,802,200	12,677,200	12,677,200
Self-Insurance, Risk, and HRA Liability	0	0	1,000,000	0	1,000,000	1,000,000	1,000,000
	\$0	\$0	\$12,315,400	\$0	\$14,802,200	\$14,677,200	\$14,677,200
<b>Total Requirements</b>	\$39,194,528	\$38,123,806	\$56,003,700	\$41,993,660	\$61,058,400	\$61,058,400	\$61,058,400

<b>Total FTE</b>	303.03	310.03	313.27	313.27	313.27	313.27	313.27
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Percentage Change Analysis	FY 2012-13 Actual compared with FY 2011-12 Actual	FY 2013-14 Estimate compared with FY 2012-13 Actual	FY 2014-15 Proposed compared with FY 2013-14 Budget	FY 2014-15 Approved compared with FY 2013-14 Budget	FY 2014-15 Adopted compared with FY 2013-14 Budget
Total Resources	4.9%	8.9%	9.0%	9.0%	9.0%
Total Revenues	7.1%	2.9%	5.6%	5.6%	5.6%
Total Other Revenues	8.1%	3.4%	6.6%	6.6%	6.6%
Total Passenger Fares	2.6%	0.3%	1.0%	1.0%	1.0%
Total Requirements	-2.7%	10.2%	9.0%	9.0%	9.0%
Total Reserves			20.2%	19.2%	19.2%
Total Operating Requirements and Transfers	-2.7%	10.2%	5.9%	6.2%	6.2%
Total Transfers	-39.3%	42.2%	20.3%	20.3%	20.3%
Total Operating Requirements	2.5%	7.4%	4.2%	4.5%	4.5%



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# Department Budgets

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**Lane Transit District  
Department Summary  
Fiscal Year 2014-2015**

Department Budget	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>EXECUTIVE OFFICE</b>							
<b>Executive Office</b>							
Personnel Services	453,014	471,143	491,500	466,800	519,200	525,600	525,600
Materials & Services	138,769	126,911	150,000	121,460	159,100	159,100	159,100
	<b>\$591,783</b>	<b>\$598,054</b>	<b>\$641,500</b>	<b>\$588,260</b>	<b>\$678,300</b>	<b>\$684,700</b>	<b>\$684,700</b>
<b>Government Relations</b>							
Personnel Services	0	0	117,700	80,100	112,600	112,600	112,600
Materials & Services	123,140	119,815	134,000	128,840	150,400	150,400	150,400
	<b>\$123,140</b>	<b>\$119,815</b>	<b>\$251,700</b>	<b>\$208,940</b>	<b>\$263,000</b>	<b>\$263,000</b>	<b>\$263,000</b>
<b>ADMINISTRATIVE SERVICES</b>							
<b>Human Resources</b>							
Personnel Services	652,001	661,951	699,700	697,100	689,100	699,600	699,600
Materials & Services	253,460	175,188	330,100	259,600	342,400	342,400	342,400
	<b>\$905,461</b>	<b>\$837,139</b>	<b>\$1,029,800</b>	<b>\$956,700</b>	<b>\$1,031,500</b>	<b>\$1,042,000</b>	<b>\$1,042,000</b>
<b>Finance</b>							
Personnel Services	952,264	1,005,684	1,140,100	1,203,500	972,200	987,400	987,400
Materials & Services	148,121	211,681	188,000	225,910	201,000	201,000	201,000
	<b>\$1,100,385</b>	<b>\$1,217,365</b>	<b>\$1,328,100</b>	<b>\$1,429,410</b>	<b>\$1,173,200</b>	<b>\$1,188,400</b>	<b>\$1,188,400</b>
<b>Information Technology</b>							
Personnel Services	430,202	643,823	623,600	668,900	516,400	528,100	528,100
Materials & Services	612,957	586,313	785,500	743,450	448,600	448,600	448,600
	<b>\$1,043,159</b>	<b>\$1,230,136</b>	<b>\$1,409,100</b>	<b>\$1,412,350</b>	<b>\$965,000</b>	<b>\$976,700</b>	<b>\$976,700</b>
<b>Internal Audit</b>							
Personnel Services	0	0	0	0	131,300	131,300	131,300
Materials & Services	0	0	0	0	5,000	5,000	5,000
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$136,300</b>	<b>\$136,300</b>	<b>\$136,300</b>
<b>Insurance &amp; Risk Services</b>							
Insurance & Risk Services	1,034,170	1,224,837	1,064,900	947,200	1,058,400	1,058,400	1,058,400
	<b>\$1,034,170</b>	<b>\$1,224,837</b>	<b>\$1,064,900</b>	<b>\$947,200</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>
<b>CUSTOMER SERVICES &amp; PLANNING</b>							
<b>Customer Services</b>							
Personnel Services	457,605	524,927	537,600	540,200	609,600	610,400	610,400
Materials & Services	22,393	19,732	45,000	23,670	42,800	42,800	42,800
	<b>\$479,998</b>	<b>\$544,659</b>	<b>\$582,600</b>	<b>\$563,870</b>	<b>\$652,400</b>	<b>\$653,200</b>	<b>\$653,200</b>
<b>Accessible Services</b>							
Personnel Services	119,411	159,580	138,400	99,400	138,200	140,300	140,300
Materials & Services	3,465	1,331	22,800	25,800	30,800	30,800	30,800
	<b>\$122,876</b>	<b>\$160,911</b>	<b>\$161,200</b>	<b>\$125,200</b>	<b>\$169,000</b>	<b>\$171,100</b>	<b>\$171,100</b>
<b>Marketing</b>							
Personnel Services	395,332	532,569	572,900	506,000	588,800	594,200	594,200
Materials & Services	342,039	213,593	362,600	309,290	499,900	499,900	499,900
	<b>\$737,371</b>	<b>\$746,162</b>	<b>\$935,500</b>	<b>\$815,290</b>	<b>\$1,088,700</b>	<b>\$1,094,100</b>	<b>\$1,094,100</b>
<b>Planning &amp; Development</b>							
Personnel Services	307,604	360,423	360,100	347,000	400,200	407,600	407,600
Materials & Services	28,640	19,404	100,200	101,280	68,400	68,400	68,400
	<b>\$336,244</b>	<b>\$379,827</b>	<b>\$460,300</b>	<b>\$448,280</b>	<b>\$468,600</b>	<b>\$476,000</b>	<b>\$476,000</b>
<b>Service Planning</b>							
Personnel Services	418,369	444,921	479,400	519,100	520,300	527,100	527,100
Materials & Services	6,158	9,708	9,500	9,400	10,800	10,800	10,800
	<b>\$424,527</b>	<b>\$454,629</b>	<b>\$488,900</b>	<b>\$528,500</b>	<b>\$531,100</b>	<b>\$537,900</b>	<b>\$537,900</b>
<b>Point2point</b>							
Personnel Services	467,256	561,351	619,100	712,100	667,300	676,700	676,700
Materials & Services	225,780	302,992	671,100	329,100	557,900	557,900	557,900
	<b>\$693,036</b>	<b>\$864,343</b>	<b>\$1,290,200</b>	<b>\$1,041,200</b>	<b>\$1,225,200</b>	<b>\$1,234,600</b>	<b>\$1,234,600</b>
<b>Facilities Management</b>							
Personnel Services	620,261	657,310	706,900	692,000	818,600	825,900	825,900
Materials & Services	1,115,644	1,210,782	1,368,400	1,304,850	1,350,700	1,350,700	1,350,700
	<b>\$1,735,905</b>	<b>\$1,868,092</b>	<b>\$2,075,300</b>	<b>\$1,996,850</b>	<b>\$2,169,300</b>	<b>\$2,176,600</b>	<b>\$2,176,600</b>



**Lane Transit District  
Department Summary  
Fiscal Year 2014-2015**

Department Budget	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>OPERATIONS &amp; CUSTOMER SATISFACTION</b>							
<b>Transit Operations</b>							
Personnel Services	16,084,725	16,388,187	17,522,900	17,222,300	18,440,700	18,468,000	18,468,000
Materials & Services	624,988	631,189	702,600	709,400	750,800	750,800	750,800
	<b>\$16,709,713</b>	<b>\$17,019,376</b>	<b>\$18,225,500</b>	<b>\$17,931,700</b>	<b>\$19,191,500</b>	<b>\$19,218,800</b>	<b>\$19,218,800</b>
<b>Maintenance</b>							
Personnel Services	3,880,290	3,969,933	4,190,000	4,156,100	4,525,200	4,538,200	4,538,200
Materials & Services	4,104,765	3,634,055	4,763,400	4,317,280	4,603,200	4,603,200	4,603,200
	<b>\$7,985,055</b>	<b>\$7,603,988</b>	<b>\$8,953,400</b>	<b>\$8,473,380</b>	<b>\$9,128,400</b>	<b>\$9,141,400</b>	<b>\$9,141,400</b>
<b>Transit Training</b>							
Personnel Services	221,711	230,682	188,800	244,500	211,400	213,100	213,100
Materials & Services	11,150	28,301	26,200	20,800	29,800	29,800	29,800
	<b>\$232,861</b>	<b>\$258,983</b>	<b>\$215,000</b>	<b>\$265,300</b>	<b>\$241,200</b>	<b>\$242,900</b>	<b>\$242,900</b>
<b>Intelligent Transportation Systems</b>							
Personnel Services	0	0	0	0	105,200	105,200	105,200
Materials & Services	0	0	0	0	477,100	477,100	477,100
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$582,300</b>	<b>\$582,300</b>	<b>\$582,300</b>
<b>Total</b>	<b>\$34,255,684</b>	<b>\$35,128,316</b>	<b>\$39,113,000</b>	<b>\$37,732,430</b>	<b>\$40,753,400</b>	<b>\$40,878,400</b>	<b>\$40,878,400</b>

Summary by Type	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Personnel Services	25,460,045	26,612,484	28,388,700	28,155,100	29,966,300	30,091,300	30,091,300
Materials & Services	7,761,469	7,290,995	9,659,400	8,630,130	9,728,700	9,728,700	9,728,700
Insurance & Risk Services	1,034,170	1,224,837	1,064,900	947,200	1,058,400	1,058,400	1,058,400
<b>Total</b>	<b>\$34,255,684</b>	<b>\$35,128,316</b>	<b>\$39,113,000</b>	<b>\$37,732,430</b>	<b>\$40,753,400</b>	<b>\$40,878,400</b>	<b>\$40,878,400</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Proposed	FY 2014-15 Proposed
Executive Office	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Government Relations	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Human Resources	6.00	6.00	6.00	6.30	6.30	6.30	6.30
Finance	9.00	9.00	9.80	9.10	9.10	9.10	9.10
Information Technology	6.00	6.00	6.00	5.30	5.30	5.30	5.30
Internal Audit	0.00	0.00	0.00	1.10	1.10	1.10	1.10
Customer Services	6.00	6.00	6.00	6.60	6.60	6.60	6.60
Accessible Services	3.90	3.00	3.00	2.60	2.60	2.60	2.60
Marketing	5.10	6.10	7.10	7.30	8.30	8.30	8.30
Planning & Development	6.50	6.40	6.15	5.09	5.09	5.09	5.09
Service Planning	3.00	4.00	3.84	3.70	3.70	3.70	3.70
Point2point	6.28	6.28	6.38	6.08	5.08	5.08	5.08
Facilities Management	7.25	7.25	8.00	8.10	8.10	8.10	8.10
Transit Operations	195.00	201.00	201.00	201.00	200.40	200.40	200.40
Maintenance	44.00	44.00	44.00	43.00	43.40	43.40	43.40
Transit Training	1.00	1.00	1.00	1.00	1.10	1.10	1.10
Intelligent Transportation Services	0.00	0.00	0.00	2.00	2.10	2.10	2.10
<b>Total Full Time Equivalent (FTE)</b>	<b>303.03</b>	<b>310.03</b>	<b>313.27</b>	<b>313.27</b>	<b>313.27</b>	<b>313.27</b>	<b>313.27</b>



## Executive Office

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	453,293	471,372	491,500	472,000	522,000	528,400	528,400
Capital-Related Payroll	(279)	(229)	0	(5,200)	(2,800)	(2,800)	(2,800)
	<b>\$453,014</b>	<b>\$471,143</b>	<b>\$491,500</b>	<b>\$466,800</b>	<b>\$519,200</b>	<b>\$525,600</b>	<b>\$525,600</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	14,784	14,674	24,400	21,190	24,800	24,800	24,800
Office/Computer Supplies	7,739	6,043	8,600	7,380	8,600	8,600	8,600
Fuel-Administrative Vehicles	5,847	5,287	6,500	6,000	6,800	6,800	6,800
Professional Services	46,920	47,100	55,700	28,450	57,000	57,000	57,000
Training & Travel	18,625	16,504	19,000	17,700	22,500	22,500	22,500
Telecom & Network	4,461	4,483	3,600	4,520	4,600	4,600	4,600
Board of Directors Expenses	40,393	32,820	32,200	36,220	34,800	34,800	34,800
	<b>\$138,769</b>	<b>\$126,911</b>	<b>\$150,000</b>	<b>\$121,460</b>	<b>\$159,100</b>	<b>\$159,100</b>	<b>\$159,100</b>

<b>General Administration Total</b>	<b>\$591,783</b>	<b>\$598,054</b>	<b>\$641,500</b>	<b>\$588,260</b>	<b>\$678,300</b>	<b>\$684,700</b>	<b>\$684,700</b>
<b>Percent Change</b>		1.1%		-1.6%	5.7%	6.7%	6.7%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Executive Office Manager/Clerk of the Board	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Administrative Services Manager	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Executive Office Secretary	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Executive Office Assistant	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Administrative Services Assistant	1.00	1.00	1.00	0.00	0.00	0.00	0.00
<b>Total FTE</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>



## Government Relations

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	0	0	117,700	80,100	112,600	112,600	112,600
	<b>\$0</b>	<b>\$0</b>	<b>\$117,700</b>	<b>\$80,100</b>	<b>\$112,600</b>	<b>\$112,600</b>	<b>\$112,600</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	54,260	55,539	60,000	57,930	68,400	68,400	68,400
Office/Computer Supplies	0	0	0	2,430	5,500	5,500	5,500
Professional Services	62,965	60,267	62,000	60,980	62,000	62,000	62,000
Training & Travel	5,915	4,009	12,000	7,500	14,500	14,500	14,500
	<b>\$123,140</b>	<b>\$119,815</b>	<b>\$134,000</b>	<b>\$128,840</b>	<b>\$150,400</b>	<b>\$150,400</b>	<b>\$150,400</b>

<b>Government Relations Total</b>	<b>\$123,140</b>	<b>\$119,815</b>	<b>\$251,700</b>	<b>\$208,940</b>	<b>\$263,000</b>	<b>\$263,000</b>	<b>\$263,000</b>
<b>Percent Change</b>		-2.7%		74.4%	4.5%	4.5%	4.5%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Government Relations Manager	0.00	0.00	1.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>0.00</b>	<b>0.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>



## Human Resources

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	652,001	661,951	699,700	697,100	689,100	699,600	699,600
	<b>\$652,001</b>	<b>\$661,951</b>	<b>\$699,700</b>	<b>\$697,100</b>	<b>\$689,100</b>	<b>\$699,600</b>	<b>\$699,600</b>
Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	4,427	5,817	7,100	8,550	8,200	8,200	8,200
Office/Computer Supplies	1,184	1,407	1,200	1,400	2,700	2,700	2,700
Professional Services	80,243	60,791	75,100	50,000	62,000	62,000	62,000
Training & Travel	45,524	38,347	59,000	35,500	64,300	64,300	64,300
Employee Programs	24,016	27,261	49,500	42,700	59,500	59,500	59,500
Recruitment Expenses	38,968	18,320	50,000	40,000	46,100	46,100	46,100
Screening/Medical	12,171	13,618	18,400	16,650	19,800	19,800	19,800
Employee Relations	43,681	6,559	66,000	61,000	76,000	76,000	76,000
Telecom & Network	3,246	3,068	3,800	3,800	3,800	3,800	3,800
	<b>\$253,460</b>	<b>\$175,188</b>	<b>\$330,100</b>	<b>\$259,600</b>	<b>\$342,400</b>	<b>\$342,400</b>	<b>\$342,400</b>
Human Resources Total	<b>\$905,461</b>	<b>\$837,139</b>	<b>\$1,029,800</b>	<b>\$956,700</b>	<b>\$1,031,500</b>	<b>\$1,042,000</b>	<b>\$1,042,000</b>
Percent Change		-7.5%		14.3%	0.2%	1.2%	1.2%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Administrative Services	0.00	0.00	0.00	0.30	0.30	0.30	0.30
Director of Human Resources & Risk Management	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Human Resources Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Risk Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Senior Human Resources Analyst	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Training Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Claims Specialist	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Human Resources Technician	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total FTE	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>6.30</b>	<b>6.30</b>	<b>6.30</b>	<b>6.30</b>



## Finance

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	961,713	1,016,271	1,157,700	1,239,500	1,004,000	1,019,200	1,019,200
Capital-Related Payroll	(9,449)	(10,587)	(17,600)	(36,000)	(31,800)	(31,800)	(31,800)
	<b>\$952,264</b>	<b>\$1,005,684</b>	<b>\$1,140,100</b>	<b>\$1,203,500</b>	<b>\$972,200</b>	<b>\$987,400</b>	<b>\$987,400</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	7,512	7,256	8,500	8,500	9,400	9,400	9,400
Office/Computer Supplies	4,814	3,217	5,600	4,500	6,800	6,800	6,800
Professional Services	121,501	192,497	150,500	194,040	163,000	163,000	163,000
Training & Travel	10,235	4,466	18,000	13,500	16,000	16,000	16,000
Telecom & Network	3,684	4,245	4,400	4,500	4,600	4,600	4,600
General Maintenance/Repair	375	0	1,000	870	1,200	1,200	1,200
	<b>\$148,121</b>	<b>\$211,681</b>	<b>\$188,000</b>	<b>\$225,910</b>	<b>\$201,000</b>	<b>\$201,000</b>	<b>\$201,000</b>

<b>Finance Total</b>	<b>\$1,100,385</b>	<b>\$1,217,365</b>	<b>\$1,328,100</b>	<b>\$1,429,410</b>	<b>\$1,173,200</b>	<b>\$1,188,400</b>	<b>\$1,188,400</b>
<b>Percent Change</b>		<b>10.6%</b>		<b>17.4%</b>	<b>-11.7%</b>	<b>-10.5%</b>	<b>-10.5%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Administrative Services	0.00	0.00	0.00	0.30	0.30	0.30	0.30
Director of Finance & Information Technology	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Finance Manager/Chief Financial Officer	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Controller	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Chief Accountant/Internal Auditor	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Finance Manager	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Purchasing Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Payroll Technician	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Specialist	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Accounting Technician	3.00	2.00	2.00	2.00	2.00	2.00	2.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Accounting Assistant	0.00	0.00	0.80	0.80	0.80	0.80	0.80
<b>Total FTE</b>	<b>9.00</b>	<b>9.00</b>	<b>9.80</b>	<b>9.10</b>	<b>9.10</b>	<b>9.10</b>	<b>9.10</b>



## Information Technology

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	684,589	803,981	930,200	830,600	668,800	680,500	680,500
Capital-Related Payroll	(254,387)	(160,158)	(306,600)	(161,700)	(152,400)	(152,400)	(152,400)
	<b>\$430,202</b>	<b>\$643,823</b>	<b>\$623,600</b>	<b>\$668,900</b>	<b>\$516,400</b>	<b>\$528,100</b>	<b>\$528,100</b>
Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	408	294	1,900	1,900	2,900	2,900	2,900
Office/Computer Supplies	23,896	26,877	34,900	35,450	35,500	35,500	35,500
Shop & Facility Supplies	821	950	3,700	3,700	3,700	3,700	3,700
Professional Services	41,150	12,475	65,000	65,000	75,000	75,000	75,000
Training & Travel	9,615	4,312	10,000	5,000	15,000	15,000	15,000
Telecom & Network	104,509	100,464	133,800	115,200	24,200	24,200	24,200
Computer Hardware Support	419,758	426,867	512,900	493,900	269,000	269,000	269,000
Website Support	708	2,244	1,900	1,900	1,900	1,900	1,900
Equipment Service Contracts	12,092	11,830	21,400	21,400	21,400	21,400	21,400
	<b>\$612,957</b>	<b>\$586,313</b>	<b>\$785,500</b>	<b>\$743,450</b>	<b>\$448,600</b>	<b>\$448,600</b>	<b>\$448,600</b>
Information Technology Total	<b>\$1,043,159</b>	<b>\$1,230,136</b>	<b>\$1,409,100</b>	<b>\$1,412,350</b>	<b>\$965,000</b>	<b>\$976,700</b>	<b>\$976,700</b>
Percent Change		17.9%		14.8%	-31.5%	-30.7%	-30.7%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Administrative Services	0.00	0.00	0.00	0.30	0.30	0.30	0.30
Information Technology Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Senior Systems Analyst	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Business Intelligence Analyst	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Applications Analyst	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Business Analyst	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Database Administrator/Software Engineer	2.00	2.00	2.00	0.00	0.00	0.00	0.00
IT Systems Engineer	1.00	1.00	1.00	0.00	0.00	0.00	0.00
IT Support Technician II	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total FTE	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>5.30</b>	<b>5.30</b>	<b>5.30</b>	<b>5.30</b>



## Internal Audit

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	0	0	0	0	131,300	131,300	131,300
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$131,300</b>	<b>\$131,300</b>	<b>\$131,300</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Training & Travel	0	0	0	0	5,000	5,000	5,000
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>	<b>\$5,000</b>	<b>\$5,000</b>

<b>Internal Audit Total</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$136,300</b>	<b>\$136,300</b>	<b>\$136,300</b>
<b>Percent Change</b>		<b>0.0%</b>		<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Administrative Services	0.00	0.00	0.00	0.10	0.10	0.10	0.10
Internal Auditor/TransitStat Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.10</b>	<b>1.10</b>	<b>1.10</b>	<b>1.10</b>



## Insurance & Risk Services

<b>Materials &amp; Services</b>	<b>FY 2011-12 Actual</b>	<b>FY 2012-13 Actual</b>	<b>FY 2013-14 Budget</b>	<b>FY 2013-14 Estimate</b>	<b>FY 2014-15 Proposed</b>	<b>FY 2014-15 Approved</b>	<b>FY 2014-15 Adopted</b>
Payroll-Related Costs	680,584	662,023	749,300	677,800	745,600	745,600	745,600
Safety	5,329	13,301	12,500	15,500	17,100	17,100	17,100
Vehicle Liability	240,080	456,184	165,000	154,000	166,000	166,000	166,000
General Insurance Premiums	108,177	93,329	138,100	99,900	129,700	129,700	129,700
	<b>\$1,034,170</b>	<b>\$1,224,837</b>	<b>\$1,064,900</b>	<b>\$947,200</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>
<b>Insurance &amp; Risk Services Total</b>	<b>\$1,034,170</b>	<b>\$1,224,837</b>	<b>\$1,064,900</b>	<b>\$947,200</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>	<b>\$1,058,400</b>
<b>Percent Change</b>		<b>18.4%</b>		<b>-22.7%</b>	<b>-0.6%</b>	<b>-0.6%</b>	<b>-0.6%</b>



## Customer Services

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	0	55,185	57,900	49,900	84,200	85,000	85,000
Amalgamated Transit Union	457,605	469,742	491,300	490,300	525,400	525,400	525,400
Capital-Related Payroll	0	0	(11,600)	0	0	0	0
	<b>\$457,605</b>	<b>\$524,927</b>	<b>\$537,600</b>	<b>\$540,200</b>	<b>\$609,600</b>	<b>\$610,400</b>	<b>\$610,400</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	169	807	2,800	4,920	8,800	8,800	8,800
Office/Computer Supplies	1,521	1,742	4,000	4,950	6,300	6,300	6,300
Program Supplies	9,231	8,359	20,000	3,800	10,600	10,600	10,600
Uniforms	1,347	749	5,100	4,700	5,600	5,600	5,600
Professional Services	0	0	4,600	0	0	0	0
Training & Travel	5,650	4,973	3,500	100	6,000	6,000	6,000
Telecom & Network	4,475	3,102	5,000	5,200	5,500	5,500	5,500
	<b>\$22,393</b>	<b>\$19,732</b>	<b>\$45,000</b>	<b>\$23,670</b>	<b>\$42,800</b>	<b>\$42,800</b>	<b>\$42,800</b>

<b>Customer Services Total</b>	<b>\$479,998</b>	<b>\$544,659</b>	<b>\$582,600</b>	<b>\$563,870</b>	<b>\$652,400</b>	<b>\$653,200</b>	<b>\$653,200</b>
<b>Percent Change</b>		13.5%		3.5%	12.0%	12.1%	12.1%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.10	0.10	0.10	0.10
Customer & Accessible Services Manager	0.00	0.00	0.00	0.50	0.50	0.50	0.50
Lead Customer Service Representative	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Customer Service Representative	5.00	5.00	5.00	5.00	5.00	5.00	5.00
<b>Total FTE</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>6.60</b>	<b>6.60</b>	<b>6.60</b>	<b>6.60</b>



## Accessible Services

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	311,918	304,039	248,800	247,100	281,500	283,600	283,600
Capital-Related Payroll	(192,507)	(144,459)	(110,400)	(147,700)	(143,300)	(143,300)	(143,300)
	<b>\$119,411</b>	<b>\$159,580</b>	<b>\$138,400</b>	<b>\$99,400</b>	<b>\$138,200</b>	<b>\$140,300</b>	<b>\$140,300</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Grant Funded	(31,283)	(32,270)	(22,600)	(13,800)	(21,800)	(21,800)	(21,800)
General Business Expenses	4,995	6,925	9,600	8,200	9,700	9,700	9,700
Office/Computer Supplies	0	0	3,400	0	4,600	4,600	4,600
Program Supplies	4,554	173	2,500	700	5,000	5,000	5,000
Training & Travel	3,451	4,930	3,500	6,000	7,000	7,000	7,000
Telecom & Network	21,748	21,573	26,400	24,700	26,300	26,300	26,300
	<b>\$3,465</b>	<b>\$1,331</b>	<b>\$22,800</b>	<b>\$25,800</b>	<b>\$30,800</b>	<b>\$30,800</b>	<b>\$30,800</b>

<b>Accessible Services Total</b>	<b>\$122,876</b>	<b>\$160,911</b>	<b>\$161,200</b>	<b>\$125,200</b>	<b>\$169,000</b>	<b>\$171,100</b>	<b>\$171,100</b>
<b>Percent Change</b>		<b>31.0%</b>		<b>-22.2%</b>	<b>4.8%</b>	<b>6.1%</b>	<b>6.1%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.10	0.10	0.10	0.10
Customer & Accessible Services Manager	1.00	1.00	1.00	0.50	0.50	0.50	0.50
Accessible Services Manager	0.90	0.00	0.00	0.00	0.00	0.00	0.00
Human Services Transportation Coordinator	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Specialist	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Coordinator	1.00	0.00	0.00	0.00	0.00	0.00	0.00
<b>Total FTE</b>	<b>3.90</b>	<b>3.00</b>	<b>3.00</b>	<b>2.60</b>	<b>2.60</b>	<b>2.60</b>	<b>2.60</b>



## Marketing

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	496,599	556,224	685,300	650,200	698,700	704,100	704,100
Capital-Related Payroll	(101,267)	(23,655)	(112,400)	(144,200)	(109,900)	(109,900)	(109,900)
	<b>\$395,332</b>	<b>\$532,569</b>	<b>\$572,900</b>	<b>\$506,000</b>	<b>\$588,800</b>	<b>\$594,200</b>	<b>\$594,200</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Grant Funded	(2,461)	(286)	0	0	0	0	0
General Business Expenses	44,218	18,414	57,800	48,590	74,100	74,100	74,100
Office/Computer Supplies	2,410	1,422	6,500	1,500	16,600	16,600	16,600
Printed Passenger Information	25,778	24,345	33,800	30,800	48,800	48,800	48,800
Program Supplies	54,403	50,379	60,500	52,000	60,500	60,500	60,500
Project/Event Supplies	25,277	9,498	16,000	30,600	41,000	41,000	41,000
Professional Services	59,527	44,972	66,500	35,400	111,500	111,500	111,500
Training & Travel	5,436	7,723	13,000	15,000	14,000	14,000	14,000
Telecom & Network	3,796	3,060	4,000	3,400	4,900	4,900	4,900
Advertising Agency Fees	10,290	13,935	21,500	21,500	22,500	22,500	22,500
Advertising Media	45,156	33,881	68,000	68,000	99,000	99,000	99,000
Market Research & Information	68,209	6,250	15,000	2,500	7,000	7,000	7,000
	<b>\$342,039</b>	<b>\$213,593</b>	<b>\$362,600</b>	<b>\$309,290</b>	<b>\$499,900</b>	<b>\$499,900</b>	<b>\$499,900</b>

<b>Marketing Total</b>	<b>\$737,371</b>	<b>\$746,162</b>	<b>\$935,500</b>	<b>\$815,290</b>	<b>\$1,088,700</b>	<b>\$1,094,100</b>	<b>\$1,094,100</b>
<b>Percent Change</b>		<b>1.2%</b>		<b>9.3%</b>	<b>16.4%</b>	<b>17.0%</b>	<b>17.0%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.50	0.50	0.30	0.30	0.30	0.30
Director of Service Planning, Accessibility, & Marketin	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Marketing Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Marketing Supervisor	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Marketing Representative	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Project Communications Coordinator	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Community Outreach Associate	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Graphic Designer	1.60	2.00	2.00	2.00	2.00	2.00	2.00
Administrative Secretary	1.00	0.60	0.60	1.00	1.00	1.00	1.00
Distribution Coordinator	0.00	1.00	1.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>5.10</b>	<b>6.10</b>	<b>7.10</b>	<b>7.30</b>	<b>8.30</b>	<b>8.30</b>	<b>8.30</b>



## Planning & Development

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	627,153	623,367	1,130,100	601,700	594,000	601,400	601,400
Amalgamated Transit Union	516	(516)	2,500	0	0	0	0
Capital-Related Payroll	(320,065)	(262,428)	(293,100)	(254,700)	(193,800)	(193,800)	(193,800)
	<b>\$307,604</b>	<b>\$360,423</b>	<b>\$839,500</b>	<b>\$347,000</b>	<b>\$400,200</b>	<b>\$407,600</b>	<b>\$407,600</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	2,114	2,141	2,400	4,520	2,700	2,700	2,700
Office/Computer Supplies	196	0	300	200	300	300	300
Professional Services	9,721	1,225	83,500	83,000	52,500	52,500	52,500
Training & Travel	10,905	10,305	7,500	9,000	7,500	7,500	7,500
Telecom & Network	5,704	5,733	6,500	4,560	5,400	5,400	5,400
	<b>\$28,640</b>	<b>\$19,404</b>	<b>\$100,200</b>	<b>\$101,280</b>	<b>\$68,400</b>	<b>\$68,400</b>	<b>\$68,400</b>

<b>Planning &amp; Development Total</b>	<b>\$336,244</b>	<b>\$379,827</b>	<b>\$939,700</b>	<b>\$448,280</b>	<b>\$468,600</b>	<b>\$476,000</b>	<b>\$476,000</b>
<b>Percent Change</b>		<b>13.0%</b>		<b>18.0%</b>	<b>-50.1%</b>	<b>-49.3%</b>	<b>-49.3%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.50	0.50	0.10	0.10	0.10	0.10
Director of Service Planning, Accessibility, & Marketin	0.50	0.00	0.00	0.00	0.00	0.00	0.00
Director of Planning & Development	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Planning & Development Manager	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Senior Project Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Development Planner	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Planning & Development Associate	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	0.75	1.15	0.90	0.90	0.90	0.90	0.90
Intern	1.25	1.25	1.25	0.59	0.59	0.59	0.59
<b>Total FTE</b>	<b>6.50</b>	<b>6.40</b>	<b>6.15</b>	<b>5.09</b>	<b>5.09</b>	<b>5.09</b>	<b>5.09</b>



## Service Planning

<b>Personnel Services</b>	<b>FY 2011-12 Actual</b>	<b>FY 2012-13 Actual</b>	<b>FY 2013-14 Budget</b>	<b>FY 2013-14 Estimate</b>	<b>FY 2014-15 Proposed</b>	<b>FY 2014-15 Approved</b>	<b>FY 2014-15 Adopted</b>
Administration	421,706	451,202	0	525,600	524,600	531,400	531,400
Amalgamated Transit Union	995	1,198	0	0	2,500	2,500	2,500
Capital-Related Payroll	(4,332)	(7,479)	0	(6,500)	(6,800)	(6,800)	(6,800)
	<b>\$418,369</b>	<b>\$444,921</b>	<b>\$0</b>	<b>\$519,100</b>	<b>\$520,300</b>	<b>\$527,100</b>	<b>\$527,100</b>

<b>Materials &amp; Services</b>	<b>FY 2011-12 Actual</b>	<b>FY 2012-13 Actual</b>	<b>FY 2013-14 Budget</b>	<b>FY 2013-14 Estimate</b>	<b>FY 2014-15 Proposed</b>	<b>FY 2014-15 Approved</b>	<b>FY 2014-15 Adopted</b>
General Business Expenses	427	1,879	600	300	300	300	300
Office/Computer Supplies	131	131	200	200	200	200	200
Professional Services	131	0	0	3,600	2,000	2,000	2,000
Training & Travel	2,049	4,403	5,000	1,000	4,000	4,000	4,000
Telecom & Network	3,420	3,295	3,700	4,300	4,300	4,300	4,300
	<b>\$6,158</b>	<b>\$9,708</b>	<b>\$9,500</b>	<b>\$9,400</b>	<b>\$10,800</b>	<b>\$10,800</b>	<b>\$10,800</b>

<b>Service Planning Total</b>	<b>\$424,527</b>	<b>\$454,629</b>	<b>\$9,500</b>	<b>\$528,500</b>	<b>\$531,100</b>	<b>\$537,900</b>	<b>\$537,900</b>
<b>Percent Change</b>		7.1%		16.2%	5490.5%	5562.1%	5562.1%

<b>Personnel Profile</b>	<b>FY 2011-12 Actual</b>	<b>FY 2012-13 Actual</b>	<b>FY 2013-14 Budget</b>	<b>FY 2013-14 Estimate</b>	<b>FY 2014-15 Proposed</b>	<b>FY 2014-15 Approved</b>	<b>FY 2014-15 Adopted</b>
Director of Customer Services & Planning	0.00	0.50	0.00	0.20	0.20	0.20	0.20
Planning & Development Manager	0.00	0.50	0.50	0.50	0.50	0.50	0.50
Service Planning Manager	1.00	1.00	0.34	0.00	0.00	0.00	0.00
Senior Transit Planner	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Transit Planner	2.00	2.00	3.00	2.00	2.00	2.00	2.00
<b>Total FTE</b>	<b>3.00</b>	<b>4.00</b>	<b>3.84</b>	<b>3.70</b>	<b>3.70</b>	<b>3.70</b>	<b>3.70</b>



## Point2point

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	454,577	539,740	671,900	628,000	667,800	677,200	677,200
Capital-Related Payroll	12,679	21,611	(52,800)	84,100	(500)	(500)	(500)
	<b>\$467,256</b>	<b>\$561,351</b>	<b>\$619,100</b>	<b>\$712,100</b>	<b>\$667,300</b>	<b>\$676,700</b>	<b>\$676,700</b>
Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	7,808	5,861	117,800	15,300	78,100	78,100	78,100
Office/Computer Supplies	5,001	1,233	39,800	36,000	43,700	43,700	43,700
Program Supplies	3,210	980	11,600	9,600	39,000	39,000	39,000
Professional Services	39,233	22,462	325,300	80,000	252,700	252,700	252,700
Training & Travel	9,048	12,750	5,000	6,000	6,000	6,000	6,000
Telecom & Network	5,132	5,734	4,000	5,800	5,400	5,400	5,400
Computer Hardware Support	5,775	5,900	6,600	6,600	7,000	7,000	7,000
Website Support	1,396	73	10,700	6,000	13,000	13,000	13,000
Advertising Agency Fees	585	0	0	0	0	0	0
Advertising Media	9,941	2,117	6,400	6,500	20,300	20,300	20,300
Market Research & Information	475	0	4,000	1,500	13,600	13,600	13,600
Transportation Demand Management	138,176	245,882	139,900	155,800	79,100	79,100	79,100
	<b>\$225,780</b>	<b>\$302,992</b>	<b>\$671,100</b>	<b>\$329,100</b>	<b>\$557,900</b>	<b>\$557,900</b>	<b>\$557,900</b>
<b>Point2point Total</b>	<b>\$693,036</b>	<b>\$864,343</b>	<b>\$1,290,200</b>	<b>\$1,041,200</b>	<b>\$1,225,200</b>	<b>\$1,234,600</b>	<b>\$1,234,600</b>
<b>Percent Change</b>		<b>24.7%</b>		<b>20.5%</b>	<b>-5.0%</b>	<b>-4.3%</b>	<b>-4.3%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.10	0.10	0.10	0.10
Transportation Options Program Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Employer Program Specialist	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Project Communications Coordinator	0.90	0.90	0.00	0.00	0.00	0.00	0.00
Rideshare Program Specialist	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Rideshare Program Coordinator	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Transportation Options Coordinator	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Transportation Options Specialist	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	0.00	0.00	0.00	0.00
SmartTrips Coordinator	1.00	1.00	1.00	1.00	1.00	1.00	1.00
School Programs Coordinator	0.00	0.00	0.00	0.60	0.60	0.60	0.60
Intern	0.38	0.38	0.38	0.38	0.38	0.38	0.38
<b>Total FTE</b>	<b>6.28</b>	<b>6.28</b>	<b>6.38</b>	<b>6.08</b>	<b>5.08</b>	<b>5.08</b>	<b>5.08</b>



## Facilities Management

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	570,267	615,701	707,300	687,900	823,400	830,700	830,700
Amalgamated Transit Union	78,555	76,127	73,200	74,400	76,900	76,900	76,900
Capital-Related Payroll	(28,561)	(34,518)	(73,600)	(70,300)	(81,700)	(81,700)	(81,700)
	<b>\$620,261</b>	<b>\$657,310</b>	<b>\$706,900</b>	<b>\$692,000</b>	<b>\$818,600</b>	<b>\$825,900</b>	<b>\$825,900</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Grant Funded	(14,653)	(12,668)	(20,600)	(28,500)	(61,500)	(61,500)	(61,500)
General Business Expenses	7,441	11,018	11,900	14,600	14,800	14,800	14,800
Office/Computer Supplies	2,014	3,705	5,100	1,000	3,000	3,000	3,000
Uniforms	0	1,073	1,000	500	1,000	1,000	1,000
Fuel-Administrative Vehicles	7,151	6,902	7,000	6,700	7,000	7,000	7,000
Shop & Facility Supplies	28,565	24,954	33,100	25,900	36,300	36,300	36,300
Operating Leases	0	0	100	100	100	100	100
Professional Services	183,998	132,472	106,500	100,000	107,000	107,000	107,000
Training & Travel	8,972	1,750	12,000	15,000	7,000	7,000	7,000
Telecom & Network	9,388	9,684	10,000	9,700	9,700	9,700	9,700
Utilities	181,743	323,133	363,700	345,900	398,400	398,400	398,400
Cleaning	505,402	508,312	580,000	563,500	578,500	578,500	578,500
General Maintenance/Repair	139,890	145,336	189,200	194,100	187,700	187,700	187,700
Facility Skilled Trades	47,157	50,687	63,500	48,800	54,200	54,200	54,200
Equipment Service Contracts	8,576	4,424	5,900	7,550	7,500	7,500	7,500
	<b>\$1,115,644</b>	<b>\$1,210,782</b>	<b>\$1,368,400</b>	<b>\$1,304,850</b>	<b>\$1,350,700</b>	<b>\$1,350,700</b>	<b>\$1,350,700</b>

<b>Facilities Management Total</b>	<b>\$1,735,905</b>	<b>\$1,868,092</b>	<b>\$2,075,300</b>	<b>\$1,996,850</b>	<b>\$2,169,300</b>	<b>\$2,176,600</b>	<b>\$2,176,600</b>
<b>Percent Change</b>		<b>7.6%</b>		<b>6.9%</b>	<b>4.5%</b>	<b>4.9%</b>	<b>4.9%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.10	0.10	0.10	0.10
Facilities Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Electrical & Electronics Specialist	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Specialist	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Facilities Maintenance Generalist II	2.00	3.00	3.00	3.00	3.00	3.00	3.00
Facilities Maintenance Generalist I	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Station Cleaner	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	0.25	0.25	1.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>7.25</b>	<b>7.25</b>	<b>8.00</b>	<b>8.10</b>	<b>8.10</b>	<b>8.10</b>	<b>8.10</b>



## Facilities Management by Cost Center

Facilities Services Administration	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	570,267	0	707,300	687,900	823,400	830,700	830,700
Amalgamated Transit Union	78,555	0	73,200	74,400	76,900	76,900	76,900
Capital-Related Payroll	(28,561)	0	(73,600)	(70,300)	(81,700)	(81,700)	(81,700)
General Business Expenses	1,657	0	2,400	5,600	5,300	5,300	5,300
Office/Computer Supplies	0	0	100	0	0	0	0
Uniforms	0	0	1,000	500	1,000	1,000	1,000
Fuel-Administrative Vehicles	7,151	0	7,000	6,700	7,000	7,000	7,000
Operating Leases	0	0	100	100	100	100	100
Professional Services	7,122	0	5,000	1,000	5,000	5,000	5,000
Training & Travel	8,972	0	12,000	15,000	7,000	7,000	7,000
Telecom & Network	9,388	0	10,000	9,700	9,700	9,700	9,700
	<b>\$654,551</b>	<b>\$0</b>	<b>\$744,500</b>	<b>\$730,600</b>	<b>\$853,700</b>	<b>\$861,000</b>	<b>\$861,000</b>

Glenwood Facility	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Shop & Facility Supplies	15,669	0	15,500	15,600	20,100	20,100	20,100
Professional Services	1,992	0	3,000	1,000	1,000	1,000	1,000
Utilities	50,591	0	224,700	208,700	218,900	218,900	218,900
Cleaning	61,267	0	79,000	77,500	82,500	82,500	82,500
General Maintenance/Repair	50,734	0	71,600	99,900	69,500	69,500	69,500
Facility Skilled Trades	25,577	0	36,500	32,000	34,000	34,000	34,000
Equipment Service Contracts	6,921	0	3,500	4,050	4,000	4,000	4,000
	<b>\$212,751</b>	<b>\$0</b>	<b>\$433,800</b>	<b>\$438,750</b>	<b>\$430,000</b>	<b>\$430,000</b>	<b>\$430,000</b>

Stations	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	1,029	0	1,500	6,000	2,000	2,000	2,000
Shop & Facility Supplies	1,111	0	2,000	2,000	2,000	2,000	2,000
Professional Services	4,367	0	3,000	0	1,500	1,500	1,500
Utilities	21,590	0	25,000	23,000	25,000	25,000	25,000
Cleaning	43,375	0	55,500	70,500	60,500	60,500	60,500
General Maintenance/Repair	48,723	0	36,000	31,000	35,000	35,000	35,000
Warranty/Rebuilds	0	0	0	0	5,000	5,000	5,000
	<b>\$120,195</b>	<b>\$0</b>	<b>\$123,000</b>	<b>\$132,500</b>	<b>\$131,000</b>	<b>\$131,000</b>	<b>\$131,000</b>

Eugene Station	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Shop & Facility Supplies	7,102	0	6,000	1,000	6,000	6,000	6,000
Professional Services	1,151	0	2,500	500	2,500	2,500	2,500
Utilities	57,790	0	60,000	60,500	65,000	65,000	65,000
Cleaning	135,879	0	145,000	135,000	140,000	140,000	140,000
General Maintenance/Repair	7,968	0	27,800	10,700	17,700	17,700	17,700
Facility Skilled Trades	10,890	0	10,500	6,200	6,200	6,200	6,200
Equipment Service Contracts	1,048	0	1,600	2,000	2,000	2,000	2,000
	<b>\$221,828</b>	<b>\$0</b>	<b>\$253,400</b>	<b>\$215,900</b>	<b>\$239,400</b>	<b>\$239,400</b>	<b>\$239,400</b>

Springfield Station	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Shop & Facility Supplies	1,923	0	2,100	1,000	1,000	1,000	1,000
Professional Services	1,805	0	1,000	500	1,000	1,000	1,000
Utilities	29,262	0	33,500	33,200	36,000	36,000	36,000
Cleaning	69,206	0	85,000	80,000	85,000	85,000	85,000
General Maintenance/Repair	880	0	5,000	500	5,500	5,500	5,500
Facility Skilled Trades	10,690	0	16,500	10,600	14,000	14,000	14,000
Equipment Service Contracts	607	0	800	1,500	1,500	1,500	1,500
	<b>\$114,373</b>	<b>\$0</b>	<b>\$143,900</b>	<b>\$127,300</b>	<b>\$144,000</b>	<b>\$144,000</b>	<b>\$144,000</b>



## Facilities Management by Cost Center

Park & Rides	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	4,752	0	7,000	2,500	7,000	7,000	7,000
Professional Services	100	0	1,000	1,000	1,000	1,000	1,000
	<b>\$4,852</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$3,500</b>	<b>\$8,000</b>	<b>\$8,000</b>	<b>\$8,000</b>

Shelters	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	3	0	1,000	500	500	500	500
Shop & Facility Supplies	225	0	3,000	1,200	1,200	1,200	1,200
Utilities	480	0	500	500	500	500	500
Cleaning	75,761	0	85,000	85,000	90,000	90,000	90,000
General Maintenance/Repair	571	0	5,000	6,500	6,500	6,500	6,500
	<b>\$77,040</b>	<b>\$0</b>	<b>\$94,500</b>	<b>\$93,700</b>	<b>\$98,700</b>	<b>\$98,700</b>	<b>\$98,700</b>

Bus Stops (Signs)	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Shop & Facility Supplies	851	0	1,000	1,000	1,000	1,000	1,000
General Maintenance/Repair	0	0	5,200	0	1,000	1,000	1,000
	<b>\$851</b>	<b>\$0</b>	<b>\$6,200</b>	<b>\$1,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>

RideSource Facility	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Grant Funded	(14,653)	0	(20,600)	(28,500)	(61,500)	(61,500)	(61,500)
Shop & Facility Supplies	1,308	0	1,000	2,500	3,000	3,000	3,000
Professional Services	0	0	1,000	0	0	0	0
Utilities	0	0	0	0	33,000	33,000	33,000
Cleaning	568	0	500	500	500	500	500
General Maintenance/Repair	12,777	0	18,100	25,500	25,000	25,000	25,000
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

310 Garfield	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Professional Services	72,900	0	0	0	0	0	0
Utilities	3,914	0	0	0	0	0	0
General Maintenance/Repair	928	0	1,000	500	1,000	1,000	1,000
	<b>\$77,742</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$500</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>

EmX Stations	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Office/Computer Supplies	2,014	0	5,000	1,000	3,000	3,000	3,000
Shop & Facility Supplies	340	0	2,000	1,500	1,500	1,500	1,500
Professional Services	1,822	0	5,000	41,000	15,000	15,000	15,000
Utilities	18,116	0	20,000	20,000	20,000	20,000	20,000
Cleaning	119,346	0	130,000	115,000	120,000	120,000	120,000
General Maintenance/Repair	17,085	0	18,000	16,000	18,000	18,000	18,000
	<b>\$158,723</b>	<b>\$0</b>	<b>\$180,000</b>	<b>\$194,500</b>	<b>\$177,500</b>	<b>\$177,500</b>	<b>\$177,500</b>

EmX Busways	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Shop & Facility Supplies	36	0	500	100	500	500	500
Professional Services	92,739	0	85,000	55,000	80,000	80,000	80,000
General Maintenance/Repair	224	0	1,500	3,500	3,500	3,500	3,500
	<b>\$92,999</b>	<b>\$0</b>	<b>\$87,000</b>	<b>\$58,600</b>	<b>\$84,000</b>	<b>\$84,000</b>	<b>\$84,000</b>

Facilities Management by Cost Center Total	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
	<b>\$1,735,905</b>	<b>\$0</b>	<b>\$2,075,300</b>	<b>\$1,996,850</b>	<b>\$2,169,300</b>	<b>\$2,176,600</b>	<b>\$2,176,600</b>



## Transit Operations

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	1,797,626	1,888,724	1,901,800	2,032,100	2,003,700	2,031,000	2,031,000
Amalgamated Transit Union	14,287,099	14,499,463	15,621,100	15,191,600	16,437,000	16,437,000	16,437,000
Capital-Related Payroll	0	0	0	(1,400)	0	0	0
	<b>\$16,084,725</b>	<b>\$16,388,187</b>	<b>\$17,522,900</b>	<b>\$17,222,300</b>	<b>\$18,440,700</b>	<b>\$18,468,000</b>	<b>\$18,468,000</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	32,344	25,860	30,300	34,800	35,700	35,700	35,700
Office/Computer Supplies	2,776	2,611	3,500	3,500	3,500	3,500	3,500
Printed Transportation Supplies	547	548	800	500	800	800	800
Program Supplies	2,011	3,021	3,300	3,500	7,000	7,000	7,000
Uniforms	30,345	31,159	35,500	34,500	48,900	48,900	48,900
Fuel-Administrative Vehicles	17,341	17,089	22,500	16,700	21,700	21,700	21,700
Bus Wash & Cleaning Supplies	1,975	1,627	2,700	2,400	2,400	2,400	2,400
Safety	155	613	600	600	600	600	600
Contracted Security/Professional Services	495,601	497,951	545,600	555,000	559,300	559,300	559,300
Training & Travel	13,441	17,841	25,300	25,300	17,000	17,000	17,000
Employee Programs	2,892	9,358	8,000	8,100	24,400	24,400	24,400
Telecom & Network	25,560	23,511	24,500	24,500	29,500	29,500	29,500
	<b>\$624,988</b>	<b>\$631,189</b>	<b>\$702,600</b>	<b>\$709,400</b>	<b>\$750,800</b>	<b>\$750,800</b>	<b>\$750,800</b>

<b>Transit Operations Total</b>	<b>\$16,709,713</b>	<b>\$17,019,376</b>	<b>\$18,225,500</b>	<b>\$17,931,700</b>	<b>\$19,191,500</b>	<b>\$19,218,800</b>	<b>\$19,218,800</b>
<b>Percent Change</b>		1.9%		5.4%	5.3%	5.5%	5.5%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Operations & Customer Satisfaction	0.00	0.00	0.00	0.00	0.40	0.40	0.40
Director of Transit Operations	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Security Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Station & Security Manager	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Scheduling Specialist	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Transit Supervisor	12.00	12.00	12.00	13.00	13.00	13.00	13.00
Transit Administrative Coordinator	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Transit Administrative Assistant	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Operator	178.00	184.00	184.00	184.00	184.00	184.00	184.00
<b>Total FTE</b>	<b>195.00</b>	<b>201.00</b>	<b>201.00</b>	<b>201.00</b>	<b>200.40</b>	<b>200.40</b>	<b>200.40</b>



## Maintenance

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	767,094	826,577	903,100	956,400	1,150,800	1,163,800	1,163,800
Amalgamated Transit Union	3,113,196	3,145,689	3,286,900	3,222,300	3,401,100	3,401,100	3,401,100
Capital-Related Payroll	0	(2,333)	0	(22,600)	(26,700)	(26,700)	(26,700)
	<b>\$3,880,290</b>	<b>\$3,969,933</b>	<b>\$4,190,000</b>	<b>\$4,156,100</b>	<b>\$4,525,200</b>	<b>\$4,538,200</b>	<b>\$4,538,200</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	993	2,897	3,900	2,950	3,900	3,900	3,900
Office/Computer Supplies	2,029	1,614	4,100	2,600	4,100	4,100	4,100
Uniforms	26,610	26,929	33,900	33,900	35,100	35,100	35,100
Fuel & Lubricants-Buses	2,946,262	2,703,092	3,404,200	3,052,380	3,260,700	3,260,700	3,260,700
Fuel-Administrative Vehicles	4,470	3,407	5,500	5,500	5,500	5,500	5,500
Parts & Tires	852,985	806,924	1,038,100	941,400	993,500	993,500	993,500
Bus Wash & Cleaning Supplies	8,728	11,787	11,600	10,200	11,500	11,500	11,500
Shop & Facility Supplies	33,476	30,390	38,500	34,400	38,300	38,300	38,300
Professional Services	1,641	1,199	125,200	121,700	125,200	125,200	125,200
Training & Travel	3,942	5,386	21,000	15,000	21,000	21,000	21,000
Telecom & Network	6,983	6,988	9,600	9,300	10,000	10,000	10,000
Utilities	150,761	0	0	0	0	0	0
General Maintenance/Repair	1,500	1,500	1,600	1,600	1,700	1,700	1,700
Equipment Service Contracts	16,358	11,892	12,000	8,500	10,000	10,000	10,000
Maintenance Contract Services-Revenue Vehicles	70,027	49,888	77,100	66,800	74,500	74,500	74,500
Warranty/Rebuilds	(22,000)	(29,838)	(22,900)	11,050	8,200	8,200	8,200
	<b>\$4,104,765</b>	<b>\$3,634,055</b>	<b>\$4,763,400</b>	<b>\$4,317,280</b>	<b>\$4,603,200</b>	<b>\$4,603,200</b>	<b>\$4,603,200</b>

<b>Maintenance Total</b>	<b>\$7,985,055</b>	<b>\$7,603,988</b>	<b>\$8,953,400</b>	<b>\$8,473,380</b>	<b>\$9,128,400</b>	<b>\$9,141,400</b>	<b>\$9,141,400</b>
<b>Percent Change</b>		<b>-4.8%</b>		<b>11.4%</b>	<b>2.0%</b>	<b>2.1%</b>	<b>2.1%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Operations & Customer Satisfaction	0.00	0.00	0.00	0.00	0.40	0.40	0.40
Director of Maintenance	1.00	1.00	1.00	1.00	0.00	0.00	0.00
Maintenance Manager	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Maintenance Supervisor	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Maintenance Technical Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Engineering Technician	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Inventory Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lead Journeyman Mechanic Instructor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lead Journeyman Mechanic	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Journeyman Mechanic	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Journeyman Tire Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
General Service Worker	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Lead Inventory Technician	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Inventory Technician	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Lead Detailer	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Equipment Detail Technician	4.00	4.00	4.00	4.00	4.00	4.00	4.00
<b>Total FTE</b>	<b>44.00</b>	<b>44.00</b>	<b>44.00</b>	<b>43.00</b>	<b>43.40</b>	<b>43.40</b>	<b>43.40</b>



## Transit Training

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	106,478	107,227	108,800	107,300	131,400	133,100	133,100
Amalgamated Transit Union	115,233	123,455	80,000	137,200	80,000	80,000	80,000
	<b>\$221,711</b>	<b>\$230,682</b>	<b>\$188,800</b>	<b>\$244,500</b>	<b>\$211,400</b>	<b>\$213,100</b>	<b>\$213,100</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	409	774	2,100	2,000	5,700	5,700	5,700
Program Supplies	20	0	200	200	200	200	200
Professional Services	3,595	5,680	8,900	6,000	6,600	6,600	6,600
Training & Travel	7,126	21,847	15,000	12,600	17,300	17,300	17,300
	<b>\$11,150</b>	<b>\$28,301</b>	<b>\$26,200</b>	<b>\$20,800</b>	<b>\$29,800</b>	<b>\$29,800</b>	<b>\$29,800</b>

<b>Transit Training Total</b>	<b>\$232,861</b>	<b>\$258,983</b>	<b>\$215,000</b>	<b>\$265,300</b>	<b>\$241,200</b>	<b>\$242,900</b>	<b>\$242,900</b>
<b>Percent Change</b>		11.2%		2.4%	12.2%	13.0%	13.0%

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Operations & Customer Satisfaction	0.00	0.00	0.00	0.00	0.10	0.10	0.10
Transit Training Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.10</b>	<b>1.10</b>	<b>1.10</b>



## Intelligent Transportation Systems

Personnel Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Administration	0	0	0	0	192,300	192,300	192,300
Capital-Related Payroll	0	0	0	0	(87,100)	(87,100)	(87,100)
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,200</b>	<b>\$105,200</b>	<b>\$105,200</b>

Materials & Services	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
General Business Expenses	0	0	0	0	900	900	900
Office/Computer Supplies	0	0	0	0	200	200	200
Parts & Tires	0	0	0	0	6,000	6,000	6,000
Shop & Facility Supplies	0	0	0	0	2,700	2,700	2,700
Professional Services	0	0	0	0	67,000	67,000	67,000
Training & Travel	0	0	0	0	5,300	5,300	5,300
Telecom & Network	0	0	0	0	120,100	120,100	120,100
Computer Hardware Support	0	0	0	0	274,900	274,900	274,900
	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$477,100</b>	<b>\$477,100</b>	<b>\$477,100</b>

<b>Intelligent Transportation Systems Total</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>	<b>\$582,300</b>	<b>\$582,300</b>	<b>\$582,300</b>
<b>Percent Change</b>		<b>0.0%</b>		<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>

Personnel Profile	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
Director of Operations & Customer Satisfaction	0.00	0.00	0.00	0.00	0.10	0.10	0.10
Intelligent Transportation Systems Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Engineering Technician	0.00	0.00	0.00	1.00	1.00	1.00	1.00
<b>Total FTE</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.00</b>	<b>2.10</b>	<b>2.10</b>	<b>2.10</b>



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# Accessible Services Fund

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**Lane Transit District  
Accessible Services Fund  
Fiscal Year 2014-2015**

Resources	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Beginning Working Capital</b>	<b>\$304,314</b>	<b>\$290,630</b>	<b>\$259,700</b>	<b>\$255,020</b>	<b>\$231,600</b>	<b>\$231,600</b>	<b>\$231,600</b>
<b>Operating Revenues</b>							
State Special Transportation Funds (STF)	540,436	425,301	527,000	583,570	1,207,100	1,207,100	1,207,100
State Transportation Operating (STO)	55,844	55,848	53,800	55,900	55,900	55,900	55,900
Federal Elderly & Disabled Funds (5310)	1,136,784	1,747,800	987,300	926,220	1,136,400	1,136,400	1,136,400
Federal Non-Urbanized Area Formula Funds (5311)	142,382	147,142	151,600	151,030	154,100	154,100	154,100
Federal Job Access/Reverse Commute (JARC) Funds (5316)	187,838	235,399	211,300	212,420	286,900	286,900	286,900
Federal New Freedom (5317)	15,588	3,866	45,800	28,800	41,600	41,600	41,600
Other Federal Grants	695,295	983,184	969,500	1,210,880	1,310,200	1,310,200	1,310,200
Medicaid Medical	28,382	0	0	0	0	0	0
Farebox	317,527	336,202	342,300	329,500	337,500	337,500	337,500
Local Funds	92,700	90,000	91,500	91,500	97,900	97,900	97,900
Miscellaneous Income	200	50	0	0	0	0	0
Interest Income	1,028	1,096	0	0	0	0	0
Transfer from General Fund	1,906,944	1,395,490	2,635,400	2,302,950	1,979,700	1,979,700	1,979,700
	<b>\$5,120,948</b>	<b>\$5,421,378</b>	<b>\$6,015,500</b>	<b>\$5,892,770</b>	<b>\$6,607,300</b>	<b>\$6,607,300</b>	<b>\$6,607,300</b>
<b>Total Resources</b>	<b>\$5,425,262</b>	<b>\$5,712,008</b>	<b>\$6,275,200</b>	<b>\$6,147,790</b>	<b>\$6,838,900</b>	<b>\$6,838,900</b>	<b>\$6,838,900</b>

Requirements	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Operating Requirements</b>							
<b>Eugene/Springfield-Based Service</b>							
ADA RideSource	4,203,432	4,486,213	4,866,800	4,884,770	5,268,900	5,268,900	5,268,900
Transit Training and Hosts	122,188	138,669	142,900	121,560	150,600	150,600	150,600
Special Transport	82,440	86,599	92,700	98,390	108,100	108,100	108,100
	<b>\$4,408,060</b>	<b>\$4,711,481</b>	<b>\$5,102,400</b>	<b>\$5,104,720</b>	<b>\$5,527,600</b>	<b>\$5,527,600</b>	<b>\$5,527,600</b>
<b>Rural Lane County Services</b>							
South Lane	94,779	102,210	110,400	110,440	115,000	115,000	115,000
Florence	156,324	165,576	168,700	178,150	188,100	188,100	188,100
Oakridge	183,852	196,855	222,800	203,000	243,200	243,200	243,200
	<b>\$434,955</b>	<b>\$464,641</b>	<b>\$501,900</b>	<b>\$491,590</b>	<b>\$546,300</b>	<b>\$546,300</b>	<b>\$546,300</b>
<b>Other Services</b>							
Mobility Management	132,098	160,413	178,500	180,000	260,000	260,000	260,000
Crucial Connections	0	0	9,000	3,260	9,300	9,300	9,300
Veterans Transportation	0	0	8,600	13,200	32,000	32,000	32,000
Lane County Coordination	134,457	113,219	96,100	100,000	112,000	112,000	112,000
	<b>\$266,555</b>	<b>\$273,632</b>	<b>\$292,200</b>	<b>\$296,460</b>	<b>\$413,300</b>	<b>\$413,300</b>	<b>\$413,300</b>
<b>Total Operating Requirements</b>	<b>\$5,109,570</b>	<b>\$5,449,754</b>	<b>\$5,896,500</b>	<b>\$5,892,770</b>	<b>\$6,487,200</b>	<b>\$6,487,200</b>	<b>\$6,487,200</b>
<b>Transfer to Capital Fund</b>	<b>\$25,062</b>	<b>\$7,236</b>	<b>\$119,000</b>	<b>\$23,400</b>	<b>\$168,000</b>	<b>\$168,000</b>	<b>\$168,000</b>
<b>Contingency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$259,700</b>	<b>\$0</b>	<b>\$183,700</b>	<b>\$183,700</b>	<b>\$183,700</b>
<b>Total Requirements</b>	<b>\$5,134,632</b>	<b>\$5,456,990</b>	<b>\$6,275,200</b>	<b>\$5,916,170</b>	<b>\$6,838,900</b>	<b>\$6,838,900</b>	<b>\$6,838,900</b>

Percentage Change Analysis	FY 2012-13 Actual compared with FY 2011-12 Actual	FY 2013-14 Estimate compared with FY 2012-13 Actual	FY 2013-14 Estimate compared with FY 2012-13 Actual	FY 2014-15 Proposed compared with FY 2013-14 Budget	FY 2014-15 Approved compared with FY 2013-14 Budget	FY 2014-15 Adopted compared with FY 2013-14 Budget
Total Resources	5.3%		7.6%	9.0%	9.0%	9.0%
Transfer from General Fund	-26.8%		65.0%	-24.9%	-24.9%	-24.9%
Total Requirements	6.3%		8.4%	9.0%	9.0%	9.0%



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# Medicaid Fund

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**Lane Transit District  
Medicaid Fund  
Fiscal Year 2014-2015**

Resources	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Beginning Working Capital</b>	<b>\$151,801</b>	<b>\$200,676</b>	<b>\$200,700</b>	<b>\$181,610</b>	<b>\$181,600</b>	<b>\$181,600</b>	<b>\$181,600</b>
<b>Operating Revenues</b>							
Medicaid	4,334,134	4,670,208	5,066,200	5,720,420	6,628,800	6,628,800	6,628,800
Medicaid Non-Medical	442,781	552,160	521,000	455,150	478,100	478,100	478,100
State Special Transportation Fund (STF) Operating	0	115,130	0	0	0	0	0
State Discretionary Funds	79,500	32,191	0	0	0	0	0
Interest	2,728	3,241	0	0	0	0	0
Miscellaneous	46,147	0	0	0	0	0	0
Transfer from General Fund	0	0	147,200	163,780	172,000	172,000	172,000
	<b>\$4,905,290</b>	<b>\$5,372,930</b>	<b>\$5,734,400</b>	<b>\$6,339,350</b>	<b>\$7,278,900</b>	<b>\$7,278,900</b>	<b>\$7,278,900</b>
<b>Total Resources</b>	<b>\$5,057,091</b>	<b>\$5,573,606</b>	<b>\$5,935,100</b>	<b>\$6,520,960</b>	<b>\$7,460,500</b>	<b>\$7,460,500</b>	<b>\$7,460,500</b>

Requirements	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Operating Requirements</b>							
Medicaid Medical Services							
Service	3,586,696	3,843,869	4,251,900	4,665,720	5,365,700	5,365,700	5,365,700
Mobility Management	45,605	57,344	54,400	106,740	166,600	166,600	166,600
RideSource Call Center Administration	542,690	620,054	592,000	769,670	891,200	891,200	891,200
Lane Transit District Administration	159,143	167,838	167,900	178,290	205,300	205,300	205,300
	<b>\$4,334,134</b>	<b>\$4,689,105</b>	<b>\$5,066,200</b>	<b>\$5,720,420</b>	<b>\$6,628,800</b>	<b>\$6,628,800</b>	<b>\$6,628,800</b>
Medicaid Non-Medical (Waivered) Services							
Service	315,723	375,176	387,300	418,930	439,900	439,900	439,900
Mobility Management	18,624	23,598	20,400	19,900	20,900	20,900	20,900
RideSource Call Center Administration	0	103,279	0	0	0	0	0
Lane Transit District Administration	6,702	4,882	6,600	5,490	5,900	5,900	5,900
Grant Program Match Requirements	181,232	195,952	253,900	174,610	183,400	183,400	183,400
	<b>\$522,281</b>	<b>\$702,887</b>	<b>\$668,200</b>	<b>\$618,930</b>	<b>\$650,100</b>	<b>\$650,100</b>	<b>\$650,100</b>
<b>Contingency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$200,700</b>	<b>\$0</b>	<b>\$181,600</b>	<b>\$181,600</b>	<b>\$181,600</b>
<b>Total Requirements</b>	<b>\$4,856,415</b>	<b>\$5,391,992</b>	<b>\$5,935,100</b>	<b>\$6,339,350</b>	<b>\$7,460,500</b>	<b>\$7,460,500</b>	<b>\$7,460,500</b>

Percentage Change Analysis	FY 2012-13 Actual compared with FY 2011-12 Actual	FY 2013-14 Estimate compared with FY 2012-13 Actual	FY 2013-14 Estimate compared with FY 2012-13 Actual	FY 2014-15 Proposed compared with FY 2013-14 Budget	FY 2014-15 Approved compared with FY 2013-14 Budget	FY 2014-15 Adopted compared with FY 2013-14 Budget
Total Resources	10.2%		17.0%	25.7%	25.7%	25.7%
Total Requirements	11.0%		17.6%	25.7%	25.7%	25.7%



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# Capital Projects Fund

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**Lane Transit District  
Capital Projects Fund  
Fiscal Year 2014-2015**

Resources	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Beginning Working Capital</b>	<b>\$952,723</b>	<b>\$1,516,795</b>	<b>\$1,750,500</b>	<b>\$3,394,720</b>	<b>\$5,760,600</b>	<b>\$5,760,600</b>	<b>\$5,760,600</b>
<b>Federal Grants</b>							
Urbanized Area Formula Funds (5307)	3,202,420	1,335,527	5,695,000	2,216,010	5,930,100	5,930,100	5,930,100
American Recovery & Reinvestment Act (ARRA)	3,061,888	66,306	0	0	0	0	0
Discretionary Funds (5309)	10,142,393	289,324	82,209,600	7,430,800	76,551,800	76,551,800	76,551,800
Enhanced Mobility for Seniors and Individuals with Disabilities (5310)	0	0	0	1,600	672,000	672,000	672,000
Other Funds	776,579	194,219	1,268,200	140,000	2,760,000	2,760,000	2,760,000
	<b>\$17,183,280</b>	<b>\$1,885,376</b>	<b>\$89,172,800</b>	<b>\$9,788,410</b>	<b>\$85,913,900</b>	<b>\$85,913,900</b>	<b>\$85,913,900</b>
<b>Other Resources</b>							
ConnectOregon	6,240	0	0	0	0	0	0
Other State of Oregon Grants	0	1,600,000	20,000,000	3,000,000	13,200,000	13,200,000	13,200,000
Other Local Funds	42,396	15,914	0	0	0	0	0
Miscellaneous Income	443	200	0	0	0	0	0
Transfer from General Fund	3,031,900	1,600,000	1,792,700	1,792,700	3,351,100	3,351,100	3,351,100
Transfer from Accessible Services Fund	25,062	7,236	119,000	23,400	168,000	168,000	168,000
	<b>\$3,106,041</b>	<b>\$3,223,350</b>	<b>\$21,911,700</b>	<b>\$4,816,100</b>	<b>\$16,719,100</b>	<b>\$16,719,100</b>	<b>\$16,719,100</b>
<b>Total Resources</b>	<b>\$21,242,044</b>	<b>\$6,625,521</b>	<b>\$112,835,000</b>	<b>\$17,999,230</b>	<b>\$108,393,600</b>	<b>\$108,393,600</b>	<b>\$108,393,600</b>

Requirements	FY 2011-12 Actual	FY 2012-13 Actual	FY 2013-14 Budget	FY 2013-14 Estimate	FY 2014-15 Proposed	FY 2014-15 Approved	FY 2014-15 Adopted
<b>Capital Projects</b>							
<b>Frequent Transit Network</b>							
West Eugene EmX Extension	1,298,104	934,113	85,720,000	7,803,300	77,937,800	77,937,800	77,937,800
Gateway EmX Extension	1,288,065	165,126	840,000	880,200	600,000	600,000	600,000
Main Street-McVay Transportation Study	0	45,932	885,300	175,000	716,100	716,100	716,100
Northwest Eugene-LCC Transportation Study	0	0	0	12,000	638,000	638,000	638,000
EmX Vehicles	0	0	9,280,000	20,100	9,260,000	9,260,000	9,260,000
	<b>\$2,586,169</b>	<b>\$1,145,171</b>	<b>\$96,725,300</b>	<b>\$8,890,600</b>	<b>\$89,151,900</b>	<b>\$89,151,900</b>	<b>\$89,151,900</b>
<b>Other Projects</b>							
Revenue Vehicles	13,564,964	0	8,916,500	100,000	12,199,900	12,199,900	12,199,900
Passenger Boarding Improvements/Facilities	1,874,138	1,232,014	1,260,000	1,487,500	741,800	741,800	741,800
Hardware/Software	270,033	382,592	2,820,100	1,090,910	2,589,900	2,589,900	2,589,900
Intelligent Transportation Systems	2,398	19,119	688,000	13,000	375,500	375,500	375,500
Transit Security Projects	358,988	332,477	709,100	277,000	723,600	723,600	723,600
Bus-Related Equipment	0	0	450,000	0	600,000	600,000	600,000
Miscellaneous Equipment	21,102	14,384	117,000	105,000	140,000	140,000	140,000
Communications	127,735	0	150,000	0	653,800	653,800	653,800
Shop Equipment	57,303	40,859	30,000	30,000	30,000	30,000	30,000
Support Vehicles	0	19,763	150,000	102,600	100,000	100,000	100,000
Accessible Services Vehicles & Projects	862,419	44,423	700,000	142,000	840,000	840,000	840,000
	<b>\$17,139,080</b>	<b>\$2,085,631</b>	<b>\$15,990,700</b>	<b>\$3,348,010</b>	<b>\$18,994,500</b>	<b>\$18,994,500</b>	<b>\$18,994,500</b>
<b>Total Capital Projects</b>	<b>\$19,725,249</b>	<b>\$3,230,802</b>	<b>\$112,716,000</b>	<b>\$12,238,610</b>	<b>\$108,146,400</b>	<b>\$108,146,400</b>	<b>\$108,146,400</b>
<b>Reserves</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,000</b>	<b>\$0</b>	<b>\$247,200</b>	<b>\$247,200</b>	<b>\$247,200</b>
<b>Total Requirements</b>	<b>\$19,725,249</b>	<b>\$3,230,802</b>	<b>\$112,835,000</b>	<b>\$12,238,610</b>	<b>\$108,393,600</b>	<b>\$108,393,600</b>	<b>\$108,393,600</b>



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# Capital Improvements Program

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# LANE TRANSIT DISTRICT



2015 - 2024

Capital Improvements Program

# Lane Transit District

## CAPITAL IMPROVEMENTS PROGRAM

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# SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

## Creating a Livable Community

In everything Lane Transit District does, we carry the community and its aspirations forward. Transit services enable the residents of our community to connect to jobs, school, doctor's appointments, shopping, family and friends, and much more. Transit makes a significant contribution towards establishing a community identity, supporting vibrant commercial and social exchanges, improving physical health, and guiding sustainable neighborhood and regional development. In that context, we take responsibility for joining with our regional partners to create a livable community.

Coordinating and collaborating with our partners enables us to better leverage the significant investments we make in our service and capital infrastructure. As Eugene, Springfield, and surrounding communities continue to grow and regional transportation demands diversify, there is a need for LTD to connect effectively to the economic development, social equity, and environmental stewardship goals of the broader community. Integrating LTD's plans for growth and development with the goals of the communities that we serve ensures that we fully leverage our investments and are contributing most effectively to the growth and prosperity of the region's residents.

### LTD'S CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program (CIP) is a 10-year framework that provides direction and guidance for LTD's capital investments. Annual revisions of the CIP consider new projects and reflect changes in strategic priorities.

LTD capital projects vary in scale in terms of size, cost, and community benefit. Some of these projects maintain existing systems, while others redefine the services provided by LTD. The underlying purpose of the CIP is to provide a structure for the implementation of LTD's long-range planning and strategies. The CIP supports all existing planning processes set forth by LTD and is intended to enhance the community's quality of life through reliable, innovative, and progressive public transportation services.<sup>1</sup>

The CIP has two fundamental objectives: 1) to facilitate the efficient use of LTD's limited financial resources, and 2) to implement regional priorities that anticipate the need for public transportation in the future. LTD's Long-Range Transit Plan, the Transportation Systems Plans (TSP) of the Cities of Eugene and Springfield, and the Central Lane MPO Regional Transportation Plan (RTP) are examples of local and regional planning mechanisms that are supported by the CIP. A complete description of these and other guiding documents are found in Appendix A. LTD's projects using federal funds are programmed into the Metropolitan Transportation Improvement Program (MTIP) list of expenditures for approval by the Central Lane Metropolitan Planning Organization (MPO).<sup>2</sup>

The FY2015-24 CIP totals approximately \$208.4 million in projects with funding secured or identified and \$127.0 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

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<sup>1</sup> Lane Transit District. Strategic Plan, "The LTD Road Map." February 9, 2012.

<sup>2</sup> Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

## Capital Investment Priorities

Capital investment priorities are based on the fundamental strategic goals presented in the LTD Strategic Plan, as a way of guiding existing and future services. CIP priorities will undergo reevaluation coinciding with future updates to the Strategic Plan.

All long-term transportation capital investments will consider the following priorities:

1. **Deliver Exceptional Public Transportation Service:** Provide high-quality, effective, safe, and reliable service that meets the community's mobility needs and maximizes ridership.
2. **Develop Innovative Service that Reduces Dependency on the Automobile:** Provide high-quality, convenient service that attracts new riders, including those who have access to an automobile, in order to help the community meet its current and future transportation needs. The Frequent Transit Network (FTN) is a key innovative strategy that is intended to increase the transit mode share, particularly on congested corridors.
3. **Maintain LTD's Fiscal Integrity:** Satisfy both short- and long-range operational and capital needs by balancing where, when, and how to invest.

## CIP Development and Review Process

The CIP is reviewed and adopted annually. Staff create the draft CIP that is submitted to the public for a 30-day comment period. The public can submit in writing any comments or questions about the program and testify at a public hearing that is scheduled within the comment period. Once the public comment period is concluded, all comments or questions along with staff responses are submitted to the Board of Directors. Staff then present a revised draft program to the Board for adoption.

The first year of the program becomes the basis for the next year's Capital Projects Fund budget. As the budget is developed, minor adjustments are made to the CIP to account for projects that will continue into the next fiscal year or have small changes to cost or funding. Since these changes to the CIP are minor in nature, they are submitted to the Board for approval as an administrative amendment when the Board considers the budget for adoption.

Development and Review Schedule:

<b>July 1</b>	Fiscal year begins
<b>July – June</b>	Staff track progress of projects and funding
<b>January – February</b>	Staff develop draft CIP
<b>March</b>	Submit CIP to public for 30-day comment period
<b>March Board Meeting</b>	Public hearing on CIP
<b>April Board Packet</b>	Public comments/staff responses published
<b>April Board Meeting</b>	Board adopts CIP
<b>April – May</b>	Staff develop budget with CIP informing Capital Projects Fund proposed budget
<b>May</b>	Budget Committee presented proposed budget and approves a budget
<b>June</b>	Board of Directors adopts a budget and approved CIP administrative amendment

## PROJECT FUNDING TIERS

Projects are organized into four tiers based on the availability of funding. For the purposes of this plan, LTD has documented projects that are ongoing from the previous year and are currently in design and/or construction. For purposes of capital programming, Tier I projects are the highest priority projects in that all the funding has been clearly identified. Tier II is high-priority projects with partial funding. Projects in the remaining two tiers have funding sources that are presently unidentified or unknown and could move forward if funding becomes available.

Funding tiers include the following:

**Tier I:** Highest-priority projects with full funding identified.

**Tier II:** High-priority projects that are not fully funded.

**Tier III:** Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.

**Tier IV:** Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

LTD's final decision to commit funds occurs through the annual capital budget process. Although the CIP is the starting point for the annual budget, the projects actually budgeted each year can vary somewhat from those proposed in the CIP. Projects proposed in the CIP reflect the full budget for any open contract. A multi-year project will reflect the full amount budgeted in the current year. The budget for the current state of a project may change between CIP adoption and project implementation.

## PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

**Frequent Transit Network (FTN):** These projects encompass the planning, design, and construction of service that increases capacity along major transportation corridors. The FTN strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.

**Fleet:** These are projects related to the addition, replacement, and overhaul of service and support vehicles and equipment.

**Facilities:** These are projects that fund the design, purchase, installation, construction, or improvement/rehabilitation of service, maintenance, and administrative facilities.

**Technology Infrastructure and Support Systems:** These projects deal with the acquisition, implementation, and enhancement of technology infrastructure, communications equipment, and computer hardware and software.

**Safety and Security:** These projects deal with the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation service.

**Other:** These projects include other programs funded with grant funds including Accessible Services, Transportation Options, preventive maintenance, and other miscellaneous purchases.

# SECTION 2: MASTER LIST OF ALL PROJECTS

Project	Project #	Funding Tier*	Priorities Met**	Estimate		Future Year Projections						Ten-Year Total
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024		
<b>Frequent Transit Network</b>												
EmX Vehicle Docking System	1	IV	1,2,3	\$10,007,500	\$22,490,000	\$48,120,000	\$37,390,000	\$10,750,000	\$20,500,000	\$54,600,000	\$193,850,000	
Franklin Boulevard Right-of-Way Redevelopment	2	IV	1,2,3		2,000,000	2,500,000	2,500,000				2,000,000	
Future Corridors - Alternatives Planning	3	IV	1,2,3			2,500,000	2,500,000				5,000,000	
Future Corridors - NEPA	3	IV	1,2,3			300,000	300,000	300,000	500,000	600,000	1,200,000	
Gateway EmX	4	I	1,2,3	100,000	600,000						34,500,000	
Main Street/McVay Corridor - Design & Construction	5	IV	1,2,3			10,000,000	10,000,000	10,000,000	10,000,000		600,000	
Main Street/McVay Corridor - NEPA	5	IV	1,2,3		450,000	400,000					30,000,000	
Main Street/McVay Corridor - Transit Feasibility Planning	5	I	1,2,3	487,500							850,000	
Northwest Eugene - Lane Community College Corridor - Alternatives Planning	6	I	1,2,3	300,000	350,000						350,000	
Northwest Eugene - Lane Community College Corridor - Design and Construction	6	IV	1,2,3						10,000,000	20,000,000	30,000,000	
Northwest Eugene - Lane Community College Corridor - NEPA	6	III	1,2,3			500,000	1,750,000				2,250,000	
Pavilion EmX Station	7	I	1,2,3	800,000								
West Eugene EmX Extension - Construction	8	I	1,2,3	500,000	11,540,000	27,200,000	15,160,000	250,000			54,150,000	
West Eugene EmX Extension - Design & Engineering	8	I	1,2,3	7,820,000	7,550,000	9,120,000	7,680,000	200,000			24,550,000	
West Eugene EmX Extension - Vehicles	8	I	1,2,3			8,400,000					8,400,000	

Project	Project #	Funding Tier *	Priorities Met **	Estimate		Future Year Projections							Ten-Year Total
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	FY 2020-2024		
<b>Fleet</b>				<b>\$3,496,500</b>	<b>\$9,929,000</b>	<b>\$649,050</b>	<b>\$5,900,000</b>	<b>\$12,855,000</b>	<b>\$1,130,000</b>	<b>\$25,650,000</b>	<b>\$56,113,050</b>		
Bus Engine Repower	9	I	1,3	120,000	120,000						120,000		
Energy Storage System Replacement	10	I	1,3	330,000	480,000	455,000	150,000	325,000			1,410,000		
No Emission Bus Conversion	46	III	1,2,3		3,200,000						3,200,000		
Revenue Vehicle Replacement 2017	45	II	1,3				5,600,000				5,600,000		
Revenue Vehicle Replacement 2018	11	II	1,3					11,400,000			11,400,000		
Revenue Vehicle Replacement 2018-Debt Service	11	I	1,3					1,000,000	1,000,000	5,000,000	7,000,000		
Revenue Vehicle Replacement 2021	12	II	1,3							16,000,000	16,000,000		
Revenue Vehicle Replacement 2021-Debt Service	12	I	1,3							4,000,000	4,000,000		
Shop Equipment	13	I	1,3	30,000	30,000	94,050	50,000	30,000	30,000	150,000	384,050		
Support Vehicles	14	I	1,3	100,000	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000		
Ten Gillig 40-foot Hybrid Buses	15	I	1,3		5,999,000						5,999,000		
Three New Flyer Hybrid-Electric Articulated Buses	16	I	1,3	2,916,500									

Project	Project #	Funding Tier *	Priorities Met **	Estimate	Future Year Projections							Ten-Year Total
					FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	
<b>Facilities</b>				<b>\$980,000</b>	<b>\$831,750</b>	<b>\$1,183,500</b>	<b>\$835,375</b>	<b>\$2,207,250</b>	<b>\$7,859,125</b>	<b>\$15,978,985</b>	<b>\$28,895,985</b>	
Administration/Operations Building	17	I	1,3	160,000	160,000	110,000	500,000					770,000
Bus Stops	18	I	1,3	100,000	30,000	30,000	30,000	30,000	30,000	30,000	150,000	300,000
Eugene Station	19	I	1,3	125,000	50,000							50,000
Fleet Building	20	I	1,3	565,000	700,000							800,000
Fleet Building	20	IV	1,3				100,000					120,000
Future Park & Rides	21	IV	1,2,3						3,000,000			3,000,000
Glenwood Campus	22	I	1,3	50,000	125,000		500,000					625,000
Glenwood Campus	22	III	1,3							400,000		400,000
Glenwood Facility Renovation/Expansion	23	IV	1,3							12,000,000		12,000,000
Miscellaneous Equipment	42	I	1,3	100,000	100,000							100,000
Miscellaneous Improvements	24	I	1,3	140,000	191,750	143,500	175,375	177,250	179,125	928,985		1,795,985
Neighborhood Stations	25	I	1,3			200,000	30,000		30,000			260,000
RideSource Facility Improvements	47	I	1,3		100,000							100,000
RideSource Facility Improvements	47	IV	1,3							2,500,000		2,500,000
RideSource Parking Expansion	26	IV	1,3					1,500,000				1,500,000
River Road Station Relocation	27	IV	1,2,3						4,500,000			4,500,000
Valley River Center Station Relocation	28	I	1,3		75,000							75,000
<b>Technology Infrastructure &amp; Systems</b>				<b>\$1,402,150</b>	<b>\$3,218,514</b>	<b>\$3,220,060</b>	<b>\$692,029</b>	<b>\$692,160</b>	<b>\$556,689</b>	<b>\$3,076,018</b>	<b>\$11,355,470</b>	
Communications & Network Infrastructure	29	I	1,3	568,000	389,100	20,000	15,000	20,000	15,000	90,000		549,100
Communications & Network Infrastructure	29	II	1,3		77,625							77,625
Computer Hardware	30	I	1,3	231,750	233,600	56,500	37,500	191,600	47,000	521,100		1,087,300
Computer Software	31	I	1,3	190,000	341,129	325,000	385,129	200,000	378,129	1,392,758		3,022,145
Computer Workstations & Peripherals	32	I	1,3	23,600	76,560	18,560	59,400	73,560	21,560	250,160		499,800
Copiers/Printers/Scanners	33	I	1,3	188,800				207,000		182,000		389,800
Data Storage Systems	35	I	1,3		200,000		95,000		95,000	390,000		780,000
Disaster Recovery/Secondary Data Center	36	I	1,3		525,000					250,000		525,000
Fare Management System	37	I	1,3		100,000							350,000
Fare Management System	37	II	1,3			2,800,000						2,800,000
RideSource Call Center Software Replacement	48	I	1,2,3	200,000	1,000,000							1,000,000
TransitMaster Vehicle Upgrades	38	I	1,3		275,500							275,500

Project	Project #	Funding Tier *	Priorities Met **	Estimate		Future Year Projections							Ten-Year Total
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	FY 2020-2024		
<b>Safety &amp; Security</b>													<b>\$0</b>
Bus Security System Upgrades	39	II	1,3	\$494,100	\$723,600	\$543,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,267,200
Data Storage Systems	35	I	1,3	411,600	411,600	411,600							823,200
Facilities Security System Upgrades	40	I	1,3	82,500	312,000	37,000							95,000
<b>Other</b>				<b>\$5,437,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$5,577,800</b>	<b>\$27,049,000</b>	<b>\$54,938,000</b>
Accessible Services Vehicles	41	II	1,2,3	700,000	840,000	840,000	840,000	840,000	840,000	840,000	840,000	3,360,000	7,560,000
Miscellaneous Equipment	42	I	1,3	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	200,000	400,000
Preventive Maintenance	43	I	1,3	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	21,000,000	42,000,000
Transportation Options	44	I	1,2,3	497,800	497,800	497,800	497,800	497,800	497,800	497,800	497,800	2,489,000	4,978,000
<b>Project Total</b>				<b>\$ 21,818,050</b>	<b>\$ 42,770,664</b>	<b>\$ 59,294,010</b>	<b>\$ 50,295,204</b>	<b>\$ 32,082,210</b>	<b>\$ 35,623,614</b>	<b>\$ 126,354,003</b>	<b>\$ 346,419,705</b>		

\* Funding Tiers: Tier I: Highest priority projects with full funding identified.  
Tier II: High priority projects that are not fully funded.  
Tier III: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.  
Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

\*\* Capital Investment Priorities: 1. Deliver Exceptional Public Transportation Service.  
2. Develop Innovative Service that Reduces Dependency on the Automobile.  
3. Maintain LTD's Fiscal Integrity.

# SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Many LTD capital projects are not site specific and are, therefore, not referenced in this map. For descriptions of these projects, refer to Appendix C. Alignments are subject to change when project-level planning is undertaken. April 2014

# SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier*	Estimate	Future Year Projections							Ten-Year Total
			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	
<b>Federal</b>		<b>\$19,270,715</b>	<b>\$36,119,276</b>	<b>\$53,657,068</b>	<b>\$28,682,023</b>	<b>\$6,393,628</b>	<b>\$5,296,751</b>	<b>\$25,792,502</b>	<b>\$155,941,248</b>	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	5,749,320	6,603,711	5,299,688	4,773,923	4,875,528	4,132,651	20,804,002	46,489,503	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	II	329,280	391,380	2,569,280				320,000	2,960,660	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	III						96,000		96,000	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	IV							21,124,002	49,866,163	
5309 Bus & Bus Facilities Program-Veterans Transportation & Community Living Initiative	I	398,400	800,000						800,000	
5309 Small Starts	I	8,398,810	19,562,860	44,720,000	22,840,000	450,000			87,572,860	
5309 State of Good Repair	I	2,420,695	4,979,170						4,979,170	
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	II	560,000	672,000	672,000	672,000	672,000	672,000	2,688,000	6,048,000	
5339 Alternatives Analysis Program	I	390,000								
LoNo Low or No Emmission Vehicle Deployment Program	III		2,400,000						2,400,000	
STP-U Surface Transportation Funds-Urban	I	628,110	314,055						314,055	
STP-U Surface Transportation Program-Urban	I	396,100	396,100	396,100	396,100	396,100	396,100	1,980,500	3,961,000	
<b>State</b>		<b>\$65,360</b>	<b>\$65,360</b>	<b>\$465,360</b>	<b>\$1,465,360</b>	<b>\$65,360</b>	<b>\$65,360</b>	<b>\$326,800</b>	<b>\$2,453,600</b>	
STIP Enhanced	I	65,360	65,360	65,360	65,360	65,360	65,360	326,800	653,600	
STIP Enhanced	III			400,000	1,400,000				1,800,000	
<b>Local</b>		<b>\$2,481,975</b>	<b>\$4,136,028</b>	<b>\$2,271,582</b>	<b>\$1,747,821</b>	<b>\$1,423,222</b>	<b>\$1,261,503</b>	<b>\$6,134,701</b>	<b>\$16,974,857</b>	
Lane Transit District	I	2,244,655	3,055,183	1,346,262	1,214,821	1,240,222	1,054,503	5,307,701	13,218,692	
Lane Transit District	II	222,320	265,845	810,320	168,000	168,000	168,000	672,000	2,252,165	
Lane Transit District	III		800,000	100,000	350,000			80,000	1,330,000	
Lane Transit District	IV						24,000		24,000	
Other Local Funds	I	2,466,975	4,121,028	2,256,582	1,732,821	1,408,222	1,246,503	6,059,701	16,824,857	
		15,000	15,000	15,000	15,000	15,000	15,000	75,000	150,000	

Lane Transit District 2015-2024 CIP

Funding Source	Funding Tier*	Estimate	Future Year Projections										Ten-Year Total
			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024				
Debt Financing		\$0	\$0	\$0	\$0	\$5,600,000	\$11,400,000	\$0	\$16,000,000	\$33,000,000			
Debt Financing	II				5,600,000	11,400,000			16,000,000			33,000,000	
Unidentified		\$0	\$2,450,000	\$2,900,000	\$12,800,000	\$11,800,000	\$28,000,000	\$69,100,000	\$127,050,000				
Unidentified	IV		2,450,000	2,900,000	12,800,000	11,800,000	28,000,000	69,100,000	127,050,000				
<b>Funding Total</b>		<b>\$ 21,818,050</b>	<b>\$ 42,770,664</b>	<b>\$ 59,294,010</b>	<b>\$ 50,295,204</b>	<b>\$ 31,082,210</b>	<b>\$ 34,623,614</b>	<b>\$ 117,354,003</b>	<b>\$ 335,419,705</b>				

\* Funding Tiers:  
 Tier I: Highest priority projects with full funding identified.  
 Tier II: High priority projects that are not fully funded.  
 Tier III: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.  
 Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

## SECTION 5: APPENDICES

### Appendix A: Guiding Documents

There are various federal, state, regional, and internal planning mechanisms that guide and influence land use and transportation planning. Existing planning mechanisms include federal regulations, state legislation, and local and internal plans and policies. Guiding documents already in existence have support from state authorities and regional policy makers. The Lane Transit District CIP, therefore, includes a range of adopted and budgeted projects that are consistent with other existing plans and policies. Implementing CIP projects that complement existing planning mechanisms increases the likelihood of public support and maximizes the region's resources.

All capital investments implemented by LTD and other regional and state partners must be consistent with economic, social, and environmental regulations established by federal regulatory bodies, including the United States Department of Transportation (U.S. DOT), Federal Transit Authority (FTA), and the Federal Highway Administration (FHWA).

The following are a summarization of legislation, regulations, and plans currently influencing LTD transportation planning and services.

#### STATE

##### ***Oregon Transportation Plan***

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of airports, bicycle and pedestrian facilities, highways and roadways, public transportation, and railroads through 2030.<sup>3</sup>

<http://www.oregon.gov/ODOT/TD/TP/pages/otp.aspx>

##### ***Statewide Transportation Strategy***

The Statewide Transportation Strategy (STS) is a long-term vision to reduce transportation-related greenhouse gas (GHG) emissions and increase our region's energy security through integrated transportation and land use planning through 2050. The STS is neither directive nor regulatory, but rather points to promising approaches that should be further considered by policymakers at the state, regional, and local levels.<sup>4</sup>

The STS was developed through extensive research and technical analysis, as well as policy direction and technical input from local governments, industry representatives, metropolitan planning organizations (MPOs), state agencies, and others.

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

##### ***Statewide Transportation Improvement Program***

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation

<sup>3</sup> Oregon Transportation Plan. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

<sup>4</sup> Oregon Sustainable Transportation Initiative. Oregon.gov. <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>.

projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.<sup>5</sup>

<http://www.oregon.gov/ODOT/TD/STIP/Pages/about.aspx>

### **Transportation Planning Rule**

The Transportation Planning Rule (TPR), adopted in 1991, seeks to improve the livability of urban areas by promoting changes in land use patterns and transportation systems that make it more convenient for people to drive less to meet their daily needs.<sup>6</sup>

The TRP mandates consistency between the various state, regional and local community transportation plans:

- Requires the Oregon Department of Transportation (ODOT) to prepare a state transportation system plan (TSP) and identify a system of transportation facilities and services adequate to meet identified state transportation needs;
- Directs counties and metropolitan organizations to prepare regional transportation system plans that are consistent with the state TSP; and
- Requires counties and cities to prepare local transportation system plans that are consistent with the regional plans.

[http://www.oregon.gov/LCD/Pages/Rulemaking\\_TPR\\_2011.aspx](http://www.oregon.gov/LCD/Pages/Rulemaking_TPR_2011.aspx)

## **LOCAL**

### **TransPlan**

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area over a 20-year planning horizon.<sup>7</sup> TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect.

### **Regional Transportation Plan**

The Regional Transportation Plan (RTP) guides planning and development of the transportation system within the Central Lane Transportation Management Area (TMA). The federally-required RTP includes provisions for meeting the transportation demand of residents over at least a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality.

The regional planning process thus ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. Projects in the RTP are initiated at the local and state

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<sup>5</sup> Statewide Transportation Improvement Program. Oregon.gov.

<http://www.oregon.gov/ODOT/HWY/STIP/Pages/index.aspx>. Accessed February 15, 2013.

<sup>6</sup> Transportation Planning Rule. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

<sup>7</sup> Lane Council of Governments. TransPlan. <http://lcog.org/documents/TransPlan/Jul-02/Chap%201.pdf>.

level (i.e., within the planning processes of the cities of Eugene, Springfield, and Coburg; Lane Transit District; Lane County; and the Oregon Department of Transportation).<sup>8</sup>

[http://www.thempo.org/what\\_we\\_do/planning/rtp.cfm](http://www.thempo.org/what_we_do/planning/rtp.cfm)

### **Regional Transportation System Plan**

The Regional Transportation System Plan (RTSP) includes policies, projects, and strategies that guide regionally significant transportation investments within the Central Lane MPO. The effort will help put into practice policies and actions to address the future needs of a growing population, while improving safety and efficiency.

The development of this plan will involve the communities of Coburg, Eugene, and Springfield, including citizens, staff, and elected officials. It also will involve Lane Transit District, Point2point, Oregon Department of Transportation, Lane County, and Lane Council of Governments.<sup>9</sup> The plan is currently undergoing an update.

### **Metropolitan Transportation Improvement Program**

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation. All MTIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the Regional Transportation Plan (RTP).

Federal legislation requires that the Metropolitan Planning Organization, in cooperation with the State and with transit operators, develop an MTIP that is updated and approved at least every four years. All projects within the MTIP are included in the Oregon Statewide Transportation Improvement Program (STIP).

<http://www.thempo.org/funding/mtip.cfm>

### **Unified Planning Work Program**

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives, and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

<http://www.lcog.org/documents/upwp/CLMPO%202012-2013%20UPWP%20-%20rev05022011.pdf>

### **Transportation System Plans**

Transportation System Plans (TSPs) are a requirement of state land use law and are in place at the county level as well as cities within LTD's service area. The Cities of Eugene and Springfield are currently developing individual TSPs to meet the long-term (20-year) transportation needs of residents, businesses, and visitors throughout the two cities. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

<sup>8</sup> Regional Transportation Plan. [http://www.thempo.org/what\\_we\\_do/planning/rtp.cfm](http://www.thempo.org/what_we_do/planning/rtp.cfm).

<sup>9</sup> Central Lane Metropolitan Planning Organization Transportation System Plan. <http://www.centrallanertsp.org/>.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan<sup>10</sup>, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).<sup>11</sup> Once both TSPs are adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).<sup>12</sup>

City of Eugene TSP:

<http://www.centallanertsp.org/EugeneTSP>

City of Springfield TSP:

<http://www.centallanertsp.org/SpringfieldTSP>

### **Capital Improvement Program(s)**

The City of Eugene, City of Springfield, Lane County, and other surrounding communities' Capital Improvement Programs (CIP) identify needs for construction of capital projects or improvements to the cities' or county's infrastructure based on various adopted long-range plans, goals, and policies. These CIPs seek to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.<sup>13</sup> As noted in Eugene's CIP, "A balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth."<sup>14</sup>

City of Eugene CIP:

<http://www.eugene-or.gov/index.aspx?NID=371>

City of Springfield CIP:

<http://www.ci.springfield.or.us/Pubworks/CIP.htm>

Lane County CIP:

<http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>

## **INTERNAL**

### **Strategic Plan**

The *LTD Road Map* serves as LTD's Strategic Plan and includes LTD's Vision and Mission Statements, Core Values, the basis of LTD's Brand (Our Position, Our Personality, and Our Promise), and Strategic Goals. The Strategic Plan sets forth short- and long-term strategies that provide tactical direction to guide the District's activities and programs in order to achieve the desired goals and objectives. It is currently undergoing an update.

<http://www.ltd.org/pdf/aboutus/The%20LTD%20Road%20Map%202009-02-12.pdf>

### **Coordinated Human Services Transportation Plan**

The Coordinated Human Services Transportation Plan, also referred to as the Lane Coordinated Plan, supports transportation and connections for people who depend on public transportation services in Lane County. The

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<sup>10</sup> City of Eugene Transportation System Plan. <http://www.centallanertsp.org/EugeneTSP>.

<sup>11</sup> City of Springfield Transportation System Plan. <http://www.centallanertsp.org/SpringfieldTSP/Home>.

<sup>12</sup> Ibid.

<sup>13</sup> Lane County. Capital Improvement Program. <http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>.

<sup>14</sup> City of Eugene Capital Improvement Program. <http://www.eugene-or.gov/index.aspx?NID=371>.

plan satisfies federal requirements enacted through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU), retained under Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). This plan is currently under revision.

### ***Long-Range Transit Plan***

The Long-Range Transit Plan takes stock of LTD's current conditions, considers implications of the future, and identifies short- and long-term goals that can help LTD adapt to future changes and uncertainties. Traditionally, agency plans pinpoint a future goal and methodically lay out the steps to get there. Because of the current uncertainties, this long-range transit plan takes a different tack. It lays the foundation for future decisions by identifying the strategies for responding to specific trends. Recognizing that reality will likely be different than predictions, the plan also establishes a process for revisiting decisions and recalibrating actions to fulfill LTD's vision.

### ***System Safety Program Plan***

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public, and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to create a safe environment. This plan is currently under revision.

### ***Point2Point Strategic Plan***

The Point2Point Strategic Plan is a blueprint to strengthen our area's ability to curtail the growth in vehicle miles traveled and the use of single-occupancy vehicles through innovative transportation programs and services. The plan is based upon the premise that a comprehensive, cross-jurisdictional approach to managing the demand for road use will result in more effective and innovative planning and services.

This plan highlights a course of action to further advance opportunities for commitment and collaboration from community partners. The result of these partnerships, if the course is taken, will enhance the regional transportation options network to move more people, more efficiently, in fewer vehicles. This plan is currently under revision coinciding with the development of the Regional Transportation Options Plan.

## Appendix B: Funding Sources

Capital investments presented in the CIP are funded by a variety of sources. The following are a summarization of federal, state, and local capital investment funding programs.

### FEDERAL FUNDING PROGRAMS

Federal funding programs are enacted through a series of transportation bills. In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation and represented the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU enhanced these existing programs by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.<sup>15</sup>

SAFETEA-LU addressed many challenges facing our transportation system—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU established the framework for future transportation bills, preceding the current large-scale transportation bill: Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

#### ***Moving Ahead for Progress in the 21<sup>st</sup> Century Act***

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) funds surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

#### **Programs under MAP-21:**

- **Surface Transportation Program**

The Federal Surface Transportation Program (STP) is a block grant program replacing federal-aid systems and is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible under this program.<sup>16</sup>

A sub-program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) of more than 200,000. These funds are allocated by the Central Lane MPO and must be matched with local or other non-federal funds at a minimum ratio of 10.27 percent of the total funding. Current estimates indicate that the Central Lane MPO can anticipate approximately \$3 million per year. The overall purpose is to fund the MPO's priorities to implement the long-range Regional Transportation Plan (RTP). STP and STP-U funding is federal

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<sup>15</sup> Federal Highway Administration. A Summary of Highway Provisions in SAFETEA-LU. <http://www.fhwa.dot.gov/safetealu/summary.htm>.

<sup>16</sup> Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.<sup>17</sup>

- **FTA Section 5307 Funds**

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.<sup>18</sup>

- 5307 URBANIZED AREA FORMULA FUNDS: Section 5307 Urbanized Area Formula Funds makes funds available to urbanized areas and to states for transit capital and operating assistance in urbanized areas, and for transportation related planning. Eligible activities include planning, engineering design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed-guideway systems.<sup>19</sup>
- 5307 AMERICAN RECOVERY AND REINVESTMENT ACT: Section 5307 American Recovery and Reinvestment Act implements tax cuts, funding for entitlement programs and federal contracts, grants, and loans. The Act seeks to (1) create new jobs and save existing ones, (2) spur economic activity and invest in long-term growth, and (3) foster unprecedented levels of accountability and transparency in government spending.<sup>20</sup>

- **FTA Section 5309 Funds**

Section 5309 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.<sup>21</sup>

- 5309 BUS AND BUS FACILITIES: Section 5309 Bus and Bus Facilities provides capital assistance for three primary activities: (1) new and replacement buses and facilities, (2) modernization of existing rail systems, and (3) new fixed-guideway systems.<sup>22</sup>
- 5309 SMALL STARTS: Section 5309 Small Starts Program provides grant funds for capital costs associated with new fixed- and non-fixed (e.g., bus rapid transit) guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in Small Starts funds, and total project costs must be under \$250 million.<sup>23</sup>

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides funding to enhance the mobility of seniors and persons with disabilities. The funds are allocated to ODOT for all areas under 200,000 in population and to Lane Transit District as a direct recipient for

<sup>17</sup>Central Lane Metropolitan Planning Organization. Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

<sup>18</sup> Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

<sup>19</sup> Federal Transit Administration. Urbanized Area Formula Program (5307). [http://www.fta.dot.gov/grants/13093\\_3561.html](http://www.fta.dot.gov/grants/13093_3561.html).

<sup>20</sup> The Recovery Act. [http://www.recovery.gov/About/Pages/The\\_Act.aspx](http://www.recovery.gov/About/Pages/The_Act.aspx).

<sup>21</sup> Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

<sup>22</sup> Federal Transit Administration. Bus and Bus Facilities (5309, 5318). [http://www.fta.dot.gov/grants/13094\\_3557.html](http://www.fta.dot.gov/grants/13094_3557.html).

<sup>23</sup> Federal Transit Administration. Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects. [http://www.fta.dot.gov/12347\\_5221.html](http://www.fta.dot.gov/12347_5221.html).

the Eugene/Springfield Urbanized Area. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. The Oregon Transportation Commission (OTC) will make a decision on the allocation formula for the funds to be distributed for all areas under 200,000 in population when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).<sup>24</sup>

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a fairly new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.<sup>25</sup>

## STATE FUNDING PROGRAMS

### **Statewide Transportation Improvement Program—Enhance**

Statewide Transportation Improvement Program—Enhance funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP).<sup>26</sup>

Enhance projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for Enhance funds will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) as part of the metropolitan planning process.

Two committees within our area—the Metropolitan Policy Committee (MPC) of the Central Lane Metropolitan Planning Organization (MPO) and the Lane Area Commission on Transportation (LaneACT) make recommendations to ODOT regarding prioritization of STIP funds and each body considers public comments submitted by e-mail and at public hearings.

<http://www.oregon.gov/odot/td/stip/Pages/default.aspx>

### **Oregon State Lottery Funds**

Oregon State Lottery funds are awarded for various public services throughout the state of Oregon. Oregonians vote to approve the broad categories that receive Oregon Lottery funds. Over the years, voters have approved constitutional amendments allowing lottery funds to be used for economic development (1984), public education (1995), and natural resources (1998). Some funds are constitutionally dedicated by voters. Then, every two years, Oregon's Legislature and Governor appropriate the remainder of lottery funds within those categories approved by voters.

<http://www.oregonlottery.org/>

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<sup>24</sup> Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

<sup>25</sup> Federal Transit Administration. MAP-21. [http://www.fta.dot.gov/documents/MAP-21\\_Fact\\_Sheet\\_-\\_Bus\\_and\\_Bus\\_Facilities.pdf](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf).

<sup>26</sup> Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

## Appendix C: Project Descriptions

Frequent Transit Network		
EmX Vehicle Docking System (1)	Funding Tier(s): IV	Priorities: 1,2,3
LTD is currently involved in a demonstration project for vehicle automated assistance technology. This technology allows for automated guidance of the bus that will allow for precision docking at EmX stations. This project is for the purchase and installation of this technology.		
Franklin Boulevard Right-of-Way Redevelopment (2)	Funding Tier(s): IV	Priorities: 1,2,3
The City of Springfield is currently planning on redeveloping Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.		
Future Corridors (3)	Funding Tier(s): IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along frequent transit corridors. Future corridors will be studied to determine if there is a need for transit improvements. If a need is identified, a locally preferred alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
Gateway EmX (4)	Funding Tier(s): I	Priorities: 1,2,3
Completion of the Gateway EmX Extension project, including the installation of passenger information and security cameras at the stations and the completion of the Before and After Study, which is a Small Starts requirement.		
Main Street/McVay Corridor (5)	Funding Tier(s): I,IV	Priorities: 1,2,3
A feasibility study is currently being performed along Main Street in Springfield to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).		
Northwest Eugene - Lane Community College Corridor (6)	Funding Tier(s): I,III,IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along the Northwest Eugene-Lane Community College corridor. This corridor will be studied to determine if there is a need for transit improvements. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
Pavilion EmX Station (7)	Funding Tier(s): I	Priorities: 1,2,3
Design and construction of an additional Gateway EmX station at the RiverBend Medical Center. The need for an additional station was identified at the north end of the RiverBend complex to serve the Physicians and Surgeons building.		

Frequent Transit Network (cont'd)		
West Eugene EmX Extension (8)	Funding Tier(s): I	Priorities: 1,2,3
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to Commerce Street and West 11th Avenue has received a Finding of No Significant Impact (FONSI) from the Federal Transit Administration (FTA) and has been awarded funding from the FTA.		
Fleet		
Bus Engine Repower (9)	Funding Tier(s): I	Priorities: 1,3
The 770-series buses may need to be repowered. The original engines in these buses are Detroit Diesel Series 50's, which Detroit Diesel no longer supports. If these engines become unserviceable, engines will be exchanged for a rebuilt engine or have an in frame overhaul performed.		
Energy Storage System Replacement (10)	Funding Tier(s): I	Priorities: 1,3
Replacement of batteries, dual parallel inverter modules, and other energy storage system components in hybrid-electric buses.		
No Emission Bus Conversion (46)	Funding Tier(s): III	Priorities: 1,2,3
Remanufacture of five 40-foot low-floor diesel buses to Zero Emission Propulsion System (ZEPS) buses. The buses will be reconditioned to a like new condition with an all battery electric powered drivetrain system.		
Revenue Vehicle Replacement 2017 (45)	Funding Tier(s): II	Priorities: 1,3
Purchase of five hybrid-electric articulated buses to replace the 770 series articulated buses that have met their useful life expectancy.		
Revenue Vehicle Replacement 2018 (11)	Funding Tier(s): II	Priorities: 1,3
The purchase of 18 new hybrid-electric 40-foot buses to replace aging diesel-powered vehicles. These hybrid-electric buses will provide lower emissions and better fuel economy. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
Revenue Vehicle Replacement 2021 (12)	Funding Tier(s): II	Priorities: 1,3
The purchase of 22 new hybrid-electric buses (sixteen 40-foot and six EmX articulated) to replace aging 40-foot diesel and first generation EmX vehicles. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
Shop Equipment (13)	Funding Tier(s): I	Priorities: 1,3
Purchase of equipment to service vehicles to keep them in a state of good repair. Purchases include a brake lathe for servicing disc brakes, a floor scrubber, a forklift, and other equipment.		

Fleet (cont'd)		
Support Vehicles (14)	Funding Tier(s): I	Priorities: 1,3
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services, and other operations and administrative requirements.		
Ten Gillig 40-foot Hybrid Buses (15)	Funding Tier(s): I	Priorities: 1,3
Purchase of ten 40-foot, hybrid-electric, low-floor buses in 2015 to replace aging vehicles within the fleet. These hybrid-electric buses will replace diesel buses and provide lower emissions and better fuel economy.		
Three New Flyer Hybrid-Electric Articulated Buses (16)	Funding Tier(s): I	Priorities: 1,3
Purchase of three hybrid-electric articulated buses in 2014 to replace aging buses in the fleet. These hybrid-electric buses will replace 40-foot diesel buses and provide lower emissions, better fuel economy, and increased capacity.		
Facilities		
Administration/Operations Building (17)	Funding Tier(s): I	Priorities: 1,3
Improvements at the Glenwood Administration/Operations Building to keep the building functional and in a state of good repair. This building is 23 years old and many materials and systems need to be updated. Improvements include roof replacement, updating HVAC systems and controls, and energy upgrades.		
Bus Stops (18)	Funding Tier(s): I	Priorities: 1,3
Improvements to bus stops including the installation of shelters and bus stop sign/pole replacements, and curb and sidewalk repair.		
Eugene Station (19)	Funding Tier(s): I	Priorities: 1,3
Improvements at the Eugene Station located at 11th Avenue and Willamette Street in downtown Eugene. Improvements include the modification of the exterior doors, accessibility improvements, and updates at the Customer Service Center to improve the customer experience.		
Fleet Building (20)	Funding Tier(s): I,IV	Priorities: 1,3
Improvements to the Fleet Building located on the LTD Glenwood campus. Improvements include roof replacement and the installation of vehicle lifts in two bays that currently do not have lifts.		
Future Park & Rides (21)	Funding Tier(s): IV	Priorities: 1,2,3
Siting, design, and construction of new Park & Ride facilities.		
Glenwood Campus (22)	Funding Tier(s): I,III	Priorities: 1,3
Improvements to facilities on the Glenwood campus not related to the Administration/Operations or Fleet Buildings. Improvements include roof replacement, security improvements, and bus lot expansion.		

Facilities (cont'd)		
Glenwood Facility Renovation/Expansion (23)	Funding Tier(s): IV	Priorities: 1,3
Major renovation/expansion of the Glenwood Administrative/ Operations Building.		
Miscellaneous Equipment (42)	Funding Tier(s): I	Priorities: 1,3
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.		
Miscellaneous Improvements (24)	Funding Tier(s): I	Priorities: 1,3
Miscellaneous transit enhancements and improvements to passenger boarding and other facilities that are currently unidentified. This money is programmed to enable LTD to more nimbly respond to needs as they arise.		
Neighborhood Stations (25)	Funding Tier(s): I	Priorities: 1,3
Improvements at stations other than the primary Eugene and Springfield stations. Improvements include roof replacement at Amazon Station, improvements at River Road and Lane Community College stations, and the installation of electric charging stations at Park & Ride facilities.		
RideSource Facility Improvements (47)	Funding Tier(s): I,IV	Priorities: 1,3
Remodel and/or expansion of the RideSource facility located on Garfield Street		
RideSource Parking Expansion (26)	Funding Tier(s): IV	Priorities: 1,3
Expansion of the parking lot at the RideSource Facility on Garfield Street to accommodate more vehicles.		
River Road Station Relocation (27)	Funding Tier(s): IV	Priorities: 1,2,3
The acquisition, design, and construction of a new River Road Station that may be sited farther north along the River Road travel corridor.		
Valley River Center Station Relocation (28)	Funding Tier(s): I	Priorities: 1,3
The relocation of the Valley River Center station to a location that improves travel time for buses and access for passengers.		
Technology Infrastructure & Systems		
Communications & Network Infrastructure (29)	Funding Tier(s): I,II	Priorities: 1,3
Purchase and installation of communications and network systems/equipment that support transmission of electronic signals/data necessary to perform business and operations functions. This infrastructure includes fiber optic cable plants, copper cable plants, private radio voice and data networks, cellular radio networks, telephone systems, microwave links, and external communications services from public and private partnerships.		

<b>Technology Infrastructure &amp; Systems (cont'd)</b>		
<b>Computer Hardware (30)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
Purchase and installation of servers and related equipment that supports core data processing functions.		
<b>Computer Software (31)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
Purchase and installation of computer software for data center functions (operating systems, database systems, diagnostic, management and monitoring systems, IT security systems), enterprise-grade solutions related to business and service delivery functions (financial management, human resources management, service planning/scheduling management, operations work assignments management, computer assisted dispatching, fleet maintenance management, facilities maintenance management, facilities systems management, facility and vehicle security management, operational data collection), office productivity solutions (word processing, spreadsheets, presentations, voice, video and text-based communications, contact management, data analysis tools, reporting tools), GIS data management tools, and other software that supports the delivery of transportation services.		
<b>Computer Workstations &amp; Peripherals (32)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
Purchase and installation of computer workstations and peripherals (monitors, keyboards, etc.)		
<b>Copiers/Printers/Scanners (33)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
Purchase and installation of copiers, printers, and scanners.		
<b>Data Storage Systems (35)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
Purchase and installation of data storage systems that hold LTD's electronic data.		
<b>Disaster Recovery/Secondary Data Center (36)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,3</b>
The purchase and installation of systems at the RideSource facility that will provide data center services for business units at this location while providing a secondary data center and disaster recovery location for Lane Transit District separate from the Glenwood facility.		
<b>Fare Management System (37)</b>	<b>Funding Tier(s): I,II</b>	<b>Priorities: 1,3</b>
Purchase and installation of a fare management system to implement advances in fare media and payment collection. The intent of implementing a fare management system is to simplify the purchase, verification, and accounting of fares.		
<b>RideSource Call Center Software Replacement (48)</b>	<b>Funding Tier(s): I</b>	<b>Priorities: 1,2,3</b>
The purchase and installation of replacement software for the RideSource Call Center. Funds for this project were provided by the Federal Transit Administration's Veterans Transportation and Community Living Initiative (VTCLI) which funds improvements at one call/one ride call centers that support transportation for veterans.		

Technology Infrastructure & Systems (cont'd)		
TransitMaster Vehicle Upgrades (38)	Funding Tier(s): I	Priorities: 1,3
Upgrades to vehicle-based TransitMaster system equipment that replaces end-of-life components. The TransitMaster system connects the vehicle and its operator with LTD's operations dispatchers. This system provides the data streams used to present current tactical status of LTD's fixed-route service, real-time passenger information, on-board ADA announcements, automatic destination sign changes, automatic passenger counts, automatic vehicle location, and measures of service delivery performance.		
Safety & Security		
Bus Security System Upgrades (39)	Funding Tier(s): II	Priorities: 1,3
The purchase and installation of bus security upgrades including video/audio surveillance systems.		
Data Storage Systems (35)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data storage systems that hold LTD's electronic data.		
Facilities Security System Upgrades (40)	Funding Tier(s): I	Priorities: 1,3
The purchase and installation of facilities security upgrades including fixed-base video/audio surveillance, access control systems, and ID badge systems.		
Other		
Accessible Services Vehicles (41)	Funding Tier(s): II	Priorities: 1,2,3
The purchase of replacement and expansion vehicles for the provision of accessible services such as American with Disabilities Act complimentary paratransit service.		
Miscellaneous Equipment (42)	Funding Tier(s): I	Priorities: 1,3
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.		
Preventive Maintenance (43)	Funding Tier(s): I	Priorities: 1,3
The maintenance of LTD assets to keep those assets in a state of good repair.		
Transportation Options (44)	Funding Tier(s): I	Priorities: 1,2,3
Point2point at Lane Transit District offers transportation demand management services to the region, promoting options to the use of single-occupancy vehicles and addressing regional congestion. Point2point accomplishes this through targeted strategic outreach, education, programming, and individualized marketing within the Central Lane Metropolitan Planning Organization (CLMPO) area.		



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# Long-Range Financial Plan

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# Long-Range Financial Plan

## GENERAL ASSUMPTIONS:

### ▪ Local Economy

The local economy began showing recovery in the 2009 calendar year with the ceasing of job losses. Job levels are not likely to return to 2007 levels until 2015.

The payroll tax base showed solid growth in FY 2012-13, up 8 percent over the previous fiscal year, and local unemployment dropped below 7 percent for the first time in more than five years. Through March 2014, payroll tax receipts are up 8.1 percent over the same period in FY 2012-13. Current trends result in a continuation of payroll tax receipt increases of 5 percent annually in FY 2014-15 and subsequent fiscal years.

### ▪ State Funding Climate

The 2009 Oregon legislative session approved the increase of the maximum payroll tax rate from seven tenths of 1 percent to eight tenths of 1 percent during a ten-year period following the Board of Directors making a finding of local economic recovery. The revised plan does not assume a rate increase to above seven tenths of 1 percent until January 1, 2017. The tax rate as of January 1, 2014, is 0.70 percent.

An additional \$12 million in lottery bond funds was made available by the 2013 legislature for design and construction of the West Eugene EmX Extension to match federal funds. In total, \$17.8 million in lottery bond funds have been allocated towards the project.

During the 2013-14 legislative sessions, the legislature provided \$11 million dollars for the Oregon Department of Transportation (ODOT) Special Transportation Fund (STF), a fund which allocates money by formula to transit providers in the state to help fund transportation services for the elderly and people with disabilities. This one-off appropriation helped ease the general fund transfer to support ADA-mandated paratransit services but provides no guarantee for long-term funding. The 2015 legislature is expected to take up a transportation funding package that will potentially include dedicated funding for public transportation services.

### ▪ Federal Funding Climate

Two major factors will influence the level of federal funding: pending reauthorization of the MAP-21 transportation authorization bill and action to restore funding to the Highway Trust Fund and Mass Transit Account (MTA). Without increased revenues, the Highway Trust Fund and Mass Transit Account are set to expend more dollars than they receive by mid-2014. While Congress is well aware of the pending funding crisis, little action has been taken to remedy the problem, and many observers believe a short-term solution may be implemented to avoid the crisis. If Congress does not act, Lane Transit District (LTD) may face a 30 percent cut in federal formula funding; however, the cut will not impact West Eugene EmX construction funding as that is funded via the General Fund and not the MTA. The other outstanding question is: What will Congress do with MAP-21 reauthorization? Current legislation sets the formula rate at which LTD receives federal funds, including

capital funding for bus purchases. Congress could alter funding formulas or restore competitive grant programs that allowed LTD to make large bus purchases.

**STRATEGIC ASSUMPTIONS:**

- Currently, *The LTD Road Map* is going through an update. While there may be changes to the plan, the value placed on preservation of assets, quality of service, and community contribution to quality of life will remain.
- Developing the community's Frequent Transit Network remains a high priority for the region. The West Eugene EmX Extension is targeted for implementation in FY 2016-17. In addition, planning work has begun on the Main Street-McVay and Northwest Eugene-LCC corridors.
- As previously noted in the Long-Range Financial Plan (LRFP), federal formula funds can be used for preventive maintenance of both vehicles and facilities. By allocating formula funds to preventive maintenance, General Fund money is replaced, thus allowing for the preservation of fixed-route service. The proposed revised plan continues the use of formula funds for preventive maintenance.
- The payroll tax rate was increased to seven tenths of 1 percent on January 1, 2014. This is the maximum rate allowed by the currently enacted ordinance. Should the Board of Directors determine that the local economy has sufficiently improved, they may consider an increase to a rate above seven tenths of 1 percent. The plan assumes that Lane Transit District's Board of Directors will make such a finding at such a time that the rate will increase by one one-hundredths of 1 percent on January 1, 2017, and continue to increase by one one-hundredths of 1 percent until the new current statutory limit of eight tenths of 1 percent is reached.

**REVENUE SUMMARY:**

- The local recession ended in 2009. It is impossible to predict if the local economy will experience a downturn during the 10-year planning horizon. Therefore, while the 35-year average growth rate is 6 percent, we are assuming a 5 percent annual growth in the base to account for the possibility of some economic downturn.
- Fare revenue will increase 5.2 percent in FY 2014-15 and then increase by 5 percent per year due to strong ridership and annual increases in the group pass contracts that reflect inflation. Pass fares will increase by approximately 2.5 percent in FY 2014-15.
- The West Eugene EmX Extension project will be fully funded with a combination of federal and state grant funds.
- Debt financing will not be required for the next bus purchase in FY 2014-15. The loss of discretionary federal grant funding for vehicle acquisitions will require debt financing for future bus purchases.

**EXPENSE SUMMARY:**

- Total personnel services growth in FY 2014-15 will be 5.4 percent primarily due to the assumption that all administrative positions will be filled for the entire fiscal year. In

FY 2013-14, numerous positions remained unfilled for measurable parts of the year. Other elements contributing to the increase are an increase in the actuarially required contribution to the Salaried Employees Retirement Plan and a 9.9 percent increase in medical insurance premiums. It is also assumed health insurance premiums will increase 10 percent in subsequent years.

- After FY 2014-15, total personnel services expenditure growth will be no more than 3.6 percent per year in any year of the plan.
- Materials and services costs are assumed to increase by 2 percent over the current year's budget.
- Average fuel expenditures per gallon will be \$3.75 through FY 2014-15. Fuel price inflation will be 5 percent per year from FY 2015-16 through FY 2023-24.
- Service levels will increase each year over the next three fiscal years. The Annual Route Review process for 2014 is assumed to result in the resumption of service on holidays and other services additions for FY 2014-15. Service to the state hospital in Junction City and the new Veterans Clinic in Eugene are assumed to be added in FY 2015-16. West Eugene EmX Extension service is assumed to begin in January 2017. No other changes in service are included in this plan.
- Risk/insurance expenses are projected to increase at 2 percent for FY 2014-15 and in each of the remaining years of the ten-year plan.

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**Lane Transit District**  
**FY 2015-24 Long-Range Financial Plan Approved 4/16/2014**  
 Payroll Tax Base: 5% Annual Increase

	FY 2013-14 Estimated Current Year	Year 1 Projected FY 2014-15	Year 2 Projected FY 2015-16	Year 3 Projected FY 2016-17	Year 4 Projected FY 2017-18	Year 5 Projected FY 2018-19	Year 6 Projected FY 2019-20	Year 7 Projected FY 2020-21	Year 8 Projected FY 2021-22	Year 9 Projected FY 2022-23	Year 10 Projected FY 2023-24
1 Beginning Working Capital	16,336,000	15,752,700	12,292,421	10,286,421	8,152,021	5,890,921	4,286,421	3,213,621	2,620,321	2,504,521	2,759,621
<b>2 General Fund Revenues</b>											
3 Passenger Fare Operating Revenues	6,950,200	7,318,500	7,684,500	8,068,700	8,472,200	8,895,800	9,340,600	9,807,700	10,298,000	10,812,900	11,353,500
4 Advertising	310,000	310,000	319,300	328,900	338,800	349,000	359,500	370,300	381,400	392,800	404,600
5 Purchased Service	161,300	161,300	169,400	177,900	186,800	196,100	205,900	216,200	227,000	238,400	250,300
6 Total Operating Revenues	7,421,500	7,789,800	8,173,200	8,575,500	8,997,800	9,440,900	9,906,000	10,394,200	10,906,400	11,444,100	12,008,400
7 Payroll/Self-Employment Taxes (007)	27,328,700	28,892,000	30,336,600	31,853,400	33,446,100	35,118,400	36,874,300	38,718,000	40,653,900	42,686,600	44,821,000
8 Payroll/Self-Employment Taxes (Rate Increase 1/1/2017)	-	-	-	213,900	676,800	1,185,200	1,742,200	2,351,100	3,015,400	3,739,000	4,530,000
9 Payroll/Self-Employment Tax Total	27,328,700	28,892,000	30,336,600	32,067,300	34,122,900	36,303,600	38,616,500	41,069,100	43,669,300	46,425,600	49,351,300
10 State In Lieu	1,820,000	1,820,000	1,874,600	1,930,800	1,988,700	2,048,400	2,109,900	2,173,200	2,238,400	2,305,600	2,374,800
11 Preventive Maintenance (Federal 5307)	4,100,000	4,100,000	4,200,000	4,300,000	4,400,000	4,500,000	4,600,000	4,700,000	4,800,000	4,900,000	5,000,000
12 Point2point Funding (STP & STP-U)	860,000	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100
13 Other Operating Grants	106,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
14 Total Grants	5,066,000	4,536,100	4,636,100	4,736,100	4,836,100	4,936,100	5,036,100	5,136,100	5,236,100	5,336,100	5,436,100
15 Miscellaneous	568,600	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
16 Interest	84,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
17 Total General Fund Revenues	42,288,800	43,237,900	45,220,500	47,509,700	50,145,500	52,929,000	55,868,500	58,972,600	62,250,200	65,611,400	69,170,600
<b>18 General Fund Expenditures</b>											
19 Fixed-Route Services											
20 Personnel Services	28,448,100	29,976,279	31,502,800	32,859,800	34,312,700	35,841,800	37,466,300	39,194,400	41,034,000	42,994,400	45,085,900
21 Materials and Services less Fuel	6,366,400	6,483,700	6,623,600	6,756,100	6,891,200	7,029,500	7,169,600	7,313,000	7,459,300	7,608,500	7,760,700
22 Fuel	2,600,000	3,088,000	3,242,000	3,404,500	3,574,700	3,753,400	3,941,100	4,138,200	4,345,100	4,562,400	4,790,500
23 Insurance	1,064,900	1,100,000	1,122,000	1,144,400	1,167,300	1,190,600	1,214,400	1,238,700	1,263,500	1,288,800	1,314,600
24 Total Fixed-Route Operating Costs Before Adjustments	38,479,400	40,657,979	42,490,800	44,164,800	45,945,900	47,814,800	49,791,400	51,884,300	54,101,900	56,454,100	58,951,700
25 FY 2015 Service Addition	-	125,000	131,400	137,100	143,200	149,600	156,400	163,600	171,300	179,500	188,200
26 State Hospital/Veterans Clinic Service Addition	-	-	112,000	116,800	122,000	127,400	133,200	139,300	145,800	152,800	160,200
27 West Eugene EmX Service Addition	-	-	-	550,000	1,148,600	1,199,800	1,254,200	1,312,000	1,373,600	1,439,200	1,509,200
28 Transfer to Accessible Services Fund	2,600,000	2,860,000	3,146,000	3,460,000	3,806,700	4,187,400	4,606,100	5,066,700	5,573,400	6,130,700	6,743,800
29 Transfer to Capital Projects Fund	1,792,700	3,055,200	3,346,300	3,640,000	3,940,200	4,254,500	4,584,000	4,938,000	5,316,000	5,718,000	6,144,000
30 Total General Fund Expenditures	42,872,100	46,698,179	47,226,500	49,644,100	52,406,600	54,533,500	56,941,300	59,565,900	62,366,000	65,356,300	68,553,100
31 Ending Working Capital	15,752,700	12,292,421	10,286,421	8,152,021	5,890,921	4,286,421	3,213,621	2,620,321	2,504,521	2,759,621	3,377,121



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# General Information

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**Lane Transit District**  
**FY 2014-2015 Adopted Salary Schedule**

<b>Job Classification</b>	<b>Grade</b>	<b>Salary Range</b>	
Director of Administrative Services	21	92,054	122,738
Director of Customer Services & Planning	21	92,054	122,738
Director of Operations & Customer Satisfaction	21	92,054	122,738
Finance Manager/Chief Financial Officer	19	80,403	107,204
Government Relations Manager	19	80,403	107,204
Human Resources Manager	19	80,403	107,204
Information Technology Manager	19	80,403	107,204
Intelligent Transportation Systems Manager	19	80,403	107,204
Maintenance Manager	19	80,403	107,204
Planning & Development Manager	19	80,403	107,204
Facilities Manager	18	75,143	100,190
Business Intelligence Analyst	17	70,227	93,635
Controller	17	70,227	93,635
Internal Auditor/TransitStat Manager	17	70,227	93,635
Senior Project Manager	17	70,227	93,635
Accessible & Customer Services Manager	15	61,341	81,788
Applications Analyst	15	61,341	81,788
Business Analyst	15	61,341	81,788
Marketing Manager	15	61,341	81,788
Purchasing Manager	15	61,341	81,788
Security Manager	15	61,341	81,788
Senior Transit Planner	15	61,341	81,788
Transportation Options Program Manager	15	61,341	81,788
Engineering Technician	14	57,327	76,436
Facilities Electrical & Electronics Specialist	14	57,327	76,436
Facilities Maintenance Supervisor	14	57,327	76,436
Maintenance Supervisor	14	57,327	76,436
Maintenance Technical Supervisor	14	57,327	76,436
Inventory Supervisor	14	57,327	76,436
Risk Manager	14	57,327	76,436
Development Planner	14	57,327	76,436
Transit Supervisor	14	57,327	76,436
Transit Planner	14	57,327	76,436
Executive Office Manager/Clerk of the Board	13	53,577	71,436
Senior Human Resources Analyst	13	53,577	71,436
Transit Training Supervisor	13	53,577	71,436
Human Services Transportation Coordinator	12	50,073	66,763
Planning & Development Associate	12	50,073	66,763
Training Specialist	12	50,073	66,763
Claims Specialist	11	46,797	62,396
IT Support Technician II	11	46,797	62,396
Marketing Representative	11	46,797	62,396
Project Communications Coordinator	11	46,797	62,396
Rideshare Program Specialist	11	46,797	62,396
Accessible Services Specialist	10	43,734	58,312
Community Outreach Associate	10	43,734	58,312
Facilities Maintenance Generalist II	9	40,875	54,499
Payroll Technician	9	40,875	54,499
Purchasing Specialist	9	40,875	54,499
Transportation Options Specialist	9	40,875	54,499
Graphic Designer	8	38,202	50,935
SmartTrips Coordinator	8	38,202	50,935
Transit Administrative Coordinator	8	38,202	50,935
Accounting Technician	7	35,702	47,602
Administrative Secretary	7	35,702	47,602
Executive Office Secretary	7	35,702	47,602
Executive Office Assistant	6	33,367	44,489
Transit Administrative Assistant	6	33,367	44,489
Distribution Coordinator	4	29,144	38,858
Accounting Assistant	3	27,238	36,317



**Lane Transit District**  
**Wage Rates - Amalgamated Transit Union, Local 757**

**ATU-Represented Pay Table July 1, 2013, through June 30, 2014 \***

<b>Transit Operations</b>	<b>1st</b>	<b>Next</b>	<b>2nd</b>	<b>3rd</b>	<b>4th</b>	
	<b>12 Months</b>	<b>9 Months</b>	<b>9 Months</b>	<b>9 Months</b>	<b>9 Months</b>	<b>Thereafter</b>
Bus Operator	\$17.33	\$18.48	\$19.61	\$20.76	\$21.92	\$23.07
<b>Fleet Services</b>						
Lead Journeyman	\$21.31	\$22.67	\$24.05	\$25.44	\$26.80	\$28.49
Journeyman Mechanic	\$20.28	\$21.60	\$22.93	\$24.22	\$25.55	\$27.14
Journeyman Tire Specialist	\$20.28	\$21.60	\$22.93	\$24.22	\$25.55	\$27.14
General Service Worker	\$16.99	\$18.10	\$19.22	\$20.36	\$21.47	\$22.89
Lead Detailer	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97
Equipment Detail Technician	\$16.48	\$17.56	\$18.64	\$19.71	\$20.77	\$21.88
Lead Inventory Technician	\$18.46	\$19.63	\$20.85	\$22.11	\$23.32	\$24.83
Inventory Technician	\$17.59	\$18.71	\$19.88	\$21.08	\$22.21	\$23.65
<b>Customer Service</b>						
Lead Customer Service Representative	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97
Customer Service Representative	\$16.48	\$17.56	\$18.64	\$19.71	\$20.77	\$21.88
<b>Facilities Management</b>						
Station Cleaner	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97

\* The current Lane Transit District and Amalgamated Transit Union Partnership Agreement expires June 30, 2014.



## Lane Transit District Schedule of Employee Benefits

	FY 2012-13 Actual	% of Salaries or Wages	FY 2013-14 Budget	% of Salaries or Wages	FY 2013-14 Estimate	% of Salaries or Wages	FY 2014-15 Proposed Budget	% of Salaries or Wages
<b>Administrative Employees</b>								
FICA/Medicare	412,213	7.5%	476,400	7.7%	465,300	7.6%	487,900	7.7%
<b>Retirement</b>								
Salaried Employees' Retirement Plan-Part 1	1,156,124	21.0%	1,182,200	19.2%	1,182,000	19.4%	1,235,100	19.6%
Salaried Employees' Defined Contribution Program	19,095	0.3%	55,300	0.9%	65,700	1.1%	122,100	1.9%
Salaried Employees' Retirement Plan-Part 2	346,662	6.3%	328,300	5.3%	378,300	6.2%	286,400	4.4%
Total Retirement	<u>1,521,881</u>	27.6%	<u>1,565,800</u>	25.4%	<u>1,626,000</u>	26.7%	<u>1,643,600</u>	26.1%
<b>Insurance Benefits</b>								
Medical Insurance	1,200,087	21.8%	1,282,000	20.8%	1,351,500	22.2%	1,483,300	23.5%
Deductible Reimbursement	6,000	0.1%	41,100	0.7%	27,900	0.5%	45,000	0.7%
Health Reimbursement Arrangement (HRA)	103,516	1.9%	101,900	1.7%	98,500	1.6%	111,800	1.8%
Dental Insurance	101,900	1.8%	96,200	1.6%	88,100	1.4%	105,500	1.7%
Vision Insurance	12,104	0.2%	13,200	0.2%	13,700	0.2%	14,500	0.2%
Life Insurance	6,878	0.1%	15,000	0.2%	12,300	0.2%	16,100	0.3%
Disability Insurance	30,238	0.5%	29,000	0.5%	25,500	0.4%	29,600	0.5%
Employee Assistance Group	1,907	- . %	3,200	0.1%	3,300	0.1%	3,700	0.1%
Total Insurance Benefits	<u>1,462,630</u>	26.5%	<u>1,581,600</u>	25.7%	<u>1,620,800</u>	26.6%	<u>1,809,500</u>	28.7%
Total Administrative Benefits	<u><u>3,396,724</u></u>	61.7%	<u><u>3,623,800</u></u>	58.8%	<u><u>3,712,100</u></u>	61.0%	<u><u>3,941,000</u></u>	62.5%
<b>Employees Represented by the Amalgamated Transit Union (ATU)</b>								
FICA/Medicare	859,253	7.7%	919,500	7.7%	893,800	7.7%	953,100	7.7%
<b>Retirement</b>								
LTD/ATU Pension Trust	2,228,856	19.9%	2,323,200	19.3%	2,273,700	19.5%	2,340,400	18.8%
LTD/ATU Defined Contribution	115,894	1.0%	120,000	1.0%	116,700	1.0%	124,200	1.0%
Total Retirement	<u>2,344,750</u>	21.0%	<u>2,443,200</u>	20.3%	<u>2,390,400</u>	20.5%	<u>2,464,600</u>	19.8%
<b>Insurance Benefits</b>								
Medical Insurance	3,246,003	29.0%	3,383,400	28.2%	3,396,500	29.1%	3,855,900	31.0%
Deductible Reimbursement	13,809	0.1%	113,500	0.9%	113,500	1.0%	113,500	0.9%
Voluntary Employee Beneficiary Assoc. (VEBA)	240,000	2.1%	227,000	1.9%	229,000	2.0%	227,000	1.8%
Stop Loss Payments	26,701	0.2%	50,000	0.4%	50,800	0.4%	50,000	0.4%
Dental Insurance	272,424	2.4%	272,400	2.3%	244,200	2.1%	272,400	2.2%
Vision Insurance	38,981	0.3%	36,400	0.3%	34,500	0.3%	36,400	0.3%
Life Insurance	18,531	0.2%	40,900	0.3%	30,500	0.3%	40,900	0.3%
Disability Insurance	87,772	0.8%	77,100	0.6%	67,000	0.6%	77,100	0.6%
Employee Assistance Group	5,460	- . %	7,000	0.1%	5,800	- . %	7,000	0.1%
Total Insurance Benefits	<u>3,949,681</u>	35.3%	<u>4,207,700</u>	35.0%	<u>4,171,800</u>	35.7%	<u>4,680,200</u>	37.6%
Total ATU Benefits	<u><u>7,153,684</u></u>	64.0%	<u><u>7,570,400</u></u>	63.0%	<u><u>7,456,000</u></u>	63.9%	<u><u>8,097,900</u></u>	65.0%



**Lane Transit District  
Operating Revenue and Cost Measurements - Fixed-Route System  
Last Ten Fiscal Years**

	FY 2003-2004	FY 2004-2005	FY 2005-2006	FY 2006-2007	FY 2007-2008	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012	FY 2012-2013
Operating Revenues (in dollars)	\$5,262,403	\$5,248,594	\$5,961,498	\$6,226,293	\$7,320,990	\$7,723,787	\$7,833,611	\$8,150,969	\$7,608,840	\$7,640,918
Operating Expenses (in dollars)	\$23,389,618	\$25,314,811	\$26,968,032	\$29,498,214	\$31,952,517	\$33,118,646	\$34,792,955	\$33,831,271	\$34,411,349	\$34,980,024
Revenue Margin	22.5%	20.7%	22.1%	21.1%	22.9%	23.3%	22.8%	24.1%	22.1%	21.8%
Revenue Hours	276,207	263,587	259,985	279,688	265,968	282,172	278,366	246,556	247,480	247,303
Operating Revenue per Service Hour	\$19.05	\$19.91	\$22.93	\$22.26	\$27.53	\$27.37	\$28.50	\$33.06	\$30.75	\$30.90
Operating Expense per Service Hour	\$84.68	\$96.04	\$103.73	\$105.47	\$120.14	\$117.37	\$124.99	\$137.22	\$139.05	\$141.45
Employees	313	317	314	337	342	336	314	295	303	310
Service Hours per Employees	882.45	831.50	827.98	829.93	777.68	839.80	886.52	835.78	816.77	797.75
Passenger Fares (in dollars)	\$4,435,613	\$4,378,336	\$5,078,340	\$5,213,706	\$6,122,561	\$6,602,497	\$7,032,027	\$7,393,034	\$6,738,397	\$6,914,308
Passenger Boardings	8,207,818	8,348,313	9,309,528	9,757,984	11,406,316	11,718,189	11,349,579	11,253,628	11,463,124	11,276,282
Passenger Fares per Boarding	\$0.54	\$0.52	\$0.55	\$0.53	\$0.54	\$0.56	\$0.62	\$0.66	\$0.59	\$0.61
Operating Expenses per Boarding	\$2.85	\$3.03	\$2.90	\$3.02	\$2.80	\$2.83	\$3.07	\$3.01	\$3.00	\$3.10
Revenue Hours per Boarding	0.034	0.032	0.028	0.029	0.023	0.024	0.025	0.022	0.022	0.022
Miles	3,969,539	3,798,306	3,909,576	4,029,581	4,076,093	4,097,838	4,054,883	3,587,553	3,549,802	3,512,473
Operating Expenses per Mile	\$5.89	\$6.67	\$6.90	\$7.32	\$7.84	\$8.08	\$8.58	\$9.43	\$9.69	\$9.96
Fleet Maintenance Costs (in dollars)	\$3,769,973	\$3,861,994	\$4,145,377	\$4,281,047	\$4,638,977	\$4,837,587	\$5,100,175	\$5,040,041	\$5,134,802	\$5,002,973
Fleet Maintenance Costs per Mile	\$0.95	\$1.02	\$1.06	\$1.06	\$1.14	\$1.18	\$1.26	\$1.41	\$1.45	\$1.42
Fuel Costs (in dollars)	\$912,896	\$1,292,404	\$1,821,552	\$1,996,335	\$2,778,672	\$2,162,213	\$1,941,476	\$2,502,026	\$2,850,255	\$2,601,015
Fuel Costs per Mile	\$0.23	\$0.34	\$0.47	\$0.50	\$0.68	\$0.53	\$0.48	\$0.70	\$0.80	\$0.74

Source: Comprehensive Annual Financial Report



**Lane Transit District  
Performance Measures by Month**

**Fiscal Year 2012-2013 Year-End Summary**

Performance Measures	July 2012	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	February 2013	March 2013	April 2013	May 2013	June 2013	Year-End Total
Total Passenger Boardings	757,862	770,902	816,497	1,177,469	1,011,099	741,355	1,034,352	998,660	956,649	1,119,106	1,079,135	813,196	11,276,282
Average Weekday Passenger Boardings	30,564	29,047	35,594	45,802	42,531	30,238	41,678	43,884	38,577	44,973	43,336	33,726	38,329
Average Saturday Passenger Boardings	16,979	16,560	18,161	20,682	18,899	17,703	19,033	20,152	19,404	21,691	20,717	18,443	19,035
Average Sunday Passenger Boardings	9,620	9,146	9,881	10,379	10,591	9,617	10,326	10,093	9,903	10,732	10,719	9,292	10,025
Mobility-Assisted Rides	11,606	12,961	11,644	12,360	10,932	9,968	10,391	10,193	11,897	11,985	13,076	11,937	138,950
Total Days	30	31	29	31	29	30	30	28	31	30	30	30	359
Weekdays	21	23	19	23	21	20	22	20	21	22	22	20	254
Saturdays	4	4	5	4	4	5	4	4	5	4	4	5	52
Sundays	5	4	5	4	4	5	4	4	5	4	4	5	53
Boardings per Revenue Hour	39.7	37.8	43.1	51.9	49.6	37.2	47.8	49.6	44.9	51.9	49.9	41.5	45.4
Weekly Revenue Hours	4,514	4,517	4,757	5,030	4,978	4,801	4,977	5,036	4,932	4,964	4,977	4,725	4,850.7
Total Farebox Revenue	\$187,998	\$199,114	\$177,133	\$195,445	\$165,262	\$160,183	\$170,019	\$161,084	\$166,604	\$169,828	\$173,753	\$155,561	\$2,081,984
Total Passenger Revenue	\$522,785	\$535,495	\$462,889	\$665,421	\$631,238	\$518,762	\$643,508	\$628,210	\$531,167	\$639,210	\$640,233	\$498,057	\$6,916,975
Monthly Adult Pass Sales	2,076	2,132	1,908	2,223	2,119	1,955	2,177	2,111	2,166	2,248	2,140	1,930	25,185
Three-Month Adult Pass Sales	81	57	78	72	58	71	85	66	86	77	59	72	862
Monthly Reduced Fare Passes	1,201	1,437	1,029	1,289	1,359	1,147	1,155	1,218	1,257	1,225	1,370	1,025	14,712
Three-Month Reduced Fare Passes	48	64	64	59	53	78	49	37	74	61	54	62	703
Monthly Youth Passes	205	261	1,110	1,254	1,223	1,059	1,197	1,180	1,196	1,262	1,201	901	12,049
Three-Month Youth Passes	14	47	139	102	59	69	89	69	68	82	12	3	753



**Lane Transit District  
Performance Measures by Month**

**Fiscal Year 2013-2014 Year-to-Date Summary (March 2014)**

Performance Measures	July 2013	August 2013	September 2013	October 2013	November 2013	December 2013	January 2014	February 2014	March 2014	FY 2013-14 Year to Date	FY 2012-13 Year to Date	Change Positive (Negative)	Percent Change
Total Passenger Boardings	797,237	760,267	775,391	1,197,760	1,007,389	790,729	1,018,752	955,366	944,528	8,247,419	8,264,845	(17,426)	-0.21%
Average Weekday Passenger Boardings	30,465	28,504	31,603	45,352	42,517	30,810	40,994	41,934	37,862	36,671	37,546	(875)	-2.33%
Average Saturday Passenger Boardings	20,003	19,595	23,740	27,859	22,777	17,995	18,948	18,550	19,470	20,993	18,619	2,374	12.75%
Average Sunday Passenger Boardings	11,752	8,803	9,675	10,810	10,789	9,877	10,272	10,620	10,417	10,335	9,951	384	3.86%
Mobility-Assisted Rides	12,529	11,962	10,462	12,531	11,728	9,206	11,285	8,913	11,686	100,302	101,952	(1,650)	-1.62%
Total Days	30	31	29	31	29	30	30	28	31	269	269	-	0.00%
Weekdays	22	22	20	23	20	21	22	20	21	191	190	1	0.53%
Saturdays	4	5	4	4	5	4	4	4	5	39	39	-	0.00%
Sundays	4	4	5	4	4	5	4	4	5	39	40	(1)	-2.50%
Boardings per Revenue Hour	40.5	37.8	41.0	53.2	50.8	38.8	47.4	48.2	44.2	44.7	44.6	0.0	0.08%
Weekly Revenue Hours	4,532	4,524	4,662	4,988	4,932	4,823	4,947	4,952	4,948	4,812	4,838.0	(26)	-0.54%
Total Farebox Revenue	\$167,992	\$167,359	\$171,344	\$178,286	\$151,919	\$172,692	\$170,476	\$165,335	\$170,995	\$1,516,397	\$1,582,842	(\$66,445)	-4.20%
Total Passenger Revenue	\$507,362	\$545,595	\$505,543	\$701,295	\$668,726	\$529,182	\$650,649	\$637,617	\$515,387	\$5,261,356	\$5,139,475	\$121,881	2.37%
Monthly Adult Pass Sales	2,100	2,108	2,133	2,186	2,094	2,196	2,226	2,197	2,322	19,562	18,867	695	3.68%
Three-Month Adult Pass Sales	74	49	91	60	44	99	61	59	75	612	654	(42)	-6.42%
Monthly Reduced Fare Passes	1,289	1,300	1,113	1,192	1,169	1,179	1,217	1,141	1,028	10,628	11,092	(464)	-4.18%
Three-Month Reduced Fare Passes	54	44	83	52	41	58	65	43	67	507	526	(19)	0.00%
Monthly Youth Passes	176	328	1,159	1,259	1,185	1,060	1,153	1,120	1,148	8,588	8,685	(97)	-1.12%
Three-Month Youth Passes	16	22	132	55	60	66	77	65	79	572	656	(84)	-12.80%

LONG - RANGE FLEET PLAN															
ACTIVE FLEET					14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25
FLEET NO.	MAKE (# in fleet)	SEATING CAPACITY	IN SERVICE	TYPE											
<b>40 Foot</b>															
150	Gillig (3)	45	1997	40' Diesel	2										
250	Gillig (6)	26	1997	30' Diesel											
300	Gillig (14)	40	1998	40' Diesel LF											
300	Gillig (5)	40	1999	40' Diesel -2 hot bus	5										
3003	Gillig (18)	40	2003	40' Diesel -2 hot bus	18	18	18	18	3	3					
3003	Gillig (1)	40	2005	40' Diesel	1	1	1	1	1	1	1				
6200	Gillig (20)	39	2006	40' Diesel	20	20	20	20	20	20	7				
1100	Gillig (24)	38	2011	40' Hybrid Diesel	24	24	24	24	24	24	24	24	24	24	24
1500	Gillig (10)	rep. 3, 1997/ 10, 1998, 40	2015	40' Hybrid Diesel		10	10	10	10	10	10	10	10	10	10
1800	Gillig (20)	rep. 3, 98-99's /15, 2003's	2018	40' Diesel				18	18	18	18	18	18	18	18
2000	Gillig (20)	rl 7, 2003 /1, 2005/ 8, 20k	2020	40' Diesel						16	16	16	16	16	16
2100	Gillig (18)	rl 10, 2006/ 24, 1100 in 21	2021	40' Diesel							10	10	10	10	10
<b>COMBINED ACTIVE 30' - 40' FLEET</b>					<b>70</b>	<b>73</b>	<b>73</b>	<b>73</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>78</b>	<b>78</b>	<b>78</b>	<b>78</b>
<b>ARTICs</b>															
770	New Flyer (5)	57	2003	60' Diesel	5	5	5	5							
7100	New Flyer (5)	57	2007	60' Hybrid Artic	5	5	5	5	5	5	5	5	5	5	5
1000	New Flyer (5)	rep. 8 1991, 40'	2010	60' Hybrid Artic	5	5	5	5	5	5	5	5	5	5	5
1400	New Flyer (3)	rep. 4, 1998, 40'	2014	60' Hybrid Artic	3	3	3	3	3	3	3	3	3	3	3
1900	New Flyer (5)	rl 5, 770/5, 7100 in 2023	2019	60' Hybrid Artic					5	5	5	5	10	10	10
<b>ACTIVE ARTICULATED 60' FLEET</b>					<b>18</b>										
<b>TOTAL REGULAR ACTIVE FLEET</b>					<b>88</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>96</b>	<b>96</b>	<b>96</b>	<b>96</b>
<b>PROJECTED PEAK BUS INCREASE/DECREASE</b>					1.4%	2.7%	0.0%	0.0%	2.6%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%
<b>PEAK ASSIGNMENTS</b>					<b>74</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>78</b>	<b>78</b>	<b>78</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>
<b>TOTAL SPARES</b>					15	15	15	15	16	16	16	16	16	16	16
<b>SPARE RATIO</b>					<b>20.3%</b>	<b>20.0%</b>									
<b>BUS RAPID TRANSIT FLEET (BRT - SPECIAL USE FLEET)</b>															
6100	New Flyer	41	2006	60' BRT/Hybrid	6	6	6	6	6	6					
9100	New Flyer	38	2009	60' BRT	5	5	5	5	5	5	5	5	5	5	
1600	New Flyer	38	2016	60' BRT - additional service			7	7	7	7	7	7	7	7	7
2000	New Flyer	replaces 6, 2006	2020	60' BRT/Hybrid						6	6	6	6	6	6
2300	New Flyer	replaces 5, 2009	2023	60' BRT									5	5	5
<b>BUS RAPID TRANSIT ACTIVE FLEET (BRT)</b>					<b>11</b>	<b>11</b>	<b>18</b>								
<b>PROJECTED PEAK BRT BUS INCREASE</b>					0.0%	0.0%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>PEAK ASSIGNMENTS (BRT)</b>					<b>8</b>	<b>8</b>	<b>14</b>								
<b>TOTAL SPARES (BRT)</b>					3	3	4	4	4	4	4	4	4	4	4
<b>BUS RAPID TRANSIT SPARE RATIO (BRT)</b>					<b>37.5%</b>	<b>37.5%</b>	<b>28.6%</b>								
<b>TOTAL COMBINED PEAK ASSIGNMENTS</b>					<b>82</b>	<b>84</b>	<b>90</b>	<b>90</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>
<b>COMBINED ACTIVE ARTICULATED FLEET</b>					<b>29</b>	<b>29</b>	<b>36</b>								
<b>TOTAL COMBINED ACTIVE FLEET</b>					<b>99</b>	<b>102</b>	<b>109</b>	<b>109</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>114</b>	<b>114</b>	<b>114</b>	<b>114</b>
<b>CONTINGENCY FLEET (SUBJECT TO CHANGE)</b>															
150	Gillig		1997	40' Diesel	1	3	3								
250	Gillig		1997	30' Diesel	6	6	2	2							
300	Gillig		1998	40' DIESEL	3										
300	Gillig		1999	40' Diesel		5	5	5							
3003	Gillig		2003/2005	40' Diesel					15	10					
770	New Flyer		2004	60' Diesel					5						
6200	Gillig		2006	40' Diesel							10	10	6	5	5
6100	New Flyer		2006	60' BRT/Hybrid							6	6	6	6	6
7100	New Flyer		2007	60' BRT/Hybrid									5	5	5
<b>TOTAL CONTINGENCY INACTIVE FLEET</b>					<b>10</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>20</b>	<b>10</b>	<b>16</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>16</b>
<b>TOTAL FLEET INVENTORY</b>					<b>109</b>	<b>116</b>	<b>119</b>	<b>116</b>	<b>132</b>	<b>122</b>	<b>128</b>	<b>130</b>	<b>131</b>	<b>130</b>	<b>130</b>
<b>DISPOSAL (SUBJECT TO CHANGE)</b>															
150	Gillig		1997	40' Diesel		3									
250	Gillig		1997	30' Diesel			4								
300	Gillig		1998	40' Diesel		3									
300	Gillig		1999	40' Diesel					5						
3003	Gillig		2003/2005	40' Diesel					5						
770	New Flyer		2004	60' Diesel						5	10				
6200	Gillig		2006	40' Diesel							3	7	4	1	
<b>TOTAL FLEET INVENTORY DISPOSAL</b>					<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>



## Lane Transit District General Fund Summary from Adopted Budget

	FY 2010-11 Adopted Budget	FY 2010-11 Actual	% of Budget	FY 2011-12 Adopted Budget	FY 2011-12 Actual	% of Budget	FY 2012-13 Adopted Budget	FY 2012-13 Actual	% of Budget	FY 2013-14 Adopted Budget
Net Working Capital	\$ 5,873,200			\$ 10,304,200			\$ 10,306,300			\$ 14,127,400
Operating Revenues										
Cash Fares & Tokens	4,261,500	5,012,886	117.6%	4,732,100	4,069,258	86.0%	4,456,900	4,317,886	96.9%	4,349,800
Group Passes	2,100,300	2,380,148	113.3%	2,377,200	2,669,139	112.3%	2,740,300	2,596,422	94.7%	2,704,000
Total Passenger Fares	6,361,800	7,393,034	116.2%	7,109,300	6,738,397	94.8%	7,197,200	6,914,308	96.1%	7,053,800
Other Revenues										
Special Services	593,800	482,435	81.2%	448,300	588,943	131.4%	572,500	439,110	76.7%	146,800
Advertising	213,000	275,500	34.1%	275,500	281,500	38.9%	279,100	287,500	33.8%	255,000
Miscellaneous	148,100	505,582	341.4%	145,400	211,334	145.3%	134,800	311,389	231.0%	151,000
Interest	53,900	60,462	112.2%	60,000	58,897	98.2%	60,000	72,833	121.4%	50,000
Sale of Assets	-	-	0.0%	10,000	45,103	0.0%	15,000	39,635	0.0%	15,000
Payroll Taxes	21,672,500	22,197,770	102.4%	22,573,900	23,047,471	102.1%	24,046,500	24,891,777	103.5%	25,543,100
Self-Employment Taxes	1,523,300	1,440,902	94.6%	1,522,200	1,507,575	99.0%	1,672,800	1,576,826	94.3%	1,785,600
State-in-Lieu	1,730,000	1,740,509	100.6%	1,668,000	1,869,854	112.1%	1,820,000	1,941,063	106.7%	1,820,000
American Recovery & Reinvestment Act (ARRA)	-	-	0.0%	-	-	0.0%	-	-	0.0%	-
Other Operating Grants	3,106,700	4,703,291	151.4%	4,780,500	4,585,391	95.9%	5,192,200	5,242,222	101.0%	5,056,000
Transfer from Transportation Options	-	-	-	-	-	-	-	-	-	-
Total Other Revenues	29,041,300	31,406,451	108.1%	31,483,800	32,196,068	102.3%	33,792,900	34,802,355	103.0%	34,822,500
Total Resources	41,276,300	38,799,485		48,897,300	38,934,465		51,296,400	41,716,663		56,003,700
Requirements										
Operating Requirements										
Personnel Services	24,968,900	24,818,713	99.4%	25,829,900	25,460,045	98.6%	27,574,800	26,612,484	96.5%	28,388,700
Materials & Services	7,111,500	7,201,147	101.3%	9,088,200	7,766,797	85.5%	9,259,700	7,304,297	78.9%	9,659,400
Insurance & Risk Services	1,422,400	1,054,275	74.1%	1,312,700	1,028,842	78.4%	1,416,200	1,211,535	85.5%	1,064,900
Total Operating Requirements	33,502,800	33,074,135	98.7%	36,230,800	34,255,684	94.5%	38,250,700	35,128,316	91.8%	39,113,000
Non-Operating Requirements										
Transfer to Capital Projects Fund	776,600	-	-	3,062,900	3,031,900	99.0%	1,600,000	1,600,000	100.0%	1,792,700
Transfer to Accessible Services Fund	1,068,800	1,400,925	131.1%	1,915,100	1,906,944	99.6%	2,501,300	1,395,490	55.8%	2,782,600
Reserves										
Reserves - Operating Contingency	1,000,000			1,000,000			1,000,000			1,000,000
Reserves - Working Capital	3,928,100			5,688,500			6,944,400			10,315,400
Reserves - Payroll Tax Contingency										
Reserves - Self-Insurance & Risk	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000
Total Non-Operating Requirements	7,773,500	1,400,925		12,666,500	4,938,844		13,045,700	2,995,490		16,890,700
Total Requirements	41,276,300	34,475,060		48,897,300	39,194,528		51,296,400	38,123,806		56,003,700
Excess (Deficiency) of Revenues Over Expenditures		4,324,425			(260,063)			3,592,857		
Fund Balance, Beginning of Year		15,933,969			20,258,394			19,998,331		
Fund Balance, End of Year		20,258,394			19,998,331			23,591,188		
Unappropriated	-	-		-	-		-	-		-
Passenger Boardings		11,253,628			11,463,124			11,276,282		
Total Passenger Fares/Total Operating Requirements		22.4%			19.7%			19.7%		



**Comparison of Operating Characteristics of Selected Transit Properties \*  
National Transit Database (NTD) Report Year 2012**

System	Service Area Population	Revenue Hours	Annual Boardings	Passenger Miles	Fare Revenue	Peak Buses	Total Employees	Operating Expenses	Capital Exp. (Avg per Yr)	per Service Area Population:		Operating Expenses per:		Boardings per Rev Hr	Pass Miles per Rev Hr	Fare Recovery
										Boardings	Pass Miles	Boarding	Pass Mile			
Ann Arbor, MI	212,492	192,798	6,324,551	19,732,599	\$4,633,580	64	213	\$22,267,731	\$4,591,045	0.91	30	93	\$115.50	32.8	102.3	21%
Bakersfield, CA	473,348	300,326	7,158,537	23,486,284	\$5,311,836	70	284	\$22,258,545	\$5,048,150	0.63	15	50	\$74.11	23.8	78.2	24%
Bellingham, WA	203,318	129,135	5,879,233	15,874,735	\$1,858,288	44	144	\$15,235,999	\$3,654,444	0.64	29	78	\$117.99	45.5	122.9	12%
Colorado Spr., CO	559,409	112,877	2,588,001	16,737,599	\$2,814,952	37	***	\$10,887,734	\$4,825,505	0.20	5	30	\$96.46	22.9	148.3	26%
Fort Collins, CO	143,986	78,554	2,269,222	6,699,365	\$1,109,861	30	111	\$7,191,939	\$1,675,193	0.55	16	47	\$91.55	28.9	85.3	15%
Livermore, CA	166,972	125,119	1,751,211	8,545,910	\$2,044,038	51	***	\$12,603,331	\$4,960,866	0.75	10	51	\$100.73	14.0	68.3	16%
Olympia, WA	161,000	184,187	4,348,177	14,705,424	\$2,194,800	50	207	\$21,113,731	\$4,496,890	1.14	27	91	\$114.63	23.6	79.8	10%
Reno, NV	327,768	248,084	7,919,426	27,260,680	\$5,839,303	56	***	\$23,989,890	\$9,646,231	0.76	24	83	\$96.70	31.9	109.9	24%
Salem, OR	206,500	154,772	3,363,002	10,896,126	\$2,487,342	53	174	\$18,574,275	\$3,066,887	0.75	16	53	\$120.01	21.7	70.4	13%
Santa Cruz, CA	254,538	180,797	5,032,094	22,418,233	\$6,743,590	69	220	\$29,495,633	\$7,832,254	0.71	20	88	\$163.14	27.8	124.0	23%
Vancouver, WA	366,010	256,684	6,614,724	32,408,972	\$7,204,993	91	295	\$31,030,787	\$6,043,661	0.70	18	89	\$120.89	25.8	126.3	23%
Mean (average)	281,070	184,482	5,394,046	20,148,756	\$4,084,752	59	216	\$20,779,717	\$5,765,634	0.71	19	109	\$112.52	28.7	107.3	19%
Lane Transit	297,500	250,448	11,480,370	43,019,141	\$6,774,444	87	298	\$34,707,004	\$13,346,482	0.84	39	145	\$138.58	45.8	171.8	20%
Portland, OR **	1,489,796	1,625,650	59,509,235	233,601,922	\$56,332,405	496	1,658	\$230,726,059	\$33,494,861	1.09	40	157	\$141.93	36.6	143.7	24%

\* Properties were selected based on providing a level of service comparable to LTD or providing service to a local university.  
 \*\* Portland, Oregon, statistics are not included in the mean and are provided for information purposes only. Data is for fixed-route bus service only (light rail is not included).  
 \*\*\* Fixed-route service is contracted service. No employee counts are reported to NTD for contracted services.

## Annual Budget Calendar

<b>July</b>	New fiscal year begins. Preliminary year-end financial report for year ended June 30 to the Board of Directors. New fiscal year's Adopted Budget filed with the State.
<b>August</b>	Previous year's performance analyzed. Materials for independent audit prepared.
<b>September/ October</b>	Independent audit of previous fiscal year's financial activity conducted. New federal fiscal year begins. Comprehensive Annual Financial Report (CAFR) prepared for previous fiscal year.
<b>December</b>	CAFR with report of independent auditor presented to Board of Directors. Key issues from auditor's report reviewed with Board. Budget calendar for coming fiscal year prepared.
<b>January</b>	LTD Leadership Council (LC) holds strategic work session. Personnel services budget model for next fiscal year prepared. Staff drafts Capital Improvements Program (CIP).
<b>February</b>	LC reviews draft Capital Improvements Program (CIP). Board reviews service issues and proposed changes. Board reviews fare policy and proposed changes.
<b>March</b>	Initial budget revenue and expenditure projections completed by staff. Initial Materials & Services (M&S) requests completed by department directors. Staff drafts Long-Range Financial Plan (LRFP). LTD Board of Directors and LC hold strategic work session.
<b>April</b>	Board approves Long-Range Financial Plan. Board approves Capital Improvements Program.
<b>May</b>	Proposed budget finalized. Staff presents proposed budget to the Budget Committee. Budget Committee meets to discuss the proposed budget and make changes. Budget Committee approves budget and sends to the Board for adoption.
<b>June</b>	Board adopts budget for the new fiscal year that begins July 1.



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# Legal Publications

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Lane Transit District

July 1, 2014

Property Tax Division  
Oregon Department of Revenue  
955 Center Street, NE  
Salem, OR 97309-5075

RE: Lane Transit District Fiscal Year 2014-2015 Budget

To Whom It Concerns:

Pursuant to Oregon Local Budget Law and Administrative Rules, enclosed please find a copy of a Resolution of the Board of Directors of Lane Transit District adopting the budget for FY 2014-2015 and making appropriations. It is our understanding that this submittal is required for jurisdictions not imposing a property tax.

Please call me at 541-682-6100 if you have any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd Lipkin', is written over a light blue circular stamp.

Todd Lipkin  
Finance Manager/CFO

crt

Enclosures

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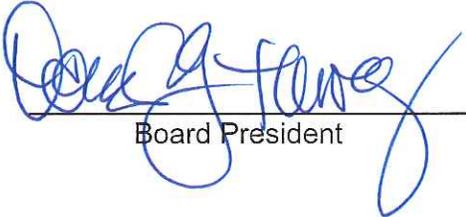
**LANE TRANSIT DISTRICT RESOLUTION NO. 2014-019**

BE IT RESOLVED that the Board of Directors of Lane Transit District hereby adopts the budget for Fiscal Year 2014-2015 in the total combined fund sum of \$183,751,400 now on file at the Lane Transit District offices.

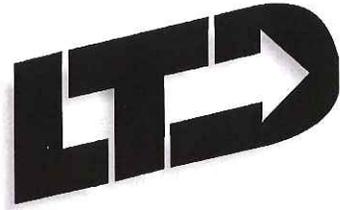
BE IT FURTHER RESOLVED that the amounts for the fiscal year beginning July 1, 2014, and for the purposes shown below are hereby appropriated as follows:

<u>GENERAL FUND - OPERATING BUDGET</u>	
Transit Services	\$40,878,400
 <u>GENERAL FUND - NON-OPERATING</u>	
Transfer to Accessible Services Fund	1,979,700
Transfer to Medicaid Fund	172,000
Transfer to Capital Projects Fund	3,351,100
Operating Contingency	1,000,000
Other Contingency	12,677,200
Self-Insurance Contingency	1,000,000
Total Non-Operating	<u>20,180,000</u>
 Total General Fund	 <u>61,058,400</u>
 <u>ACCESSIBLE SERVICES FUND</u>	
Transit Services	6,487,200
Transfer to Capital Projects Fund	168,000
Operating Contingency	183,700
Total Accessible Services Fund	<u>6,838,900</u>
 <u>MEDICAID FUND</u>	
Transit Services	7,278,900
Operating Contingency	181,600
Total Medicaid Fund	<u>7,460,500</u>
 <u>CAPITAL PROJECTS FUND</u>	
Capital Outlay	108,146,400
Capital Reserve	247,200
Total Capital Projects Fund	<u>108,393,600</u>

\_\_\_\_\_  
June 18, 2014  
Date Approved

  
\_\_\_\_\_  
Board President

Q:\Reference\Board Packet\2014\6\June 18 Reg Mtg\2014-15 adopted budget resolution.doc



Lane Transit District  
P. O. Box 7070  
Springfield, Oregon 97475  
(541) 682-6100  
Fax: (541) 682-6111

CERTIFICATION

The undersigned duly qualified and acting Executive Office Manager/Clerk of the Board of the Lane Transit District (LTD) certifies that the foregoing is a true and correct copy of LTD Resolution No. 2014-019, as adopted at a legally convened meeting of the Board of Directors held on June 18, 2014.

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line and a flourish.

\_\_\_\_\_  
Signature of Recording Officer

Executive Office Manager/  
Clerk of the Board  
\_\_\_\_\_  
Title of Recording Officer

June 18, 2014  
\_\_\_\_\_  
Date

Q:\ATEAM\BOARD\certified copy.doc

**FORM LB-1**

**NOTICE OF BUDGET HEARING**

A public meeting of the Lane Transit District Board of Directors will be held on June 18, 2014, at 5:30 p.m. at LTD's Administrative Office, 3500 East 17th Avenue, Eugene, Oregon. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2014, as approved by the Lane Transit District Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at LTD's Administrative Office, 3500 East 17th Avenue, Eugene, Oregon, between the hours of 8:00 a.m. and 5:00 p.m. or online at [http://www.ltd.org/pdf/finance/2014/Proposed%20Budget\\_for%20website.pdf](http://www.ltd.org/pdf/finance/2014/Proposed%20Budget_for%20website.pdf). This budget is for an annual budget period and was prepared on a basis of accounting that is the same as the preceding year.

Contact: Todd Lipkin

Telephone: 541-682-6100

Email: [todd.lipkin@ltd.org](mailto:todd.lipkin@ltd.org)

<b>FINANCIAL SUMMARY - RESOURCES</b>			
<b>TOTAL OF ALL FUNDS</b>	<b>Actual Amount 2012-13</b>	<b>Adopted Budget This Year 2013-14</b>	<b>Approved Budget Next Year 2014-15</b>
Beginning Fund Balance/Net Working Capital	14,313,871	16,338,300	23,003,900
Fees, Licenses, Permits, Fines, Assessments & Other Service Charges	13,199,488	13,385,100	15,039,400
Federal, State, and all Other Grants, Gifts, Allocations, and Donations	12,563,459	117,266,600	108,355,100
Revenue from Bonds and Other Debt	0	0	0
Interfund Transfers / Internal Service Reimbursements	3,002,726	4,694,300	5,670,800
All Other Resources Except Current-Year Property Taxes	28,854,024	29,364,700	31,682,200
Current-Year Property Taxes Estimated to be Received	0	0	0
<b>Total Resources</b>	<b>71,933,568</b>	<b>181,049,000</b>	<b>183,751,400</b>

<b>FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION</b>			
Personnel Services	26,612,484	28,388,700	30,091,300
Materials and Services	19,357,578	22,355,200	24,553,200
Capital Outlay	3,230,802	112,716,000	108,146,400
Debt Service	0	0	0
Interfund Transfers	3,002,726	4,694,300	5,670,800
Contingencies	0	12,894,800	15,289,700
Special Payments	0	0	0
Unappropriated Ending Balance and Reserved for Future Expenditure	0	0	0
<b>Total Requirements</b>	<b>52,203,590</b>	<b>181,049,000</b>	<b>183,751,400</b>

<b>FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM</b>			
Transit Services	52,203,590	181,049,000	183,751,400
FTE	310	313	313
<b>Total Requirements</b>	<b>52,203,590</b>	<b>181,049,000</b>	<b>183,751,400</b>
<b>Total FTE</b>	<b>310</b>	<b>313</b>	<b>313</b>

**STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING**

The improving local economy will increase payroll taxes by 5%. Cash fare and day pass prices will remain the same, and monthly pass rates will increase by approximately 4%. Group pass rates will increase by 5.8 percent January 1, 2015. Overall, fare revenue will increase by 1% over the FY 2013-14 budget. Revenue increases will be partially offset by a 5.5% increase in personnel services, the result of anticipated wage increases, a 10% increase in medical insurance costs, and increases in retirement contributions required to fulfill actuarial funding obligations. Fuel expenses, the single largest materials and services outlay, will be held at \$3.75 per gallon as a result of current market rates remaining below \$3.75 and the storage of a large quantity of fuel that can be drawn upon to keep rates low.

<b>PROPERTY TAX LEVIES</b>			
	<b>Rate or Amount Imposed 20__ - __</b>	<b>Rate or Amount Imposed This Year 20__ - __</b>	<b>Rate or Amount Approved Next Year 20__ - __</b>
Permanent Rate Levy (rate limit _____ per \$1,000)			
Local Option Levy			
Levy For General Obligation Bonds			

<b>STATEMENT OF INDEBTEDNESS</b>		
<b>LONG TERM DEBT</b>	<b>Estimated Debt Outstanding on July 1.</b>	<b>Estimated Debt Authorized, But Not Incurred on July 1</b>
General Obligation Bonds	\$0	\$0
Other Bonds	\$0	\$0
Other Borrowings	\$0	\$0
<b>Total</b>	<b>\$0</b>	<b>\$0</b>

# GUARD PUBLISHING COMPANY

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EUGENE, OREGON 97408

Legal Notice 5938916

## Legal Notice Advertising

LANE TRANSIT DISTRICT  
CHRIS THRASHER  
PO BOX 7070  
SPRINGFIELD, OR 97475-0470

#A-14813

### AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }  
COUNTY OF LANE, } ss.

I, **Wendy Raz**, being first duly affirmed, depose and say that I am the Advertising Manager, or his principal clerk, of The Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state; that the **Notice of Budget Committee Meeting** printed copy of which is hereto annexed, is publishing in the entire issue of said newspaper for **two** successive and consecutive **Week(s)** in the following issues:

**April 27, May 14, 2014**

#### NOTICE OF BUDGET COMMITTEE MEETINGS

A public meeting of the Lane Transit District Budget Committee, to discuss the budget for the fiscal year July 1, 2014, to June 30, 2015, will be held at 6:00 p.m. on Wednesday, May 21, 2014. The purpose of the meeting is to receive and consider the budget message and budget proposal for Fiscal Year 2014-2015. Included will be a review of proposed revenues and expenditures for the LTD budget for FY 2014-2015. Any person may appear at the meeting to discuss the budget proposal in whole or in part. A copy of the budget proposal will be available between the hours of 8 a.m. and 5 p.m. Monday through Friday at the Lane Transit District business office at 3500 E. 17th Avenue, Eugene (in Glenwood), beginning May 16, 2014. The Budget Committee also has scheduled May 22, 2014 (if needed) to continue budget deliberations and approve the budget for final adoption by the Board of Directors.

All meetings will be held in the LTD Board Room at 3500 E. 17th Avenue, Eugene (in Glenwood). Members of the public are invited to attend. Alternative formats of printed material and/or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

No. 5938916 - May 14, 2014

Subscribed and affirmed to before me this **May 20, 2014**

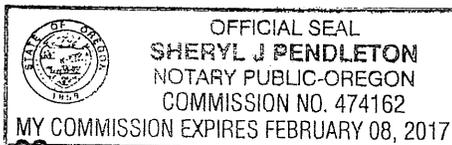
  
Notary Public of Oregon

Account #: **1000160**

INVOICE **5938916**

Case: **May 21 & May 22**

Ad Price: **\$195.0**



# GUARD PUBLISHING COMPANY

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Legal Notice 5981776

## Legal Notice Advertising

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CHRIS THRASHER  
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SPRINGFIELD, OR 97475-0470

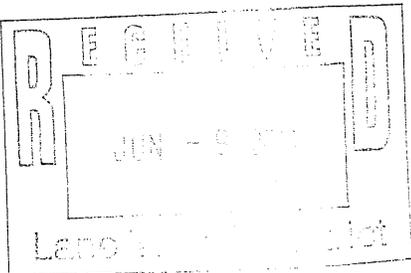
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### AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }  
COUNTY OF LANE, } ss.

I, **Wendy Raz**, being first duly affirmed, depose and say that I am the Advertising Manager, or his principal clerk. The Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state; that the **Notice of Budget Hearing** printed copy of which is hereto annexed, is publishing in the issue of said newspaper for **one** successive and consecutive **Day(s)** in the following issues:

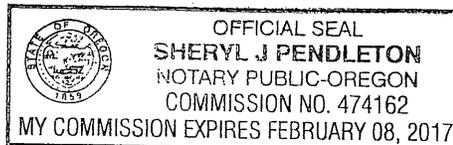
**June 03, 2014**



*Wendy Raz*

Subscribed and affirmed to before me this **June 5, 2014**

*Sheryl J Pendleton*  
Notary Public of Oregon



Account #: **1000160**  
INVOICE **5981776**  
Case: **June 18, 2014**  
Ad Price: **\$280.0**

LTD Adopted Budget  
FY 2014-2015  
Page 93

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PROPERTY TAX LEVIES: None  
STATEMENT OF INDEBTEDNESS: None

No. 5981776 - June 3, 2014