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**LANE TRANSIT DISTRICT
SPECIAL BOARD MEETING/WORK SESSION**

**Tuesday, February 19, 2002
5:30 p.m.**

**LTD BOARD ROOM
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)**

NO PUBLIC TESTIMONY WILL BE HEARD AT THIS MEETING.

A G E N D A

Page No.

I. ROLL CALL

Gaydos _____ Hocken _____ Kleger _____ Lauritsen _____
Melnick _____ Wylie _____ (one vacancy)

II. CALL TO ORDER

III. WORK SESSION

- A. Bus Rapid Transit Vehicles (one hour)
- B. Capital Improvements Program (30 minutes)
- C. Long-range Financial Plan (30 minutes)

IV. ADJOURNMENT

Alternative formats of printed material (Braille, cassette tapes, or large print) are available upon request. A sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, please call 682-6100 (voice) or 1-800-735-2900 (TTY, through Oregon Relay, for persons with hearing impairments).

AGENDA ITEM SUMMARY

DATE OF MEETING: February 19, 2002

ITEM TITLE: CAPITAL IMPROVEMENTS PROGRAM

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: None

BACKGROUND: The proposed Capital Improvements Program (CIP) is summarized as an agenda action item for the February 20 Board meeting. At the February 19 work session, staff will present and review the components of the plan, including funding. Board members will have the opportunity to ask questions of the various project managers responsible for plan components, should they wish to do so. Approval of the plan will be requested on February 20.

ATTACHMENT: None (Board members are asked to bring their agenda packets for the February 20, 2002, regular meeting to this work session.)

PROPOSED MOTION: None

Q:\Reference\Board Packet\2002\02\Special Mtg\02-03 CIP Work Session.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: February 19, 2002

ITEM TITLE: LONG-RANGE FINANCIAL PLAN

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: None

BACKGROUND: The proposed revised Long-Range Financial Plan (LRFP) is summarized as an agenda action item for the February 20 Board meeting. At the February 19 work session, staff will present and review the components of the plan, including assumptions, funding, and integration with the Capital Improvement Program (CIP). Approval of the plan will be requested on February 20.

ATTACHMENT: None (Board members are asked to bring their agenda packets for the February 20, 2002, regular meeting to this work session.)

PROPOSED MOTION: None

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Long-Range Financial Plan

Lane Transit District

February 19, 2002

Purpose of Financial Plan

- Identify funding for short- and long-term District plans
- Identify circumstances or trends that could affect funding
- Affirm that financial goals support the Strategic Plan

Long-Term Plan: The Big Picture

- LTD's long-term agenda includes three major goals:
 - Provide public transportation services to people who do not have transportation alternatives
 - Provide services that are an attractive alternative to private automobile use in order to reduce VMTs/SOVs

Long-Term Plan (cont.)

- Maintain a long-term vision of community transportation needs in order to assure/enhance quality of life

Basic Transportation Services

- Maintain productive fixed-route service
- Maintain productive demand response service
- Develop and implement cost-effective service enhancements to increase ridership and modal split

Service Enhancements

□ Vehicle

improvements:

- Clean, quiet propulsion
- New information and communication technology
- New image

□ System

improvements:

- Prepaid fares
- Exclusive bus lanes
- Signal priority
- Queue jumpers
- Express and shuttle service
- HOV lanes

Bus Rapid Transit

- Improved, cost-effective, attractive, productive, fixed-route service

Long-Term Vision/Quality of Life

- TransPlan maintenance
- Community outreach and education
- Commuter Solutions
- New technology
- ***BRT***

Assumption Summary

- Service priorities and capital projects form the plan framework
- Plan is financially constrained
- Population growth and ridership increases will result in fare revenue increases
- Preservation of assets is a high priority

Assumption Summary (cont.)

- TEA-21 will be reauthorized and funded
- Population change will result in more federal formula funds
- Tax revenue will be stable; slow growth will resume

Assumption Summary (cont.)

- Personnel services expenditures will be controlled
- Local capital set aside from operations will be resumed and maintained
- Appropriate reserves will be maintained
- Debt financing for bus purchases and other projects will be required

Revenue Enhancement Opportunities

- Payroll tax expansion
- New taxes
- State-in-lieu expansion
- Transportation Utility Fee (TUF)
- Increased share of STP funds

Revenue (cont.)

- More advertising
- System Development Charges (SDCs)
- Road Fund
- ***Fare increases***
- ***Special service rate increases***

Expense Reduction Opportunities

- Service efficiencies
- New equipment
- Reduction in standards

Expense (cont.)

- *Reduce administrative positions*
- *Reduce administrative wages and benefits*
- *Reduce/eliminate employee events*
- *Reduce fixed-route service*

Major Plan Components

□ Projects:

- BRT
- Springfield Station
- Ride*Source* facility
- Fleet enhancements
- Passenger boarding improvements
- Technological improvements

□ Funding:

- Federal grants
- State
- Local funds
 - ⊗ Taxes
 - ⊗ Fares
 - ⊗ Other
- Debt

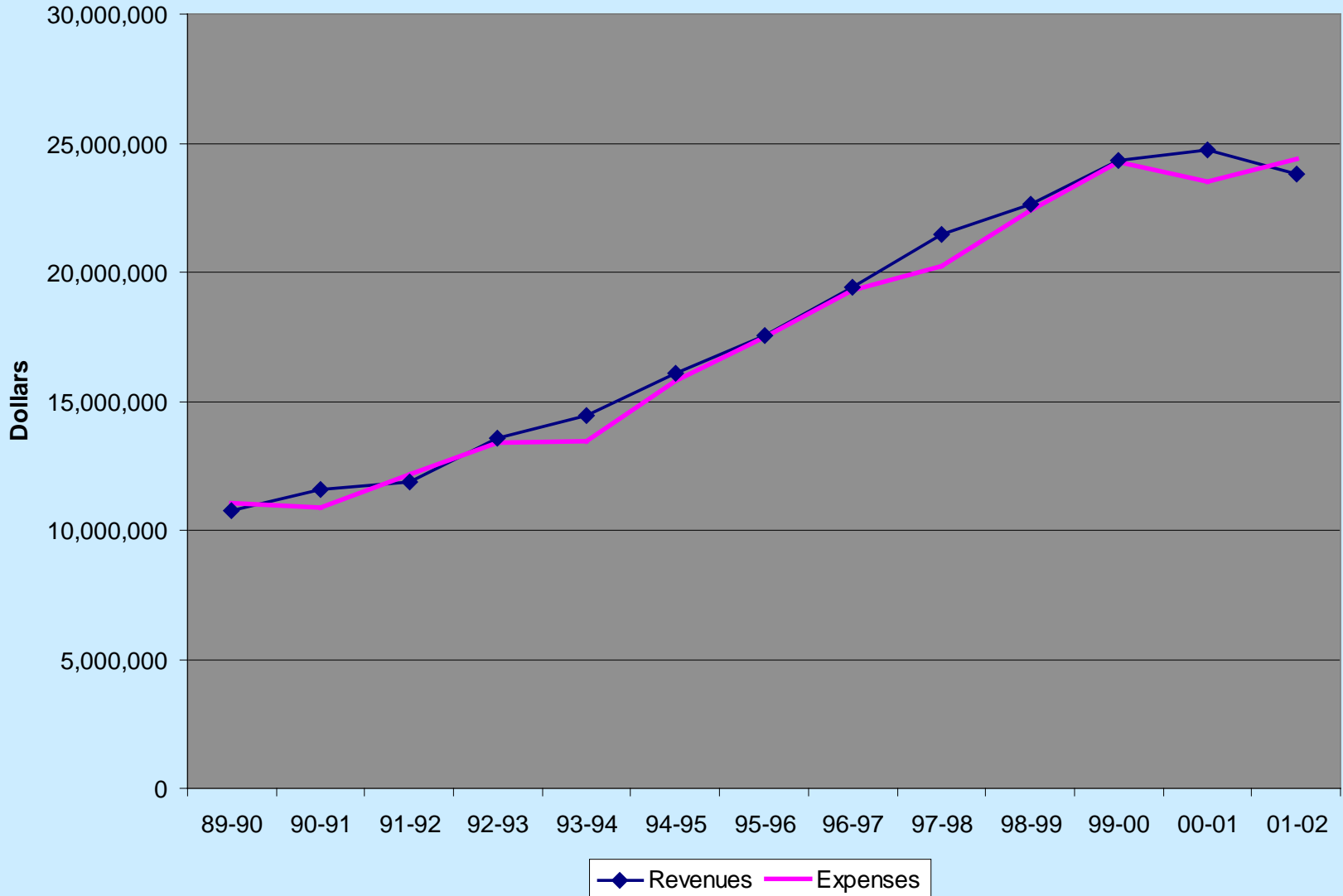
Bus Rapid Transit

- Will not increase operating costs
- Will increase ridership
- Increase productivity and efficiency
- Decrease cost per ride

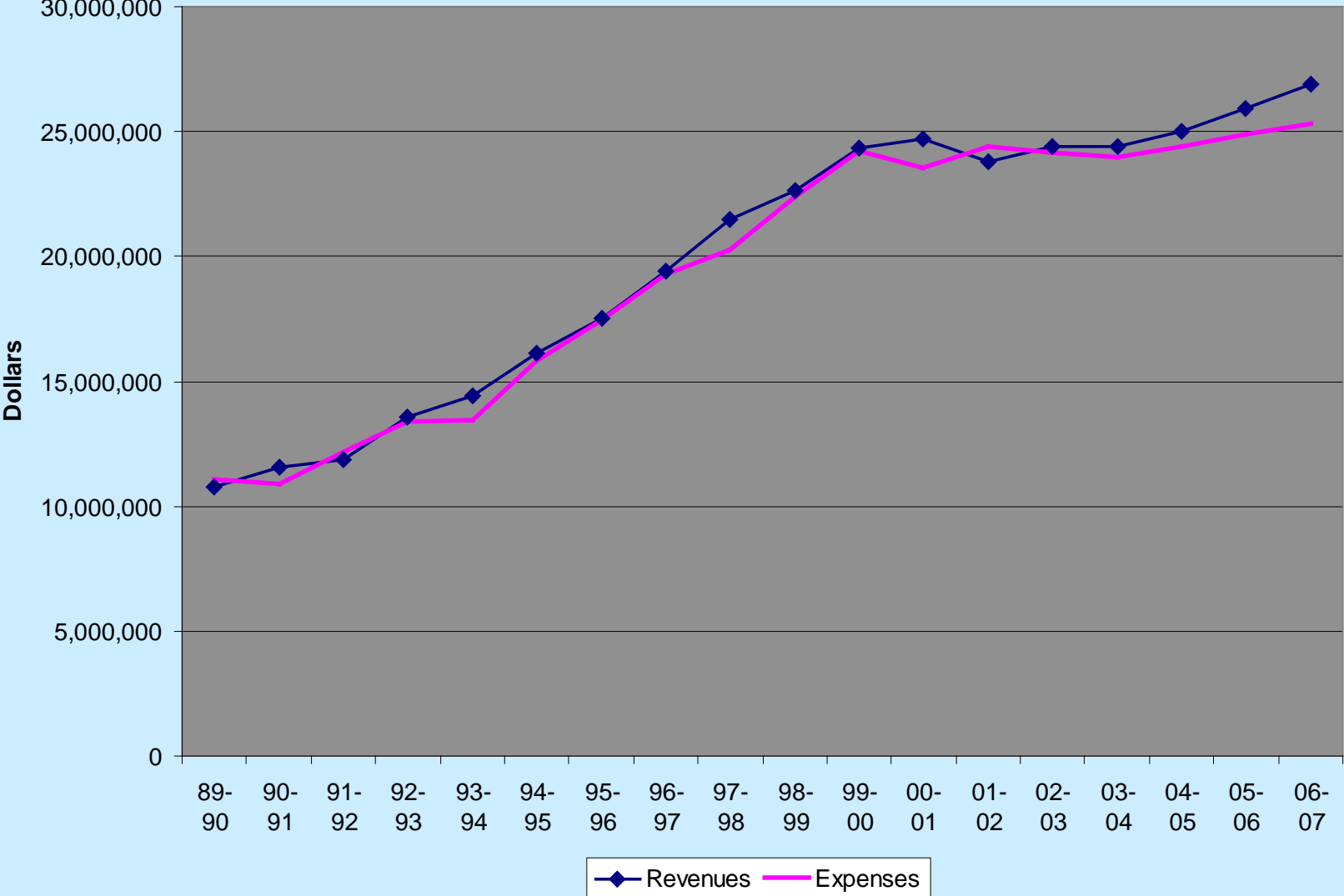
Bus Rapid Transit (cont.)

- New vehicles available for Phase 1
- New segments added every four years
- New stations added to anchor additional segments

Operating Fund Revenue & Expense



Operating Fund Revenue & Expense Projection



Five-Year Operating Summary

	Projections →					
	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
BEGINNING FUND BALANCE	5,971,289	5,409,440	5,658,980	5,547,420	5,106,450	4,643,790
<u>REVENUE</u>						
Operating Revenue:						
Regular Fares	3,193,000	3,512,300	3,582,545	3,690,020	3,837,620	3,991,125
Group Passes	<u>822,500</u>	<u>904,750</u>	<u>922,845</u>	<u>950,530</u>	<u>988,550</u>	<u>1,028,095</u>
Total Fares	4,015,500	4,417,050	4,505,390	4,640,550	4,826,170	5,019,220
Special Services	134,500	238,000	240,380	242,780	245,208	253,209
Advertising	300,000	300,000	303,000	306,030	309,090	312,181
Misc. Operating	27,950	28,000	28,280	28,560	28,850	29,140
Total Operating	4,477,950	4,983,050	5,077,050	5,217,920	5,409,318	5,613,750

Five-Year Operating Summary (cont.)

	Projections →					
	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
BEGINNING FUND BALANCE	5,971,289	5,409,440	5,658,980	5,547,420	5,106,450	4,643,790
REVENUE						
Payroll Tax	16,081,000	16,081,000	16,402,620	16,894,700	17,570,489	18,273,304
SET	972,900	972,900	992,360	1,022,130	1,063,015	1,105,536
State-in-Lieu	<u>1,051,000</u>	<u>1,051,000</u>	<u>1,072,020</u>	<u>1,104,180</u>	<u>1,148,347</u>	<u>1,194,281</u>
Total Taxes	18,104,900	18,104,900	18,467,000	19,021,010	19,781,851	20,573,120
TDM & Parts Grant	<u>445,700</u>	<u>445,700</u>	<u>454,610</u>	<u>463,700</u>	<u>472,970</u>	<u>482,430</u>
Total Grants	445,700	445,700	454,610	463,700	472,970	482,430
Interest Income	791,160	869,800	381,900	280,300	237,100	199,900
Disposal of Assets	0	0	0	0	0	0
TOTAL GF REVENUE	23,819,710	24,403,450	24,380,560	24,982,930	25,901,240	26,869,200

Five-Year Operating Summary (cont.)

	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
EXPENSE						
Personnel Services	18,003,600	17,947,480	17,755,120	18,110,220	18,472,420	18,841,870
Materials & Services	4,597,420	4,643,390	4,644,370	4,690,810	4,737,720	4,785,100
Risk/Insurance	850,000	632,500	638,830	645,220	651,670	658,190
Transfer to ST Fund	930,540	930,540	953,800	977,650	1,002,090	1,027,140
Transfer to Capital	0	0	500,000	1,000,000	1,500,000	2,000,000
TOTAL GF EXPENSE	24,381,560	24,153,910	24,492,120	25,423,900	26,363,900	27,312,300
Operating Net	(561,850)	249,540	(111,560)	(440,970)	(462,661)	(443,100)
ENDING BALANCE	5,409,439	5,658,980	5,547,420	5,106,450	4,643,790	4,200,690

Capital Summary

	FY 01-02					
	Current	FY 02-03	FY 03-04	FY 04-05	FY 05-06	FY 06-07
	Year	Year One	Year Two	Year Three	Year Four	Year Five
Capital Projects						
BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	1,550,000
BRT buses		6,000,000			6,000,000	
BRT stations						
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500
Springfield Station	1,200,000	2,300,000	3,500,000			
Revenue Vehicles	1,610,000	8,445,000		3,320,000	7,525,000	6,225,000
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500
Total projects	8,757,050	34,137,510	10,330,500	15,663,500	24,270,000	10,300,000

Capital Summary

	FY 01-02 Current Year	FY 02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	FY 06-07 Year Five
Resources						
Federal BRT Phase I	920,000	7,880,000				
Federal 5309 BRT technology/bus projects		3,662,500	178,400	2,406,400	655,600	97,100
Federal BRT New Starts			930,000	3,960,000	4,530,000	930,000
sub total Federal for BRT	920,000	11,542,500	1,108,400	6,366,400	5,185,600	1,027,100
Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900
Federal 5309 bus purchases	990,310					
Federal 5309 Spfld Station	323,200	1,676,800	2,800,000			
Federal STP	1,112,660	179,460	179,460	404,460	1,349,460	179,460
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790
Local Non-LTD			310,000	1,320,000	1,510,000	310,000
Local from Operations	123,745	247,420	46,210	56,210	46,210	46,210
Proceeds from Debt		9,345,000		954,000	5,145,000	6,425,000
subtotal	6,470,200	29,077,100	8,774,760	14,541,680	23,081,360	10,432,460
Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450

Closing Remarks

- LTD has been challenged:
 - Operating expenses increasing than revenue
 - Slow (or no) short-term economic growth
 - Rapid increase in *RideSource* demand accompanied by a decrease in productivity
 - Under funded capital agenda

Closing Remarks (cont.)

- Long-term success will depend on:
 - Community support for LTD's agenda
 - New/renewed funding sources for BRT
 - Careful expenditure control
 - Attainment of performance goals
 - Productivity and efficiency improvement

Long-Range Financial Plan

Lane Transit District

Purpose of the financial plan

- Identify funding for short- and long-term District plans
- Identify circumstances or trends that could affect funding
- Affirm that financial goals support the Strategic Plan

Long-term plan: the big picture

- LTD's long-term agenda includes three major goals:

- Provide public transportation services to people who do not have transportation alternatives
- Provide services that are an attractive alternative to private automobile use in order to reduce VMTs/SOVs
- Maintain a long-term vision of community transportation needs in order to assure/enhance quality of life

Basic transportation services

- Maintain productive fixed-route service
- Maintain productive demand response service
- Develop and implement cost effective service enhancements to increase ridership and modal split

Service enhancements

□ Vehicle improvements

- Clean, quiet propulsion
- New information and communication technology
- New image

□ System improvements

- Prepaid fares
- Exclusive bus lanes
- Signal priority
- Queue jumpers
- Express and shuttle service
- HOV lanes

Bus rapid transit:

Improved, cost effective, attractive,
productive fixed route service

Long-term vision/quality of life

- TransPlan maintenance
- Community outreach and education
- Commuter solutions
- New technology
- ***BRT***

Assumption summary:

- Service requirements and capital projects form the plan framework
- Plan is financially constrained
- Population growth and ridership increases will result in fare revenue increases
- Preservation of assets is a high priority

Assumptions (cont'd):

- TEA-21 will be reauthorized and funded
- Population change will result in more federal formula funds
- Tax revenue will be stable, but growth will slow

Assumptions (cont'd):

- Personnel services expenditures will be controlled
- Local capital set aside will be maximized as operating requirements permit
- Debt financing for bus purchases and other projects will be required

Revenue enhancement opportunities

- Payroll tax expansion
- New taxes
- State-in-lieu expansion
- Transportation Utility Fee (TUF)
- Increased share of STP funds

Revenue, continued

- More advertising
- System Development Charges (SDCs)
- Road Fund
- ***Fare increases***
- ***Special service rate increases***

Expense reduction opportunities

- Service efficiencies
- New equipment
- Reduction in standards

Expense, continued

- ***Reduce administrative positions***
- ***Reduce administrative wages and benefits***
- ***Reduce/eliminate employee events***
- ***Reduce fixed route service***

Major plan components

□ Projects:

- BRT
- Springfield Station
- *RideSource Facility*
- Fleet enhancements
- Passenger Boarding Improvements
- Technological improvements

□ Funding:

- Federal grants
- State
- Local funds
 - ◁ Taxes
 - ◁ Fares
 - ◁ Other
- Debt

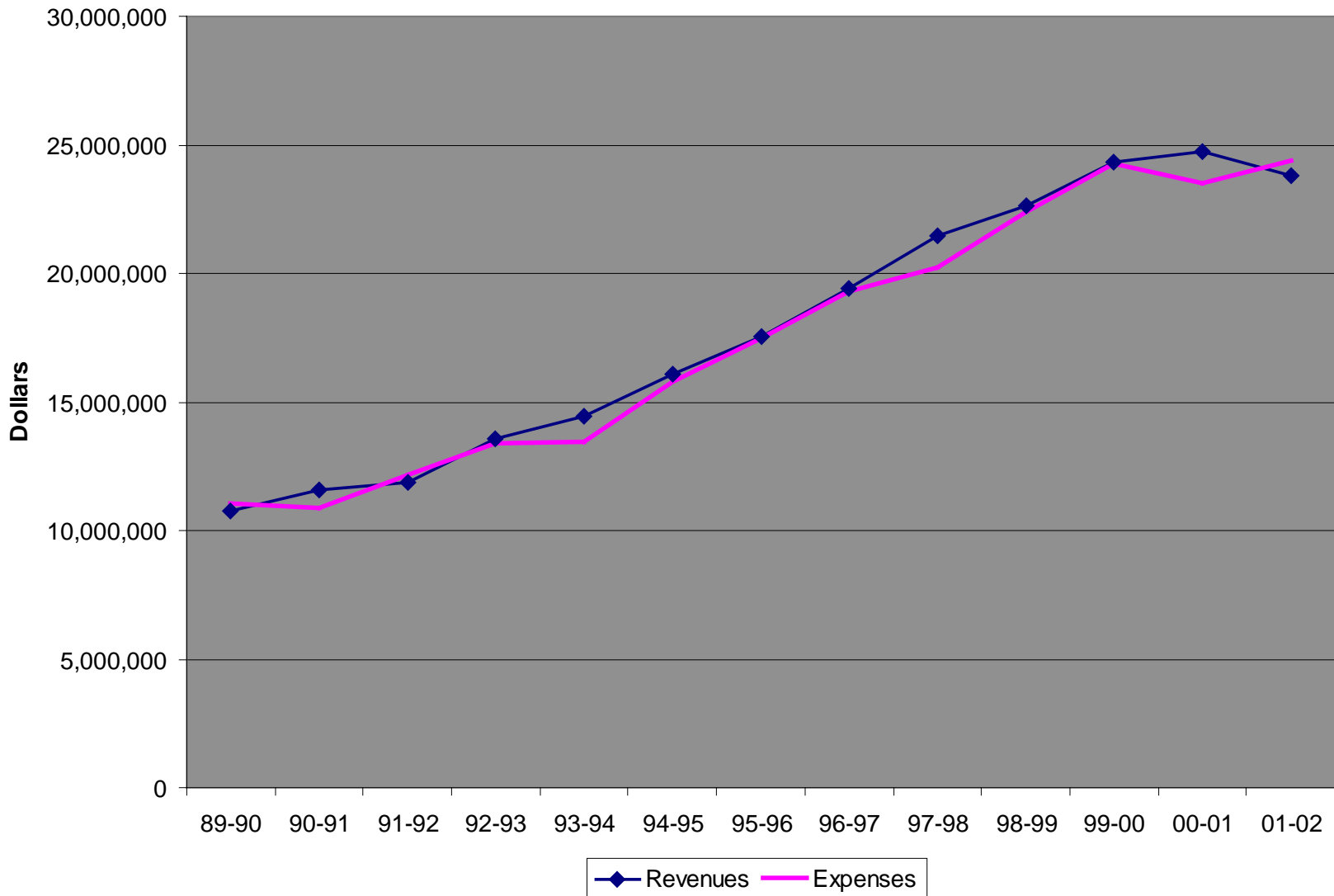
Bus Rapid Transit

- Will not increase operating costs
- Will increase ridership
- Increase productivity and efficiency
- Decrease cost per ride

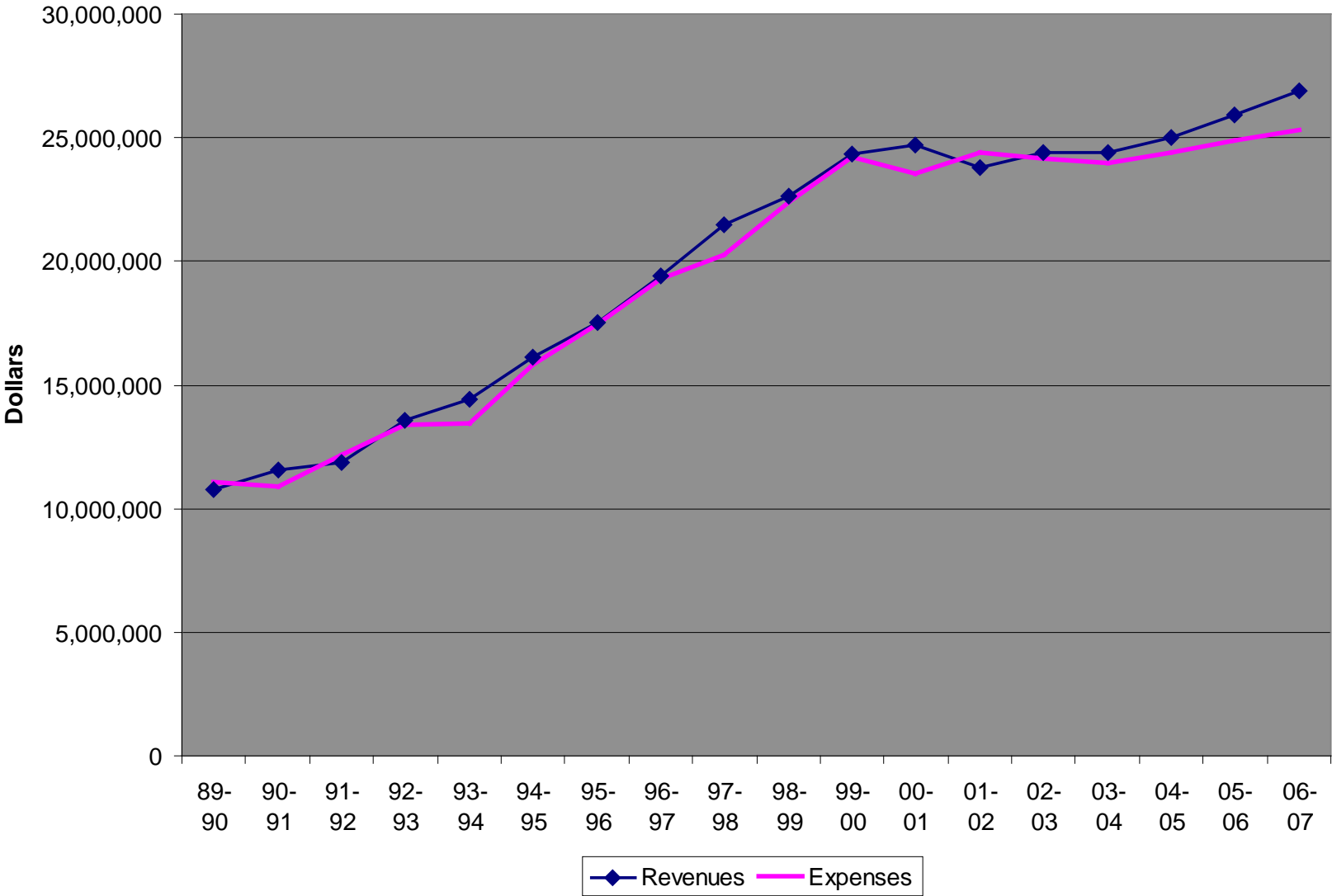
BRT, continued

- New vehicles available for Phase 1
- New segments added every four years
- New stations added to anchor additional segments

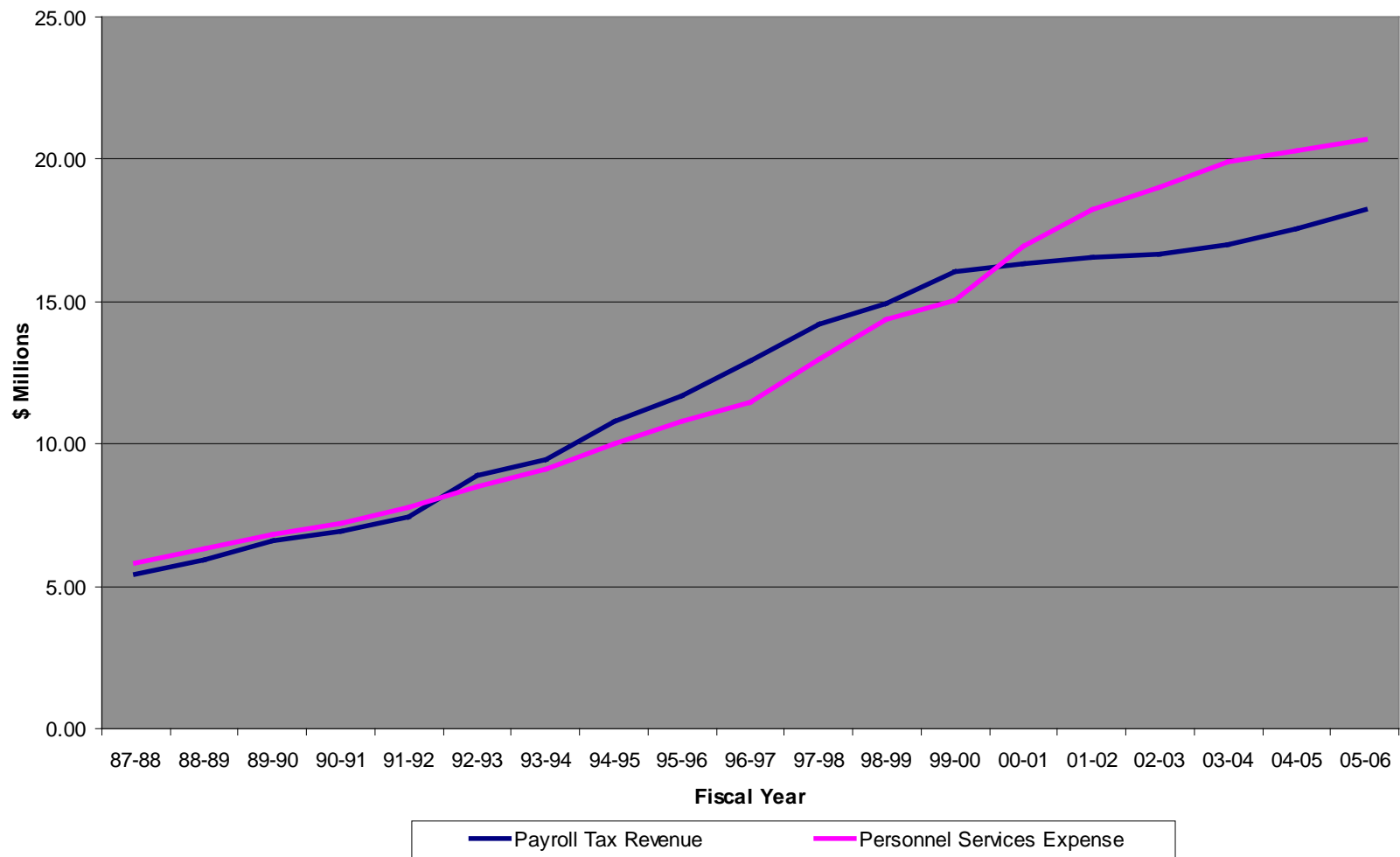
Operating Fund Revenue & Expense



Operating Fund Revenue & Expense Projection



Major Revenue & Expenditure Trends



Five Year Operating Summary

	Projections →					
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BEGINNING FUND BALANCE	5,971,289	5,409,440	5,658,980	5,547,420	5,106,450	4,643,790
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Total Operating	4,477,950	4,983,050	5,077,050	5,217,920	5,409,318	5,613,750

Five Year Operating Summary, cont'd

	Projections →					
	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
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Total Taxes	18,104,900	18,104,900	18,467,000	19,021,010	19,781,851	20,573,120
TDM & Parts Grant	<u>445,700</u>	<u>445,700</u>	<u>454,610</u>	<u>463,700</u>	<u>472,970</u>	<u>482,430</u>
Total Grants	445,700	445,700	454,610	463,700	472,970	482,430
Interest Income	791,160	869,800	381,900	280,300	237,100	199,900
Disposal of Assets	0	0	0	0	0	0
TOTAL GF REVENUE	23,819,710	24,403,450	24,380,560	24,982,930	25,901,240	26,869,200

Five Year Operating Summary, cont'd

	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
EXPENSE						
Personnel Services	18,003,600	17,947,480	17,755,120	18,110,220	18,472,420	18,841,870
Materials & Services	4,597,420	4,643,390	4,644,370	4,690,810	4,737,720	4,785,100
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Transfer to ST Fund	930,540	930,540	953,800	977,650	1,002,090	1,027,140
Transfer to Capital	0	0	500,000	1,000,000	1,500,000	2,000,000
TOTAL GF EXPENSE	24,381,560	24,153,910	24,492,120	25,423,900	26,363,900	27,312,300
Operating Net	(561,850)	249,540	(111,560)	(440,970)	(462,661)	(443,100)
ENDING BALANCE	5,409,439	5,658,980	5,547,420	5,106,450	4,643,790	4,200,690

Capital Summary

Capital Projects

BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	1,550,000
BRT buses		6,000,000			6,000,000	
BRT stations						
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500
Springfield Station	1,200,000	2,300,000	3,500,000			
Revenue Vehicles	1,610,000	8,245,000		3,320,000	7,525,000	6,225,000
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500
Total projects	8,757,050	33,937,510	10,330,500	15,663,500	24,270,000	10,300,000

Capital, continued

	FY 01-02 Current Year	FY 02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	FY 06-07 Year Five
Resources						
Federal BRT Phase I	920,000	7,880,000				
Federal 5309 BRT technology/bus projects		3,662,500	178,400	2,406,400	655,600	97,100
Federal BRT New Starts			930,000	3,960,000	4,530,000	930,000
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Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900
Federal 5309 bus purchases	990,310					
Federal 5309 Spfld Station	323,200	1,676,800	2,800,000			
Federal STP	1,112,660	179,460	179,460	404,460	1,349,460	179,460
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790
Local Non-LTD			310,000	1,320,000	1,510,000	310,000
Local from Operations	123,745	247,420	46,210	56,210	46,210	46,210
Proceeds from Debt		9,345,000		954,000	5,145,000	6,425,000
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Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450

Closing Remarks

- LTD will have a challenging next few years:
 - Operating expenses increasing
 - Slow (or no) short term economic growth
 - Rapid increase in *RideSource* demand accompanied by a decrease in productivity
 - Unfunded capital agenda

Remarks (cont'd)

- Long-term success will depend on:
 - Community support for LTD's agenda
 - New funding sources for BRT
 - Careful expenditure control
 - Attainment of performance goals
 - Productivity and efficiency improvement

AGENDA ITEM SUMMARY

DATE OF MEETING: February 19, 2002

ITEM TITLE: BUS RAPID TRANSIT VEHICLES

PREPARED BY: Ron Berkshire, Maintenance Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: In the search for BRT vehicles, staff identified two European vehicles that potentially had the design elements desired by LTD. Last month Jack Gonsalves of Parsons Brinckerhoff, Ken Hamm, and I visited these manufacturers and inspected their vehicles. We found both vehicles to be viable for our project, with one meeting the majority, if not all, of LTD's requirements and desired elements.

We are very excited about what we saw and eager to review our findings with the Board during the work session.

ATTACHMENT: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2002\02\Special Mtg\BRT Vehicle.doc

Capital Projects Summary

CATAGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>BUS RAPID TRANSIT</u>							
Planning grant funding	235,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Planning local funding	765,000		25,000	50,000	75,000	100,000	250,000
Planning 5307		800,000	800,000	800,000	800,000	800,000	4,000,000
Right-of-WayAcquisition							
Buildout Phase 1	1,150,000	10,200,000	2,450,000				12,650,000
Buildout Phase 2						1,550,000	1,550,000
Buildout Phase 2			1,550,000	6,600,000	7,550,000		15,700,000
BRT Buses		6,000,000			6,000,000		12,000,000
Neighborhood Vehicles							
Facility Expansion Fleet	100,000	1,200,000	400,000				1,600,000
Automated Fare Sales & Collection		150,000		650,000	650,000	150,000	1,600,000
Automated Traveler Info System			134,000	1,036,000	169,500	169,500	1,509,000
AVL/APC	971,200	678,130					678,130
Radio System Replacement			89,000	1,322,000			1,411,000
Six Post Hoist		50,000					50,000
Sweeper for BRT Guideways							
TOTAL - BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500	53,998,130



Capital Projects Summary

CATEGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>SPRINGFIELD STATION</u>							
	404,000	2,300,000	3,500,000				5,800,000
	796,000						
TOTAL - Springfield Station	1,200,000	2,300,000	3,500,000				5,800,000
<u>REVENUE VEHICLES</u>							
Breeze I Buses	1,610,000						
Replacement Buses (18 low-floor, 5 artics)		8,245,000		3,320,000	6,225,000	6,225,000	15,770,000
Breeze II Buses					1,300,000		1,300,000
TOTAL - Revenue Vehicles	1,610,000	8,245,000		3,320,000	7,525,000	6,225,000	17,070,000



Capital Projects Summary

CATEGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
PASSENGER BOARDING IMPROVEMENTS / FACILITIES							
Shuttle Shelters	200,000						
PBI	235,000	200,000	200,000	200,000	200,000	200,000	1,000,000
Bus Stop Information							
Branding							
Bike Cages							
Thurston Station	300,000						
Fairgrounds Park & Ride							
Gateway Station	25,000						
River Road Station							
UO Station Improvements							
Eugene Station Improvements	50,000						
Springfield Station Park & Ride				250,000			250,000
Glenwood Park & Ride							
Coburg Park & Ride							
Satellite Land Acquisition		900,000					900,000
RideSource Facility	170,000	1,978,160					1,978,160
LCC Bus Only Lane							
Bridge to Autzen							
Building Security Systems		80,000					80,000



Capital Projects Summary

CATEGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>PASSENGER BOARDING IMPROVEMENTS / FACILITIES, Continued</u>							
Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000		120,000
Video Surveillance Glenwood Facility							
Office Space Planning							
Glenwood Facilities Expansion							
TOTAL - Passenger Boarding Improvements / Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000	4,328,160



Capital Projects Summary

CATEGORY/Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>HARDWARE / SOFTWARE</u>							
Financial System Software	200,000						
Hastus	70,000						
Midas	100,000						
General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500	427,500
Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000	225,000
Internet Connection		56,420					56,420
Laptop PC's		6,300					6,300
Graphics Workstations		10,800					10,800
Wireless Network Expansion		26,200					26,200
HR Software Upgrade				100,000			100,000
Fleet Software Replacement					50,000		50,000
TOTAL - Hardware/Software	475,500	230,220	130,500	230,500	180,500	130,500	902,220
<u>INTELLIGENT TRANS. SYSTEMS</u>							
Miscellaneous Transit Priority			200,000	200,000	200,000	200,000	800,000
TOTAL - ITS			200,000	200,000	200,000	200,000	800,000



Capital Projects Summary

CATEGORY/Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>BUS RELATED EQUIPMENT</u>							
Bus Camera Retrofit	130,000	130,000		135,000	140,000		405,000
Bus Seat Change for Bike Capacity							
TOTAL - Bus Related Equipment	475,500	230,220	130,500	230,500	180,500	130,500	902,220
<u>MISCELLANEOUS EQUIPMENT</u>							
Miscellaneous Office	38,000	40,000	40,000	40,000	40,000	40,000	200,000
Copiers			82,000				82,000
Board Room Projector Screen	5,300						
Graphics Plotter							
BRT Presentation Equipment	10,000						
TOTAL - MISC EQUIPMENT	53,300	40,000	122,000	40,000	40,000	40,000	282,000



Capital Projects Summary

CATEGORY/Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>COMMUNICATIONS</u>							
Telephone Equipment	20,000			120,000			120,000
TOTAL - Communications	20,000			120,000			120,000
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<u>SHOP EQUIPMENT</u>							
Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000	90,000
Miscellaneous Tools for Facilities	10,000	10,000					10,000
TOTAL - Shop Equipment	22,800	40,000	15,000	15,000	15,000	15,000	100,000
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<u>SUPPORT VEHICLES</u>							
Support Vehicles		40,000	40,000	20,000	50,000	70,000	220,000
Marketing Pickup w/ Liftgate							
TOTAL - Support Vehicles		40,000	40,000	20,000	50,000	70,000	220,000
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Capital Projects Summary

CATEGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>SPECIAL TRANSPORTATION FUND</u>							
STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000	2,231,000
STF Projects	110,500						
TOTAL - STF	1,044,250	431,000	450,000	450,000	450,000	450,000	2,231,000
<u>COMMUTER SOLUTIONS</u>							
	209,000	209,000	209,000				418,000
TOTAL - Commuter Solutions	209,000	209,000	209,000				418,000
<u>ENGINE KITS/MISC PARTS</u>							
	335,000	360,000	325,000	315,000	320,000	320,000	1,640,000
TOTAL - Engine Kits/Misc Parts	335,000	360,000	325,000	315,000	320,000	320,000	1,640,000
<u>TOTAL</u>							
PROJECT EXPENDITURES	17,546,050	26,261,510	10,864,500	15,978,500	24,590,000	10,620,000	88,314,510



Capital Projects Summary

CATEGORY / Projects	FY 01-02 Current Year	FY-02-03 Year One	FY 03-04 Year Two	FY 04-05 Year Three	FY 05-06 Year Four	RY 06-07 Year Five	TOTAL NEXT FIVE YEARS
<u>DEBT SERVICE</u>							
Debt Issuance Costs		200,000		300,000	300,000	200,000	800,000
Debt Service on FY 01-02 issue (current year buses)			926,130	926,130	926,130	926,130	3,704,520
Debt Service on FY 02-03 issue - buses							
Debt Service on FY 03-04 issue - buses							
Debt Service on FY 04-05 issue - buses					186,900	186,900	373,800
Debt Service on FY 05-06 issue - buses						564,230	564,230
Debt Service on FY 06-07 issue - buses							
RideSource / Satellite Land Acquisition		69,190	69,190	69,190	69,190	69,190	345,950
TOTAL - Debt Service		269,190	995,320	1,295,320	1,482,220	1,946,450	5,788,500
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<u>GRAND TOTAL</u>							
Including Debt Service	9,301,050	34,775,700	11,859,820	17,273,820	26,072,220	12,566,450	94,103,010

