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LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, February 20, 2002
5:30 p.m.

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

A G E N D A

Page No.

I. CALL TO ORDER

II. ROLL CALL

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

The following agenda items will begin at 5:30 p.m.

III. PRELIMINARY REMARKS BY BOARD PRESIDENT

IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA 05

V. WORK SESSION

- Employees of the Month – February and March 2002 (15 minutes) 06
- Federal Priorities (15 minutes) 08
- Continue with Items for Information beginning on page 59 59

The following agenda items will begin at 6:30 p.m.

VI. AUDIENCE PARTICIPATION

- ◆ Each speaker is limited to three (3) minutes.

	<u>Page No.</u>
VII. PUBLIC HEARING ON FISCAL YEAR 2002-03 SERVICE PROPOSAL	09
A. Staff Presentation	
B. Opening of Public Hearing by Board President	
C. Public Testimony	
D. Closing of Public Hearing	
E. Board Discussion and Direction to Staff	
VIII. PUBLIC HEARING ON FISCAL YEAR 2002-03 PRICING PLAN	12
A. Staff Presentation	
B. Opening of Public Hearing by Board President	
C. Public Testimony	
D. Closing of Public Hearing	
E. Board Discussion and Direction to Staff	
IX. ITEMS FOR ACTION AT THIS MEETING	
A. Consent Calendar	14
1. Minutes of January 16, 2002, Regular Board Meeting (Page 15)	
2. Budget Committee Appointment (Page 24)	
B. Construction Management/General Contractor	25
1. Staff Presentation	
2. Opening of Public Hearing by Board President	
3. Public Testimony	
4. Closing of Public Hearing	
5. Board Discussion and Decision	
C. Capital Improvements Program	35
D. Long-Range Financial Plan	39
E. Set Date for March Work Session	49

X.	ITEMS FOR INFORMATION AT THIS MEETING	
A.	Current Activities	
1.	Board Member Reports	59
(a)	Metropolitan Policy Committee – February 14 meeting – no transportation items on the agenda	
(b)	BRT Steering Committee and Board BRT Committee – February 5 Steering Committee meeting	
(c)	Statewide Livability Forum – No meeting	
(d)	Board Finance Committee—February 5 meeting	
(e)	Springfield Station Design Review Committee— January 22 meeting	
2.	General Manager’s Report	61
3.	Monthly Financial Report	63
4.	Springfield Station Update	64
5.	BRT Corridor Planning Update	65
6.	BRT Phase 1 Design Schedule	66
7.	Trainer Pass Program	68
8.	Board Correspondence	70
B.	Monthly Department Reports	75
C.	Monthly Performance Reports (January 2002)	78
XI.	ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING	79
A.	FY 2002-03 Service Recommendation	
B.	FY 2002-03 Fare Recommendation	
C.	Budget Committee Appointment	
D.	Springfield Station Design Review Committee Recommendation	

- E. General Manager's Performance Evaluation
 - F. Commuter Solutions Strategic Planning Goals
 - G. Budget Committee Meetings
 - H. Fiscal Year 2002-03 Budget Adoption
 - I. Resolution Reaffirming District Boundaries
 - J. BRT Updates
- XII. 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).

Q:\Reference\Board Packet\2002\02\Regular Mtg\bdagenda.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: CAPITAL IMPROVEMENTS PROGRAM

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: Approval of the Capital Improvements Program

BACKGROUND: The Capital Improvements Program (CIP) is reviewed and revised each year as part of the budget development process. The five-year plan forms the foundation for the proposed Long-Range Financial Plan. The first year of the rolling CIP becomes the proposed capital budget for the next fiscal year. As the proposed CIP was developed over the past several months, it was reviewed with the Board Finance Committee regularly. The proposed CIP was approved by the Finance Committee on February 5, 2002.

Year one of the plan (FY 2002-03) totals \$34,775,700. The majority of capital expenditures proposed for FY 2002-03 are directly or indirectly related to Phase 1 of the Bus Rapid Transit project. A total of \$19,278,130 is proposed to cover planning, Phase 1 construction, vehicles, new technology and equipment, and fleet facilities modifications required to service new, articulated buses.

In addition, \$8.2 million for replacement buses originally included in the revenue vehicles planned in the FY 2001-02 CIP has been rolled into FY 2002-03 to reflect the anticipated vehicle delivery period in spring 2003. The debt service approved to finance these vehicles also has been rolled forward one year.

Other major program components include a new Springfield Station constructed over a period of three years at a total cost of \$5.8 million. Also included are a new *RideSource* facility and vehicles primarily funded by the State, as well as modest technology upgrades and fleet support expenses.

The proposed CIP project list will be reviewed with the Board at the February 19 work session. Project managers will be available at the meeting to respond to specific questions. Approval of the CIP as presented or revised is required, but does not mean that changes cannot be proposed during the budget approval process. The full Budget Committee will meet in late April to consider LTD's complete proposed

budget, which must be approved by the Committee and then adoption by the Board in June.

ATTACHMENT: Proposed Capital Improvements Program Summary

PROPOSED MOTION: I move that the Board approve the following resolution:

LTD Resolution No. 2002-005: It is hereby resolved that the proposed Capital Improvements Program for fiscal years 2002-2003 through 2006-2007 is approved as presented.

LANE TRANSIT DISTRICT

Pricing Proposal Summary

Effective 7/01/02

TYPE OF FARE:

Cash Fare

	Current:	Proposed:
Adult	\$1.25	\$1.25
Youth	\$0.60	\$0.60
Child	\$0.60	\$0.60
Reduced	\$0.60	\$0.60
Senior	\$0.60	\$0.60

Passes

Adult		
1-Month:	\$28.00	\$35.00
3-Month:	\$65.00	\$85.00
Youth		
1-Month:	\$14.00	\$17.50
3-Month:	\$32.50	\$42.50
Child, Senior, Reduced		
1-Month:	\$14.00	\$17.50
3-Month:	\$32.50	\$42.50
Day Pass	\$2.50	\$2.50
Tokens		
Adult	\$0.85	\$1.00
Other	\$0.42	\$0.50
Group Pass	4.1%	6%
LCC Term Pass	\$43.00	\$54.00

RideSource (Staff Proposal)

	Current:	Proposed:
Regular	\$2.00	\$2.50
Escort	\$2.00	\$2.50
Shopper	\$2.00	\$2.00 *
<i>10 Tickets</i>	\$15.00	\$20.00

RideSource (STAC Proposal)

Regular	\$2.00	\$2.50
Escort	\$2.00	\$2.50
Shopper	\$2.00	\$2.00 *
<i>10 Tickets</i>	\$15.00	\$20.00

*Round-trip fare

Sales Outlets

Passes	Discount	Discount
0-500+	10.0%	10.0%
Token Packets		
0-500+	10.0%	10.0%

Projected Revenues Based on Proposed 2002/2003 Fare Changes

	Annual Sales	Current Price	Revenue	Projected Sales	Proposed Price	Projected Revenue	Difference
Adult Monthly	32515	\$28	\$910,420	29264	\$35	\$1,024,223	\$113,803
Youth Monthly	18092	\$14	\$253,288	16283	\$17.50	\$284,949	\$31,661
Reduced Fare Monthly	5984	\$14	\$83,776	5386	\$17.50	\$94,248	\$10,472
Senior/Child Monthly	2113	\$14	\$29,582	1902	\$17.50	\$33,280	\$3,698
Adult 3 Month	1287	\$65	\$83,655	1158	\$85	\$98,456	\$14,801
Youth 3 Month	2392	\$32.50	\$77,740	2153	\$42.50	\$91,494	\$13,754
Reduced Fare 3 Month	1153	\$32.50	\$37,473	1038	\$42.50	\$44,102	\$6,630
Senior/Child 3 Month	628	\$32.50	\$20,410	565	\$42.50	\$24,021	\$3,611
Adult Tokens	152804	\$0.85	\$129,883	143636	\$1	\$143,636	\$13,752
Reduced Tokens	66696	\$0.42	\$28,012	62694	\$0.50	\$31,347	\$3,335
LCC Term Pass	7200	\$43	\$309,600	6048	\$54	\$326,592	\$16,992
Group Pass Revenue			\$375,000			\$535,800	\$160,800
Estimated Additional Revenue							\$393,308

Media Type	Adult Price	Cost per Trip*	Monthly Cost	Percent Discount
Cash	\$1.25	\$1.25	\$50.00	0%
Tokens	\$1.00	\$1.00	\$40.00	20%
Monthly Pass	\$35.00	\$0.88	\$35.00	30%
3 Month Pass	\$85.00	\$0.71	\$28.33	43%

* Based on 40 trips per month

Fare Media Relationships

Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
Cash	\$1.25	\$1.25	\$50.00	0%
Tokens	\$1.00	\$1.00	\$40.00	20%
Monthly Pass	\$35.00	\$0.88	\$35.00	30%
3 Month Pass	\$85.00	\$0.71	\$28.33	43%

* Based on 40 trips per month

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: JANUARY FINANCIAL STATEMENTS

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: None

BACKGROUND: Financial results for the seventh month of the fiscal year will be distributed at the Board work session on February 19 and discussed at the Board meeting on February 20.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: JANUARY FINANCIAL STATEMENTS

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: None

BACKGROUND: Financial results for the seventh month of the fiscal year are summarized in the attached reports.

Passenger fare receipts were weak in January. Seven-month results are now \$37,300 below budget, and essentially flat versus the same period last fiscal year. Group pass receipts also were soft in January, and now lag the budget goal year-to-date by more than \$61,000 due to the closure of technology businesses over the summer and to a change in the billing cycle for the University of Oregon ASUO group pass program. Adjusting for the timing change, the year-to-date shortfall is approximately \$20,000 despite rate increases that went into effect for most programs on January 1. The largest group pass contract, Associated Students of the University of Oregon (ASUO) will not see a rate increase until next fall. However, at that time, the rate will increase 25 percent.

Payroll tax receipts were unexpectedly strong in January, although year-to-date totals still lag budget by \$68,000. This unexplained boon brings current-year revenue from this source about equal to receipts in the same period last fiscal year. Given experience earlier this fiscal year with erroneous Oregon Department of Revenue (ODOR) distributions, staff requested verification that January 2002 receipts actually belong to LTD. To date, ODOR maintains that they do. It is positive news, suggesting that the major construction projects in the Eugene-Springfield area employing out-of-area contractors may be generating new revenue that is partially mitigating the effects of the local recession. Oregon has the highest unemployment rate in the nation.

Self-employment tax receipts are about as anticipated by the budget year-to-date. State-in-lieu receipts are more than \$35,000 ahead of plan for the first seven months due to strong enrollment, and therefore employment, at the University of Oregon.

Interest income for January remains down as compared with both budget and prior year. The year-to-year comparison continues to show the effect of rate reductions that have substantially reduced earning potential in the last several months. In addition, the current-year budget anticipated the

investment of bond or other debt sale proceeds, with earnings spread over the entire fiscal year. No action has been taken on debt financing to date, so debt expense savings offset lower interest earnings to some extent. Debt research and analysis continue. Rates continue to be favorable.

All other General Fund revenue sources are generally as anticipated through January. As previously reported, Obie Communications, which is LTD's bus advertising contractor, has requested re-negotiation of its contract in order to reduce the revenue guarantee to LTD. In December, Obie proposed new terms, which are under consideration. LTD has requested detailed financial reports in order to determine the effect of the economic slowdown on local and national advertising revenues. Obie Communications has continued to meet its contractual obligations to LTD while the discussion continues.

Personnel services expenses for administration employees remain on track to finish the fiscal year under budget due to restructuring implemented in November. Contract employee wages are over budget year-to-date and likely to finish the current year significantly over budget, although a modest slowing of growth occurred in January. The Long-Range Financial Plan (LRFP) anticipates this negative variance, and that the first significant opportunity to make improvements to operating efficiency and any changes to operating schedules will be with Fall 2002 service. Minor adjustments that could occur sooner are under consideration and will be included in service change discussions with the Board.

The Finance Committee reviewed drafts of both the proposed Capital Improvements Program (CIP) and Long-Range-Financial Plan at its February 5 meeting. As previously reported to the Board, long-term financial health, including the ability to resume transfers from operations to support capital projects, requires that expenditure growth be slowed to rates less than or equal to those of annual revenue growth. Administration staff and materials and services reductions were first steps in the current year, but the result will not be enough to balance the General Fund in the next three years. The full Board will consider the LRFP and CIP at the February meetings.

Year-to-date materials and services expenditures are down versus budget and prior period due in part to lower fuel costs, but primarily because a significant transfer of excess operating reserves was made to the Capital Fund last year, which was a one-time event. The current-year budget pared planned non-personnel expenses as part of the effort to trim operating costs in anticipation of the slower economy. Additional reductions in this expense category are anticipated. Please note that the recent reorganization has moved some programs to new departments, and may temporarily result in reporting anomalies that invalidate year-to-year

comparisons. LTD successfully went live with most of the components of new financial systems the week of February 4, 2002.

Also please note that due to unanticipated premium expense and unusually high current-year claims, insurance will be over budget by up to \$300,000 by fiscal year-end. This line item will increase significantly next year due to the effect of September 11 events. In addition, the collapse of Enron and the collapse in perceived integrity of auditors and financial information are expected to add to certain insurance premium expenses in the future.

Special Transportation Fund expenses are as anticipated through January. It was previously noted that a supplemental budget might be required to complete the transition of this program. It has since been determined that, because all of the additional activity is in the Capital Fund, existing appropriations are sufficient for the current fiscal year.

January Capital Fund expenses also are as anticipated. Progress on individual capital projects will be reported to the Board as separate items.

ATTACHMENTS:

Attached are the following financial reports for Board review:

1. Operating Financial Report - comparison to prior year
2. Monthly Financial Report Comments
3. Comparative Balance Sheets
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Projects Fund
4. Income Statements
 - a. General Fund
 - b. Special Transportation Fund
 - c. Capital Projects Fund

PROPOSED MOTION:

None

	For capital	issuance costs	years	interest rate
Debt Service on FY01-02 issue - buses				
CIP from Board Retreat	11,335,000	200,000	12	4.500%
CIP for LC 12 04 first cut	11,335,000	200,000	12	4.500%
CIP for LC 12 04 buses	11,335,000	200,000	12	4.500%
CIP after LC 12 04 version 4	8,245,000	200,000	12	4.500%
CIP for FC 01 07 02	8,245,000	200,000	12	4.500%
Debt Service on FY02-03 issue - buses				
CIP from Board Retreat	6,000,000	200,000	12	4.500%
CIP for LC 12 04 first cut	6,000,000	200,000	12	4.500%
CIP for LC 12 04 buses	4,000,000	200,000	12	4.500%
CIP for FC 01 07 02	4,000,000	200,000	12	4.500%
CIP for FC 01 07 02 ver 2	-	-	12	4.500%
Debt Service on FY03-04 issue - buses				
CIP from Board Retreat	-	-	12	4.500%
CIP for LC 12 04 first cut	-	-	12	4.500%
CIP for LC 12 04 buses	-	-	8	4.500%
CIP for FC 01 07 02 buses	-	-	8	4.500%
Debt Service on FY04-05 issue - buses				
CIP from Board Retreat	3,320,000	150,000	12	4.500%
CIP for LC 12 04 first cut	3,320,000	150,000	12	4.500%
CIP for LC 12 04 buses	-	150,000	6	4.500%
CIP for FC 01 07 02 buses	-	-	6	4.500%
CIP for FC 01 07 02 buses	664,000	300,000	6	4.500%
Debt Service on FY05-06 issue - buses				
CIP from Board Retreat	16,225,000	300,000	12	4.500%
CIP for LC 12 04 first cut	16,225,000	300,000	12	4.500%
CIP for LC 12 04 buses	5,000,000	300,000	12	4.500%
CIP for FC 01 07 02 buses	5,000,000	300,000	12	4.500%
CIP for FC 01 07 02 V@2	1,000,000	-	12	4.500%
CIP for FC 01 07 02 V@3	2,245,000	300,000	12	4.500%
CIP for FC 01 07 02 V@5	4,845,000	300,000	12	4.500%
Debt Service on FY06-07 issue - buses				
CIP from Board Retreat	6,225,000	300,000	12	4.500%
CIP for LC 12 04 first cut	6,225,000	300,000	12	4.500%

CIP for LC 12 04 buses	-	300,000	6	4.500%
CIP for FC 01 07 02 buses	-	-	6	4.500%
CIP for FC 01 07 02 V@3	6,225,000	200,000	12	4.500%

Debt Service on FY01-02 Satellite land acquisiton

CIP from Board Retreat	900,000	-	20	4.500%
CIP for LC 12 04 first cut	900,000	-	20	4.500%
CIP for LC 12 04 buses	900,000	-	20	4.500%
CIP for FC 01 07 02	900,000	-	20	4.500%

annual debt service total debt services

1,265,000	15,180,000
1,265,000	15,180,000
1,265,000	15,180,000
926,130	11,113,560
926,130	11,113,560

679,930	8,159,160
679,930	8,159,160
460,600	5,527,200
460,600	5,527,200
-	-

-	-
-	-
-	-
-	-

380,540	4,566,480
380,540	4,566,480
29,080	174,480
-	-
186,900	1,121,400

1,812,230	21,746,760
1,812,230	21,746,760
581,230	6,974,760
581,230	6,974,760
109,670	1,316,040
279,100	3,349,200
564,230	6,770,760

715,570	8,586,840
715,570	8,586,840

58,160	348,960
-	-
704,610	8,455,320

69,190	1,383,800
69,190	1,383,800
69,190	1,383,800
69,190	1,383,800

BRT phases 2-6 funded at 60% New Starts 20% Non-LTD local match 20% LTD local match
 BRT phase 2-6 buses funded at 60% New Starts 40% LTD local match
 BRT phases 2-6 stations funded at 60% New Starts 40% LTD local match
 5307 funding at approximately \$5.0 million growth of \$200,000 a year.

**Lane Transit District
 CAPITAL PROJECTS SUMMARY**

BRT Phase 3 = \$20,000,000 BRT Phase 3 Station - \$ 2.0 m BRT Phase 4 = \$20,000,000 BRT Phase 4 Station - \$ 3.0 m BRT Phase 5 = \$20,000,000 BRT Phase 5 Station - \$ 2.5 m BRT Phase 6 = \$20,000,000 BRT Phase 6 Station - \$ 4.0 m

	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Capital Projects																					
BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	7,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000
BRT buses		6,000,000		6,000,000	6,000,000	6,000,000			5,000,000				5,000,000				5,000,000				5,000,000
BRT stations									3,000,000				3,000,000				2,500,000				300,000
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500	8,000,000	8,950,000	12,700,000	2,950,000	8,000,000	8,950,000	13,700,000	2,950,000	8,000,000	8,950,000	13,200,000	1,850,000	6,900,000	7,850,000	13,600,000
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		10,375,000		8,000,000				8,000,000		8,000,000				8,000,000	
Passenger Boarding Improvements Facilities -																					
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000	500,000	500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
total projects	8,757,050	33,937,510	10,330,500	15,663,500	24,270,000	10,300,000	9,500,000	20,825,000	14,200,000	12,950,000	10,000,000	10,950,000	23,700,000	7,950,000	13,000,000	18,950,000	15,200,000	3,850,000	16,900,000	9,850,000	15,600,000
Debt Service																					
Issuance Costs		200,000		300,000	300,000	200,000															
DS on Satellite Land acq		69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190
DS on FY 01-02 issues			926,130	926,130																	
DS on FY 04-05 issues					186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900
DS on FY 05-06 issues					564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230
DS on FY 06-07 issues						704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610
DS on FY 08-09 issues							580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500
DS on FY 10-11 issues									451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 13-14 issues											451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 17-18 issues														451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 19-20 issues																					451,400
total debt service		269,190	995,320	1,295,320	1,482,220	1,946,450	2,451,060	2,451,060	3,031,560	3,031,560	3,482,960	3,482,960	3,482,960	3,934,360	3,008,230	3,008,230	3,272,730	2,708,500	2,003,890	2,455,290	1,874,790
Total Projects and Debt Service	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

Project Categories	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Resources																					
Federal BRT Phase I	920,000	7,880,000																			
Federal 5309 BRT technology/bus projects		3,662,500																			
Federal BRT New Starts		930,000	178,400	2,406,400	655,600	97,100	930,000	4,530,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000	7,980,000
sub total Federal for BRT	920,000	11,542,500	1,108,400	6,366,400	5,185,600	1,027,100	3,960,000	4,530,000	6,780,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000
Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900	4,750,000	4,700,000	4,650,000	4,600,000	4,550,000	4,500,000	4,450,000	4,400,000	4,350,000	4,300,000	4,250,000	4,200,000	4,150,000	4,100,000	4,050,000
Federal 5309 bus purchases	990,310																				
Federal 5309 Spfid 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	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Local Non-LTD			310,000	1,320,000	1,510,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000
Local from Operations	123,745	247,420	46,210	56,210	46,210	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Proceeds from Debt		9,345,000		954,000	5,145,000	6,425,000		10,675,000		8,300,000			8,300,000			8,300,000			8,300,000		
subtotal	6,470,200	29,077,100	8,774,760	14,541,680	23,081,360	10,432,460	10,705,000	22,090,000	12,965,000	14,815,000	10,505,000	11,215,000	21,665,000	6,315,000	10,305,000	19,315,000	12,865,000	6,115,000	18,405,000	10,815,000	13,565,000
Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990	1,246,060	1,186,060	4,266,560	1,166,560	2,977,960	3,217,960	5,517,960	5,569,960	5,703,230	2,643,230	5,607,730	443,500	498,890	1,490,290	3,909,790
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

BRT phases 2-6 funded at 60% New Starts 20% Non-LTD local match 20% LTD local match
 BRT phase 2-6 buses funded at 60% New Starts 40% LTD local match
 BRT phases 2-6 stations funded at 60% New Starts 40% LTD local match
 5307 funding at approximately \$5.0 million (less \$250,000 grant parts) growth of \$100,000 a year.

**Lane Transit District
 CAPITAL PROJECTS SUMMARY**

BRT Phase 3 = 20,000,000 BRT Phase 3 Station - \$ 2.0 m BRT Phase 4 = 20,000,000 BRT Phase 4 Station - \$ 3.0 m BRT Phase 5 = 20,000,000 BRT Phase 5 Station - \$ 2.5 m BRT Phase 6 = 20,000,000 BRT Phase 6 Station - \$ 4.0 m

	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Capital Projects																					
BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000
BRT buses		6,000,000		6,000,000	6,000,000				5,000,000				5,000,000				5,000,000				5,000,000
BRT stations									3,000,000				3,000,000				2,500,000				300,000
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500	8,000,000	8,950,000	12,700,000	2,950,000	8,000,000	8,950,000	13,700,000	2,950,000	8,000,000	8,950,000	13,200,000	1,850,000	6,900,000	7,850,000	13,600,000
Springfield Station		2,300,000	3,500,000																		
Revenue Vehicles	1,610,000	8,245,000		3,320,000	7,525,000	6,225,000		10,375,000		8,000,000			8,000,000			8,000,000				8,000,000	
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000	500,000	500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
total projects	8,757,050	33,937,510	10,330,500	15,663,500	24,270,000	10,300,000	9,500,000	20,825,000	14,200,000	12,950,000	10,000,000	10,950,000	23,700,000	7,950,000	13,000,000	18,950,000	15,200,000	3,850,000	16,900,000	9,850,000	15,600,000
Debt Service																					
Issuance Costs		200,000		300,000	300,000	200,000															
DS on Satellite Land acq		69,190		69,190	69,190	69,190															
DS on FY 01-02 issues			69,190	69,190	69,190	69,190															
DS on FY 04-05 issues			926,130	926,130	926,130	926,130															
DS on FY 05-06 issues				186,900	186,900	186,900															
DS on FY 06-07 issues				564,230	564,230	564,230															
DS on FY 07-08 issues				704,610	704,610	704,610															
DS on FY 08-09 issues							704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610
DS on FY 10-11 issues									580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500
DS on FY 11-12 issues										451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 13-14 issues											451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 17-18 issues																	451,400	451,400	451,400	451,400	451,400
DS on FY 19-20 issues																			451,400	451,400	451,400
total debt service		269,190	995,320	1,295,320	1,482,220	1,946,450	2,451,060	2,451,060	3,031,560	3,031,560	3,482,960	3,482,960	3,482,960	3,934,360	3,008,230	3,008,230	3,272,730	2,708,500	2,003,890	2,455,290	1,874,790
Total Projects and Debt Service	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

Project Categories	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Resources																					
Federal BRT Phase I	920,000	7,880,000																			
Federal 5309 BRT technology/bus projects		3,662,500																			
Federal BRT New Starts			178,400	2,406,400	655,600	97,100															
sub total Federal for BRT	920,000	11,542,500	1,108,400	6,366,400	5,185,600	1,027,100	3,960,000	4,530,000	6,780,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000
Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900	4,750,000	4,850,000	4,950,000	5,050,000	5,150,000	5,250,000	5,350,000	5,450,000	5,550,000	5,650,000	5,750,000	5,850,000	5,950,000	6,050,000	6,150,000
Federal 5309 bus purchases	990,310																				
Federal 5309 Spfid 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	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Local Non-LTD	130,000																				
Local from Operations	123,745	247,420	310,000	1,320,000	1,510,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000
Local from Operations		46,210	46,210	46,210	46,210	46,210	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Proceeds from Debt		9,345,000		954,000	5,145,000	6,425,000		10,675,000		8,300,000			8,300,000			8,300,000			8,300,000		
subtotal	6,470,200	29,077,100	8,774,760	14,541,680	23,081,360	10,432,460	10,705,000	22,240,000	13,265,000	15,265,000	11,105,000	11,965,000	22,565,000	7,365,000	11,505,000	20,665,000	14,365,000	7,765,000	20,205,000	12,765,000	15,665,000
Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990	1,246,060	1,036,060	3,966,560	716,560	2,377,960	2,467,960	4,617,960	4,519,360	4,503,230	1,293,230	4,107,730	(1,206,500)	(1,301,110)	(459,710)	1,809,790
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

Changes from LC version: New United Front funding: BRT Summary BRT Phase I -- \$13.8 million total
 additional \$2.8 million for Springfield Station \$1.150 million 5307
 \$4.0 million for BRT technology projects only one corridor cor
 \$3.0 million for bus, facilities related to bus, & bus related \$15.7 million New St
 BRT Phase II local share = 40%, 1/2 funded non-LTD sources Match funded 1/2 LT
 04-05 BRT Buses \$2.4 million 5307 remaining local = debt \$6.0 m total, \$2.5 m
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt BRT Buses (02-03)
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible BRT Buses (05-06) \$6.0 m \$3.0m grant !
 match & remaining \$

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories	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
1						
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000
4	Planning - 5307		800,000	800,000	800,000	800,000
5	Right of Way Acquisition - Unspecified future segments	-	200,000	200,000	200,000	200,000
6						
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000		
8	Buildout - Phase 2					1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
10						
11	BRT Buses		6,000,000	-	-	6,000,000
12	Neighborhood Vehicles	-	-	-	-	-
13						
14	Facility Expansion - Fleet	100,000	1,200,000	400,000		
15						
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
17	Automated Traveler Information System			134,000	1,036,000	169,500
18	AVL/APC	971,200	678,130	-		
19	Radio System Replacement			89,000	1,322,000	
20						
21	Six post hoist		50,000			
22	Sweeper for BRT guideways					
23		3,221,200	19,478,130	5,848,000	10,858,000	15,644,500
24						3,169,500
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000		
26		796,000				
27		1,200,000	2,300,000	3,500,000	-	-
28						
29	Revenue Vehicles Breeze I buses	1,610,000				
30	Replacement Buses (18 low floor, 5 artics)	-	8,245,000	-	3,320,000	6,225,000
31	Breeze II buses				-	1,300,000
32		1,610,000	8,245,000	-	3,320,000	7,525,000
33						6,225,000
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
35	PBI	235,000	200,000	200,000	200,000	200,000
36	Bus Stop Information					
37	Branding					
38	Bike Cages					
39	Thurston Station	300,000				
40	Fairgrounds Park & Ride					
41	Gateway Station	25,000				
42	River Road Station					
43	UO Station Enhancements					
44	Eugene Station Improvements	50,000				
45	Springfield Station Park & Ride				250,000	
46	Glenwood Park & Ride					
47	Coburg Park & Ride					
48	Satellite Land Acquisition	-	900,000			
49	RideSource Facility	170,000	1,978,160			
50	LCC Bus Only Lane					
51	Bridge to Autzen					
52	Building Security Systems		80,000			
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
54	Video Surveillance Glenwood Facility					
55	Office Space Planning					
56	Glenwood Facilities Expansion					
57		980,000	3,203,160	225,000	475,000	225,000
58						200,000
59	Hardware/Software Financial System Software	200,000				
60	Hastus	70,000				
61	Midas	100,000				
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420			
65	Laptop PC's		6,300			
66	Graphics Workstations		10,800			
67	Wireless Network expansion		26,200			
68	HR Software Upgrade				100,000	
69	Fleet Software replacement					50,000
70		475,500	230,220	130,500	230,500	180,500
71						130,500
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000
74						
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
76	Bus Seat Charge for Bike Capacity					
77		130,000	130,000	-	135,000	140,000
78						
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
80	Copiers			82,000		

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	-
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate	-	-	-	-	-	-
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	9,301,050	34,706,510	11,064,500	16,178,500	24,790,000	10,820,000
108							
109							
110	DEBT SERVICE Debt issuance costs	-	200,000	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses				-	-	-
113	Debt Service on FY03-04 issue - buses				-	-	-
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						564,230
116	Debt Service on FY06-07 issue - buses						-
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		-	269,190	995,320	1,295,320	1,482,220	1,946,450
119	GRAND TOTAL Including debt service	9,301,050	34,975,700	12,059,820	17,473,820	26,272,220	12,766,450

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories	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
Resource Summary						
Grant funding	5307	2,319,720	4,212,180	4,186,900	5,288,820	9,697,300
	Existing 5307 PBI	45,600	-	-	-	-
	5309 Bus Replacement	990,310	-	-	-	-
	5309 BRT	920,000	7,880,000	-	-	-
	5309 Spfld Station	323,200	1,676,800	-	-	-
	United Front - Springfield Station	-	-	2,800,000	-	-
	New Starts - Next Phase BRT	-	-	930,000	3,960,000	4,530,000
	BRT technology projects	-	662,500	178,400	2,406,400	655,600
	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-
	STP Spfld St Prop Acq	714,250	-	-	-	-
	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460
	STP RideSource EA	152,540	-	-	-	-
	STP RideSource	-	1,775,000	-	-	-
	STP RideSource Secondary	-	-	-	-	-
	STP Springfield Station Park & Ride	-	-	-	225,000	-
	STP Breeze II	-	-	-	-	1,170,000
	STP - TDM	187,540	187,540	187,540	-	-
	STF Capital	937,000	386,740	403,790	403,790	403,790
	Local - from operations	213,170	340,880	132,670	109,210	110,210
	Local - from LTD cash reserves	2,286,850	5,329,600	2,751,060	2,617,140	2,870,860
	Local - from non-LTD sources	-	-	310,000	1,320,000	1,510,000
	Local - from debt issuance	-	9,345,000	-	964,000	5,145,000
	Total	<u>9,301,050</u>	<u>34,975,700</u>	<u>12,059,820</u>	<u>17,473,820</u>	<u>26,272,220</u>
	From above	<u>9,301,050</u>	<u>34,975,700</u>	<u>12,059,820</u>	<u>17,473,820</u>	<u>12,766,450</u>
		-	-	-	-	-
FUNDING - BRT Only						
Federal	5307	856,960	3,440,000	2,600,000	851,520	3,040,000
	5309 BRT	920,000	7,880,000	-	-	-
	New Starts - Next Phase BRT	-	-	930,000	3,960,000	4,530,000
	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460
	BRT technology projects	-	662,500	178,400	2,406,400	655,600
	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-
Local funding	Local - from LTD cash reserves	1,233,370	4,316,170	1,650,140	2,140,620	2,129,440
	Local - from non- LTD sources	-	-	310,000	1,320,000	1,510,000
	Local - from debt financing	-	-	-	-	3,600,000
	Total	<u>3,221,200</u>	<u>19,478,130</u>	<u>5,848,000</u>	<u>10,858,000</u>	<u>15,644,500</u>
		-	-	-	-	-
Funding Sources						
5307 Formula	Fed FY2000 apportionment	2,205,976	-	-	-	-
	less X090	(255,182)	-	-	-	-
	less X094	(1,760,177)	-	-	-	-
	Remaining on FY2000	190,617	-	-	-	-
	X079 available at 6/30/01	42,400	-	-	-	-
	Existing 5307 PBI at 6/30/01	45,600	-	-	-	-
	X090 available at 6/30/01	262,400	-	-	-	-
	X094 available at 6/30/01	268,000	-	-	-	-
	X094 Bus Purchase	574,360	-	-	-	-
	Federal 00-01 apportionment	2,335,722	-	-	-	-
	Total 5307 available at 07/01/01	3,719,099	-	-	-	-
	Federal 01-02 apportionment	2,335,722	-	-	-	-
	Applied in FY 01-02	(2,365,320)	-	-	-	-
	Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-
	Federal 02-03 apportionment	-	2,500,000	-	-	-
	Applied in FY 02-03	-	(4,212,180)	-	-	-
	Total 5307 available at 07/01/03	-	1,977,321	1,977,321	-	-
	Federal 03-04 apportionment	-	-	4,600,000	-	-
	Applied in FY 03-04	-	-	(4,186,900)	-	-
	Total 5307 available at 07/01/04	-	-	2,390,421	2,390,421	-
	Federal 04-05 apportionment	-	-	-	4,800,000	-
	Applied in FY 04-05	-	-	-	(5,288,820)	-
	Total 5307 available at 07/01/05	-	-	-	1,901,601	1,901,601
	Federal 05-06 apportionment	-	-	-	-	5,000,000
	Applied in FY 05-06	-	-	-	-	(9,697,300)
	Total 5307 available at 07/01/06	-	-	-	-	(2,795,699)
	Federal 06-07 apportionment	-	-	-	-	5,200,000
	Applied in FY 06-07	-	-	-	-	(2,296,900)
	Total 5307 available at 07/01/07	-	-	-	-	107,401

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories	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
87						
88 5309 Bus 0087 Bus Purchase	990,310					
89 Purchase						
90						
91 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
92						
93						
94 STP X090 Springfield Station available at 6/30/01	714,250					
95 X090 PBI available at 6/30/01	-					
96 X094 TDM available at 6/30/01	148,950					
97 Commuter Solutions	38,590	187,540	187,540			
98 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
99 STP Springfield Station P & R				225,000		
100 STP Breeze II	-	-	-	-	1,170,000	-
101	1,112,660	367,000	367,000	404,460	1,349,460	179,460
102						
103 STF capital RideSource Facility	152,540	1,775,000				
104 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
105	1,089,540	2,161,740	403,790	403,790	403,790	403,790
106						
107						
108 United Front/ Springfield Station	323,200	1,676,800	2,800,000			
109 New Starts BRT Phase II	-	-	930,000	3,960,000	4,530,000	930,000
110 BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
111 Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
112	323,200	5,339,300	3,908,400	6,366,400	5,185,600	1,027,100
113						
114 Proceeds from Debt Financing	-	9,345,000	-	964,000	5,145,000	6,425,000
115						
116 TOTAL Outside Revenues and Resources	6,801,030	29,305,220	8,866,090	13,427,470	21,781,150	10,332,250
117 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
118 local from LTD cash reserves	2,286,850	5,329,600	2,751,060	2,617,140	2,870,860	2,013,990
119 local from non-LTD sources	-	-	310,000	1,320,000	1,510,000	310,000
120 TOTAL ALL RESOURCES	9,301,050	34,975,700	12,059,820	17,473,820	26,272,220	12,766,450
121						
122						
127 Capital Reserves						
128						
129 Balance at Beginning of Year	15,774,245	13,487,395	8,157,795	5,906,735	4,289,595	2,918,735
130 Capital transfer from General Fund	-	-	500,000	1,000,000	1,500,000	2,000,000
131 Increase (decrease) for period	(2,286,850)	(5,329,600)	(2,751,060)	(2,617,140)	(2,870,860)	(2,013,990)
132						
133 Ending Balance	13,487,395	8,157,795	5,906,735	4,289,595	2,918,735	2,904,745
134						

@80%
 1st construction in 5 year plan
 arts @ 60%
 D , 1/2 non-LTD
 United Front, \$1.5m 5307
 5307 grant @ 80% match
 7.0 m local debt fin.

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT	1,000,000
3		250,000
4		4,000,000
5		1,000,000
6		
7		12,650,000
8		1,550,000
9		15,700,000
10		
11		12,000,000
12		
13		
14		1,600,000
15		
16		1,600,000
17		1,509,000
18		678,130
19		1,411,000
20		
21		50,000
22		-
23		54,998,130
24		
25	Springfield Station	5,800,000
26		-
27		5,800,000
28		
29	Revenue	
30	Vehicles	24,015,000
31		1,300,000
32		25,315,000
33		
34	Passenger Boarding Improvements/ Facilities	-
35		1,000,000
36		-
37		-
38		-
39		-
40		-
41		-
42		-
43		-
44		-
45		250,000
46		-
47		-
48		900,000
49		1,978,160
50		-
51		-
52		80,000
53		120,000
54		-
55		-
56		-
57		4,328,160
58		
59	Hardware/ Software	-
60		-
61		-
62		427,500
63		225,000
64		56,420
65		6,300
66		10,800
67		26,200
68		100,000
69		50,000
70		902,220
71		
72	Intelligent Transportation S	800,000
73		800,000
74		
75	Bus-Related Equipment	405,000
76		-
77		405,000
78		
79	Miscellaneous Equipment	200,000
80		82,000

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	97,559,510	107
108			108
109			109
110	DEBT SERVICE	1,000,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		564,230	115
116		-	116
117		345,950	117
118		5,988,500	118
119	GRAND TOTAL In	103,548,010	119

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	25,682,100	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		10,350,000	10
11		4,000,000	11
12		3,000,000	12
13		-	13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		15,582,650	29
30		3,450,000	30
31		21,879,000	31
32		103,548,010	32
33			33
34		103,548,010	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	10,707,120	38
39		7,880,000	39
40		10,350,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	11,113,710	44
45		3,450,000	45
46		3,600,000	46
47	Total	54,998,130	47
48		-	48
49			49
50	Funding Sources		50
51	5307 Formula		51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67			67
68		4,212,180	68
69			69
70			70
71			71
72		4,186,900	72
73			73
74			74
75			75
76		5,288,820	76
77			77
78			78
79			79
80		9,697,300	80
81			81
82			82
83			83
84		2,296,900	84
85			85
86		25,682,100	86

**Lane Transit
CAPITAL PROJE**

	Project Category	TOTAL- NEXT FIVE YEARS	
87			87
88	5309 Bus	-	88
89	Purchase		89
90			90
91	5309 BRT	7,880,000	91
92			92
93			93
94	STP	-	94
95		-	95
96		-	96
97		375,080	97
98		897,300	98
99		225,000	99
100		<u>1,170,000</u>	100
101		2,667,380	101
102			102
103	STF capital	1,775,000	103
104		<u>2,001,900</u>	104
105		3,776,900	105
106			106
107			107
108	United Front/ New Starts	4,476,800	108
109		10,350,000	109
110		<u>4,000,000</u>	110
111		3,000,000	111
112		21,826,800	112
113			113
114	Proceeds from D	<u>21,879,000</u>	114
115			115
116	TOTAL Outside F	83,712,180	116
117	local from operat	803,180	117
118	local from LTD ca	15,582,650	118
119	local from non-L1	<u>3,450,000</u>	119
120	TOTAL ALL RES	<u>103,548,010</u>	120
121		-	121
122			122
127	Capital Reserves		127
128			128
129	Balance at Begin		129
130	Capital transfer fr	5,000,000	130
131	Increase (decreas	<u>(15,582,650)</u>	131
132			132
133	Ending Balance		133
134			134

Changes from LC version: New United Front funding:
 additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related
 BRT Phase II local share = 20 %
 04-05 BRT Buses 80% 5307, 20% local debt
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible

BRT Summary
 BRT Phase I -- \$13.8 million total
 \$1.150 million 5307
 only one corridor cor
 BRT Phase II -- \$15.7 million New St
 Match funded 100%
 BRT Buses (02-03) \$4.0 m total, \$2.5 m
 BRT Buses (05-06) \$5.0 m 5307 @80%
 remaining \$1.0 millic

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000			
8	Buildout - Phase 2						1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses		4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000			
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System			134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-			
19	Radio System Replacement			89,000	1,322,000		
20							
21	Six post hoist		50,000				
22	Sweeper for BRT guideways						
23		3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000			
26		796,000					
27		1,200,000	2,300,000	3,500,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000					
30	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	3,320,000	6,225,000	6,225,000
31	Breeze II buses				-	1,300,000	-
32		9,855,000	-	-	3,320,000	7,525,000	6,225,000
33							
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000					
35	PBI	235,000	200,000	200,000	200,000	200,000	200,000
36	Bus Stop Information						
37	Branding						
38	Bike Cages						
39	Thurston Station	300,000	-	-	-	-	-
40	Fairgrounds Park & Ride	-	-	-	-	-	-
41	Gateway Station	25,000	-	-	-	-	-
42	River Road Station						
43	UO Station Enhancements						
44	Eugene Station Improvements	50,000					
45	Springfield Station Park & Ride				250,000		
46	Glenwood Park & Ride						
47	Coburg Park & Ride						
48	Satellite Land Acquisition	-	900,000				
49	RideSource Facility	170,000	1,978,160				
50	LCC Bus Only Lane						
51	Bridge to Autzen						
52	Building Security Systems		80,000				
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000	
54	Video Surveillance Glenwood Facility						
55	Office Space Planning						
56	Glenwood Facilities Expansion						
57		980,000	3,203,160	225,000	475,000	225,000	200,000
58							
59	Hardware/Software Financial System Software	200,000					
60	Hastus	70,000	-				
61	Midas	100,000					
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420				
65	Laptop PC's		6,300				
66	Graphics Workstations		10,800				
67	Wireless Network expansion		26,200				
68	HR Software Upgrade				100,000		
69	Fleet Software replacement					50,000	
70		475,500	230,220	130,500	230,500	180,500	130,500
71							
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000	200,000
74							
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
76	Bus Seat Charge for Bike Capacity						
77		130,000	130,000	-	135,000	140,000	-
78							
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
80	Copiers			82,000			

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate	-	-	-	-	-	-
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	10,864,500	15,978,500	23,590,000	10,620,000
108							
109							
110	DEBT SERVICE Debt issuance costs	200,000	-	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses						
113	Debt Service on FY03-04 issue - buses						
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						279,100
116	Debt Service on FY06-07 issue - buses						
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		200,000	69,190	995,320	1,295,320	1,482,220	1,661,320
119	GRAND TOTAL Including debt service	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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	
Resource Summary								
3	Grant funding 5307	2,319,720	2,612,180	4,186,900	5,288,820	11,297,300	2,296,900	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
9	United Front - Springfield Station	-	-	2,800,000	-	-	-	
10	New Starts - Next Phase BRT	-	-	1,240,000	5,280,000	6,040,000	1,240,000	
11	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
12	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
14	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
15	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
16	STP RideSource EA	152,540	-	-	-	-	-	
17	STP RideSource	-	1,775,000	-	-	-	-	
18	STP RideSource Secondary	-	-	-	-	-	-	
20	STP Springfield Station Park & Ride	-	-	-	225,000	-	-	
21	STP Breeze II	-	-	-	-	1,170,000	-	
23	STP - TDM	187,540	187,540	187,540	-	-	-	
25	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
28	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
29	Local - from cash reserves	2,286,850	4,729,600	2,551,060	2,417,140	2,670,860	1,528,860	
30	Local - from debt issuance	8,445,000	900,000	-	964,000	2,545,000	6,425,000	
32	Total	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
34	From above	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
35		-	-	-	-	-	-	
37	FUNDING - BRT Only							
38	Federal 5307	856,960	1,840,000	2,600,000	851,520	4,640,000	775,600	
39	5309 BRT	920,000	7,880,000	-	-	-	-	
40	New Starts - Next Phase BRT	-	-	1,240,000	5,280,000	6,040,000	1,240,000	
41	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
42	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
43	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
44	Local funding Local - from cash reserves	1,233,370	3,716,170	1,450,140	1,940,620	1,929,440	677,340	
45	Local - from debt financing	-	-	-	-	1,000,000	-	
46	Total	3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500	
47		-	-	-	-	-	-	
49	Funding Sources							
50	5307 Formula Fed FY2000 apportionment	2,205,976	-	-	-	-	-	
51	less X090	(255,182)	-	-	-	-	-	
52	less X094	(1,760,177)	-	-	-	-	-	
53	Remaining on FY2000	190,617	-	-	-	-	-	
54	X079 available at 6/30/01	42,400	-	-	-	-	-	
55	Existing 5307 PBI at 6/30/01	45,600	-	-	-	-	-	
56	X090 available at 6/30/01	262,400	-	-	-	-	-	
57	X094 available at 6/30/01	268,000	-	-	-	-	-	
58	X094 Bus Purchase	574,360	-	-	-	-	-	
59	Federal 00-01 apportionment	2,335,722	-	-	-	-	-	
60	Total 5307 available at 07/01/01	3,719,099	-	-	-	-	-	
62	Federal 01-02 apportionment	2,335,722	-	-	-	-	-	
63	Applied in FY 01-02	(2,365,320)	-	-	-	-	-	
64	Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-	-	
66	Federal 02-03 apportionment	-	2,500,000	-	-	-	-	
67	Applied in FY 02-03	-	(2,612,180)	-	-	-	-	
68	Total 5307 available at 07/01/03	-	3,577,321	3,577,321	-	-	-	
70	Federal 03-04 apportionment	-	-	4,600,000	-	-	-	
71	Applied in FY 03-04	-	-	(4,186,900)	-	-	-	
72	Total 5307 available at 07/01/04	-	-	3,990,421	3,990,421	-	-	
74	Federal 04-05 apportionment	-	-	-	4,800,000	-	-	
75	Applied in FY 04-05	-	-	-	(5,288,820)	-	-	
76	Total 5307 available at 07/01/05	-	-	-	3,501,601	3,501,601	-	
78	Federal 05-06 apportionment	-	-	-	-	5,000,000	-	
79	Applied in FY 05-06	-	-	-	-	(11,297,300)	-	
80	Total 5307 available at 07/01/06	-	-	-	-	(2,795,699)	(2,795,699)	
82	Federal 06-07 apportionment	-	-	-	-	-	5,200,000	
83	Applied in FY 06-07	-	-	-	-	-	(2,296,900)	
84	Total 5307 available at 07/01/07	-	-	-	-	-	107,401	

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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
87	5309 Bus 0087 Bus Purchase	990,310					
88	Purchase						
89							
90	5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91							
92							
93	STP X090 Springfield Station available at 6/30/01	714,250					
94	X090 PBI available at 6/30/01	-					
95	X094 TDM available at 6/30/01	148,950					
96	Commuter Solutions	38,590	187,540	187,540			
97	BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98	STP Springfield Station P & R				225,000		
99	STP Breeze II	-	-	-	-	1,170,000	-
100		1,112,660	367,000	367,000	404,460	1,349,460	179,460
101							
102	STF capital RideSource Facility	152,540	1,775,000				
103	Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104		1,089,540	2,161,740	403,790	403,790	403,790	403,790
105							
106							
107	United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108	New Starts BRT Phase II	-	-	1,240,000	5,280,000	6,040,000	1,240,000
109	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
110	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
111		323,200	5,339,300	4,218,400	7,686,400	6,695,600	1,337,100
112							
113	Proceeds from Debt Financing	8,445,000	900,000	-	964,000	2,545,000	6,425,000
114							
115	TOTAL Outside Revenues and Resources	15,246,030	19,260,220	9,176,090	14,747,470	22,291,150	10,642,250
116	local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117	local from cash reserves	2,286,850	4,729,600	2,551,060	2,417,140	2,670,860	1,528,860
118	TOTAL ALL RESOURCES	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320
119		-	-	-	-	-	-
120							
127	Capital Reserves						
128							
129							
130	Balance at Beginning of Year	15,774,245	13,487,395	8,757,795	6,206,735	3,789,595	1,118,735
131	Capital transfer from General Fund	-	-	-	-	-	-
132	Increase (decrease) for period	(2,286,850)	(4,729,600)	(2,551,060)	(2,417,140)	(2,670,860)	(1,528,860)
133							
134	Ending Balance	13,487,395	8,757,795	6,206,735	3,789,595	1,118,735	(410,125)
135							

@80%
 1st construction in 5 year plan
 parts @ 80%
 from reserves
 United Front, \$1.5m 5307

no local debt financing

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT	2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17
18		18
19		19
20		20
21		21
22		22
23		23
24		24
25	Springfield Station	25
26		26
27		27
28		28
29	Revenue	29
30	Vehicles	30
31		31
32		32
33		33
34	Passenger Boarding Improvements/ Facilities	34
35		35
36		36
37		37
38		38
39		39
40		40
41		41
42		42
43		43
44		44
45		45
46		46
47		47
48		48
49		49
50		50
51		51
52		52
53		53
54		54
55		55
56		56
57		57
58		58
59	Hardware/ Software	59
60		60
61		61
62		62
63		63
64		64
65		65
66		66
67		67
68		68
69		69
70		70
71		71
72	Intelligent Transportation S	72
73		73
74		74
75	Bus-Related Equipment	75
76		76
77		77
78		78
79	Miscellaneous Equipment	79
80		80

Lane Transit
CAPITAL PROJE

	Project Categori	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	85,314,510	107
108			108
109			109
110	DEBT SERVICE	800,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		279,100	115
116		-	116
117		345,950	117
118		5,503,370	118
119	GRAND TOTAL In	90,817,880	119

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	25,682,100	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		13,800,000	10
11		4,000,000	11
12		3,000,000	12
13			13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		13,897,520	29
30		10,834,000	30
31			31
32		90,817,880	32
33			33
34		90,817,880	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	10,707,120	38
39		7,880,000	39
40		13,800,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	9,713,710	44
45		1,000,000	45
46	Total	50,998,130	46
47		-	47
48			48
49	Funding Sources		49
50	5307 Formula		50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67		2,612,180	67
68			68
69			69
70			70
71		4,186,900	71
72			72
73			73
74			74
75		5,288,820	75
76			76
77			77
78			78
79		11,297,300	79
80			80
81			81
82			82
83		2,296,900	83
84			84
85		25,682,100	85
86			86

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
87	5309 Bus	-	87
88	Purchase		88
89			89
90	5309 BRT	7,880,000	90
91			91
92			92
93	STP	-	93
94		-	94
95		-	95
96		375,080	96
97		897,300	97
98		225,000	98
99		1,170,000	99
100		2,667,380	100
101			101
102	STF capital	1,775,000	102
103		2,001,900	103
104		3,776,900	104
105			105
106			106
107	United Front/ New Starts	4,476,800	107
108		13,800,000	108
109		4,000,000	109
110		3,000,000	110
111		25,276,800	111
112			112
113	Proceeds from D	10,834,000	113
114			114
115	TOTAL Outside F	76,117,180	115
116	local from operat	803,180	116
117	local from cash r	13,897,520	117
118	TOTAL ALL RES	90,817,880	118
119		-	119
120			120
127	Capital Reserves		127
128			128
129			129
130	Balance at Begin		130
131	Capital transfer fr	-	131
132	Increase (decreas	(13,897,520)	132
133			133
134	Ending Balance		134
135			135

Changes from LC version: New United Front funding:
 additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related
 BRT Phase II local share = 50%
 04-05 BRT Buses 80% 5307, 20% local debt
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible

BRT Summary
 BRT Phase I -- \$13.8 million total
 \$1.150 million 5307
 only one corridor cor
 BRT Phase II -- \$15.7 million New St
 Match funded 100%
 BRT Buses (02-03) \$4.0 m total, \$2.5 m
 BRT Buses (05-06) \$5.0 m 5307 @80%
 remaining \$1.0 millic

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000			
8	Buildout - Phase 2						1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses		4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000			
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System			134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-			
19	Radio System Replacement			89,000	1,322,000		
20							
21	Six post hoist		50,000				
22	Sweeper for BRT guideways						
23		3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000			
26		796,000					
27		1,200,000	2,300,000	3,500,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000					
30	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	3,320,000	6,225,000	6,225,000
31	Breeze II buses				-	1,300,000	-
32		9,855,000	-	-	3,320,000	7,525,000	6,225,000
33							
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000					
35	PBI	235,000	200,000	200,000	200,000	200,000	200,000
36	Bus Stop Information						
37	Branding						
38	Bike Cages						
39	Thurston Station	300,000	-	-	-	-	-
40	Fairgrounds Park & Ride	-	-	-	-	-	-
41	Gateway Station	25,000	-	-	-	-	-
42	River Road Station						
43	UO Station Enhancements						
44	Eugene Station Improvements	50,000					
45	Springfield Station Park & Ride				250,000		
46	Glenwood Park & Ride						
47	Coburg Park & Ride						
48	Satellite Land Acquisition	-	900,000				
49	RideSource Facility	170,000	1,978,160				
50	LCC Bus Only Lane						
51	Bridge to Autzen						
52	Building Security Systems		80,000				
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000	
54	Video Surveillance Glenwood Facility						
55	Office Space Planning						
56	Glenwood Facilities Expansion						
57		980,000	3,203,160	225,000	475,000	225,000	200,000
58							
59	Hardware/Software Financial System Software	200,000					
60	Hastus	70,000	-				
61	Midas	100,000					
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420				
65	Laptop PC's		6,300				
66	Graphics Workstations		10,800				
67	Wireless Network expansion		26,200				
68	HR Software Upgrade				100,000		
69	Fleet Software replacement					50,000	
70		475,500	230,220	130,500	230,500	180,500	130,500
71							
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000	200,000
74							
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
76	Bus Seat Charge for Bike Capacity						
77		130,000	130,000	-	135,000	140,000	-
78							
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
80	Copiers			82,000			

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	-
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate	-	-	-	-	-	-
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	10,864,500	15,978,500	23,590,000	10,620,000
108							
109							
110	DEBT SERVICE Debt issuance costs	200,000	-	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses						
113	Debt Service on FY03-04 issue - buses						
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						279,100
116	Debt Service on FY06-07 issue - buses						
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		200,000	69,190	995,320	1,295,320	1,482,220	1,661,320
119	GRAND TOTAL Including debt service	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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	
Resource Summary								
3	Grant funding 5307	2,319,720	2,612,180	4,186,900	5,288,820	11,297,300	2,296,900	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
9	United Front - Springfield Station	-	-	2,800,000	-	-	-	
10	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	775,000	
11	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
12	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
14	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
15	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
16	STP RideSource EA	152,540	-	-	-	-	-	
17	STP RideSource	-	1,775,000	-	-	-	-	
18	STP RideSource Secondary	-	-	-	-	-	-	
20	STP Springfield Station Park & Ride	-	-	-	225,000	-	-	
21	STP Breeze II	-	-	-	-	1,170,000	-	
23	STP - TDM	187,540	187,540	187,540	-	-	-	
25	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
28	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
29	Local - from cash reserves	2,286,850	4,729,600	3,016,060	4,397,140	4,935,860	1,993,860	
30	Local - from debt issuance	8,445,000	900,000	-	964,000	2,545,000	6,425,000	
32	Total	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
34	From above	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
37	FUNDING - BRT Only							
38	Federal 5307	856,960	1,840,000	2,600,000	851,520	4,640,000	775,600	
39	5309 BRT	920,000	7,880,000	-	-	-	-	
40	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	775,000	
41	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
42	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
43	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
44	Local funding Local - from cash reserves	1,233,370	3,716,170	1,915,140	3,920,620	4,194,440	1,142,340	
45	Local - from debt financing	-	-	-	-	1,000,000	-	
46	Total	3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500	
49	Funding Sources							
50	5307 Formula Fed FY2000 apportionment	2,205,976	-	-	-	-	-	
51	less X090	(255,182)	-	-	-	-	-	
52	less X094	(1,760,177)	-	-	-	-	-	
53	Remaining on FY2000	190,617	-	-	-	-	-	
54	X079 available at 6/30/01	42,400	-	-	-	-	-	
55	Existing 5307 PBI at 6/30/01	45,600	-	-	-	-	-	
56	X090 available at 6/30/01	262,400	-	-	-	-	-	
57	X094 available at 6/30/01	268,000	-	-	-	-	-	
58	X094 Bus Purchase	574,360	-	-	-	-	-	
59	Federal 00-01 apportionment	2,335,722	-	-	-	-	-	
60	Total 5307 available at 07/01/01	3,719,099	-	-	-	-	-	
62	Federal 01-02 apportionment	2,335,722	-	-	-	-	-	
63	Applied in FY 01-02	(2,365,320)	-	-	-	-	-	
64	Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-	-	
66	Federal 02-03 apportionment	-	2,500,000	-	-	-	-	
67	Applied in FY 02-03	-	(2,612,180)	-	-	-	-	
68	Total 5307 available at 07/01/03	-	3,577,321	3,577,321	-	-	-	
70	Federal 03-04 apportionment	-	-	4,600,000	-	-	-	
71	Applied in FY 03-04	-	-	(4,186,900)	-	-	-	
72	Total 5307 available at 07/01/04	-	-	3,990,421	3,990,421	-	-	
74	Federal 04-05 apportionment	-	-	-	4,800,000	-	-	
75	Applied in FY 04-05	-	-	-	(5,288,820)	-	-	
76	Total 5307 available at 07/01/05	-	-	-	3,501,601	3,501,601	-	
78	Federal 05-06 apportionment	-	-	-	-	5,000,000	-	
79	Applied in FY 05-06	-	-	-	-	(11,297,300)	-	
80	Total 5307 available at 07/01/06	-	-	-	-	(2,795,699)	(2,795,699)	
82	Federal 06-07 apportionment	-	-	-	-	-	5,200,000	
83	Applied in FY 06-07	-	-	-	-	-	(2,296,900)	
84	Total 5307 available at 07/01/07	-	-	-	-	-	107,401	

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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
87	5309 Bus 0087 Bus Purchase	990,310					
88	Purchase						
89							
90	5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91							
92							
93	STP X090 Springfield Station available at 6/30/01	714,250					
94	X090 PBI available at 6/30/01	-					
95	X094 TDM available at 6/30/01	148,950					
96	Commuter Solutions	38,590	187,540	187,540			
97	BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98	STP Springfield Station P & R				225,000		
99	STP Breeze II	-	-	-	-	1,170,000	-
100		1,112,660	367,000	367,000	404,460	1,349,460	179,460
101							
102	STF capital RideSource Facility	152,540	1,775,000				
103	Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104		1,089,540	2,161,740	403,790	403,790	403,790	403,790
105							
106							
107	United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108	New Starts BRT Phase II	-	-	775,000	3,300,000	3,775,000	775,000
109	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
110	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
111		323,200	5,339,300	3,753,400	5,706,400	4,430,600	872,100
112							
113	Proceeds from Debt Financing	8,445,000	900,000	-	964,000	2,545,000	6,425,000
114							
115	TOTAL Outside Revenues and Resources	15,246,030	19,260,220	8,711,090	12,767,470	20,026,150	10,177,250
116	local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117	local from cash reserves	2,286,850	4,729,600	3,016,060	4,397,140	4,935,860	1,993,860
118	TOTAL ALL RESOURCES	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320
119							
120							
127	Capital Reserves						
128							
129							
130	Balance at Beginning of Year	15,774,245	13,487,395	8,757,795	5,741,735	1,344,595	(3,591,265)
131	Capital transfer from General Fund	-	-	-	-	-	-
132	Increase (decrease) for period	(2,286,850)	(4,729,600)	(3,016,060)	(4,397,140)	(4,935,860)	(1,993,860)
133							
134	Ending Balance	13,487,395	8,757,795	5,741,735	1,344,595	(3,591,265)	(5,585,125)
135							

@80%
 Construction in 5 year plan
 Starts @50%
 from reserves
 United Front, \$1.5m 5307

no local debt financing

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT	2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17
18		18
19		19
20		20
21		21
22		22
23		23
24		24
25	Springfield Station	25
26		26
27		27
28		28
29	Revenue	29
30	Vehicles	30
31		31
32		32
33		33
34	Passenger Boarding Improvements/ Facilities	34
35		35
36		36
37		37
38		38
39		39
40		40
41		41
42		42
43		43
44		44
45		45
46		46
47		47
48		48
49		49
50		50
51		51
52		52
53		53
54		54
55		55
56		56
57		57
58		58
59	Hardware/ Software	59
60		60
61		61
62		62
63		63
64		64
65		65
66		66
67		67
68		68
69		69
70		70
71		71
72	Intelligent Transportation S	72
73		73
74		74
75	Bus-Related Equipment	75
76		76
77		77
78		78
79	Miscellaneous Equipment	79
80		80

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	85,314,510	107
108			108
109			109
110	DEBT SERVICE	800,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		279,100	115
116		-	116
117		345,950	117
118		5,503,370	118
119	GRAND TOTAL In	90,817,880	119

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	25,682,100	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		8,625,000	10
11		4,000,000	11
12		3,000,000	12
13			13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		19,072,520	29
30		10,834,000	30
31			31
32		90,817,880	32
33			33
34		90,817,880	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	10,707,120	38
39		7,880,000	39
40		8,625,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	14,888,710	44
45		1,000,000	45
46	Total	50,998,130	46
47		-	47
48			48
49	Funding Sources		49
50	5307 Formula		50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67		2,612,180	67
68			68
69			69
70			70
71		4,186,900	71
72			72
73			73
74			74
75		5,288,820	75
76			76
77			77
78			78
79		11,297,300	79
80			80
81			81
82			82
83		2,296,900	83
84			84
85		25,682,100	85
86			86

Lane Transit
CAPITAL PROJE

	Project Categories	TOTAL- NEXT FIVE YEARS	
87	5309 Bus	-	87
88	Purchase		88
89			89
90	5309 BRT	7,880,000	90
91			91
92			92
93	STP	-	93
94		-	94
95		-	95
96		375,080	96
97		897,300	97
98		225,000	98
99		1,170,000	99
100		2,667,380	100
101			101
102	STF capital	1,775,000	102
103		2,001,900	103
104		3,776,900	104
105			105
106			106
107	United Front/ New Starts	4,476,800	107
108		8,625,000	108
109		4,000,000	109
110		3,000,000	110
111		20,101,800	111
112			112
113	Proceeds from D	10,834,000	113
114			114
115	TOTAL Outside F	70,942,180	115
116	local from operat	803,180	116
117	local from cash r	19,072,520	117
118	TOTAL ALL RES	90,817,880	118
119		-	119
120			120
127	Capital Reserves		127
128			128
129			129
130	Balance at Begin		130
131	Capital transfer fr	-	131
132	Increase (decreas	(19,072,520)	132
133			133
134	Ending Balance		134
135			135

Changes from LC version:

New United Front funding: additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related

Maximize use of 5307 funds on BRT
 Change Spfld P& R to \$250,000
 Change Fleet parking to local funding

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307	-	800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	1,150,000	-	-	-
8	Buildout - Phase 2	-	-	-	-	-	-
9	Buildout - Phase 2	-	-	1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses	-	4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000	-	-	-
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System	-	-	134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-	-	-	-
19	Radio System Replacement	-	-	89,000	1,322,000	-	-
20							
21	Six post hoist	-	50,000	-	-	-	-
22	Sweeper for BRT guideways	-	-	-	-	-	-
23		3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000	-	-	-
26		796,000	-	-	-	-	-
27		1,200,000	2,300,000	3,500,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000	-	-	-	-	-
30							
31	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000	3,225,000
32	Breeze II buses	-	-	-	-	1,300,000	-
33		9,855,000	-	-	1,720,000	4,525,000	3,225,000
34							
35	Passenger Boarding Shuttle Shelters	200,000	-	-	-	-	-
36	PBI	235,000	200,000	200,000	200,000	200,000	200,000
37	Improvements/Facilities Bus Stop Information	-	-	-	-	-	-
38	Branding	-	-	-	-	-	-
39	Bike Cages	-	-	-	-	-	-
40	Thurston Station	300,000	-	-	-	-	-
41	Fairgrounds Park & Ride	-	-	-	-	-	-
42	Gateway Station	25,000	-	-	-	-	-
43	River Road Station	-	-	-	-	-	-
44	UO Station Enhancements	-	-	-	-	-	-
45	Eugene Station Improvements	50,000	-	-	-	-	-
46	Springfield Station Park & Ride	-	-	-	250,000	-	-
47	Glenwood Park & Ride	-	-	-	-	-	-
48	Coburg Park & Ride	-	-	-	-	-	-
49	Satellite Land Acquisition	-	900,000	-	-	-	-
50	RideSource Facility	170,000	1,978,160	-	-	-	-
51	LCC Bus Only Lane	-	-	-	-	-	-
52	Bridge to Autzen	-	-	-	-	-	-
53	Building Security Systems	-	80,000	-	-	-	-
54	Miscellaneous Facilities Improvements	-	45,000	25,000	25,000	25,000	-
55	Video Surveillance Glenwood Facility	-	-	-	-	-	-
56	Office Space Planning	-	-	-	-	-	-
57	Glenwood Facilities Expansion	-	-	-	-	-	-
58		980,000	3,203,160	225,000	475,000	225,000	200,000
59							
60	Hardware/Software Financial System Software	200,000	-	-	-	-	-
61	Hastus	70,000	-	-	-	-	-
62	Midas	100,000	-	-	-	-	-
63	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
64	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
65	Internet Connection	-	56,420	-	-	-	-
66	Laptop PC's	-	6,300	-	-	-	-
67	Graphics Workstations	-	10,800	-	-	-	-
68	Wireless Network expansion	-	26,200	-	-	-	-
69	HR Software Upgrade	-	-	-	100,000	-	-
70	Fleet Software replacement	-	-	-	-	50,000	-
71		475,500	230,220	130,500	230,500	180,500	130,500
72							
73	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
74		-	-	200,000	200,000	200,000	200,000
75							
76	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
77	Bus Seat Charge for Bike Capacity	-	-	-	-	-	-
78		130,000	130,000	-	135,000	140,000	-

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories		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
79							
80	Miscellaneous Equipment						
81	Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
82	Copiers			82,000			
83	Board Room Projector Screen	5,300					
84	Graphics Plotter	-					
85	BRT Presentation Equipment	10,000					
86		53,300	40,000	122,000	40,000	40,000	40,000
87	Communications						
88	Telephone Equipment	20,000	-	-	120,000	-	-
89		20,000	-	-	120,000	-	-
90	Shop Equipment						
91	Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
92	Miscellaneous Tools for Facilities	10,000	10,000				
93		22,800	40,000	15,000	15,000	15,000	15,000
94	Support Vehicles						
95	Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
96	Marketing pickup w/ liftgate	-	-	-	-	-	-
97		-	40,000	40,000	20,000	50,000	70,000
98	STF vehicles and projects						
99	STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
100	STF projects	110,500					
101		1,044,250	431,000	450,000	450,000	450,000	450,000
102	Commuter Solutions						
103		209,000	209,000	209,000			
104		209,000	209,000	209,000	-	-	-
105	Engine Kits/Misc. Parts						
106		335,000	360,000	325,000	315,000	320,000	320,000
107		335,000	360,000	325,000	315,000	320,000	320,000
108	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	9,564,500	14,378,500	20,590,000	6,070,000
109							
110							
111	DEBT SERVICE						
112	Debt issuance costs	200,000	-	-	-	-	-
113	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
114	Debt Service on FY02-03 issue - buses						
115	Debt Service on FY03-04 issue - buses						
116	Debt Service on FY04-05 issue - buses						
117	Debt Service on FY05-06 issue - buses						109,670
118	Debt Service on FY06-07 issue - buses						-
119	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
120	GRAND TOTAL Including debt service	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories		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
Resource Summary							
Grant funding 5307		2,319,720	2,612,180	3,766,900	6,648,820	11,917,300	4,964,640
Existing 5307 PBI		45,600	-	-	-	-	-
5309 Bus Replacement		990,310	-	-	-	-	-
5309 BRT		920,000	7,880,000	-	-	-	-
5309 Spfld Station		323,200	1,676,800	-	-	-	-
United Front - Springfield Station		-	-	2,800,000	-	-	-
New Starts - Next Phase BRT		-	-	775,000	3,300,000	3,775,000	-
BRT technology projects		-	662,500	178,400	2,406,400	655,600	97,100
Bus, fleet expansion, and bus related		-	3,000,000	-	-	-	-
STP Spfld St Prop Acq		714,250	-	-	-	-	-
STP PBI reprogram		210,870	179,460	179,460	179,460	179,460	179,460
STP RideSource EA		152,540	-	-	-	-	-
STP RideSource		-	1,775,000	-	-	-	-
STP RideSource Secondary		-	-	-	-	-	-
STP Springfield Station Park & Ride		-	-	-	225,000	-	-
STP Breeze II		-	-	-	-	1,170,000	-
STP - TDM		187,540	187,540	187,540	-	-	-
STF Capital		937,000	386,740	403,790	403,790	403,790	403,790
Local funding							
Local - from operations		213,170	340,880	132,670	109,210	110,210	110,210
Local - from cash reserves		2,286,850	4,729,600	2,136,060	2,101,140	2,373,960	1,419,790
Local - from debt issuance		8,445,000	900,000	-	-	1,000,000	-
Total		17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990
From above		<u>17,746,050</u>	<u>24,330,700</u>	<u>10,559,820</u>	<u>15,373,820</u>	<u>21,585,320</u>	<u>7,174,990</u>
		-	-	-	-	-	-
FUNDING - BRT Only							
Federal 5307		856,960	1,840,000	2,180,000	3,491,520	7,660,000	775,600
5309 BRT		920,000	7,880,000	-	-	-	-
New Starts - Next Phase BRT		-	-	775,000	3,300,000	3,775,000	-
STP PBI reprogram		210,870	179,460	179,460	179,460	179,460	179,460
BRT technology projects		-	662,500	178,400	2,406,400	655,600	97,100
Bus, fleet expansion, and bus related		-	3,000,000	-	-	-	-
Local funding							
Local - from cash reserves		1,233,370	3,716,170	1,035,140	1,280,620	1,174,440	367,340
Local - from debt financing		-	-	-	-	1,000,000	-
Total		3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
		-	-	-	-	-	-
Funding Sources							
5307 Formula		2,205,976					
less X090		(255,182)					
less X094		(1,760,177)					
Remaining on FY2000		190,617					
X079 available at 6/30/01		42,400					
Existing 5307 PBI at 6/30/01		45,600					
X090 available at 6/30/01		262,400					
X094 available at 6/30/01		268,000					
X094 Bus Purchase		574,360					
Federal 00-01 apportionment		2,335,722					
Total 5307 available at 07/01/01		3,719,099					
Federal 01-02 apportionment		2,335,722					
Applied in FY 01-02		(2,365,320)					
Total 5307 available at 07/01/02		3,689,501	3,689,501				
Federal 02-03 apportionment			2,500,000				
Applied in FY 02-03			(2,612,180)				
Total 5307 available at 07/01/03			3,577,321	3,577,321			
Federal 03-04 apportionment				4,600,000			
Applied in FY 03-04				(3,766,900)			
Total 5307 available at 07/01/04				4,410,421	4,410,421		
Federal 04-05 apportionment					4,800,000		
Applied in FY 04-05					(6,648,820)		
Total 5307 available at 07/01/05					2,561,601	2,561,601	
Federal 05-06 apportionment						5,000,000	
Applied in FY 05-06						(11,917,300)	
Total 5307 available at 07/01/06						(4,355,699)	(4,355,699)
Federal 06-07 apportionment							5,200,000
Applied in FY 06-07							(4,964,640)

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories	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
84 Total 5307 available at 07/01/07						(4,120,339)
85						
86						
87 5309 Bus 0087 Bus Purchase	990,310					
88 Purchase						
89						
90 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91						
92						
93 STP X090 Springfield Station available at 6/30/01	714,250					
94 X090 PBI available at 6/30/01	-					
95 X094 TDM available at 6/30/01	148,950					
96 Commuter Solutions	38,590	187,540	187,540			
97 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98 STP Springfield Station P & R				225,000		
99 STP Breeze II					1,170,000	
100	1,112,660	367,000	367,000	404,460	1,349,460	179,460
101						
102 STF capital RideSource Facility	152,540	1,775,000				
103 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104	1,089,540	2,161,740	403,790	403,790	403,790	403,790
105						
106						
107 United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108 New Starts BRT Phase II	-	-	775,000	3,300,000	3,775,000	-
109 BRT technology projects			178,400	2,406,400	655,600	97,100
110 Bus, fleet expansion, and bus related						
111	323,200	5,339,300	3,753,400	5,706,400	4,430,600	97,100
112						
113 Proceeds from Debt Financing	8,445,000	900,000	-	-	1,000,000	-
114						
115 TOTAL Outside Revenues and Resources	15,246,030	19,260,220	8,291,090	13,163,470	19,101,150	5,644,990
116 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117 local from cash reserves	2,286,850	4,729,600	2,136,060	2,101,140	2,373,960	1,419,790
118 TOTAL ALL RESOURCES	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990
119						
120						
121						
122 Capital Reserves						
123						
124						
125						
126						
127						
128						
129 Balance at Beginning of Year	15,328,600	13,041,750	8,312,150	6,176,090	4,074,950	1,700,990
130						
131 Capital transfer from General Fund	-	-	-	-	-	-
132 Increase (decrease) for period	(2,286,850)	(4,729,600)	(2,136,060)	(2,101,140)	(2,373,960)	(1,419,790)
133						
134 Ending Balance	13,041,750	8,312,150	6,176,090	4,074,950	1,700,990	281,200
135						

**Lane Transit
CAPITAL PROJE**

Project Categorie	TOTAL- NEXT FIVE YEARS	
1		1
2 BRT	1,000,000	2
3	250,000	3
4	4,000,000	4
5	-	5
6		6
7	11,350,000	7
8	-	8
9	15,700,000	9
10		10
11	9,000,000	11
12		12
13		13
14	1,600,000	14
15		15
16	1,600,000	16
17	1,509,000	17
18	678,130	18
19	1,411,000	19
20		20
21	50,000	21
22	-	22
23	48,148,130	23
24		24
25 Springfield	5,800,000	25
26 Station	-	26
27	5,800,000	27
28		28
29 Revenue		29
30		30
31 Vehicles	8,170,000	31
32	1,300,000	32
33	9,470,000	33
34		34
35 Passenger	-	35
36 Boarding	1,000,000	36
37 Improvements/ 38 Facilities	-	37 38
39	-	39
40	-	40
41	-	41
42	-	42
43	-	43
44	-	44
45	-	45
46	250,000	46
47	-	47
48	-	48
49	900,000	49
50	1,978,160	50
51	-	51
52	-	52
53	80,000	53
54	120,000	54
55	-	55
56	-	56
57	-	57
58	4,328,160	58
59		59
60 Hardware/ 61 Software	-	60 61
62	-	62
63	427,500	63
64	225,000	64
65	56,420	65
66	6,300	66
67	10,800	67
68	26,200	68
69	100,000	69
70	50,000	70
71	902,220	71
72		72
73 Intelligent 74 Transportation S	800,000	73 74
75		75
76 Bus-Related 77 Equipment	405,000	76 77
78	405,000	78

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
79			79
80	Miscellaneous	200,000	80
81	Equipment	82,000	81
82		-	82
83		-	83
84		-	84
85		282,000	85
86			86
87	Communications	120,000	87
88		120,000	88
89			89
90	Shop Equipment	90,000	90
91		10,000	91
92		100,000	92
93			93
94	Support Vehicles	220,000	94
95		-	95
96		220,000	96
97			97
98	STF vehicles	2,231,000	98
99	and projects	-	99
100		2,231,000	100
101			101
102	Commuter Soluti	418,000	102
103		418,000	103
104			104
105	Engine Kits/Misc.	1,640,000	105
106		1,640,000	106
107			107
108	TOTAL PROJECT	74,864,510	108
109			109
110			110
111	DEBT SERVICE	-	111
112		3,704,520	112
113		-	113
114		-	114
115		-	115
116		109,670	116
117		-	117
118		345,950	118
119		4,160,140	119
120	GRAND TOTAL Ir	79,024,650	120

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
1	Resource Summ:		1
2			2
3	Grant funding	29,909,840	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		7,850,000	10
11		4,000,000	11
12		3,000,000	12
13			13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		12,760,550	29
30		1,900,000	30
31			31
32		79,024,650	32
33			33
34		79,024,650	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	15,947,120	38
39		7,880,000	39
40		7,850,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	7,573,710	44
45		1,000,000	45
46	Total	48,148,130	46
47		-	47
48			48
49	Funding Sources		49
50	5307 Formula		50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67		2,612,180	67
68			68
69			69
70			70
71		3,766,900	71
72			72
73			73
74			74
75		6,648,820	75
76			76
77			77
78			78
79		11,917,300	79
80			80
81			81
82			82
83		4,964,640	83

Lane Transit
CAPITAL PROJE

	TOTAL- NEXT FIVE YEARS	
84		84
85	29,909,840	85
86		86
87	5309 Bus -	87
88	Purchase	88
89		89
90	5309 BRT 7,880,000	90
91		91
92		92
93	STP -	93
94	-	94
95	-	95
96	375,080	96
97	897,300	97
98	225,000	98
99	1,170,000	99
100	2,667,380	100
101		101
102	STF capital 1,775,000	102
103	2,001,900	103
104	3,776,900	104
105		105
106		106
107	United Front/ 4,476,800	107
108	New Starts 7,850,000	108
109	3,337,500	109
110	-	110
111	15,664,300	111
112		112
113	Proceeds from D 1,900,000	113
114		114
115	TOTAL Outside R 65,460,920	115
116	local from operat 803,180	116
117	local from cash r 12,760,550	117
118	TOTAL ALL RESC 79,024,650	118
119	-	119
120		120
127	Capital Reserves	127
128		128
129		129
130	Balance at Begin	130
131	Capital transfer fr -	131
132	Increase (decreas (12,760,550)	132
133		133
134	Ending Balance	134
135		135

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	1,150,000			
8	Buildout - Phase 2			-	-	-	-
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses		4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles (amt moved/changed)	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000			
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System			134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-			
19	Radio System Replacement			89,000	1,322,000		
20							
21	Six post hoist		50,000				
22	Sweeper for BRT guideways			-			
23		3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	296,000			
26		796,000					
27		1,200,000	2,300,000	296,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000					
30							
31	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000	3,225,000
32	Breeze II buses				-	1,300,000	-
33		9,855,000	-	-	1,720,000	4,525,000	3,225,000
34							
35	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000					
36	PBI	235,000	200,000	200,000	200,000	200,000	200,000
37	Bus Stop Information			-			
38	Branding						
39	Bike Cages		-				
40	Thurston Station	300,000		-	-		
41	Fairgrounds Park & Ride	-	-				
42	Gateway Station	25,000					
43	River Road Station			-			
44	UC Station Enhancements						
45	Eugene Station Improvements	50,000					
46	Springfield Station Park & Ride				500,000		
47	Glenwood Park & Ride			-			
48	Coburg Park & Ride					-	
49	Satellite Land Acquisition	-	900,000				
50	RideSource Facility	170,000	1,978,160				
51	LCC Bus Only Lane						
52	Bridge to Autzen						
53	Building Security Systems		80,000				
54	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000	
55	Video Surveillance Glenwood Facility						
56	Office Space Planning						
57	Glenwood Facilities Expansion						
58		980,000	3,203,160	225,000	725,000	225,000	200,000
59							
60	Hardware/Software Financial System Software	200,000					
61	Hastus	70,000					
62	Midas	100,000					
63	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
64	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
65	Internet Connection		56,420				
66	Laptop PC's		6,300				
67	Graphics Workstations		10,800				
68	Wireless Network expansion		26,200				
69	HR Software Upgrade				100,000		
70	Fleet Software replacement					50,000	
71		475,500	230,220	130,500	230,500	180,500	130,500
72							
73	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
74		-	-	200,000	200,000	200,000	200,000
75							
76	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
77	Bus Seat Charge for Bike Capacity						
78		130,000	130,000	-	135,000	140,000	-
79							
80	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
81	Copiers			82,000			
82	Board Room Projector Screen	5,300					

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories	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
83 Graphics Plotter	-					
84 BRT Presentation Equipment	10,000					
85	53,300	40,000	122,000	40,000	40,000	40,000
86						
87 Communications Telephone Equipment	20,000	-	-	120,000	-	-
88	20,000	-	-	120,000	-	-
89						
90 Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
91 Miscellaneous Tools for Facilities	10,000	10,000				
92	22,800	40,000	15,000	15,000	15,000	15,000
93						
94 Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
95 Marketing pickup w/ liftgate		-	-			
96	-	40,000	40,000	20,000	50,000	70,000
97						
98 STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
99 and projects STF projects	110,500					
100	1,044,250	431,000	450,000	450,000	450,000	450,000
101						
102 Commuter Solutions	209,000	209,000	209,000			
103	209,000	209,000	209,000	-	-	-
104						
105 Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
106	335,000	360,000	325,000	315,000	320,000	320,000
107						
108 TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	6,360,500	14,628,500	20,590,000	6,070,000
109						
110						
111 DEBT SERVICE Debt issuance costs	200,000	200,000	-	-	300,000	-
112 Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
113 Debt Service on FY02-03 issue - buses				460,600	460,600	460,600
114 Debt Service on FY03-04 issue - buses				-	-	-
115 Debt Service on FY04-05 issue - buses					-	-
116 Debt Service on FY05-06 issue - buses						581,230
117 Debt Service on FY06-07 issue - buses						-
118 RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
119	200,000	269,190	995,320	1,455,920	1,755,920	2,037,150
120 GRAND TOTAL Including debt service	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories		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	
Resource Summary								
1	Resource Summary							
2								
3	Grant funding 5307	2,319,720	3,074,680	2,725,300	6,572,180	5,921,380	5,830,360	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
5								
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
9								
10	New Starts - Next Phase BRT			775,000	3,300,000	3,775,000	-	
11								
12	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
13	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
14	STP RideSource EA	152,540	-	-	-	-	-	
15	STP RideSource		1,775,000	-	-	-	-	
16	STP RideSource Secondary		-	-	-	-	-	
17								
18	STP Springfield Station Park & Ride				450,000	-	-	
19	STP Breeze II				-	1,170,000	-	
20								
21	STP - TDM	187,540	187,540	187,540	-	-	-	
22								
23	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
24								
25								
26	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
27	Local - from cash reserves	2,286,850	3,929,600	2,952,060	5,069,780	5,486,080	1,583,330	
28	Local - from debt issuance	8,445,000	5,100,000	-	-	5,300,000	-	
29								
30								
31								
32	Total	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150	
33								
34	From above	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150	
35		-	-	-	-	-	-	
36								
37								
38	FUNDING - BRT Only							
39	Federal 5307	856,960	2,302,500	1,138,400	3,046,400	1,295,600	895,600	
40	5309 BRT	920,000	7,880,000	-	-	-	-	
41	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	-	
42								
43	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
44	Local funding Local - from cash reserves	1,233,370	2,916,170	2,255,140	4,132,140	4,194,440	344,440	
45	Local - from debt financing	-	4,000,000	-	-	5,000,000	-	
46	Total	3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500	
47		-	-	-	-	-	-	
48								
49	Funding Sources							
50								
51								
52	5307 Formula Fed FY2000 apportionment	2,205,976						
53	less X090	(255,182)						
54	less X094	(1,760,177)						
55	Remaining on FY2000	190,617						
56	X079 available at 6/30/01	42,400						
57	Existing 5307 PBI at 6/30/01	45,600						
58	X090 available at 6/30/01	262,400						
59	X094 available at 6/30/01	268,000						
60	X094 Bus Purchase	574,360						
61	Federal 00-01 apportionment	2,335,722						
62	Total 5307 available at 07/01/01	3,719,099						
63								
64	Federal 01-02 apportionment	2,335,722						
65	Applied in FY 01-02	(2,365,320)						
66	Total 5307 available at 07/01/02	3,689,501	3,689,501					
67								
68	Federal 02-03 apportionment		2,500,000					
69	Applied in FY 02-03		(3,074,680)					
70	Total 5307 available at 07/01/03		3,114,821	3,114,821				
71								
72	Federal 03-04 apportionment			4,600,000				
73	Applied in FY 03-04			(2,725,300)				
74	Total 5307 available at 07/01/04			4,989,521	4,989,521			
75								
76	Federal 04-05 apportionment				4,800,000			
77	Applied in FY 04-05				(6,572,180)			
78	Total 5307 available at 07/01/05				3,217,341	3,217,341		
79								
80	Federal 05-06 apportionment					5,000,000		
81	Applied in FY 05-06					(5,921,380)		
82	Total 5307 available at 07/01/06					2,295,961	2,295,961	
83								
84	Federal 06-07 apportionment						5,200,000	
85	Applied in FY 06-07						(5,830,360)	

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories	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
86 Total 5307 available at 07/01/07						1,665,601
87						
88						
89 5309 Bus 0087 Bus Purchase	990,310					
90 Purchase						
91						
92 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
93						
94						
95 STP X090 Springfield Station available at 6/30/01	714,250					
96 X090 PBI available at 6/30/01	-					
97 X094 TDM available at 6/30/01	148,950					
98 Commuter Solutions	38,590	187,540	187,540			
99 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
100 STP Springfield Station P & R				450,000		
101 STP Breeze II					1,170,000	
102	1,112,660	367,000	367,000	629,460	1,349,460	179,460
103						
104 STF capital RideSource Facility	152,540	1,775,000				
105 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
106	1,089,540	2,161,740	403,790	403,790	403,790	403,790
107						
108						
109 New 5309 Springfield Station	323,200	1,676,800	-			
110 BRT Phase II	-	-	775,000	3,300,000	3,775,000	-
111	323,200	1,676,800	775,000	3,300,000	3,775,000	-
112						
113 Proceeds from Debt Financing	8,445,000	5,100,000	-	-	5,300,000	-
114						
115 TOTAL	15,246,030	20,260,220	4,271,090	10,905,430	16,749,630	6,413,610
116 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117 local from cash reserves	2,286,850	3,929,600	2,952,060	5,069,780	5,486,080	1,583,330
118 Total sources	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	<u>8,107,150</u>
119	-	-	-	-	-	-
120						
125						
126						
127 Capital Reserves						
128						
129						
130 Balance at Beginning of Year	15,328,600	13,041,750	9,112,150	6,160,090	1,090,310	(4,395,770)
131 Capital transfer from General Fund	-	-	-	-	-	-
132 Increase (decrease) for period	(2,286,850)	(3,929,600)	(2,952,060)	(5,069,780)	(5,486,080)	(1,583,330)
133						
134 Ending Balance	<u>13,041,750</u>	<u>9,112,150</u>	<u>6,160,090</u>	<u>1,090,310</u>	<u>(4,395,770)</u>	<u>(5,979,100)</u>
135						

**Lane Transit
CAPITAL PROJE**

Project Categorie	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT 1,000,000	2
3	250,000	3
4	4,000,000	4
5	-	5
6	-	6
7	11,350,000	7
8	-	8
9	15,700,000	9
10		10
11	9,000,000	11
12		12
13		13
14	1,600,000	14
15		15
16	1,600,000	16
17	1,509,000	17
18	678,130	18
19	1,411,000	19
20		20
21	50,000	21
22	-	22
23	48,148,130	23
24		24
25	Springfield 2,596,000	25
26	Station -	26
27	2,596,000	27
28		28
29	Revenue	29
30		30
31	Vehicles 8,170,000	31
32	1,300,000	32
33	9,470,000	33
34		34
35	Passenger -	35
36	Boarding 1,000,000	36
37	Improvements/ -	37
38	Facilities -	38
39	-	39
40	-	40
41	-	41
42	-	42
43	-	43
44	-	44
45	-	45
46	500,000	46
47	-	47
48	-	48
49	900,000	49
50	1,978,160	50
51	-	51
52	-	52
53	80,000	53
54	120,000	54
55	-	55
56	-	56
57	-	57
58	4,578,160	58
59		59
60	Hardware/ -	60
61	Software -	61
62	-	62
63	427,500	63
64	225,000	64
65	56,420	65
66	6,300	66
67	10,800	67
68	26,200	68
69	100,000	69
70	50,000	70
71	902,220	71
72		72
73	Intelligent 800,000	73
74	Transportation S 800,000	74
75		75
76	Bus-Related 405,000	76
77	Equipment -	77
78	405,000	78
79		79
80	Miscellaneous 200,000	80
81	Equipment 82,000	81
82	-	82

Lane Transit
CAPITAL PROJE

	TOTAL- NEXT FIVE YEARS	
Project Categorie		
83	-	83
84	-	84
85	<u>282,000</u>	85
86		86
87	120,000	87
88	<u>120,000</u>	88
89		89
90	90,000	90
91	10,000	91
92	<u>100,000</u>	92
93		93
94	220,000	94
95	-	95
96	<u>220,000</u>	96
97		97
98	2,231,000	98
99	-	99
100	<u>2,231,000</u>	100
101		101
102	418,000	102
103	<u>418,000</u>	103
104		104
105	1,640,000	105
106	<u>1,640,000</u>	106
107		107
108	71,910,510	108
109		109
110		110
111	500,000	111
112	3,704,520	112
113	1,381,800	113
114	-	114
115	-	115
116	581,230	116
117	-	117
118	345,950	118
119	6,513,500	119
120	78,424,010	120

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
1	Resource Summ:		1
2			2
3	Grant funding	24,123,900	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9			9
10		7,850,000	10
11			11
12		-	12
13		897,300	13
14		-	14
15		1,775,000	15
16		-	16
17			17
18		450,000	18
19		1,170,000	19
20			20
21		375,080	21
22			22
23		2,001,900	23
24			24
25			25
26	Local funding	803,180	26
27		19,020,850	27
28		10,400,000	28
29			29
30			30
31			31
32		78,424,010	32
33			33
34		78,424,010	34
35		-	35
36			36
37			37
38	FUNDING - BRT O		38
39	Federal	8,678,500	39
40		7,880,000	40
41		7,850,000	41
43		897,300	43
44	Local funding	13,842,330	44
45		9,000,000	45
46	Total	48,148,130	46
47		-	47
48			48
49	Funding Sources		49
50			50
51			51
52	5307 Formula		52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67			67
68			68
69		3,074,680	69
70			70
71			71
72			72
73		2,725,300	73
74			74
75			75
76			76
77		6,572,180	77
78			78
79			79
80			80
81		5,921,380	81
82			82
83			83
84			84
85		5,830,360	85

Lane Transit
CAPITAL PROJE

Project Categorie	TOTAL- NEXT FIVE YEARS	
86		86
87	24,123,900	87
88		88
89	-	89
90	Purchase	90
91		91
92	7,880,000	92
93		93
94		94
95	-	95
96	-	96
97	-	97
98	375,080	98
99	897,300	99
100	450,000	100
101	1,170,000	101
102	2,892,380	102
103		103
104	1,775,000	104
105	2,001,900	105
106	3,776,900	106
107		107
108		108
109	1,676,800	109
110	7,850,000	110
111	9,526,800	111
112		112
113	10,400,000	113
114		114
115	TOTAL 58,599,980	115
116	local from operat 803,180	116
117	local from cash r 19,020,850	117
118	Total sources 78,424,010	118
119	-	119
120		120
125		125
126		126
127	Capital Reserves	127
128		128
129		129
130	Balance at Begin	130
131	Capital transfer fr -	131
132	Increase (decreas (19,020,850)	132
133		133
134	Ending Balance	134
135		135

Lane Transit District
CAPITAL PROJECTS SUMMARY

Assumptions:
Only one BRT Phase II.
Future replacement buses rebuilt 800 series.
Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
\$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
Springfield Station cost revised to \$3.8 million.

Project Categories		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
1	Revenue Breeze I buses	1,610,000				
2	Vehicles					
3	Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000
4	BRT Buses		4,000,000	-	-	5,000,000
5	Neighborhood Vehicles (amt moved/changed)	-	-	-	-	-
6	Breeze II buses					1,300,000
7		9,855,000	4,000,000	-	1,720,000	9,525,000
8						
9	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
10	Planning - local funding	765,000	-	25,000	50,000	75,000
11	Planning - 5307		800,000	800,000	800,000	800,000
12	Buildout - Phase I	1,150,000	10,200,000	1,150,000		
13	Buildout - Phase 2					
14	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
15	Right of Way Acquisition	-	-	-	-	-
16		2,150,000	11,200,000	3,725,000	7,650,000	8,625,000
17						
18	Springfield Station	404,000	2,300,000	296,000		
19		796,000				
20		1,200,000	2,300,000	296,000	-	-
21						
22	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
23	PBI	235,000	200,000	200,000	200,000	200,000
24	Bus Stop Information					
25	Branding					
26	Bike Cages					
27	Thurston Station	300,000	-	-	-	-
28	Fairgrounds Park & Ride	-	-	-	-	-
29	Gateway Station	25,000	-	-	-	-
30	River Road Station					
31	UO Station Enhancements					
32	Eugene Station Improvements	50,000				
33	Springfield Station Park & Ride				500,000	
34	Glenwood Park & Ride					
35	Coburg Park & Ride					
36	RideSource/Satellite Land Acquisition	-	900,000			
37	(was 800,000 changed to 170,000)	170,000	1,978,160			
38	LCC Bus Only Lane					
39	Bridge to Autzen					
40	Facility Expansion - Fleet	100,000	1,200,000	400,000		
41	Building Security Systems		80,000			
42	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
43	Video Surveillance Glenwood Facility					
44	Office Space Planning					
45	Glenwood Facilities Expansion					
46		1,080,000	4,403,160	625,000	725,000	225,000
47						
48	Hardware/Software Financial System Software	200,000				
49	Hastus	70,000				
50	Midas	100,000				
51	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
52	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
53	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
54	Automated Traveler Information System			134,000	1,036,000	169,500
55	Internet Connection		56,420			
56	Laptop PC's		6,300			
57	Graphics Workstations		10,800			
58	Wireless Network expansion		26,200			
59	HR Software Upgrade				100,000	
60	Fleet Software replacement					50,000
61		475,500	380,220	264,500	1,916,500	1,000,000
62						
63	AVL/APC AVL/APC	971,200	678,130	-		
64		971,200	678,130	-	-	-
65						
66	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
67		-	-	200,000	200,000	200,000
68						
69	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
70	Bus Seat Charge for Bike Capacity					
71		130,000	130,000	-	135,000	140,000
72						
73	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
74	Copiers			82,000		
75	Board Room Projector Screen	5,300				
76	Graphics Plotter					

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories		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
77	BRT Presentation Equipment	10,000				
78		53,300	40,000	122,000	40,000	40,000
79						
80	Radio/ Radio System Replacement			89,000	1,322,000	
81	Communication Telephone Equipment	20,000	-	-	120,000	-
82		20,000	-	89,000	1,442,000	-
83						
84	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000
85	Six post hoist		50,000			
86	Miscellaneous Tools for Facilities	10,000	10,000			
87		22,800	90,000	15,000	15,000	15,000
88						
89	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000
90	Marketing pickup w/ liftgate		-	-		
91	Sweeper for BRT guideways					
92		-	40,000	40,000	20,000	50,000
93						
94	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000
95	and projects STF projects	110,500				
96		1,044,250	431,000	450,000	450,000	450,000
97						
98	Commuter Solutions	209,000	209,000	209,000		
99		209,000	209,000	209,000	-	-
100						
101	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000
102		335,000	360,000	325,000	315,000	320,000
103						
104	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	6,360,500	14,628,500	20,590,000
105						
106	DEBT SERVICE					
107	Debt issuance costs	200,000	200,000	-	-	300,000
108	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130
109	Debt Service on FY02-03 issue - buses				460,600	460,600
110	Debt Service on FY03-04 issue - buses				-	-
111	Debt Service on FY04-05 issue - buses					-
112	Debt Service on FY05-06 issue - buses					
113	Debt Service on FY06-07 issue - buses					
114	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190
115		200,000	269,190	995,320	1,455,920	1,755,920
116	GRAND TOTAL Including debt service	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories		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	
Resource Summary							
3	Grant funding 5307	2,332,230	3,074,680	2,725,300	6,572,180	5,921,380	
4	Existing 5307 PBI	45,600	-	-	-	-	
5							
6	5309 Bus Replacement	990,310	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	
8	5309 Spfld Station	-	1,676,800	-	-	-	
9							
10	New Starts - Next Phase BRT			775,000	3,300,000	3,775,000	
11							
12	STP Spfld St Prop Acq	714,250	-	-	-	-	
13	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	
14	STP RideSource EA	152,540	-	-	-	-	
15	STP RideSource		1,775,000	-	-	-	
16	STP RideSource Secondary		-	-	-	-	
17							
18	STP Springfield Station Park & Ride				450,000	-	
19	STP Breeze II				-	1,170,000	
20							
21	STP - TDM	187,540	187,540	187,540	-	-	
22							
23	STF Capital	937,000	386,740	403,790	403,790	403,790	
24							
25							
26	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	
27	Local - from cash reserves	2,597,540	3,929,600	2,952,060	5,069,780	5,486,080	
28	Local - from debt issuance	8,445,000	5,100,000	-	-	5,300,000	
29							
30							
31							
32	Total	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	
33							
34	From above	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	
35							
36							
37							
38							
39	Funding Sources						
40							
41							
42	5307 Formula Fed FY2000 apportionment	2,205,976					
43	less X090	(255,182)					
44	less X094	(1,760,177)					
45	Remaining on FY2000	190,617					
46	X079 available at 6/30/01	42,400					
47	Existing 5307 PBI at 6/30/01	45,600					
48	X090 available at 6/30/01	262,400					
49	X094 available at 6/30/01	268,000					
50	X094 Bus Purchase	574,360					
51	Federal 00-01 apportionment	2,335,722					
52	Total 5307 available at 07/01/01	3,719,099					
53							
54	Federal 01-02 apportionment	2,335,722					
55	Applied in FY 01-02	(2,377,830)					
56	Total 5307 available at 07/01/02	3,676,991	3,676,991				
57							
58	Federal 02-03 apportionment		2,500,000				
59	Applied in FY 02-03		(3,074,680)				
60	Total 5307 available at 07/01/03		3,102,311	3,102,311			
61							
62	Federal 03-04 apportionment			4,600,000			
63	Applied in FY 03-04			(2,725,300)			
64	Total 5307 available at 07/01/04			4,977,011	4,977,011		
65							
66	Federal 04-05 apportionment				4,800,000		
67	Applied in FY 04-05				(6,572,180)		
68	Total 5307 available at 07/01/05				3,204,831	3,204,831	
69							
70	Federal 05-06 apportionment					5,000,000	
71	Applied in FY 05-06					(5,921,380)	
72	Total 5307 available at 07/01/06					2,283,451	
73							
74	Federal 06-07 apportionment						
75	Applied in FY 06-07						
76	Total 5307 available at 07/01/07						
77							
78							

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories	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
79 5309 Bus Purchase 0087 Bus Purchase	990,310				
80					
81					
82 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-		
83					
84					
85 STP X090 Springfield Station available at 6/30/01	714,250				
86 X090 PBI available at 6/30/01	-				
87 X094 TDM available at 6/30/01	148,950				
88 Commuter Solutions	38,590	187,540	187,540		
89 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460
90 STP Springfield Station P & R				450,000	-
91 STP Breeze II	-	-	-	-	1,170,000
92	1,112,660	367,000	367,000	629,460	1,349,460
93					
94 STF capital RideSource Facility	152,540	1,775,000			
95 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790
96	1,089,540	2,161,740	403,790	403,790	403,790
97					
98					
99 New 5309 Springfield Station	-	1,676,800	-		
100 BRT Phase II	-	-	775,000	3,300,000	3,775,000
101	-	1,676,800	775,000	3,300,000	3,775,000
102					
103 Proceeds from Debt Financing	8,445,000	5,100,000	-	-	5,300,000
104					
105 TOTAL	14,935,340	20,260,220	4,271,090	10,905,430	16,749,630
106 local from operations	213,170	340,880	132,670	109,210	110,210
107 local from cash reserves	2,597,540	3,929,600	2,952,060	5,069,780	5,486,080
108 Total sources	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920
109	-	-	-	-	-
110					
111					
112					
113					
114					
115					
116					
117 Capital Reserves					
118					
119					
120 Balance at Beginning of Year	15,328,600	12,731,060	8,801,460	5,849,400	779,620
121 Capital transfer from General Fund	-	-	-	-	-
122 Increase (decrease) for period	(2,597,540)	(3,929,600)	(2,952,060)	(5,069,780)	(5,486,080)
123					
124 Ending Balance	12,731,060	8,801,460	5,849,400	779,620	(4,706,460)
125					

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJEC Coburg P&R 06-07

Project Categorie	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
1 Revenue			1
2 Vehicles			2
3	3,225,000	8,170,000	3
4	-	9,000,000	4
5	-		5
6	-	1,300,000	6
7	<u>3,225,000</u>	<u>18,470,000</u>	7
8			8
9 BRT	200,000	1,000,000	9
10	100,000	250,000	10
11	800,000	4,000,000	11
12		11,350,000	12
13	-	-	13
14	-	15,700,000	14
15	-	-	15
16	<u>1,100,000</u>	<u>32,300,000</u>	16
17			17
18 Springfield		2,596,000	18
19 Station		-	19
20		<u>2,596,000</u>	20
21			21
22 Passenger		-	22
23 Boarding	200,000	1,000,000	23
24 Improvements/		-	24
25 Facilities		-	25
26		-	26
27		-	27
28		-	28
29		-	29
30		-	30
31		-	31
32		-	32
33		500,000	33
34		-	34
35	-	-	35
36		900,000	36
37		1,978,160	37
38	-	-	38
39	-	-	39
40		1,600,000	40
41	-	80,000	41
42		120,000	42
43		-	43
44		-	44
45		-	45
46	<u>200,000</u>	<u>6,178,160</u>	46
47			47
48 Hardware/		-	48
49 Software		-	49
50		-	50
51	150,000	1,600,000	51
52	85,500	427,500	52
53	45,000	225,000	53
54	169,500	1,509,000	54
55	-	56,420	55
56		6,300	56
57		10,800	57
58		26,200	58
59	-	100,000	59
60	-	50,000	60
61	<u>450,000</u>	<u>4,011,220</u>	61
62			62
63 AVL/APC		678,130	63
64	-	678,130	64
65			65
66 Intelligent	200,000	800,000	66
67 Transportation S	<u>200,000</u>	<u>800,000</u>	67
68			68
69 Bus-Related	-	405,000	69
70 Equipment	-	-	70
71	-	405,000	71
72			72
73 Miscellaneous	40,000	200,000	73
74 Equipment		82,000	74
75		-	75
76		-	76

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJECT Coburg P&R 06-07

	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
77		-	77
78	40,000	282,000	78
79			79
80	Radio/	1,411,000	80
81	Communication	120,000	81
82		1,531,000	82
83			83
84	Shop Equipment	15,000	84
85		50,000	85
86		10,000	86
87		15,000	87
88			88
89	Support Vehicles	70,000	89
90		-	90
91		-	91
92		70,000	92
93			93
94	STF vehicles	450,000	94
95	and projects	-	95
96		450,000	96
97			97
98	Commuter Soluti	418,000	98
99		-	99
100		418,000	100
101	Engine Kits/Misc	320,000	101
102		320,000	102
103			103
104	TOTAL PROJECT	6,070,000	104
105			105
106	DEBT SERVICE		106
107		-	107
108		926,130	108
109		460,600	1,381,800
110		-	-
111		-	-
112		581,230	581,230
113		-	-
114		69,190	345,950
115		2,037,150	6,513,500
116	GRAND TOTAL Ir	8,107,150	78,424,010

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJEC Coburg P&R 06-07

	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	5,830,360	24,123,900
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9			9
10		-	10
11		7,850,000	11
12		-	12
13	179,460	897,300	13
14		-	14
15		1,775,000	15
16		-	16
17			17
18		450,000	18
19		1,170,000	19
20			20
21		375,080	21
22			22
23	403,790	2,001,900	23
24			24
25			25
26	Local funding	110,210	803,180
27	1,583,330	19,020,850	27
28		10,400,000	28
29			29
30			30
31			31
32	<u>8,107,150</u>	<u>78,424,010</u>	32
33			33
34	<u>8,107,150</u>	<u>78,424,010</u>	34
35			35
36			36
37			37
38			38
39	Funding Sources		39
40			40
41			41
42	5307 Formula		42
43			43
44			44
45			45
46			46
47			47
48			48
49			49
50			50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59		3,074,680	59
60			60
61			61
62			62
63		2,725,300	63
64			64
65			65
66			66
67		6,572,180	67
68			68
69			69
70			70
71		5,921,380	71
72	2,283,451		72
73			73
74	5,200,000		74
75	<u>(5,830,360)</u>	<u>5,830,360</u>	75
76	<u>1,653,091</u>		76
77		<u>24,123,900</u>	77
78			78

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJECT Coburg P&R 06-07

	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
79			79
80			80
81			81
82			82
83			83
84			84
85			85
86			86
87			87
88			88
89			89
90			90
91			91
92			92
93			93
94			94
95			95
96			96
97			97
98			98
99			99
100			100
101			101
102			102
103			103
104			104
105			105
106			106
107			107
108			108
109			109
110			110
115			115
116			116
117			117
118			118
119			119
120			120
121			121
122			122
123			123
124			124
125			125

Capital Reserves			
Balance at Begin	(4,706,460)		
Capital transfer f	-	-	
Increase (decrease)	(1,583,330)	(19,020,850)	
Ending Balance	(6,289,790)		

Lane Transit District M&S

M & S as budgeted	\$	4,978,210
eliminate banquet		(18,000)
eliminate Take Care Program		(10,000)
eliminate barbecues		(5,000)
eliminate plant service		(900)
reduce contact services		(10,000)
other misc reductions		<u>(16,890)</u>
		4,917,420
savings on fuel		(200,000)
reduction in advertising		(120,000)
		<u>-</u>
estimate for FY01-02 current year		<u>4,597,420</u>

**Lane Transit District
Revenues**

	FY98-99 Actual	FY99-00 Actual	FY00-01 Actual	FY01-02 Budget	FY01-02 3 months actual	FY01-02 five months actual (Nov)	annualize	FY01-02 experience estimate
Farebox Cash	1,097,754	1,187,928	1,250,105.79	3,193,000.00	328,168.23	546,268.29	2 2/5	1,311,040
Farebox replacement	25,887	30,892	34,472.60	0.00	30,210.00	31,560.58	2 2/5	75,750
Monthly Passes	1,186,254	1,250,003	1,225,431.40	0.00	257,339.29	471,088.73	2 2/5	1,130,610
LCC Term Pass	295,725	304,938	258,044.85	0.00	21,799.46	113,436.63	2 2/5	272,250
Contract - 3 month	151,547	185,904	227,389.43	0.00	35,523.44	91,968.12	2 2/5	220,720
Misc. Pass Sales	5,829	0	9,990.00	0.00	0.00	5,000.00	2 2/5	12,000
Day Passes	46,305	47,488	4,954.63	0.00	0.00		2 2/5	-
Tokens	162,103	163,419	139,506.29	0.00	37,112.66	67,727.85	2 2/5	162,550
Freedom passes	76,176	66,562	0.00	0.00	0.00		2 2/5	-
Group Pass Earned Income	739,615	771,277	843,517.81	822,500.00	123,362.61	335,507.06	2 2/5	805,220
	3,787,194	4,008,410	3,993,413	4,015,500	833,516	1,662,557		3,990,140
		5.80%	-0.40%	0.60%			100.0%	99.40%
			0.20%					4,015,500 (a)
Payroll Tax Revenue	15,178,987	16,040,086	16,409,144.27	16,530,000.00	4,191,269	7,817,097	98%	16,081,000
Self-employment tax	980,861	876,048	972,902.18	989,800.00	29,459.73	129,759.58	100%	972,900
State In-Lieu-of Tax	924,521	1,100,330	1,051,027.72	1,010,000.00	255,000.00	255,900.94	100%	1,051,000
						284,725.32		
						540,626		18,104,900 (b)
Advertising	346,273	350,618	383,772.65	412,500.00	105,494.12	172,993.62	420,000	300,000
Cottage Grove Contract	40,147		0.00	0.00	0.00		(120,000)	in kind match
Special Services	117,098	131,495	148,968.92	125,500.00	37,583.37	38,191.79		134,500
	503,518	482,113	532,742	538,000	143,077	211,185		434,500 (c)
		-4.30%	10.50%	1.00%				81.60%
				11.60%				
Facility Rental Income			7,428.23	0.00	1,830.12	4,050.20		
Promotional Item Sales			0.00	0.00	0.00			
Program Registration Fees			0.00	0.00	0.00			
Photo ID			1,457.00	0.00	254.00	582.00		
Pay Phone			7,317.14	0.00	1,646.72	2,820.90		
Scrap Sales			557.29	0.00	308.82	345.52		
Cash over/(short)			-1,382.77	0.00	-64.90	-129.06		
Credit Card Discounts			-2,616.06	0.00	-462.85	-1,388.98		
Miscellaneous Income			127,433.39	144,990.00	2,403.02	3,048.26		
Commuter Solution Reimb			0.00	0.00	0.00			
Watering Hole Coffee machine			0.00	0.00	457.00	910.00		
SAIF wage subsidy income			11,751.64	0.00	603.23	1,406.48		
			151,946	144,990		11,645	2.4000	27,950 (d)
								no saif dividend
FTA Section 9			0.00	0.00	0.00			
Other Federal Operating			265,130.10	445,670.00	248,177.00	292,975.00		445,700
State Operating Grants			0.00	0.00	0.00			
Van Pool Reimbursement			7,289.20	0.00	7,829.20			
								445,700 (e)
Interest Income			1,273,699.23	1,500,000.00	221,086.23	323,628.80	2 2/5	776,710
Bank Account Interest			31,927.73	0.00	4,546.76	6,022.84	2 2/5	14,450
								791,160 (f)

Lane Transit District
 FY 2002-2003 Proposed Budget
 Schedule of Combined 5 year projections

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Budget		FY 2001-2002 Estimated	FY 2002-2003 As Calculated	rev/cost growth rate	service growth rate	Year 2 projected FY2003-2004	rev/cost growth rate	service growth rate	Year 3 projected FY2004-2005	rev/cost growth rate	service growth rate	Year 4 projected FY 2005-2006	rev/cost growth rate	service growth rate	Year 5 projected FY2006-2007
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,941,660		5,971,289	5,409,440			5,658,980			5,547,420			5,106,450			4,643,790
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,308,600		15,774,245	13,687,395			8,357,795			6,306,735			4,889,595			3,718,735
Total Beginning Working Capital	16,758,901	20,097,347	21,250,260		21,745,534	19,096,835			14,016,775			11,854,155			9,996,045			8,362,525
Resources From General Fund																		
Operating revenues - passenger fares	4,006,517	4,027,533	4,015,500	Rev (a)	4,015,500	4,417,050	2.0%		4,505,390	3.0%		4,640,550	4.0%		4,826,170	4.0%		5,019,220
Taxes (avrol, self-employment & state in lieu)	18,016,464	18,433,074	18,529,800	Rev (b)	18,104,900	18,104,900	2.0%		18,467,000	3.0%		19,021,010	4.0%		19,781,850	4.0%		20,573,120
Other (advertising & special services)	482,113	532,742	538,000	Rev (c)	434,500	538,000	1.0%		543,380	1.0%		548,810	1.0%		554,300	2.0%		565,390
Miscellaneous	392,869	158,179	149,990	Rev (d)	27,950	28,000	1.0%		28,280	1.0%		28,560	1.0%		28,850	1.0%		29,140
Other operating grants	222,019	272,419	445,670	Rev (e)	445,700	445,700	2.0%		454,810	2.0%		463,700	2.0%		472,970	2.0%		482,430
Interest	1,132,736	1,305,627	1,500,000	Rev (f)	791,160	869,800	rate=4%		953,900	rate=4%		1,080,300	rate=4%		1,237,100	rate=4%		1,419,900
Total Revenues From General Fund	24,252,718	24,729,574	25,178,960		23,819,710	24,403,450			24,380,560			24,962,930			25,901,240			26,869,200
Requirements From General Fund																		
Personnel services	(15,062,540)	(16,382,164)	(18,140,400)	PS Est	(18,003,600)	(17,947,480)	4.5%	0.0%	(17,755,120)	2.0%	0.0%	(18,110,220)	2.0%	0.0%	(18,472,420)	2.0%	0.0%	(18,841,870)
Materials and services	(4,096,919)	(4,328,291)	(4,978,210)	M&S	(4,597,420)	(4,643,390)	1.0%	0.0%	(4,644,370)	1.0%	0.0%	(4,690,810)	1.0%	0.0%	(4,737,720)	1.0%	0.0%	(4,785,100)
Insurance	(554,742)	(696,242)	(520,320)		(850,000)	(632,500)	1.0%	0.0%	(638,830)	1.0%	0.0%	(645,220)	1.0%	0.0%	(651,670)	1.0%	0.0%	(658,190)
Special Transportation	(789,000)	(710,592)	(930,540)		(930,540)	(930,540)	2.5%		(953,800)	2.5%		(977,650)	2.5%		(1,002,090)	2.5%		(1,027,140)
Total Requirements From General Fund	(20,503,201)	(22,117,289)	(24,569,470)		(24,381,560)	(24,153,910)			(23,992,120)			(24,423,900)			(24,863,900)			(25,312,300)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	609,490		(561,850)	249,540			388,440			559,030			1,037,340			1,556,900
Transfer to Capital Fund - current operations	(2,900,000)	(5,664,581)	(3,000,000)		-	-			(500,000)			(1,000,000)			(1,500,000)			(2,000,000)
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	(2,390,510)		(561,850)	249,540			(111,580)			(440,970)			(462,660)			(443,100)
Resources From Capital Fund																		
Federal grants -- formula	1,450,937	958,259	2,024,940		2,097,320	3,924,180			3,926,900			5,036,820			9,441,300			2,040,900
Federal grants -- discretionary	518,778	800,000	14,000,000		2,233,510	13,219,300			3,908,400			6,366,400			5,185,600			1,027,100
Other Federal funds	29,213	26,630	796,000		1,077,660	179,460			179,460			404,460			1,349,460			179,460
State of Oregon grants	60,419	-	1,200,410		937,000	2,161,740			403,790			403,790			403,790			403,790
Local resources - other	-	-	-		-	-			310,000			1,320,000			1,510,000			310,000
Transfer from General Fund	2,900,000	5,664,581	-		-	-			500,000			1,000,000			1,500,000			2,000,000
Transfer from Special Transportation Fund	-	-	138,200		124,710	247,420			46,210			46,210			46,210			46,210
Proceeds from bond sales	-	-	10,000,000		-	9,345,000			-			964,000			5,145,000			6,425,000
Total Capital Resources	4,959,347	7,449,470	28,159,550		6,470,200	29,077,100			9,274,760			15,541,680			24,581,360			12,432,460
Requirements From Capital Fund																		
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(1,000,000)		(1,000,000)	(1,000,000)			(1,025,000)			(1,050,000)			(1,075,000)			(1,100,000)
Bus Rapid Transit - Phase 1	-	-	(11,000,000)		(1,150,000)	(10,200,000)			(2,450,000)			-			-			-
Bus Rapid Transit - Phase 1 - rolling stock	-	-	-		-	(6,000,000)			(1,550,000)			(6,600,000)			(7,550,000)			(1,550,000)
Bus Rapid Transit - Phase 2	-	-	-		-	-			(1,550,000)			(6,600,000)			(7,550,000)			(1,550,000)
Bus Rapid Transit - Phase 2 - rolling stock	-	-	-		-	-			(1,550,000)			(6,600,000)			(7,550,000)			(1,550,000)
Bus Rapid Transit - Fleet facilities	-	-	-		(100,000)	(1,250,000)			(400,000)			(3,008,000)			(819,500)			(319,500)
Bus Rapid Transit - Technology projects	-	-	-		(971,200)	(828,130)			(223,000)			-			-			-
Springfield Station	(132,357)	(9,510)	(5,796,000)		(1,200,000)	(2,300,000)			(3,500,000)			-			-			-
Revenue rolling stock -- fixed route	-	-	(9,800,000)		(1,410,000)	(8,445,000)			(3,320,000)			(3,320,000)			(7,525,000)			(6,225,000)
Facilities & PBI	(289,436)	(845,046)	(1,115,000)		(810,000)	(325,000)			(225,000)			(475,000)			(225,000)			(200,000)
RideSource Facility/Satellite Land Acquisition	-	(6,238)	(2,000,000)		(170,000)	(2,878,160)			-			-			-			-
Intelligent Transportation Systems	-	-	-		-	-			(200,000)			(200,000)			(200,000)			(200,000)
Hardware/Software	(499,361)	(456,972)	(280,500)		(475,500)	(230,220)			(130,500)			(230,500)			(180,500)			(130,500)
Radio/Communications	(344,315)	(139,863)	(20,000)		(20,000)	-			-			(120,000)			(450,000)			(450,000)
Special Transportation	-	-	(369,100)		(206,100)	(250,000)			(177,000)			(210,000)			(245,000)			(125,000)
Other	(174,201)	(277,392)	-		-	-			-			-			-			-
Total Capital Requirements	(2,470,418)	(2,748,987)	(31,919,210)		(8,557,050)	(34,137,510)			(10,330,500)			(15,863,500)			(24,270,000)			(10,300,000)
Debt Service																		
Expenses Related to Debt Financing	-	-	(200,000)		-	(200,000)			-			(300,000)			(300,000)			(200,000)
Debt Service Requirements	-	-	-		-	(69,190)			(995,320)			(995,320)			(1,182,220)			(1,746,450)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(3,959,660)		(2,086,850)	(5,329,600)			(2,051,060)			(1,417,140)			(1,170,860)			186,010
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	3,551,150		5,409,439	5,658,980			5,547,420			5,106,450			4,643,790			4,200,690
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	11,348,940		13,687,395	8,357,795			6,306,735			4,889,595			3,718,735			3,904,745
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	14,900,090		19,096,834	14,016,775			11,854,155			9,996,045			8,362,525			8,105,435

Lane Transit District
 FY 2002-2003 Proposed Budget
 Schedule of Combined 5 year projections

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Budget		FY 2001-2002 Estimated	FY 2002-2003 As Calculated	rev/cost growth rate	service growth rate	Year 2 projected FY2003-2004	rev/cost growth rate	service growth rate	Year 3 projected FY2004-2005	rev/cost growth rate	service growth rate	Year 4 projected FY 2005-2006	rev/cost growth rate	service growth rate	Year 5 projected FY2006-2007
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,941,660		5,971,289	5,409,440			4,577,180			2,834,000			1,022,320			(587,020)
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,308,600		15,774,245	13,487,395			8,357,795			5,806,735			3,389,595			718,735
Total Beginning Working Capital	16,758,901	20,097,347	21,250,260		21,745,534	18,896,835			12,934,975			8,640,735			4,411,915			131,715
Resources From General Fund																		
Operating revenues - passenger fares	4,006,517	4,027,533	4,015,500	Rev (a)	4,015,500	4,417,050	2.0%		4,505,390	3.0%		4,640,550	4.0%		4,826,170	4.0%		5,019,220
Taxes (advrolf, self-employment & state in lieu)	18,016,464	18,433,074	18,529,800	Rev (b)	18,104,900	18,104,900	2.0%		18,467,000	2.0%		18,836,340	3.0%		19,401,430	4.0%		20,177,490
Other (advertising & special services)	482,113	532,742	538,000	Rev (c)	434,500	456,200	1.0%		460,760	2.0%		469,980	2.0%		479,380	2.0%		488,970
Miscellaneous	392,869	158,179	149,990	Rev (d)	27,950	28,000	1.0%		28,280	2.0%		28,850	2.0%		29,430	2.0%		30,020
Other operating grants	222,019	272,419	445,670	Rev (e)	445,700	445,700	2.0%		454,610	2.0%		463,700	2.0%		472,970	2.0%		482,340
Interest	1,132,736	1,305,627	1,500,000	Rev (f)	791,160	869,800	rate=4%		937,900	rate=4%		1,016,700	rate=4%		1,102,900	rate=4%		1,193,200
Total Revenues From General Fund	24,252,718	24,729,574	25,178,960		23,819,710	24,321,650			24,293,940			24,698,120			25,392,180			26,286,330
Requirements From General Fund																		
Personnel services	(15,062,540)	(16,382,164)	(18,140,400)	PS Est	(18,003,600)	(18,947,480)	4.5%	0.0%	(19,800,120)	2.0%	0.0%	(20,196,120)	2.0%	0.0%	(20,600,040)	2.0%	0.0%	(21,012,040)
Materials and services	(4,096,919)	(4,328,291)	(4,978,210)	M&S	(4,597,420)	(4,643,390)	1.0%	0.0%	(4,644,370)	1.0%	0.0%	(4,690,810)	1.0%	0.0%	(4,737,720)	1.0%	0.0%	(4,785,100)
Insurance	(554,742)	(696,242)	(520,320)		(850,000)	(632,500)	1.0%	0.0%	(638,830)	1.0%	0.0%	(645,220)	1.0%	0.0%	(651,670)	1.0%	0.0%	(658,190)
Special Transportation	(789,000)	(710,592)	(930,540)		(930,540)	(930,540)	2.5%		(953,800)	2.5%		(977,650)	2.5%		(1,002,090)	2.5%		(1,027,140)
Total Requirements From General Fund	(20,503,201)	(22,117,289)	(24,569,470)		(24,381,560)	(25,153,910)			(26,037,120)			(26,509,800)			(26,991,520)			(27,482,470)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	609,490		(561,850)	(832,260)			(1,743,180)			(1,811,680)			(1,609,340)			(1,196,140)
Transfer to Capital Fund - current operations	(2,900,000)	(5,664,581)	(3,000,000)		-	-			-			-			-			-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	(2,390,510)		(561,850)	(832,260)			(1,743,180)			(1,811,680)			(1,609,340)			(1,196,140)
Resources From Capital Fund																		
Federal grants -- formula	1,450,937	958,259	2,024,940		2,097,320	3,924,180			3,926,900			5,036,820			9,441,300			2,040,900
Federal grants -- discretionary	518,778	800,000	14,000,000		2,233,510	13,219,300			3,908,400			6,366,400			5,185,600			1,027,100
Other Federal funds	29,213	26,630	796,000		1,077,660	179,460			179,460			404,460			1,349,460			179,460
State of Oregon grants	60,419	-	1,200,410		937,000	2,161,740			403,790			403,790			403,790			403,790
Local resources - other	-	-	-		-	-			310,000			1,320,000			1,510,000			310,000
Transfer from General Fund	2,900,000	5,664,581	-		-	-			-			-		-				-
Transfer from Special Transportation Fund	-	-	138,200		124,710	247,420			46,210			46,210			46,210			46,210
Proceeds from bond sales	-	-	10,000,000		8,445,000	900,000			-			964,000			5,145,000			6,425,000
Total Capital Resources	4,959,347	7,448,470	28,159,550		14,915,200	20,632,100			8,774,760			14,541,680			23,081,360			10,432,460
Requirements From Capital Fund																		
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(1,000,000)		(1,000,000)	(1,000,000)			(1,025,000)			(1,050,000)			(1,075,000)			(1,100,000)
Bus Rapid Transit - Phase 1	-	-	(11,000,000)		(1,150,000)	(10,200,000)			(2,450,000)			-			-			-
Bus Rapid Transit - Phase 1 - rolling stock	-	-	-		-	(6,000,000)			-			-			-			-
Bus Rapid Transit - Phase 2	-	-	-		-	(1,550,000)			(1,550,000)			(6,600,000)			(7,550,000)			(1,550,000)
Bus Rapid Transit - Phase 2 - rolling stock	-	-	-		-	(6,000,000)			-			-			(6,000,000)			-
Bus Rapid Transit - Fleet facilities	-	-	-		(100,000)	(1,250,000)			(400,000)			(3,008,000)			(819,500)			(319,500)
Bus Rapid Transit - Technology projects	-	-	-		(971,200)	(828,130)			(223,000)			-			-			-
Springfield Station	(132,357)	(9,510)	(5,796,000)		(1,200,000)	(2,300,000)			(3,500,000)			-			-			-
Revenue rolling stock -- fixed route	-	-	(9,800,000)		(9,855,000)	-			-			(3,320,000)			(7,525,000)			(6,225,000)
Facilities & PBI	(289,436)	(845,046)	(1,115,000)		(810,000)	(325,000)			(225,000)			(475,000)			(225,000)			(200,000)
RideSource Facility/Satellite Land Acquisition	-	(6,238)	(2,000,000)		(170,000)	(2,878,160)			-			-			-			-
Intelligent Transportation Systems	-	-	-		-	-			(200,000)			(200,000)			(200,000)			(200,000)
Hardware/Software	(499,361)	(456,972)	(280,500)		(475,500)	(230,220)			(130,500)			(230,500)			(180,500)			(130,500)
Radio/Communications	(344,315)	(139,863)	(20,000)		(20,000)	-			-			(120,000)			(450,000)			(450,000)
Special Transportation	(174,201)	(277,392)	(369,100)		(206,100)	(250,000)			(177,000)			(210,000)			(245,000)			(125,000)
Other	-	-	-		-	-			-			-			-			-
Total Capital Requirements	(2,470,418)	(2,748,987)	(31,919,210)		(17,002,050)	(25,692,510)			(10,330,500)			(15,863,500)			(24,270,000)			(10,300,000)
Debt Service																		
Expenses Related to Debt Financing	-	-	(200,000)		(200,000)	-			-			(300,000)			(300,000)			(200,000)
Debt Service Requirements	-	-	-		-	(69,190)			(995,320)			(995,320)			(1,182,220)			(1,746,450)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(3,959,660)		(2,286,850)	(5,129,600)			(2,551,060)			(2,417,140)			(2,670,860)			(1,813,990)
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	3,551,150		5,409,439	4,577,180			2,834,000			1,022,320			(587,020)			(1,783,160)
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	11,348,940		13,487,395	8,357,795			5,806,735			3,389,595			718,735			(1,095,255)
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	14,900,090		18,896,834	12,934,975			8,640,735			4,411,915			131,715			(2,878,415)

Lane Transit District
 FY 2002-2003 Proposed Budget
 Schedule of Combined 5 year projections

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Budget		FY 2001-2002 Estimated	FY 2002-2003 As Calculated	rev/cost growth rate	service growth rate	Year 2 projected FY2003-2004	rev/cost growth rate	service growth rate	Year 3 projected FY2004-2005	rev/cost growth rate	service growth rate	Year 4 projected FY 2005-2006	rev/cost growth rate	service growth rate	Year 5 projected FY2006-2007
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,941,660		5,971,289	5,409,440			4,577,180			2,834,000			1,030,320			(571,020)
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,308,600		15,774,245	13,487,395			8,757,795			6,206,735			3,789,595			1,118,735
Total Beginning Working Capital	16,758,901	20,097,347	21,250,260		21,745,534	18,896,835			13,334,975			9,040,735			4,819,915			547,715
Resources From General Fund																		
Operating revenues - passenger fares	4,006,517	4,027,533	4,015,500	Rev (a)	4,015,500	4,417,050	2.0%		4,505,390	3.0%		4,640,550	4.0%		4,826,170	4.0%		5,019,220
Taxes (avrol, self-employment & state in lieu)	18,016,464	18,433,074	18,529,800	Rev (b)	18,104,900	18,104,900	2.0%		18,467,000	2.0%		18,836,340	3.0%		19,401,430	4.0%		20,177,490
Other (advertising & special services)	482,113	532,742	538,000	Rev (c)	434,500	456,200	1.0%		460,760	2.0%		469,980	2.0%		479,380	2.0%		488,970
Miscellaneous	392,869	158,179	149,990	Rev (d)	27,950	28,000	1.0%		28,280	2.0%		28,850	2.0%		29,430	2.0%		30,020
Other operating grants	222,019	272,419	445,670	Rev (e)	445,700	445,700	2.0%		454,810	2.0%		463,700	2.0%		472,970	2.0%		482,430
Interest	1,132,736	1,305,627	1,500,000	Rev (f)	791,160	869,800	rate=4%		937,900	rate=4%		1,000,000	rate=4%		1,080,800	rate=4%		1,164,400
Total Revenues From General Fund	24,252,718	24,729,574	25,178,960		23,819,710	24,321,650			24,293,940			24,706,120			25,390,180			26,294,530
Requirements From General Fund																		
Personnel services	(15,062,540)	(16,382,164)	(18,140,400)	PS Est	(18,003,600)	(18,947,480)	5.3%	0.0%	(19,800,120)	2.0%	0.0%	(20,196,120)	2.0%	0.0%	(20,600,040)	2.0%	0.0%	(21,012,040)
Materials and services	(4,096,919)	(4,328,291)	(4,978,210)	M&S	(4,597,420)	(4,643,390)	1.0%	0.0%	(4,644,370)	1.0%	0.0%	(4,690,810)	1.0%	0.0%	(4,737,720)	1.0%	0.0%	(4,785,100)
Insurance	(554,742)	(696,242)	(520,320)		(850,000)	(632,500)	15.0%	0.0%	(638,830)	1.0%	0.0%	(645,220)	1.0%	0.0%	(651,670)	1.0%	0.0%	(658,190)
Special Transportation	(789,000)	(710,592)	(930,540)		(930,540)	(930,540)	2.5%		(953,800)	2.5%		(977,650)	2.5%		(1,002,090)	2.5%		(1,027,140)
Total Requirements From General Fund	(20,503,201)	(22,117,289)	(24,569,470)		(24,381,560)	(25,153,910)			(26,037,120)			(26,509,800)			(26,991,520)			(27,482,470)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	609,490		(661,850)	(832,260)			(1,743,180)			(1,803,680)			(1,601,340)			(1,187,940)
Transfer to Capital Fund - current operations	(2,900,000)	(5,664,581)	(3,000,000)		-	-			-			-			-			-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	(2,390,510)		(661,850)	(832,260)			(1,743,180)			(1,803,680)			(1,601,340)			(1,187,940)
Resources From Capital Fund																		
Federal grants -- formula	1,450,937	958,259	2,024,940		2,097,320	2,324,180			3,926,900			5,036,820			11,041,300			2,040,900
Federal grants -- discretionary	518,778	800,000	14,000,000		2,233,510	13,219,300			3,908,400			6,366,400			5,185,600			1,027,100
Other Federal funds	29,213	26,630	796,000		1,077,660	179,460			179,460			404,460			1,349,460			179,460
State of Oregon grants	60,419	-	1,200,410		937,000	2,161,740			403,790			403,790			403,790			403,790
Local resources - other	-	-	-		-	-			310,000			1,320,000			1,510,000			310,000
Transfer from General Fund	2,900,000	5,664,581	-		-	-			-			-		-				-
Transfer from Special Transportation Fund	-	-	138,200		124,710	247,420			46,210			46,210			46,210			46,210
Proceeds from bond sales	-	-	10,000,000		8,445,000	900,000			-			964,000			2,545,000			6,425,000
Total Capital Resources	4,959,347	7,448,470	28,159,550		14,915,200	19,032,100			8,774,760			14,541,680			22,081,360			10,432,460
Requirements From Capital Fund																		
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(1,000,000)		(1,000,000)	(1,000,000)			(1,025,000)			(1,050,000)			(1,075,000)			(1,100,000)
Bus Rapid Transit - Phase 1	-	-	(11,000,000)		(1,150,000)	(10,200,000)			(2,450,000)			-			-			-
Bus Rapid Transit - Phase 1 - rolling stock	-	-	-		-	(4,000,000)			-			-			-			-
Bus Rapid Transit - Phase 2	-	-	-		-	(1,550,000)			(1,550,000)			(6,600,000)			(7,550,000)			(1,550,000)
Bus Rapid Transit - Phase 2 - rolling stock	-	-	-		-	(828,130)			(223,000)			(3,008,000)			(5,000,000)			-
Bus Rapid Transit - Fleet facilities	-	-	-		(100,000)	(1,250,000)			(400,000)			-			-			-
Bus Rapid Transit - Technology projects	-	-	-		(971,200)	(828,130)			(223,000)			(3,008,000)			(819,500)			(319,500)
Springfield Station	(132,357)	(9,510)	(5,796,000)		(1,200,000)	(2,300,000)			(3,500,000)			-			-			-
Revenue rolling stock -- fixed route	-	-	(9,800,000)		(9,855,000)	-			-			(3,320,000)			(7,525,000)			(6,225,000)
Facilities & PBI	(289,436)	(845,046)	(1,115,000)		(810,000)	(325,000)			(225,000)			(475,000)			(225,000)			(200,000)
RideSource Facility/Satellite Land Acquisition	-	(6,238)	(2,000,000)		(170,000)	(2,878,160)			-			-			-			-
Intelligent Transportation Systems	-	-	-		-	-			(200,000)			(200,000)			(200,000)			(200,000)
Hardware/Software	(499,361)	(456,972)	(280,500)		(475,500)	(230,220)			(130,500)			(230,500)			(180,500)			(130,500)
Radio/Communications	(344,315)	(139,863)	(20,000)		(20,000)	-			-			(120,000)			-			-
Special Transportation	(174,201)	(277,392)	(369,100)		(206,100)	(250,000)			(177,000)			(210,000)			(245,000)			(125,000)
Other	-	-	-		-	-			-			-			-			-
Total Capital Requirements	(2,470,418)	(2,748,987)	(31,919,210)		(17,002,050)	(23,692,510)			(10,330,500)			(15,863,500)			(23,270,000)			(10,300,000)
Debt Service																		
Expenses Related to Debt Financing	-	-	(200,000)		(200,000)	-			-			(300,000)			(300,000)			(200,000)
Debt Service Requirements	-	-	-		-	(69,190)			(995,320)			(995,320)			(1,182,220)			(1,461,320)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(3,959,660)		(2,286,850)	(4,729,600)			(2,551,060)			(2,417,140)			(2,670,860)			(1,528,860)
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	3,551,150		5,409,439	4,577,180			2,834,000			1,030,320			(571,020)			(1,758,960)
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	11,348,940		13,487,395	8,757,795			6,206,735			3,789,595			1,118,735			(410,125)
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	14,900,090		18,896,834	13,334,975			9,040,735			4,819,915			547,715			(2,169,085)

(83,256,510)

Lane Transit District
FY 2002-2003 Proposed Budget
Schedule of Combined 5 year projections

Change from LC retreat Working Copy A:

One time only increase in FY2001-2002 insurance for major accidents (\$300,000)
 Eliminate \$3.0 million transfer to capital

Operations

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Budget		FY 2001-2002 Estimated	FY 2002-2003 As Calculated	rev/cost growth rate	service growth rate	Year 2 projected FY2003-2004	rev/cost growth rate	service growth rate	Year 3 projected FY2004-2005	rev/cost growth rate	service growth rate	Year 4 projected FY 2005-2006	rev/cost growth rate	service growth rate	Year 5 projected FY2006-2007
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,941,660		5,971,289	5,121,490			3,264,850			211,400			(3,461,100)			(7,040,030)
Resources From General Fund																		
Operating revenues - passenger fares	4,006,517	4,027,533	4,015,500	105.0%	4,228,900	4,271,190	2.0%		4,356,610	3.0%		4,487,310	4.0%		4,666,800	4.0%		4,853,470
Taxes (payroll, self-employment & state in lieu)	18,016,464	18,433,074	18,529,800	100.0%	18,433,100	18,433,100	1.0%		18,617,430	2.0%		18,989,780	3.0%		19,559,470	4.0%		20,341,850
Other (advertising & special services)	482,113	532,742	538,000	104.0%	554,100	559,600	1.0%		565,200	2.0%		576,500	2.0%		588,030	2.0%		599,790
Miscellaneous	392,869	158,179	149,990		100,000	100,000	1.0%		101,000	2.0%		103,020	2.0%		105,080	2.0%		107,180
Other operating grants	222,019	272,419	445,670		445,700	445,700	2.0%		454,610	2.0%		463,700	2.0%		472,970	2.0%		482,430
Interest	1,132,736	1,305,627	1,500,000		792,000	869,800			321,600			197,600			37,100			-
Total Revenues From General Fund	24,252,718	24,729,574	25,178,960		24,553,800	24,679,390			24,416,450			24,817,910			25,429,450			26,384,720
Requirements From General Fund																		
Personnel services	(15,062,540)	(16,382,164)	(18,140,400)		(18,644,850)	(20,000,000)	4.5%	0.0%	(20,900,000)	4.5%	0.0%	(21,840,500)	2.0%	0.0%	(22,277,310)	2.0%	0.0%	(22,722,860)
Materials and services	(4,096,919)	(4,328,291)	(4,978,210)		(4,978,210)	(5,027,990)	1.0%	0.0%	(5,032,820)	1.0%	0.0%	(5,083,150)	1.0%	0.0%	(5,133,980)	1.0%	0.0%	(5,185,320)
Insurance	(554,742)	(696,242)	(520,320)		(850,000)	(577,500)	1.0%	0.0%	(583,280)	1.0%	0.0%	(589,110)	1.0%	0.0%	(595,000)	1.0%	0.0%	(600,950)
Special Transportation	(789,000)	(710,592)	(930,540)		(930,540)	(930,540)	2.5%		(953,800)	2.5%		(977,650)	2.5%		(1,002,090)	2.5%		(1,027,140)
Total Requirements From General Fund	(20,503,201)	(22,117,289)	(24,569,470)		(25,403,600)	(26,536,030)			(27,469,900)			(28,490,410)			(29,008,380)			(29,536,270)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	609,490		(849,800)	(1,856,640)			(3,053,450)			(3,672,500)			(3,578,930)			(3,151,550)
Transfer to Capital Fund - current operations	(2,900,000)	(5,664,581)	(3,000,000)		-	-			-			-			-			-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	(2,390,510)		(849,800)	(1,856,640)			(3,053,450)			(3,672,500)			(3,578,930)			(3,151,550)
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	3,551,150		5,121,489	3,264,850			211,400			(3,461,100)			(7,040,030)			(10,191,580)

**Lane Transit District
FY 2002-2003 Proposed Budget
Schedule of Combined 5 year projections**

Change from LC retreat Working Copy A: One time only increase in FY2001-2002 insurance for major accidents (\$300,000)
Eliminate \$3.0 million transfer to capital

Operations

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Budget	FY 2001-2002 Estimated	FY 2002-- 2003 As Calculated	rev/cost growth rate	service growth rate	Year 2 projected FY2003-2004	rev/cost growth rate	service growth rate	Year 3 projected FY2004-2005	rev/cost growth rate	service growth rate	Year 4 projected FY 2005-2006	rev/cost growth rate	service growth rate	Year 5 projected FY2006-2007
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,941,660	5,971,289	5,121,490			3,264,850			265,400			(3,353,100)			(6,876,930)
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,308,600	15,774,245	13,659,910			9,314,930			4,343,100			(7,805,420)			(12,396,650)
Total Beginning Working Capital	16,758,901	20,097,347	21,250,260	21,745,534	18,781,400			12,579,780			4,608,500			(11,158,520)			(19,273,580)
Resources From General Fund																	
Operating revenues - passenger fares	4,006,517	4,027,533	4,015,500	4,228,900	4,271,190	2.0%		4,356,610	3.0%		4,487,310	4.0%		4,666,800	4.0%		4,853,470
Taxes (payroll, self-employment & state in lieu)	18,016,464	18,433,074	18,529,800	18,433,100	18,433,100	0.0%		18,433,100	1.0%		18,989,780	3.0%		19,559,780	4.0%		20,341,850
Other (advertising & special services)	482,113	532,742	538,000	554,100	559,600	1.0%		565,200	2.0%		576,500	2.0%		588,030	2.0%		599,790
Miscellaneous	392,869	158,179	149,990	100,000	100,000	0.0%		101,000	2.0%		103,020	2.0%		105,080	2.0%		107,180
Other operating grants	222,019	272,419	445,670	445,700	445,700	0.0%		454,610	2.0%		463,700	2.0%		472,970	2.0%		482,430
Interest	1,132,736	1,305,627	1,500,000	792,000	869,800			375,600			251,600			92,200			-
Total Revenues From General Fund	24,252,718	24,729,574	25,178,960	24,553,800	24,679,390			24,470,450			24,871,910			25,484,550			26,384,720
Requirements From General Fund																	
Personnel services	(15,062,540)	(16,382,164)	(18,140,400)	(18,644,850)	(20,000,000)	4.5%	0.0%	(20,900,000)	4.5%	0.0%	(21,840,500)	2.0%	0.0%	(22,277,310)	2.0%	0.0%	(22,722,860)
Materials and services	(4,096,919)	(4,328,291)	(4,978,210)	(4,978,210)	(5,027,990)	1.0%	0.0%	(5,032,820)	1.0%	0.0%	(5,083,150)	1.0%	0.0%	(5,133,980)	1.0%	0.0%	(5,185,320)
Insurance	(554,742)	(696,242)	(520,320)	(850,000)	(577,500)	1.0%	0.0%	(583,280)	1.0%	0.0%	(589,110)	1.0%	0.0%	(595,000)	1.0%	0.0%	(600,950)
Special Transportation	(789,000)	(710,592)	(930,540)	(930,540)	(930,540)	2.5%		(953,800)	2.5%		(977,650)	2.5%		(1,002,090)	2.5%		(1,027,140)
Total Requirements From General Fund	(20,503,201)	(22,117,289)	(24,569,470)	(25,403,600)	(26,536,030)			(27,469,900)			(28,490,410)			(29,008,380)			(29,536,270)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	609,490	(849,800)	(1,856,640)			(2,999,450)			(3,618,500)			(3,523,830)			(3,151,550)
Transfer to Capital Fund - current operations	(2,900,000)	(5,664,581)	(3,000,000)	-	-			-			-			-			-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	(2,390,510)	(849,800)	(1,856,640)			(2,999,450)			(3,618,500)			(3,523,830)			(3,151,550)

Capital

Resources From Capital Fund																	
Federal grants -- formula	1,450,937	958,259	2,024,940	2,409,830	2,802,780			7,634,000			4,477,540			4,128,370			6,482,150
Federal grants -- discretionary	518,778	800,000	14,000,000	2,233,510	8,920,000			4,306,800			6,600,000			2,550,000			-
Other Federal funds	29,213	26,630	796,000	2,014,660	597,610			210,870			1,110,870			1,380,870			210,870
State of Oregon grants	60,419	-	1,200,410	-	1,775,000			403,790			403,790			403,790			403,790
Transfer from General Fund	2,900,000	5,664,581	-	-	-			-			-			-			-
Transfer from Special Transportation Fund	-	-	138,200	124,710	247,260			46,210			46,210			46,210			46,210
Proceeds from bond sales	-	-	10,000,000	11,535,000	6,200,000			-			-			16,525,000			6,425,000
Total Capital Resources	4,959,347	7,449,470	28,159,550	18,317,710	20,542,650			12,601,670			12,638,410			25,034,240			13,568,020
Requirements From Capital Fund																	
Revenue rolling stock -- fixed route			(9,800,000)	(12,945,000)	-			-			(3,320,000)			(7,525,000)			(6,225,000)
Bus Rapid Transit - Phase 1			(11,000,000)	(1,150,000)	(8,300,000)			(1,150,000)			-			-			-
Bus Rapid Transit - Phase 1 - rolling stock					(6,000,000)			-			-			-			-
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(1,000,000)	(1,100,000)	(1,100,000)			(1,125,000)			(1,150,000)			(1,175,000)			(1,200,000)
Bus Rapid Transit - Phase 2					(1,100,000)			(3,100,000)			(13,200,000)			(5,100,000)			(10,000,000)
Bus Rapid Transit - Phase 2 - rolling stock																	
Facilities & PBI	(289,436)	(845,046)	(1,115,000)	(915,000)	(2,110,500)			(4,680,000)			(1,630,000)			(1,780,000)			(3,255,000)
Springfield Station	(132,357)	(9,510)	(5,796,000)	(1,200,000)	(2,300,000)			(2,296,000)			-			-			-
RideSource Facility/Satellite Land Acquisition	-	(6,238)	(2,000,000)	(170,000)	(2,878,160)			-			-			-			-
Intelligent Transportation Systems			(971,150)	(971,200)	(678,130)			(470,000)			(200,000)			(200,000)			(200,000)
Hardware/Software	(499,361)	(456,972)	(280,500)	(420,500)	(564,840)			(2,666,500)			(1,050,000)			(500,000)			(300,000)
Radio/Communications	(344,315)	(139,863)	(20,000)	(20,000)	(5,000)			(94,000)			(1,432,000)			(5,000)			(5,000)
Special Transportation			(538,610)	(1,044,250)	(431,000)			(450,000)			(450,000)			(450,000)			(450,000)
Other	(174,201)	(277,392)	(369,100)	(296,100)	(320,000)			(277,000)			(260,000)			(265,000)			(125,000)
Total Capital Requirements	(2,470,418)	(2,748,987)	(32,890,360)	(20,232,050)	(24,687,630)			(16,308,500)			(22,692,000)			(27,000,000)			(11,755,000)
Debt Service																	
Expenses Related to Debt Financing	-	-	(200,000)	(200,000)	(200,000)			-			(150,000)			(300,000)			(200,000)
Debt Service Requirements	-	-	-	-	-			(1,265,000)			(1,944,930)			(2,325,470)			(4,137,700)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(4,930,810)	(2,114,340)	(4,344,980)			(4,971,830)			(12,148,520)			(4,591,230)			(2,524,680)
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	3,551,150	5,121,489	3,264,850			265,400			(3,353,100)			(6,876,930)			(10,028,480)
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	10,377,790	13,659,905	9,314,930			4,343,100			(7,805,420)			(12,396,650)			(14,921,330)
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	13,928,940	18,781,394	12,579,780			4,608,500			(11,158,520)			(19,273,580)			(24,949,810)

(102,443,130)



Lane Transit District
P. O. Box 7070
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Lane Transit District LONG-RANGE FINANCIAL PLAN Budget Assumptions

GENERAL ASSUMPTIONS:

- **Local Economy**

The State of Oregon currently has the highest unemployment rate in the United States. Lane County's unemployment in December 2001 was 7.1 percent, which is 2.7 percent higher than the previous December. Although there is some indication nationally that consumer confidence might encourage recovery in the next one to two years, there is nothing to indicate that Oregon will lead it. Payroll tax revenues, therefore, are projected to be flat in FY 2002-03 versus FY 2001-02 estimated actual and grow very modestly in the subsequent two years. The plan assumes that tax receipts will eventually grow at an annual rate averaging 3 percent over the balance of the twenty-year plan.

- **State Employment**

State payrolls will experience very slight growth, which has been the trend during the last few years. The result will be the continuation of slight increases annually in state-in-lieu payment receipts. State-in-lieu revenue is driven by the University of Oregon, which experienced record enrollment in the current school year. The 2002-03 school year is expected to see enrollment demand exceed supply. The plan assumes that a 3 percent per year growth rate can be maintained.

- **State Funding Climate**

State support of transit programs will decrease as the state attempts to deal with budget challenges of its own. In addition to waning support for special transportation services, it is possible that LTD will see reduced support for transportation demand management programs in the future, as well. Cigarette taxes, which support special transportation services, are expected to decline. However, new special transportation service contracts will generate additional revenue that is expected to offset these losses.

- **Federal Funding Climate**

Although efforts to obtain grant funds for bus rapid transit (BRT) have been successful to date, discretionary grant funding for other projects and bus purchases has been increasingly difficult to obtain. (LTD has not received discretionary grant funding for new

buses since 1996.) As the BRT project approaches buildout, and the scope of the project expands, there is a good probability that BRT will need to look to other sources of funding besides federal grants.

The Springfield Station has secured \$2 million in federal earmarks to date, and the project has assurances that additional earmarks will be available to complete the project as envisioned. Therefore, a total of \$4.8 million has been assumed in federal support for this project.

The General Fund all but eliminated its transfer to the Capital Fund in FY 2001-02 in order to help slow expenditure growth. The contribution will not be possible for the next year in light of slow/no growth in local revenues. LTD already has recognized the need to finance future capital purchases, most immediately buses for fleet replacement and BRT, with debt. However, additional local funds will need to be set aside for future capital match and local funding of capital projects. Therefore, the transfers will need to be re-initiated. The proposed plan provides for transfers to resume at a modest level in FY 2003-04 and gradually increase to \$2 million per year beginning in FY 2006-07. Thereafter, the transfer amount is determined by amount available, given no service changes, and other revenue and expense assumptions.

STRATEGIC ASSUMPTIONS:

- The mission, visions, and strategic actions identified in the LTD Strategic Plan and amended at the January 2001 Board of Directors work session will remain essentially the same for the foreseeable future. Of particular note is the value placed on preservation of assets, quality of service, and community contribution to quality of life.
- Bus rapid transit will remain a high-priority, high-profile project as an important component of future public transportation services in the community. The new Springfield Station will be built with similar amenities to the Eugene Station.
- Opportunities to add higher-technology features to both bus services and administrative functions will be actively pursued if the technology improves cost-effectiveness, removes barriers to system use, improves system productivity, or otherwise provides an identifiable and quantifiable benefit.
- No change in the payroll tax rate has been assumed for the plan period.
- No additional changes in the service boundaries are anticipated. (Creswell was added on January 1, 1999, and Cottage Grove was added on January 1, 2000.)

REVENUE SUMMARY:

- Future discretionary grant funding in support of capital projects and bus purchases is assumed to drop to 60 percent support for the next phases of BRT. The new Springfield

Station funding assumes 80 percent federal discretionary support. It will be critically important to LTD's future to obtain additional support for capital projects.

- TEA-21 will be reauthorized. In addition, LTD, by virtue of changing funding categories as a result of the 2000 census, will receive \$1 million in additional annual funding beginning in FY 2003-04.
- It already has been advantageous, in at least two cases, to fund projects exclusively with local funds on occasion. The use of local funds to exclusively finance projects removes the federal regulations that cause project delays, usually add cost, and limit purchasing options. (State procurement regulations, of course, apply to all projects, regardless of funding.) Local funds will be used for routine boarding improvements and property acquisition for a future satellite maintenance facility, possibly developed in conjunction with a new *RideSource* facility.
- Fare revenue will increase 10 percent in the first year of the plan due to an aggressive fare increase that will go into effect on July 1, 2002. Thereafter, fare revenue will increase by 3 percent per year due to modest population growth and regular fare adjustments in accordance with fare policy and the pricing plan. No fare increases are assumed at this time due to the start-up of Phase 1 BRT service.
- Tax receipts will remain flat next year, and then resume modest but steady growth. The state economy will continue to be monitored closely for signs of change, both positive and negative, that could result in either a period of stronger revenue growth or a period of reduced receipts. To date, local state employers have weathered the recession due to the increases in University of Oregon (UO) enrollment. The UO contributes more than half of annual state-in-lieu of tax revenue.
- Interest income is assumed to become a negligible contributor to operations due to the need to spend down reserves in both the General Fund and Capital Fund. Interest rates also have declined to unusually low levels and appear to be hovering there for the foreseeable future.

EXPENSE SUMMARY:

- Personnel services expenditures growth will be contained as the result of administrative position reductions implemented in November 2001, other cost reductions and efficiency improvements, and service cuts in FY 2002-03 and FY 2003-04. Temporary restrictions on administrative cost-of-living and merit increases also have been implemented.

Personnel services expenses are the largest single contributors to operating cost. Controlling operating expenses over the next five years is a very high priority. Service cuts total \$1 million in each of the referenced years. Should local economic conditions improve more rapidly and more favorably than the plan anticipates, it may be possible to reduce the second service reduction or eliminate it. As additional, unrestricted revenue is identified, service restoration will be a priority for investment.

- Materials and services costs also will be contained. In the short term, the result will be reduced support for marketing programs, selective support for travel and training opportunities, and the deferral of non-essential expenses.
- Risk/insurance expenses are projected to increase at 1 percent per year following a dramatic increase in FY 2001-02. The increase is the result of higher claims and of an industry-wide trend that followed the events of September 11, 2001.
- As previously mentioned, transfers from the General Fund to the Capital Fund will resume. An estimated \$44 million will be required in some combination of local funding, local contributions, and/or new debt over the twenty-year period. The General Fund is projected to provide approximately \$30 million of this requirement from annual transfers. The beginning reserve balance in the Capital Fund will make up the difference. Debt financing still will be required to fund vehicle purchases.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: LONG-RANGE FINANCIAL PLAN

PREPARED BY: Diane Hellekson, Finance Manager

ACTION REQUESTED: Approval of the Long-Range Financial Plan

BACKGROUND: The Long-Range Financial Plan (LRFP) covers a rolling twenty-year period, with emphasis on the first five years. The LRFP generally is driven by the Capital Improvements Program (CIP), which, in turn, has been determined by Lane Transit District's long-term goals, preservation of assets, and fleet requirements. LTD's Strategic Plan specifies District goals.

The proposed LRFP is summarized in the attached materials. The plan begins with a twenty-year view of the major projects on the LTD agenda, including: bus rapid transit (BRT); fleet expansion/replacement; passenger boarding improvements (including stations and Park & Ride facilities); and the routine replacement/expansion/upgrade of facility components, tools, and ADP hardware and software. The first five years of the capital component of this plan come directly from the CIP. In the remaining years, it is assumed that the investment in system improvements will continue, including BRT, Park & Ride facilities, and new technology for fare collection and other applications.

The twenty-year operating plan begins with the proposed budget for FY 2001-02, and includes the Capital Fund transfers required to provide local match for grant funding under the assumptions used to estimate capital requirements and resources.

Key issues for the future are as follows:

- Managing expenditures. The growth of General Fund expenses cannot exceed the rate of revenue growth as a sustainable trend. In order to make the course correction to bring expenditures under control, service reductions will be required in FY 2002-03, and potentially again in FY 2003-04.
- Identifying and implementing alternative financing methods for capital project support. Even if bus rapid transit draws significant discretionary federal grant support (a possibility that is not certain), it may do so at the expense of other projects that traditionally have been funded in this

manner, notably bus purchases. Until the current year, maximizing local capital support was stressed, but operating priorities and expense increases required eliminating the transfers from operations to capital. Transfers will be required for future capital match; therefore, the plan calls for transfers to resume beginning in FY 2003-04. Debt financing of bus purchases will be required.

- Identifying additional resources. Opportunities include joint development, debt financing, and increases to local taxes. If Phase 2 of the BRT project is to begin, as planned, in the next five years, additional federal discretionary funds will be required (or another form of substantial support). The plan assumes that 20 percent of the local match for BRT Phase 2 will come from other community sources.
- Maintaining a healthy balance sheet. A key to favorable debt financing is the minimization of perceived organizational risk. There are several analysis factors, among them liquidity, a stable source of repayment funds, and an attractive reserve ratio.

A summary of the assumptions used in drafting the LRFPS is included with the attachments.

ATTACHMENTS:

Long-Range Financial Plan Budget Assumptions
 Five-Year Plan Summary
 Long-Range Financial Plan – Operating Fund
 Long-Range Capital Plan Summary

PROPOSED MOTION:

I move that the Board approve the following resolution:

LTD Resolution No. 2002-006: It is hereby resolved that the proposed Long-Range Financial Plan for fiscal years 2002-03 through 2021-22 is approved as presented.

LONG-RANGE FINANCIAL PLAN - General F

Projections →

	99/00 ACTUAL	00/01 ACTUAL	01/02 ESTIMATE	Proposed 02/03	03/04	04/05	05/06	06/07
BEGINNING FUND BALANCE	8,174,068	9,023,585	5,971,289	5,409,440	5,658,980	5,547,420	5,106,450	4,643,790
REVENUE								
Operating Revenue:								
Regular Fares	3,237,133	3,149,895	3,193,000	3,512,300	3,582,545	3,690,020	3,837,620	3,991,125
Group Passes	<u>771,277</u>	<u>877,638</u>	<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	4,008,410	4,027,533	4,015,500	4,417,050	4,505,390	4,640,550	4,826,170	5,019,220
Special Services	131,495	148,969	134,500	238,000	240,380	242,780	245,208	253,209
Advertising	350,618	383,773	300,000	300,000	303,000	306,030	309,090	312,181
Misc. Operating	381,014	154,562	27,950	28,000	28,280	28,560	28,850	29,140
Total Operating	4,871,537	4,714,837	4,477,950	4,983,050	5,077,050	5,217,920	5,409,318	5,613,750
Payroll Tax	16,040,086	16,409,144	16,081,000	16,081,000	16,402,620	16,894,700	17,570,489	18,273,304
SET	876,048	972,902	972,900	972,900	992,360	1,022,130	1,063,015	1,105,536
State-in-Lieu	<u>1,100,330</u>	<u>1,051,028</u>	<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	18,016,464	18,433,074	18,104,900	18,104,900	18,467,000	19,021,010	19,781,851	20,573,120
TDM & Parts Grant	<u>222,019</u>	<u>272,419</u>	<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	222,019	272,419	445,700	445,700	454,610	463,700	472,970	482,430
Interest Income	1,132,736	1,305,627	791,160	869,800	381,900	280,300	237,100	199,900
Disposal of Assets	9,961	3,617	0	0	0	0	0	0
TOTAL GF REVENUE	24,252,717	24,729,574	23,819,710	24,403,450	24,380,560	24,982,930	25,901,240	26,869,200
EXPENSE								
Personnel Services	15,062,540	16,382,164	18,003,600	17,947,480	17,755,120	18,110,220	18,472,420	18,841,870
Materials & Services	4,096,918	4,328,291	4,597,420	4,643,390	4,644,370	4,690,810	4,737,720	4,785,100
Risk/Insurance	554,742	696,242	850,000	632,500	638,830	645,220	651,670	658,190
Transfer to ST Fund	689,000	710,592	930,540	930,540	953,800	977,650	1,002,090	1,027,140
Transfer to Capital	3,000,000	5,664,581	0	0	500,000	1,000,000	1,500,000	2,000,000
TOTAL GF EXPENSE	23,403,200	27,781,870	24,381,560	24,153,910	24,492,120	25,423,900	26,363,900	27,312,300
Operating Net	849,517	(3,052,296)	(561,850)	249,540	(111,560)	(440,970)	(462,661)	(443,100)
ENDING BALANCE	9,023,585	5,971,289	5,409,439	5,658,980	5,547,420	5,106,450	4,643,790	4,200,690

LONG-RANGE FINANCIAL PLAN - General F

Projections →

99/00	00/01	01/02	Proposed				
ACTUAL	ACTUAL	ESTIMATE	02/03	03/04	04/05	05/06	06/07

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	07/08	08/09	09/10	10/11	11/12	12/13	13/14
BEGINNING FUND BALANCE	4,200,690	3,709,220	3,662,680	3,264,251	3,013,756	2,924,717	2,997,434
REVENUE							
Operating Revenue:							
Regular Fares	4,110,859	4,234,184	4,361,210	4,492,046	4,626,808	4,765,612	4,908,580
Group Passes	<u>1,069,219</u>	<u>1,111,988</u>	<u>1,156,467</u>	<u>1,202,726</u>	<u>1,250,835</u>	<u>1,300,868</u>	<u>1,352,903</u>
Total Fares	5,180,077	5,346,172	5,517,677	5,694,772	5,877,642	6,066,480	6,261,483
Special Services	265,869	279,163	293,121	307,777	323,166	339,324	356,291
Advertising	327,790	344,180	361,389	379,458	398,431	418,353	439,270
Misc. Operating	30,597	32,127	33,733	35,420	37,191	39,050	41,003
Total Operating	5,804,334	6,001,641	6,205,920	6,417,427	6,636,430	6,863,207	7,098,047
Payroll Tax	18,821,503	19,386,148	19,967,732	20,566,764	21,183,767	21,819,280	22,473,858
SET	1,138,702	1,172,863	1,208,049	1,244,290	1,281,619	1,320,068	1,359,670
State-in-Lieu	<u>1,230,110</u>	<u>1,267,013</u>	<u>1,305,023</u>	<u>1,344,174</u>	<u>1,384,499</u>	<u>1,426,034</u>	<u>1,468,815</u>
Total Taxes	21,190,314	21,826,023	22,480,804	23,155,228	23,849,885	24,565,382	25,302,343
TDM & Parts Grant	<u>485,000</u>						
Total Grants	485,000	485,000	485,000	485,000	485,000	485,000	485,000
Interest Income	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Disposal of Assets	0	0	0	0	0	0	0
TOTAL GF REVENUE	27,679,648	28,512,665	29,371,724	30,257,655	31,171,315	32,113,589	33,085,390
EXPENSE							
Personnel Services	19,595,545	20,379,367	20,990,748	21,620,470	22,269,084	22,937,157	23,625,271
Materials & Services	4,880,802	4,978,418	5,077,986	5,179,546	5,283,137	5,388,800	5,496,576
Risk/Insurance	664,772	671,420	671,420	678,134	678,134	684,915	684,915
Transfer to ST Fund	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000
Transfer to Capital	2,000,000	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
TOTAL GF EXPENSE	28,171,119	28,559,204	29,770,154	30,508,150	31,260,355	32,040,872	32,836,762
Operating Net	(491,471)	(46,539)	(398,429)	(250,495)	(89,040)	72,717	248,628
ENDING BALANCE	3,709,220	3,662,680	3,264,251	3,013,756	2,924,717	2,997,434	3,246,062

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07/08	08/09	09/10	10/11	11/12
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12/13	13/14
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	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
BEGINNING FUND BALANCE	3,246,062	3,502,601	3,914,922	4,196,062	4,226,273	3,986,527	3,971,179	3,659,927
REVENUE								
Operating Revenue:								
Regular Fares	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Group Passes	<u>1,407,019</u>	<u>1,463,300</u>	<u>1,521,832</u>	<u>1,582,705</u>	<u>1,646,013</u>	<u>1,711,854</u>	<u>1,780,328</u>	<u>1,851,541</u>
Total Fares	6,407,019	6,463,300	6,521,832	6,582,705	6,646,013	6,711,854	6,780,328	6,851,541
Special Services	205,000	205,000	205,000	205,000	205,000	205,000	205,000	205,000
Advertising	660,000	660,000	660,000	660,000	660,000	660,000	660,000	660,000
Misc. Operating	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Total Operating	7,522,019	7,578,300	7,636,832	7,697,705	7,761,013	7,826,854	7,895,328	7,966,541
Payroll Tax	23,148,074	23,842,516	24,796,217	25,664,085	26,562,328	27,492,009	28,454,229	29,450,128
SET	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000
State-in-Lieu	<u>1,400,000</u>							
Total Taxes	25,948,074	26,642,516	27,596,217	28,464,085	29,362,328	30,292,009	31,254,229	32,250,128
TDM & Parts Grant	<u>485,000</u>							
Total Grants	485,000	485,000	485,000	485,000	485,000	485,000	485,000	485,000
Interest Income	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Disposal of Assets	0	0	0	0	0	0	0	0
TOTAL GF REVENUE	34,155,093	34,905,816	35,918,049	36,846,790	37,808,341	38,803,863	39,834,557	40,901,669
EXPENSE								
Personnel Services	24,570,282	25,553,093	26,575,217	27,638,226	28,743,755	29,893,505	31,089,245	32,332,815
Materials & Services	5,606,507	5,718,637	5,833,010	5,949,670	6,068,664	6,190,037	6,313,838	6,440,115
Risk/Insurance	691,764	691,764	698,682	698,682	705,669	705,669	712,725	712,725
Transfer to ST Fund	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000
Transfer to Capital	2,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,000,000	1,000,000	1,000,000
TOTAL GF EXPENSE	33,898,554	34,493,495	35,636,909	36,816,578	38,048,088	38,819,211	40,145,809	41,515,655
Operating Net	256,539	412,321	281,140	30,211	(239,747)	(15,348)	(311,251)	(613,987)
ENDING BALANCE	3,502,601	3,914,922	4,196,062	4,226,273	3,986,527	3,971,179	3,659,927	3,045,941

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14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
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	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

	Projections →					
	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

MONTHLY FINANCIAL REPORT COMMENTS

February 20, 2002

Revenue:

- **Passenger fares**, not including group pass receipts, declined significantly in January after a strong December and are now below budget for the year. Ridership is up 2.7 percent in the most recent twelve months, down from 3.5 percent through December 2002. The group pass program has been affected by downsizing on the part of major participants. Although Hynix has recalled some employees ahead of schedule and may recall additional employees, the company is not expected to resume group pass program participation.
- **Special service** receipts caught up in December and are strong through January. Ridership was up significantly for the Lane County Fair and was strong through all six University of Oregon home football games. January receipts reflect special service for both men's and women's basketball games.
- **Payroll and self-employment tax revenue** has been reported on a cash basis, as in prior years. After LTD staff questioned the amounts and patterns of year-to-date disbursements from the Oregon Department of Revenue (ODOR), it was determined that \$1,019,649 has been paid to LTD in error through November. This amount has been fully repaid to ODOR. Strong payroll tax receipts in January brought this resource about equal with the same year-to-date period last year, which is positive news.

Expense:

- **Administration personnel** dropped in December after a November increase, and remains below budget through January. The November jump in growth was due to the termination of ten administrative positions, which resulted in payments for accrued leave and severance. This expense category is expected to show a positive budget variance through fiscal year-end.
- **Contract personnel** expenses are over budget year-to-date, and show a 10.3 percent increase over the previous year due to contract changes, net service additions, and increased overtime. The rate of growth slowed from 11.3 percent through December.
- **Materials and services** expenses generally are as anticipated by the budget. There were some timing anomalies in how the budget anticipated expenses by month, and expenses have not been restated for organizational structure changes made in November.
- **Capital** expenses also are as anticipated by the budget. Phase 1 BRT grant funds were obligated before the September 30 deadline.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None

BACKGROUND: This agenda item provides a formal opportunity for Board members to make announcements or to suggest topics for current or future Board meetings.

ATTACHMENT: None

PROPOSED MOTION: None

2002 Annual Route Review

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings
1	Reduce mid-day frequency on routes 25, 33, 43	2838	0.96%	0.96%	\$139,204	\$139,204
2	Cut 1140 p.m. weekday departure	3612	1.22%	2.19%	\$177,169	\$316,373
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%	\$33,158	\$349,530
4	Breeze frequency to 30 minutes on Saturday	1248	0.42%	2.84%	\$61,214	\$410,745
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%	\$33,158	\$443,903
6	Cut route 42	2064	0.70%	3.77%	\$101,239	\$545,142
7	Reduce route 11 to fifteen minutes after 930 a.m.	6192	2.10%	5.87%	\$303,718	\$848,859
8	Reduce route 8x	387	0.13%	6.00%	\$18,982	\$867,842
9	Combine routes 60 and 62 on weekdays	1290	0.44%	6.43%	\$63,275	\$931,116
10	Cut route 62 on Saturday & Sunday	1040	0.35%	6.79%	\$51,012	\$982,128
11	Re-tool Bethel-Danebo	3137	1.06%	7.85%	\$153,884	\$1,136,012
12	Combine 36 and 78	3096	1.05%	8.90%	\$151,859	\$1,287,871
13	Cut 19:00 trip of route 66	258	0.09%	8.99%	\$12,655	\$1,300,525
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%	\$5,101	\$1,305,627
15	Cut route 1 on Sunday	117	0.04%	9.06%	\$5,739	\$1,311,365
16	Cut route 27 on Sunday	277	0.09%	9.16%	\$13,595	\$1,324,960
17	Cut route 33 on Sunday	208	0.07%	9.23%	\$10,202	\$1,335,163
18	Efficiency Losses	-4386	-1.49%	7.74%	-\$215,133	\$1,120,029
19	Contingency	-1290	-0.44%	7.30%	-\$63,275	\$1,056,755
20	Cut route 22	516	0.17%	7.48%	\$25,310	\$1,082,065
21	Cut route 52 on Sunday	598	0.20%	7.68%	\$29,332	\$1,111,396
22	Breeze frequency to 15 minutes	3096	1.05%	8.73%	\$151,859	\$1,263,255
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%	\$33,158	\$1,296,413
24	Cut 1040 p.m. weekday departure	3612	1.22%	10.18%	\$177,169	\$1,473,582
25	Weekday morning 1st dep at 6:30 a.m.	3032	1.03%	11.21%	\$148,695	\$1,622,277
26	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15480	5.25%	16.46%	\$759,294	\$2,381,571
	Total	48554				\$2,381,571

2002 Annual Route Review

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings
1	Reduce mid-day frequency on routes 25, 33, 43	2838	0.96%	0.96%	\$139,204	\$139,204
2	Cut 1140 p.m. weekday departure	3612	1.22%	2.19%	\$177,169	\$316,373
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%	\$33,158	\$349,530
4	Breeze frequency to 30 minutes on Saturday	1248	0.42%	2.84%	\$61,214	\$410,745
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%	\$33,158	\$443,903
6	Cut route 42	2064	0.70%	3.77%	\$101,239	\$545,142
7	Reduce route 11 to fifteen minutes after 930 a.m.	6192	2.10%	5.87%	\$303,718	\$848,859
8	Reduce route 8x	387	0.13%	6.00%	\$18,982	\$867,842
9	Combine routes 60 and 62 on weekdays	1290	0.44%	6.43%	\$63,275	\$931,116
10	Cut route 62 on Saturday & Sunday	1040	0.35%	6.79%	\$51,012	\$982,128
11	Re-tool Bethel-Danebo	3137	1.06%	7.85%	\$153,884	\$1,136,012
12	Combine 36 and 78	3096	1.05%	8.90%	\$151,859	\$1,287,871
13	Cut 19:00 trip of route 66	258	0.09%	8.99%	\$12,655	\$1,300,525
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%	\$5,101	\$1,305,627
15	Cut route 1 on Sunday	117	0.04%	9.06%	\$5,739	\$1,311,365
16	Cut route 27 on Sunday	277	0.09%	9.16%	\$13,595	\$1,324,960
17	Cut route 33 on Sunday	208	0.07%	9.23%	\$10,202	\$1,335,163
18	Efficiency Losses	-4386	-1.49%	7.74%	-\$215,133	\$1,120,029
19	Contingency	-1290	-0.44%	7.30%	-\$63,275	\$1,056,755
20	Cut route 22	516	0.17%	7.48%	\$25,310	\$1,082,065
21	Cut route 52 on Sunday	598	0.20%	7.68%	\$29,332	\$1,111,396
22	Breeze frequency to 15 minutes	3096	1.05%	8.73%	\$151,859	\$1,263,255
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%	\$33,158	\$1,296,413
24	Cut 1040 p.m. weekday departure	3612	1.22%	10.18%	\$177,169	\$1,473,582
25	Weekday morning 1st dep at 6:30 a.m.	3032	1.03%	11.21%	\$148,695	\$1,622,277
26	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15480	5.25%	16.46%	\$759,294	\$2,381,571
	Total	48554				\$2,381,571

Lane Transit District 2002 ARR Service Analysis

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings
1	Reduce mid-day frequency on routes 25, 33, 43	2,838	0.96%	0.96%
2	Cut 1140 p.m. weekday departure	3,612	1.22%	2.19%
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%
4	Breeze frequency to 30 minutes on Saturday	1,248	0.42%	2.84%
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%
6	Cut route 42	2,064	0.70%	3.77%
7	Reduce route 11 to fifteen minutes after 930 a.m.	6,192	2.10%	5.87%
8	Reduce route 8x	387	0.13%	6.00%
9	Combine routes 60 and 62 on weekdays	1,290	0.44%	6.43%
10	Cut route 62 on Saturday & Sunday	1,040	0.35%	6.79%
11	Re-tool Bethel-Danebo	3,137	1.06%	7.85%
12	Combine 36 and 78	3,096	1.05%	8.90%
13	Cut 19:00 trip of route 66	258	0.09%	8.99%
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%
15	Cut route 1 on Sunday	117	0.04%	9.06%
16	Cut route 27 on Sunday	277	0.09%	9.16%
17	Cut route 33 on Sunday	208	0.07%	9.23%

Lane Transit District 2002 ARR Service Analysis

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings
18	Efficiency Losses	(4,386)	-1.49%	7.74%
19	Contingency	(1,290)	-0.44%	7.30%
20	Cut route 22	516	0.17%	7.48%
21	Cut route 52 on Sunday	598	0.20%	7.68%
22	Breeze frequency to 15 minutes	3,096	1.05%	8.73%
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%
24	Cut 1040 p.m. weekday departure	3,612	1.22%	10.18%
25	Weekday morning 1st dep at 6:30 a.m.	3,032	1.03%	11.21%
26	Eliminate Laurel Hill segment of route 27	431	0.15%	11.36%
27	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15,480	5.25%	16.61%
	Total	48,985		

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Cut Sunday service	291	15132	5.13%	5.13%	\$742,225	\$742,225		RideSource - LTD Admin -	Fare revenue -	
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Cut 1140 p.m. weekday departure	14	3612	1.22%	1.22%	\$177,169	\$177,169				
Cut 1040 p.m. weekday departure	14	3612	1.22%	2.45%	\$177,169	\$354,337				
Cut 1140 p.m. Saturday departure	13	676	0.23%	2.68%	\$33,158	\$387,495				
Cut 1040 p.m. Saturday departure	13	676	0.23%	2.91%	\$33,158	\$420,653				
Sunday evening last dep at 7:40 p.m.	13	676	0.23%	3.14%	\$33,158	\$453,811				
Weekday morning 1st dep at 6:30 a.m.	11.75	3032	1.03%	4.16%	\$148,695	\$602,506				
		0	0.00%	4.16%	\$0	\$602,506				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impact
Weekday mid-day cuts - routes 13,24,28,30,36,40,41,51,52,64,65,66,67,73 would operate hourly between 10 a.m. and 2 p.m.	64	16512	5.60%	5.60%	\$809,914	\$809,914				
Reduce mid-day frequency on routes 25, 33, 43	11	2838	0.96%	6.56%	\$139,204	\$949,118				
Reduce route 11 to fifteen minutes after 930 a.m.	24	6192	2.10%	7.70%	\$303,718	\$1,252,835				
Cut peak 82 frequency	4	1032	0.35%	8.05%	\$50,620	\$1,303,455				
Reduce Breeze frequency to fifteen minutes	12	3096	1.05%	9.10%	\$151,859	\$1,455,314				
		0	0.00%	9.10%	\$0	\$1,455,314				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Weekday Ideas										
Weekday evening departures to 9:40 p.m.	28	7224	2.45%	2.45%	\$354,337	\$354,337				
A.M. start to 06:30	11.75	3032	1.03%	3.48%	\$148,695	\$503,032				
Re-tool Bethel-Danebo	12.16	3137	1.06%	3.51%	\$153,884	\$656,916				
Cut route 42	8	2064	0.70%	4.21%	\$101,239	\$758,155				
Combine 36 and 78	12	3096	1.05%	5.26%	\$151,859	\$910,014				
Reduce #11 to 15 minute frequency	33	8514	2.89%	7.10%	\$417,612	\$1,327,626				
Cut route 62	10	2580	0.87%	7.97%	\$126,549	\$1,454,175				
Cut route 8x	3	774	0.26%	8.24%	\$37,965	\$1,492,139				
Cut route 22	2	516	0.17%	8.41%	\$25,310	\$1,517,449				
Cut route 60	2.8	722	0.24%	8.65%	\$35,434	\$1,552,883				
82 frequency reduced in peaks	4	1032	0.35%	9.00%	\$50,620	\$1,603,502				
Breeze frequency to 15 minutes	12	3096	1.05%	10.05%	\$151,859	\$1,755,361				
Cut mid-day frequency	75.1	19376	6.57%	16.62%	\$950,383	\$2,705,744				
		0	0.00%	16.62%	\$0	\$2,705,744				
Saturday Ideas										
			0.00%	16.62%	\$0	\$2,705,744				
Last departure at 9:40 p.m. Saturday	26	1352	0.46%	17.08%	\$66,316	\$2,772,060				
Cut route 62	10	520	0.18%	17.26%	\$25,506	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
		0	0.00%	17.26%	\$0	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				
Sunday Ideas		0	0.00%	17.26%	\$0	\$2,797,566				
Cut route 1	2.25	117	0.04%	17.30%	\$5,739	\$2,803,305				
Cut route 27	5.33	277	0.09%	17.39%	\$13,595	\$2,816,899				
Cut route 33	4	208	0.07%	17.46%	\$10,202	\$2,827,102				
Cut route 52	11.5	598	0.20%	17.66%	\$29,332	\$2,856,434				
Cut route 62	10	520	0.18%	17.84%	\$25,506	\$2,881,940				
Last departure at 7:30 p.m. Sunday	13	676	0.23%	18.07%	\$33,158	\$2,915,097				
Cut all Sunday Service	291	15132	5.13%	23.20%	\$742,225	\$3,657,322				
		0	0.00%	23.20%	\$0	\$3,657,322				
Total		74563				\$3,657,322				

258 weekdays
 52 weekend days
 \$49.05 direct cost
 295000 platform hours

2002 Annual Route Review

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings
1	Reduce mid-day frequency on routes 25, 33, 43	2838	0.96%	0.96%	\$139,204	\$139,204
2	Cut 1140 p.m. weekday departure	3612	1.22%	2.19%	\$177,169	\$316,373
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%	\$33,158	\$349,530
4	Breeze frequency to 30 minutes on Saturday	1248	0.42%	2.84%	\$61,214	\$410,745
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%	\$33,158	\$443,903
6	Cut route 42	2064	0.70%	3.77%	\$101,239	\$545,142
7	Reduce route 11 to fifteen minutes after 930 a.m.	6192	2.10%	5.87%	\$303,718	\$848,859
8	Reduce route 8x	387	0.13%	6.00%	\$18,982	\$867,842
9	Combine routes 60 and 62 on weekdays	1290	0.44%	6.43%	\$63,275	\$931,116
10	Cut route 62 on Saturday & Sunday	1040	0.35%	6.79%	\$51,012	\$982,128
11	Re-tool Bethel-Danebo	3137	1.06%	7.85%	\$153,884	\$1,136,012
12	Combine 36 and 78	3096	1.05%	8.90%	\$151,859	\$1,287,871
13	Cut 19:00 trip of route 66	258	0.09%	8.99%	\$12,655	\$1,300,525
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%	\$5,101	\$1,305,627
15	Cut route 1 on Sunday	117	0.04%	9.06%	\$5,739	\$1,311,365
16	Cut route 27 on Sunday	277	0.09%	9.16%	\$13,595	\$1,324,960
17	Cut route 33 on Sunday	208	0.07%	9.23%	\$10,202	\$1,335,163
18	Efficiency Losses	-4386	-1.49%	7.74%	-\$215,133	\$1,120,029
19	Contingency	-1290	-0.44%	7.30%	-\$63,275	\$1,056,755
20	Cut route 22	516	0.17%	7.48%	\$25,310	\$1,082,065
21	Cut route 52 on Sunday	598	0.20%	7.68%	\$29,332	\$1,111,396
22	Breeze frequency to 15 minutes	3096	1.05%	8.73%	\$151,859	\$1,263,255
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%	\$33,158	\$1,296,413
24	Cut 1040 p.m. weekday departure	3612	1.22%	10.18%	\$177,169	\$1,473,582
25	Weekday morning 1st dep at 6:30 a.m.	3032	1.03%	11.21%	\$148,695	\$1,622,277
26	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15480	5.25%	16.46%	\$759,294	\$2,381,571
	Total	48554				\$2,381,571

2002 Annual Route Review

	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings
1	Reduce mid-day frequency on routes 25, 33, 43	2838	0.96%	0.96%	\$139,204	\$139,204
2	Cut 1140 p.m. weekday departure	3612	1.22%	2.19%	\$177,169	\$316,373
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%	\$33,158	\$349,530
4	Breeze frequency to 30 minutes on Saturday	1248	0.42%	2.84%	\$61,214	\$410,745
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%	\$33,158	\$443,903
6	Cut route 42	2064	0.70%	3.77%	\$101,239	\$545,142
7	Reduce route 11 to fifteen minutes after 930 a.m.	6192	2.10%	5.87%	\$303,718	\$848,859
8	Reduce route 8x	387	0.13%	6.00%	\$18,982	\$867,842
9	Combine routes 60 and 62 on weekdays	1290	0.44%	6.43%	\$63,275	\$931,116
10	Cut route 62 on Saturday & Sunday	1040	0.35%	6.79%	\$51,012	\$982,128
11	Re-tool Bethel-Danebo	3137	1.06%	7.85%	\$153,884	\$1,136,012
12	Combine 36 and 78	3096	1.05%	8.90%	\$151,859	\$1,287,871
13	Cut 19:00 trip of route 66	258	0.09%	8.99%	\$12,655	\$1,300,525
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%	\$5,101	\$1,305,627
15	Cut route 1 on Sunday	117	0.04%	9.06%	\$5,739	\$1,311,365
16	Cut route 27 on Sunday	277	0.09%	9.16%	\$13,595	\$1,324,960
17	Cut route 33 on Sunday	208	0.07%	9.23%	\$10,202	\$1,335,163
18	Efficiency Losses	-4386	-1.49%	7.74%	-\$215,133	\$1,120,029
19	Contingency	-1290	-0.44%	7.30%	-\$63,275	\$1,056,755
20	Cut route 22	516	0.17%	7.48%	\$25,310	\$1,082,065
21	Cut route 52 on Sunday	598	0.20%	7.68%	\$29,332	\$1,111,396
22	Breeze frequency to 15 minutes	3096	1.05%	8.73%	\$151,859	\$1,263,255
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%	\$33,158	\$1,296,413
24	Cut 1040 p.m. weekday departure	3612	1.22%	10.18%	\$177,169	\$1,473,582
25	Weekday morning 1st dep at 6:30 a.m.	3032	1.03%	11.21%	\$148,695	\$1,622,277
26	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15480	5.25%	16.46%	\$759,294	\$2,381,571
	Total	48554				\$2,381,571

2002 ARR Analysis



	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings	Annual Boardings Affected	Projected Ridership Loss/Gain	Revenue Loss/Gain	Implementation	Additional Savings	Additional costs	Other Impacts
1	Reduce mid-day frequency on routes 25, 33, 43	2838	0.96%	0.96%	\$139,204	\$139,204				September			
2	Cut 1140 p.m. weekday departure	3612	1.22%	2.19%	\$177,169	\$316,373				June	Minor RideSource savings		
3	Cut 1140 p.m. Saturday departure	676	0.23%	2.42%	\$33,158	\$349,530				June	Minor RideSource savings		
4	Breeze frequency to 30 minutes on Saturday	1248	0.42%	2.84%	\$61,214	\$410,745							
5	Cut 8:40 p.m. Sunday departure	676	0.23%	3.07%	\$33,158	\$443,903				June	Minor RideSource savings		
6	Cut route 42	2064	0.70%	3.77%	\$101,239	\$545,142	37,400	-2,840	-\$1,789	June			
7	Reduce route 11 to fifteen minutes after 930 a.m.	6192	2.10%	5.87%	\$303,718	\$848,859				September			
8	Reduce route 8x	387	0.13%	6.00%	\$18,982	\$867,842				June			
9	Combine routes 60 and 62 on weekdays	1290	0.44%	6.43%	\$63,275	\$931,116				September		Potential RideSource increase	
10	Cut route 62 on Saturday & Sunday	1040	0.35%	6.79%	\$51,012	\$982,128				September		Potential RideSource increase	
11	Re-tool Bethel-Danebo	3137	1.06%	7.85%	\$153,884	\$1,136,012	769,930	29,120	\$18,346	September			
12	Combine 36 and 78	3096	1.05%	8.90%	\$151,859	\$1,287,871				September			
13	Cut 19:00 trip of route 66	258	0.09%	8.99%	\$12,655	\$1,300,525				June			
14	Cut extra 65s trips on Saturday	104	0.04%	9.02%	\$5,101	\$1,305,627				June			
15	Cut route 1 on Sunday	117	0.04%	9.06%	\$5,739	\$1,311,365				June		Potential RideSource increase	
16	Cut route 27 on Sunday	277	0.09%	9.16%	\$13,595	\$1,324,960				June		Potential RideSource increase	
17	Cut route 33 on Sunday	208	0.07%	9.23%	\$10,202	\$1,335,163	5,930	-4,730	-\$2,980	June		Potential RideSource increase	
18	Efficiency Losses	-4386	-1.49%	7.74%	-\$215,133	\$1,120,029							
19	Contingency	-1290	-0.44%	7.30%	-\$63,275	\$1,056,755							

2002 ARR Analysis



	Description	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Annual Cumulative Dollar Savings	Annual Boardings Affected	Projected Ridership Loss/Gain	Revenue Loss/Gain	Implementation	Additional Savings	Additional costs	Other Impacts
20	Cut route 22	516	0.17%	7.48%	\$25,310	\$1,082,065							
21	Cut route 52 on Sunday	598	0.20%	7.68%	\$29,332	\$1,111,396							
22	Breeze frequency to 15 minutes	3096	1.05%	8.73%	\$151,859	\$1,263,255							
23	Cut 10:40 p.m. Saturday departure	676	0.23%	8.96%	\$33,158	\$1,296,413				June	Minor RideSouce savings		
24	Cut 1040 p.m. weekday departure	3612	1.22%	10.18%	\$177,169	\$1,473,582							
25	Weekday morning 1st dep at 6:30 a.m.	3032	1.03%	11.21%	\$148,695	\$1,622,277							
26	Eliminate Laurel Hill segment of route 27	431	0.15%	11.36%	\$21,141	\$1,643,417							
27	Reduce mid-day frequency on routes 13,24,28,30,40,41,51,52,64,65,66,67,73	15480	5.25%	16.61%	\$759,294	\$2,402,711							
	Total	48985				\$2,402,711							

weekdays
weekend days
direct cost
platform hours

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Cut Sunday service	291	15132	5.13%	5.13%	\$742,225	\$742,225		RideSource - LTD Admin -	Fare revenue -	
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				
		0	0.00%	5.13%	\$0	\$742,225				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Cut 1140 p.m. weekday departure	14	3612	1.22%	1.22%	\$177,169	\$177,169				
Cut 1040 p.m. weekday departure	14	3612	1.22%	2.45%	\$177,169	\$354,337				
Cut 1140 p.m. Saturday departure	13	676	0.23%	2.68%	\$33,158	\$387,495				
Cut 1040 p.m. Saturday departure	13	676	0.23%	2.91%	\$33,158	\$420,653				
Sunday evening last dep at 7:40 p.m.	13	676	0.23%	3.14%	\$33,158	\$453,811				
Weekday morning 1st dep at 6:30 a.m.	11.75	3032	1.03%	4.16%	\$148,695	\$602,506				
		0	0.00%	4.16%	\$0	\$602,506				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impact
Weekday mid-day cuts - routes 13,24,28,30,36,40,41,51,52,64,65,66,67,73 would operate hourly between 10 a.m. and 2 p.m.	64	16512	5.60%	5.60%	\$809,914	\$809,914				
Reduce mid-day frequency on routes 25, 33, 43	11	2838	0.96%	6.56%	\$139,204	\$949,118				
Reduce route 11 to fifteen minutes after 930 a.m.	24	6192	2.10%	7.70%	\$303,718	\$1,252,835				
Cut peak 82 frequency	4	1032	0.35%	8.05%	\$50,620	\$1,303,455				
Reduce Breeze frequency to fifteen minutes	12	3096	1.05%	9.10%	\$151,859	\$1,455,314				
		0	0.00%	9.10%	\$0	\$1,455,314				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
Weekday Ideas										
Weekday evening departures to 9:40 p.m.	28	7224	2.45%	2.45%	\$354,337	\$354,337				
A.M. start to 06:30	11.75	3032	1.03%	3.48%	\$148,695	\$503,032				
Re-tool Bethel-Danebo	12.16	3137	1.06%	3.51%	\$153,884	\$656,916				
Cut route 42	8	2064	0.70%	4.21%	\$101,239	\$758,155				
Combine 36 and 78	12	3096	1.05%	5.26%	\$151,859	\$910,014				
Reduce #11 to 15 minute frequency	33	8514	2.89%	7.10%	\$417,612	\$1,327,626				
Cut route 62	10	2580	0.87%	7.97%	\$126,549	\$1,454,175				
Cut route 8x	3	774	0.26%	8.24%	\$37,965	\$1,492,139				
Cut route 22	2	516	0.17%	8.41%	\$25,310	\$1,517,449				
Cut route 60	2.8	722	0.24%	8.65%	\$35,434	\$1,552,883				
82 frequency reduced in peaks	4	1032	0.35%	9.00%	\$50,620	\$1,603,502				
Breeze frequency to 15 minutes	12	3096	1.05%	10.05%	\$151,859	\$1,755,361				
Cut mid-day frequency	75.1	19376	6.57%	16.62%	\$950,383	\$2,705,744				
		0	0.00%	16.62%	\$0	\$2,705,744				
Saturday Ideas										
			0.00%	16.62%	\$0	\$2,705,744				
Last departure at 9:40 p.m. Saturday	26	1352	0.46%	17.08%	\$66,316	\$2,772,060				
Cut route 62	10	520	0.18%	17.26%	\$25,506	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				

2002 ARR Analysis



Description	Approximate Hours per Day	Approximate Annual Hours	Percent Savings	Cumulative Savings	Dollar Savings	Cumulative Dollar Savings	Ridership Impact	Additional Savings	Additional costs	Other Impacts
		0	0.00%	17.26%	\$0	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				
		0	0.00%	17.26%	\$0	\$2,797,566				
Sunday Ideas		0	0.00%	17.26%	\$0	\$2,797,566				
Cut route 1	2.25	117	0.04%	17.30%	\$5,739	\$2,803,305				
Cut route 27	5.33	277	0.09%	17.39%	\$13,595	\$2,816,899				
Cut route 33	4	208	0.07%	17.46%	\$10,202	\$2,827,102				
Cut route 52	11.5	598	0.20%	17.66%	\$29,332	\$2,856,434				
Cut route 62	10	520	0.18%	17.84%	\$25,506	\$2,881,940				
Last departure at 7:30 p.m. Sunday	13	676	0.23%	18.07%	\$33,158	\$2,915,097				
Cut all Sunday Service	291	15132	5.13%	23.20%	\$742,225	\$3,657,322				
		0	0.00%	23.20%	\$0	\$3,657,322				
Total		74563				\$3,657,322				

258 weekdays
 52 weekend days
 \$49.05 direct cost
 295000 platform hours

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: FY 2002-2003 ANNUAL ROUTE REVIEW

PREPARED BY: Andy Vobora, Development Services Department

ACTION REQUESTED:

1. Hold a preliminary public hearing on proposed service changes.
2. Discuss specific bus service changes that staff are recommending to accomplish a \$1 million savings in operating costs.

BACKGROUND: Service Planning and Marketing staff have been gathering data and input in an effort to evaluate many potential bus service changes. This process will continue through the month of February and into March. A "route segment analysis" was conducted in late January. This survey work yielded very good ridership data for many routes. This data provided us with a trip-by-trip count of boardings throughout the service day. Additional segment analyses will be conducted in an effort to obtain data for routes serving Springfield Station and UO Station. Individual route surveys have taken place throughout the year and will continue to be gathered and reviewed. On February 12, 13, and 16, a rider survey was conducted on all trips operating service at the 10:40 p.m. and 11:40 p.m. departures. This information will provide specific trip purpose and origin and destination information for the customers riding at this time of night. Staff believe that understanding this information will reinforce the staff position regarding changes to span of service. Results will be available in late February, giving staff an opportunity to review the data prior to making a final decision on the service package.

The Board will find that the first draft of the service package is a combination of changes that touch on span of service, frequency of service, and day-of-week changes. In reviewing ridership data, it became apparent that midday ridership is very strong on most routes and that changes to midday frequency would have a profound impact on bus capacity. This made it necessary for staff to look at other changes that would provide necessary savings while affecting the fewest of our customers.

The service package is divided into three tiers. First, the Board will see the list of service cuts that totals approximately 9 percent of current service hours, with an estimated annual savings of approximately \$1.3 million. Second, the Board will see two cost lines. The first is titled "efficiency

losses.” Staff have identified a number of costs that will be incurred as some service cuts are implemented. These will be explained during the presentation. The third tier includes service cuts that were considered but are not recommended at this time. It is very likely this list would be a starting point for the FY 03-04 annual route review should the economy remain in its current state.

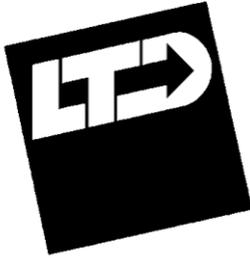
The Board will note that rural services were maintained at their current level and that geographic coverage remains intact. A specific analysis showing how the proposed changes might affect the breakdown of productivity verses coverage will be presented at the Board meeting. The presentation also will include a summary of public comment received during an open house held on February 12.

ATTACHMENTS:

- 2002 ARR Analysis Spreadsheet
- Summary of Public Comment Received (Distributed to the Board as a separate document)

PROPOSED MOTION:

None



*Lane Transit District
P. O. Box 7070
Eugene, Oregon 97401*

*(541) 682-6100
Fax (541) 682-6111*

(To update for 2002)
**CONSENT CALENDAR ITEM:
BUDGET COMMITTEE NOMINATIONS**

February 16, 2000

BACKGROUND

LTD Budget Committee members are nominated and approved by the Board members and serve for three-year terms. Budget Committee members must reside within the District's service boundaries, but are not required to live in the same subdistrict as the Board member making the appointment.

The terms of Gino Grimaldi, George Rode, and Russ Brink expired on January 1, 2000. Additionally, Gerry Gaydos' position on the Budget Committee became vacant when he was appointed to the Board. These positions all need to be filled before budget deliberations begin in April. Board members Ginny Lauritsen and Gerry Gaydos will be presenting nominations for the Board's consideration at the March 15, 2000, Board meeting.

NOMINATIONS

Board member Rob Bennett has nominated Russ Brink to serve a third term on the Budget Committee, beginning immediately and ending January 1, 2003. Additionally, Board member Dean Kortge has nominated George Rode for reappointment; he served the final two years of a three-year term beginning in February 1998. These two nominations are included as part of the Consent Calendar for approval on February 16, 2000.

ATTACHMENTS

- (1) Nomination form for Russ Brink
- (2) Nomination form for George Rode
- (3) Budget Committee Members List

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Executive Assistant/Clerk of the Board

ACTION REQUESTED: None

BACKGROUND: Board members have been appointed to the Metropolitan Policy Committee (MPC), and on occasion are appointed to other local or regional committees. Board members also will present testimony at public hearings on specific issues as the need arises. After meetings, public hearings, or other activities attended by individual Board members on behalf of LTD, time will be scheduled on the next Board meeting agenda for an oral report by the Board member. The following activities have occurred since the last Board meeting:

1. **Metropolitan Policy Committee:** MPC meetings are held on the second Thursday of each month. LTD's MPC representatives are Board members Hillary Wylie and Gerry Gaydos. There were no transportation items on the agenda for the February 14 MPC meeting. MPC is scheduled to meet again on March 14, 2002.
2. **BRT Steering Committee and Board BRT Committee:** Board members Gerry Gaydos, Pat Hocken, and Hillary Wylie are participating on LTD's BRT Steering Committee with members of local units of government and community representatives. The three LTD Board members also meet separately as the Board BRT Committee. At the Board meeting, they can provide a report on the February 5 BRT Steering Committee meeting. The Steering Committee is scheduled to meet again on March 5, 2002.
3. **Statewide Livability Forum:** Board member Virginia Lauritsen is participating on a statewide committee called the Livability Forum, as one of 12 participants from the Eugene/Springfield area. The committee has been meeting once every six months, and is scheduled to meet again in April 2002. There is no report this month.

4. **Board Finance Committee**: The Board Finance Committee (Chair Pat Hocken, Gerry Gaydos, and Virginia Lauritsen) met on February 5 and will have a report for the full Board at the February 20 meeting.
5. **Springfield Station Design Review Committee**: Board members Pat Hocken, Gerry Gaydos, and Hillary Wylie are participating as the Board's representatives on the new Springfield Station Design Review Committee (SSDRC), and also make up the Board's three-member Springfield Station Committee. The full SSDRC met for the first time on January 22. The Board's representatives can provide a report on that meeting at the February 20 Board meeting.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: BUS RAPID TRANSIT CONTRACTING METHOD

PREPARED BY: Jeanette Bailor, Purchasing Administrator

ACTION REQUESTED:

1. Conduct a public hearing on the proposal to allow the District to initiate a competitive request for proposals (RFP) for a construction manager/general contractor (CM/GC) for the bus rapid transit (BRT) project.
2. As the LTD Contract Review Board, approve the resolution allowing the District to initiate a competitive request for proposals (RFP) for a construction manager/general contractor (CM/GC) for the bus rapid transit (BRT) project.

BACKGROUND: Historically, all construction for the District has been procured using a low-bid method of contracting. In preparation for the BRT project, staff have researched various contracting methods to determine the method most appropriate for use in this new construction project. The purpose of this research was:

- To determine the key criteria in the selection of a construction contracting method, including factors listed in the ORS 279.015.
- To evaluate those criteria against various contracting methods.

As a result of this research, the construction manager/general contractor method of contracting was determined to be the most appropriate for this project. Draft findings supporting this conclusion are attached.

The LTD Board, acting as the LTD Contract Review Board, can exempt certain contracts from low-bid selection if contractual requirements and evaluation criteria are clearly stated in the solicitation document. ORS 279.015 authorizes such exemptions if certain findings are made, including the following:

- (a) It is unlikely that such exemption will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts, and

- (b) Using the RFP approach will result in significant cost savings.
- (c) This project presents a new type of construction with technical complexities that are best addressed by a team approach.

The District desires to use an RFP process for the bus rapid transit project construction contract. Price will be an important factor in the selection. However, staff recommend the consideration of additional selection criteria for the following reasons:

- (a) Timely completion is critical to the success of the bus rapid transit system. The RFP process allows the District to consider the contractor's prior schedule performance history as a factor in the selection.
- (b) The construction of a guided busway is a complex and specialized undertaking. Through the use of an RFP process, the District can ensure that the contractor is qualified for this type of work.
- (c) Inclusion of a CM/GC in the design process will promote efficient design, minimize coordination problems, encourage value engineering, and help avoid costly changes. The RFP process allows the District to base selection in part on the contractor's skill and past success in design coordination and value engineering.

Formal findings have been developed to demonstrate the basis for selecting non-low-bid procurement methods for this contract. In summary, the findings state:

- (a) Through marketing efforts to notify all known potential respondents, and through the use of an unbiased evaluation committee, the RFP process will not encourage favoritism or diminish competition. Further, the District's openness to contractor-developed work plans and requirement for good faith efforts in outreach for subcontracting opportunities will encourage increased competition.
- (b) By selecting the most qualified contractor, the District minimizes the risk of delays and changes, resulting in a time and cost savings. Well-defined criteria, clearly stated in the RFP, will form the basis for determining the most qualified contractor.

RESULTS OF RECOMMENDED ACTION:

Approval of this resolution allows the District to initiate a competitive request for proposals for a construction manager/general contractor for the bus rapid transit project.

ATTACHMENT:

Draft findings in support of low-bid exemption

MOTION:

I move the following resolution:

LTD Resolution No. 2002-004: It is hereby resolved that LTD Board of Directors, acting as the LTD Contract Review Board, approves the use of a competitive Request for Proposal process for a construction manager/general contractor for the bus rapid transit project.

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AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: BUS RAPID TRANSIT CONTRACTING METHOD

PREPARED BY: Jeanette Bailor, Purchasing Administrator

ACTION REQUESTED:

1. Conduct a public hearing on the proposal to allow the District to initiate a competitive request for proposals (RFP) for a construction manager/general contractor (CM/GC) for the bus rapid transit (BRT) project.
2. As the LTD Contract Review Board, approve the resolution allowing the District to initiate a competitive request for proposals (RFP) for a construction manager/general contractor (CM/GC) for the bus rapid transit (BRT) project.

BACKGROUND: Historically, all construction for the District has been procured using a low-bid method of contracting. In preparation for the BRT project, staff have researched various contracting methods to determine the method most appropriate for use in this new construction project. The purpose of this research was:

- To determine the key criteria in the selection of a construction contracting method, including factors listed in the ORS 279.015.
- To evaluate those criteria against various contracting methods.

As a result of this research, the construction manager/general contractor method of contracting was determined to be the most appropriate for this project. Draft findings supporting this conclusion are attached.

The LTD Board, acting as the LTD Contract Review Board, can exempt certain contracts from low-bid selection if contractual requirements and evaluation criteria are clearly stated in the solicitation document. ORS 279.015 authorizes such exemptions if certain findings are made, including the following:

- (a) It is unlikely that such exemption will encourage favoritism in the awarding of public contracts or substantially diminish competition for public contracts, and

- (b) Using the RFP approach will result in significant cost savings.
- (c) This project presents a new type of construction with technical complexities that are best addressed by a team approach.

The District desires to use an RFP process for the bus rapid transit project construction contract. Price will be an important factor in the selection. However, staff recommend the consideration of additional selection criteria for the following reasons:

- (a) Timely completion is critical to the success of the bus rapid transit system. The RFP process allows the District to consider the contractor's prior schedule performance history as a factor in the selection.
- (b) The construction of a guided busway is a complex and specialized undertaking. Through the use of an RFP process, the District can ensure that the contractor is qualified for this type of work.
- (c) Inclusion of a CM/GC in the design process will promote efficient design, minimize coordination problems, encourage value engineering, and help avoid costly changes. The RFP process allows the District to base selection in part on the contractor's skill and past success in design coordination and value engineering.

Formal findings have been developed to demonstrate the basis for selecting non-low-bid procurement methods for this contract. In summary, the findings state:

- (a) Through marketing efforts to notify all known potential respondents, and through the use of an unbiased evaluation committee, the RFP process will not encourage favoritism or diminish competition. Further, the District's openness to contractor-developed work plans and requirement for good faith efforts in outreach for subcontracting opportunities will encourage increased competition.
- (b) By selecting the most qualified contractor, the District minimizes the risk of delays and changes, resulting in a time and cost savings. Well-defined criteria, clearly stated in the RFP, will form the basis for determining the most qualified contractor.

RESULTS OF RECOMMENDED ACTION:

Approval of this resolution allows the District to initiate a competitive request for proposals for a construction manager/general contractor for the bus rapid transit project.

ATTACHMENT:

Draft findings in support of low-bid exemption

MOTION:

I move the following resolution:

LTD Resolution No. 2002-004: It is hereby resolved that LTD Board of Directors, acting as the LTD Contract Review Board, approves the use of a competitive Request for Proposal process for a construction manager/general contractor for the bus rapid transit project.

Q:\Reference\Board Packet\2002\02\Regular Mtg\Bd Resolution CM/GC.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

ATTACHMENTS: The attached correspondence is included for the Board's information:

- ◆ Letter to Ed Necker, Chair of LCOG's Disability Services Advisory Council, regarding modifications made by LTD to the AVS vehicles used on the Breeze shuttle route, with response from Mr. Necker to LTD.

At the February 20, 2002, meeting, staff will respond to any questions the Board members may have about this correspondence.

PROPOSED MOTION: None

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

REGULAR MEETING

Wednesday, January 16, 2002

Pursuant to notice given to *The Register-Guard* for publication on January 10, 2002, and distributed to persons on the mailing list of the District, the Board of Directors of the Lane Transit District held its regular monthly meeting on Wednesday, January 16, 2002, beginning at 5:30 p.m., in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Gerry Gaydos
Dave Kleger, Treasurer
Virginia Lauritsen, Secretary
Hillary Wylie, President, presiding
Mark Pangborn, Acting General Manager
Jo Sullivan, Recording Secretary

Absent: Patricia Hocken
Robert Melnick
(one vacancy)
Ken Hamm, General Manager

CALL TO ORDER: The meeting was called to order at 5:35 p.m. by Board President Hillary Wylie. A quorum was present.

PRELIMINARY REMARKS BY BOARD PRESIDENT/ADDITIONS TO AGENDA: Ms. Wylie added another Item for Action: Reappointment of Michael Bean to LTD Budget Committee. She also called attention to the Wackenhut publication, *Pipeline*, which had been handed out to Board members. It included an article about how LTD and Wackenhut security staff were helping some of LTD's guests with disabilities. Mr. Pangborn added that Wackenhut had just been hired to provide security at the current federal courthouse and at the new one, as well. This was to LTD's benefit, he said, because Wackenhut was expanding in the local area and would have a larger pool of trained personnel.

WORK SESSION ON CONSTRUCTION MANAGER/GENERAL CONTRACTOR METHOD OF CONSTRUCTION: Purchasing Administrator Jeanette Bailor explained that CM/GC was a project delivery method currently being used on the Autzen expansion project and being considered by LTD for future projects, especially bus rapid transit. She discussed elements outlined on a PowerPoint presentation. Reasons for using the CM/GC method included the ability to "fast track" the project by contracting with the general contractor before the design was fully developed and using the expertise of the contractor during design. Other reasons were that the owner, designer, and contractor would work as a single team and make decisions for the good of the project, and it allowed more flexibility and innovation in responding to changing situations, such as design development, site conditions during construction, and changing owner needs. In discussing the process, Ms. Bailor said Oregon Revised Statutes would require a public hearing for this type of construction contract because it would not be a low-bid selection process. The Board then would be asked to approve a resolution to allow LTD to proceed, and then staff would send out a request

for qualifications (RFQ) to find out information such as experience and references from interested contractors. A committee would be formed to evaluate the contractors' proposals and to prepare a short list of contractors, from whom more detailed information would be requested through a request for proposals (RFP). The committee would evaluate the proposals and make a decision based on qualifications and price. The initial contract would be for pre-construction services, followed by a construction contract that would be a cost-reimbursable, fixed-fee, Guaranteed Maximum Price contract.

Ms. Bailor also explained how the contract would work, including pre-construction services, construction services, cost control, and contingency. She said that the contractor would subcontract about 90 percent of the work but could choose to bid on any of those subcontracts, in which case LTD would open the bids and become more involved in the process.

Mr. Kleger asked if value engineering would fit with this process. Mr. Bailor replied that value engineering would be part of the process by the general contractor, and also a separate process. The separate process possibly could be abbreviated somewhat because so much would be done by the general contractor. Mr. Kleger also asked if Ms. Bailor foresaw any delays caused by people who did not like new processes. Ms. Bailor said that she did not anticipate any. Staff had talked with people at several public agencies in Eugene and Portland who had used the CM/GC process, and this had not been mentioned. Mr. Pangborn added that if legitimate problems arose in the field, LTD could call the partners together to solve the problems with the general contractor.

Ms. Wylie asked if the District would save more money over the long run with this method. Mr. Pangborn replied that the costs probably would be about the same, but the project likely would be completed more quickly, with a better product in the end.

Ms. Lauritsen asked about the savings if LTD were to be its own contractor rather than using the CM/GC method. Ms. Bailor replied that public agencies did not feel that they saved a lot of money with the CM/GC method, especially with projects like BRT where there were a lot of unknowns. The benefits were in the general contractor being involved much earlier in the process and buying into the project early on. Mr. Pangborn added that LTD had never acted as its own general contractor on any project of this size, and staff did not believe that they had the capability on staff to do so. Ms. Lauritsen said that this was done a lot in the utilities. Ms. Wylie asked Mr. Pangborn to talk to Mr. Hamm about considering this option.

Ms. Wylie said she also was concerned about the contingency fund. Ms. Bailor explained that LTD would have control over every expenditure from the contingency fund.

WORK SESSION—PRELIMINARY DISCUSSION ON FY 2002-03 PRICING PLAN: Andy Vobora of the Development Services Department explained that staff had been discussing pricing proposals with the Board Finance Committee and in some previous discussions with the Board. Staff now wanted to see if the Board had questions before the process went forward to public hearings and adoption. He discussed the proposed changes, shown on the chart on page 19 of the agenda packet, as well as the pricing history and five-year projections, shown on page 20 of the packet. He noted that LTD was in the upper third of peer group properties in bus pass pricing, as shown on page 22.

Ms. Wylie asked at what point the pricing would be high enough to cancel out the increased fare by losing riders. Mr. Vobora said that there was a point where pricing could become too

aggressive, but the price would have to be fairly high to get to that point. He referred to a chart of projected sales and revenues on page 21, showing projections that the pricing proposal would generate some additional revenues for the District. The actual amount of additional revenue would depend upon a number of conditions (final agreed-upon price with Lane Community College, how the public responded to the increases, etc.).

Ms. Wylie then asked if the cost of tokens available to some organizations in the low-income program would be increasing. Mr. Vobora explained that the cost to the organizations increased each time token prices changed. The organizations received a 50 percent discount on the current token price. He said that more than 40 agencies qualified for the program. Some bought small amounts of tokens, and some bought their maximum amount each month.

Mr. Vobora explained the relative discounts for fare instruments. Based on 40 trips per month, the cash fares were the base price, at zero discount; tokens provided a 20 percent discount; monthly passes 30 percent, and three-month passes 43 percent. He said that very few three-month passes were sold, other than youth passes.

Terry Parker, the Special Transportation Program administrator, then discussed the proposal for RideSource fares. She had discussed a consultant's report on RideSource services at the December 19, 2001, Board meeting, and now said that the consultant had recommended certain fare changes. The Special Transportation Advisory Committee (STAC) discussed those recommendations and had some difficulty making the same recommendation themselves, unless there also were more grouped trips to change people's riding behaviors. They also wanted the Board to consider an income-based reduced fare program for RideSource riders. This proposal had been discussed with LTD staff, who had some broader-based concerns about the impact a low-income RideSource program could have on fixed-route fares. There would be a fairly short time in which to accomplish this STAC suggestion and staff were not yet sure how much it would cost. For those reasons, she and other staff believed that LTD was not yet ready to follow this suggestion. The Advisory Committee members had received the fare proposal information from the January Board packet and would be discussing that the following week.

Mr. Gaydos asked about anticipated staff time or money spent in the grouping of rides. Ms. Parker explained that she would need to work with Special Mobility Services (SMS) staff to determine what rides could be grouped. This was a fairly intensive process because it was very detail-oriented with a lot of variables. More detail was needed about who went where, and when. Shopping trips from group residences were fairly easy to coordinate, but trips from other areas for other purposes would be more difficult and might not provide the hoped-for savings for the amount of effort they would take. Mr. Pangborn added that staff were not yet sure if the District could save money and how that much would be. RideSource costs were increasing, so the District needed to explore ways to reduce costs. This was the most obvious method suggested in the consultant's report. Mr. Pangborn said that LTD would try it, but it might be too labor-intensive to continue in the long term.

Mr. Gaydos asked if LTD could give other agencies the responsibility to do this grouping. Ms. Parker said that LTD and other agencies already were working together. LTD was hoping to shift some RideSource trips going to the senior center to the Willamalane bus, and determine a reasonable cost to pay Willamalane that still would save LTD money.

Ms. Wylie said she was thinking about the most severely economically affected riders, and wondered if there was some type of “scholarship” funding available for ticket books, for instance. Ms. Parker explained that social service agencies could pay for service at 55 percent of the full cost, and 40 percent of RideSource riders actually rode fare-free as a result.

Ms. Parker noted that the fare had increased in 25-cent increments in the past, and the current proposal was for a 50-cent increase. It seemed like a large increase, but actually would result in the same percentages of increase that Mr. Vobora had discussed for fixed-route service. Therefore, she thought there was a case for making this adjustment.

Mr. Kleger said he attended the STAC meetings and understood that the committee wanted to take a good look at low-income fares but did not want that to keep from getting to the two-times cash fare cost. He noted that incomes were not appreciating as fast as costs, and that was hitting harder the people where the margins were narrower. Ms. Wylie noted that some in the community did not understand that LTD also was losing revenues in hard economic times.

Mr. Kleger said he would like to see the Board support additional staff investigation into various strategies for an income-based adjustment, especially for RideSource and not for fixed-route services. He said he also would like to see if LTD could shift the administrative work to some other organization. He said that the committee had been doing some creative brainstorming in finding ways to start that journey, and he would like to see further study; since he thought this would prove politically necessary not too far in the future. Ms. Wylie agreed.

Ms. Parker said she had heard from the state that day that the cigarette tax revenues likely would be reduced by 8 percent next year, which would make LTD’s General Fund costs for RideSource higher, resulting in lower income and increased expenses for the District. She would be sharing this information with the STAC, as well.

WORK SESSION—PRELIMINARY DISCUSSION ON FY 2002-03 ANNUAL ROUTE

REVIEW: Mr. Vobora explained that this was an initial, general discussion in preparation for more detailed discussions on a proposed service package to be held in February and March. The Board Finance Committee had discussed the Long-range Financial Plan and had new information about the deficit that had not been available at the Board’s strategic planning retreat in January. The service planning staff had been directed to look at ways to make up a \$1 million deficit in the next fiscal year, to get back on the road to a balanced budget in a couple of years. He said that this might be only the first step in a two-year process to reach possibly as much as a 14 percent or 15 percent service reduction. Staff recommended doing this in steps, so that if the economy turned around fairly quickly and had improved after the first year, the District would not have made too deep of service cuts at one time. He said that staff wanted to touch bases with the Board on the background for the proposal and ask for any guidance for how to trim some services and meet the District’s goals.

Mr. Vobora used a PowerPoint presentation to discuss several main issues, including frequency of service (as in the difference between 15- and 10-minute service); the span of service (shortening the length of time each day, which would result in savings in terms operator time, supervision, RideSource cutbacks, etc.); coverage; and days of operation. He explained that the District had what were considered “core routes,” which typically ran the latest evening service. Staff were considering what would happen if these core routes became the Sunday package of service. There would be some savings, but would not have the impact of reducing weekday services.

Mr. Vobora showed a chart that staff would be using to evaluate specific changes, the impact on the bottom line, the estimated impact on ridership, and additional savings or costs for each reduction in service. For example, he said that cutting some routes would result in additional RideSource ridership, which would increase costs. Mr. Kleger also suggested a column for anticipated political backlash. He used the example of a care facility that moved to the outskirts of LTD's service area and already had increased the RideSource costs because those trips were no longer centralized. He thought this would provide a "heads-up" on sensitive issues. Ms. Wylie suggested labeling that column "impact" or something similar.

Mr. Gaydos said it also would be helpful to him to know how proposed changes would impact the 75 percent/25 percent productivity/coverage relationship. He was not on the Board when that ratio was discussed by the Board, so he would like to know the reality or the impact of suggestions, not just the numbers.

Mr. Gaydos also asked about rural service. Mr. Vobora said rural services basically were tied to lifeline service, and that lifeline and coverage were somewhat interchangeable terms. He said that the staff recommendation would be to leave rural service alone; some could not be trimmed any more and still have viable service, and revenues from those areas pretty much paid for that service.

Mr. Vobora informed the Board that LTD would be holding open houses at the Eugene Station on February 12 and February 28, when staff members would be available to talk about proposed changes with interested persons. Board members were invited to drop in at any time during the day. The Board was scheduled to hold a preliminary public hearing on February 20, and a final hearing on March 20. He said that staff would be gathering a lot of data, such as on/off counts, peak load times, etc., in order to better consider the impact of specific service reductions and possible other problems in the system.

Mr. Kleger asked if staff could consider cutting 10-minute service at some times of the day and keeping it during peak periods.

Ms. Lauritsen said she was not tied to the 75/25 ratio and was willing to reconsider it. She also suggested looking at examples of cutting frequency in service. Mr. Vobora said that this was a difficult discussion because ridership was high and what people wanted were increases in frequency and reductions in travel time. Ms. Lauritsen said she did not want to leave people without the ability to get to early morning jobs or back home again, and agreed that this would be a difficult decision.

Ms. Wylie asked staff to have more choices in terms of the savings of specific service changes, for discussion by the Board.

Mr. Vobora said that staff would be posting recommended service cuts on the LTD Web site and would send those to the Board, as well. Staff wanted riders to have as much information as possible before the first public hearing. Staff would then have some time for modifications to the proposal before the March 20 hearing.

Mr. Pangborn stated that given things as staff currently saw them, LTD might have the need to make the same level of cuts in the following year, for possibly \$2 million worth of cuts altogether.

Staff believed that this first-year proposal would get LTD where it needed to be without overshooting the mark if the economy recovered faster than expected. Whatever cuts had to be made would be painful, and staff did not want to do more than would be necessary.

The work session ended, and Ms. Wylie called a brief break at 6:43 p.m. She called the meeting back to order at 6:50 p.m.

EMPLOYEE OF THE MONTH: The Employee of the Month process had been delayed, so the February and March Employees of the Month both were to be introduced to the Board at the February 20, 2002, meeting.

AUDIENCE PARTICIPATION: Ms. Wylie opened the meeting for audience participation. Mr. Danny Bell of Bethel Drive in Eugene said he had lived there for ten years and wondered why they had no bus service. Mr. Vobora explained that staff had looked at the population of the area and it did not appear that it would be productive in terms of LTD's minimum standards for ridership. Additionally, there were some difficult turns in the area. Because the District was considering cutting service, this probably was not a time when service would be added to that area. Ms. Wylie added that it came down to how many people would ride the bus. Mr. Bell said that he had five children who had to walk six blocks and cross railroad tracks, and that Bethel Drive was not a good place to walk. He saw other people walking, as well, and said that he would be willing to go door-to-door to find out how many people would ride if service were offered. He commented that he paid taxes as an independent contractor, and it upset him to see service up to Blue River but none near his home. He agreed that the street had been in very bad shape, but said it had been improved. He hoped that LTD would consider his request when the economy was a little better. He wondered when he could present information if he did go door-to-door. Mr. Vobora invited him to attend the February 12 open house and make his comments to the staff there.

MOTION **CONSENT CALENDAR:** Mr. Kleger moved LTD Resolution No. 2002-001: "It is hereby resolved that the Consent Calendar for January 16, 2002, is approved as presented." Ms. Lauritsen seconded the motion. The Consent Calendar consisted of the minutes of the December 19, 2001, Regular Board Meeting. The motion carried by unanimous vote, 4 to 0, with Gaydos, Kleger, Lauritsen, and Wylie voting in favor, and none opposed.

VOTE

ELECTION OF BOARD VICE PRESIDENT: Ms. Wylie explained that former Board member Rob Bennett had been the Board's vice president. She said she would like to continue the balance of Springfield and Eugene officers and noted that it was unclear whether Mr. Kleger's term would continue and that Mr. Melnick's term would expire at the end of the current year. Ms. Lauritsen and Mr. Kleger currently were officers. Ms. Wylie had asked Mr. Gaydos if he would have the time to devote to the Board as vice president, and he said he would make the time. Ms. Lauritsen said she was not in favor of the practice of trying to balance officers between Eugene and Springfield, but MOTION thought that Mr. Gaydos would make a good vice president. She nominated him to complete the current term of LTD Board vice president, beginning immediately and ending July 2, 2002.

VOTE Mr. Kleger seconded the nomination, and Mr. Gaydos was elected by unanimous vote, 4 to 0, with Gaydos, Kleger, Lauritsen, and Wylie voting in favor, and none opposed.

REAPPOINTMENT TO LTD BUDGET COMMITTEE: A Budget Committee nomination form had been handed out to Board members at the meeting. Ms. Wylie said that she had talked to Michael Bean about a second term on the Budget Committee and he was very interested in

MOTION continuing. Ms. Lauritsen moved LTD Resolution No. 2002-002: "It is hereby resolved that Michael Bean is reappointed to the LTD Budget Committee for a second three-year term, beginning immediately and ending January 1, 2005. Mr. Kleger seconded, and Mr. Bean was reappointed by unanimous vote, 4 to 0, with Gaydos, Kleger, Lauritsen, and Wylie voting in favor, and none opposed. Ms. Wylie noted that Mr. Kleger and Ms. Hocken would be making nominations to fill two additional expiring positions on the Budget Committee.

VOTE

SELECTION OF DATE FOR FEBRUARY WORK SESSION: Since Monday, February 18, was the Presidents' Day holiday, the Board members who were present selected Tuesday, February 19, 2002, as the date for the anticipated work session in February.

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: **Metropolitan Policy Committee (MPC):** The January MPC meeting had been canceled, so there was no report. **BRT Steering Committee:** Planning & Development Manager Stefano Viggiano was asked to report on this meeting. He reported that the only action taken at the meeting was to endorse the selection of the Coburg Road Corridor for the next Eugene Corridor, as the Eugene Planning Commission had recommended on a 6 to 1 vote. Mr. Viggiano distributed a paper titled "Next Steps for BRT – A Proposal from Lane Transit District." It was staff's proposal for BRT actions to be taken at the national level. The category on funding included proposals to improve the funding picture for BRT. The paper had been discussed with some other BRT properties around the country and there seemed to be some support for it. It was still a draft and would be discussed at the next BRT Committee meeting. Board members were invited to make any comments about the draft to Mr. Viggiano or Ms. Lynch.

Mr. Gaydos and Mr. Kleger called attention to two typing errors. Mr. Kleger said he liked the paper very much.

Mr. Gaydos said he had talked with Ms. Lynch about the fact that Don Kahle in a guest editorial in the *Register-Guard* had said, "do BRT right." Mr. Gaydos thought that LTD needed to jump on that and say that LTD wanted to do it right, and then have a paper like this one saying why the local governments would want to participate in funding the BRT project. He said that there would be some problems with both Pioneer Parkway and Coburg Road, and the cities would say that BRT would solve the problem without understanding the political or economic costs. He stated that the Cities and County had to be behind the project and believe in the funding. He thought that LTD needed to create the kind of enthusiasm that Washington County, Oregon, had in order to construct light rail there, and that Don Kahle's editorial gave LTD an opportunity to start talking about these points. He said that LTD needed to lead BRT, and that there was some support now. Ms. Wylie stated that the *Register-Guard* also had a very nice editorial recently, which helped call the community's attention to the issues and generally created community interest in talking with Board members. Mr. Pangborn noted that it was a dual agenda, at both the national and local level, and that these local contacts were very important.

Mr. Viggiano also said that it would be a good time to touch bases with the Eugene City Council members before they made a decision on the next corridor. Staff would be scheduling a series of one-on-one meetings with the Councilors, similar to meetings they had participated in before. The Eugene City Council decision was scheduled for February 25.

Statewide Livability Forum: Ms. Lauritsen said that the meetings were held every six months and she expected the next one to be in April.

Finance Committee Report: Ms. Lauritsen reported that the Board Finance Committee had discussed two issues. The first, she said, was an excellent capital projects summary showing that some projects now had no money allocated to them and that some were pushed farther out into the future. LTD still would be spending \$90 million over that period of time, and would have advance warning if money would not be received, so other cuts would have to be made. The second issue was that even with the operational cuts that were made the previous fall, the projections still showed future budgets in the red, which is why Mr. Vobora discussed service cuts. LTD's payroll tax revenues were projected at 98 percent of last year, while Tri-Met's receipts for the last payroll quarter were at 87 percent.

Monthly Financial Report: Finance Manager Diane Hellekson said that the next payroll revenues would be received in mid-February and would be discussed at the February 20 Board meeting, with the Long-range Financial Plan and the Capital Improvements Program. The budget showed a noticeable decrease in administrative wage expenses, which was expected after the staff cuts made in the fall. There was continued acceleration of ATU wages, so staff were working on future productivity improvements.

Ms. Hellekson said that the Board Finance Committee had been meeting monthly regarding the Long-range Financial Plan and the Capital Improvements Program, and would meet again before the February Board meeting, when the LRFP and the CIP would come to the Board for review and decision. She said it would be essential to do this in February in preparation for the FY 2002-03 budget process.

General Manager's Report: Mr. Pangborn said that the Board would hear from Mr. Hamm and Fleet Services Manager Ron Berkshire at the February meeting about their research on European buses as possible BRT vehicles. They were very excited about the new technology and equipment they had seen so far. Mr. Pangborn noted that staff and Board members would attend the Springfield Chamber and Eugene Chamber annual dinners. He stated that the AVS buses were in service on the Breeze shuttle routes and were being painted a metallic blue to match the Breeze bus stop signs. Staff continued to work on a few mechanical problems and on resolving some accessibility issues. Mr. Kleger noted that he had heard very favorable comments about the AVS buses from people other than those with disabilities who were trying to get up the ramp on the bus. The buses were very quiet and seemed to be consistently working better.

Government Relations Report: Ms. Wylie asked Government Relations Manager Linda Lynch about the special session of the Oregon Legislature. Ms. Lynch said that a group of 15 legislators from both parties and both chambers had identified an \$839 million problem, with \$250 million in sustainable new revenue and \$100 million in suggested one-time revenue. They were working on preserving school funding, but at the price of other programs. There would be cuts in a huge array of state programs, and definitely would be an increase in "sin" taxes (tobacco and beer/wine). She explained that LTD still was expecting \$500,000 to be cut from the RideSource facility, but that funding could come in another year. This group of 15 legislators was trying to reach general agreement, and a lot of discussion was going on before the special session began. Additionally, the court ruling on the term limits issue was changing the dynamics of who would run for which offices.

Springfield Station Design Process: Springfield Station Project Manager Charlie Simmons reported that the Design Review Committee would hold its kick-off meeting on January 22. Staff had been working with WBSGS on programming, and a design charrette would be held on January 28 and 29. Mr. Simmons said he hoped to bring back some of the results of the design charrette to the Board at the February meeting. He said that the project was moving ahead and that there were a lot of options on the table. Mr. Pangborn invited the Board members to drop by the design charrette, especially toward the end of the second day, when they could hear a summary of the two-day process. Mr. Kleger asked about a quorum if Board members attended. It was explained that since this was not an LTD Board meeting and was not a situation in which Board members would be deliberating toward a decision, it would not be a violation of the Oregon Public Meetings Law.

In response to a question from Ms. Lauritsen, Mr. Simmons said that staff hoped that one design could be finalized by mid-March, or no later than April. This would involve a lot of decisions, such as whether or not to include public restrooms.

Monthly Performance Report: Mr. Kleger asked about ridership statistics on page 71 of the agenda packet. He said it looked like there was a combination of increases and decreases in ridership, and asked how much was due to not being able to count transfers. Mr. Pangborn said that the previous year staff had tried to adjust for the change from transfers to the day pass, so it should not affect the current-year statistics. He pointed out that there appeared to be a reduction in weekend ridership because those riders were more cash-sensitive. Saturday and Sunday ridership numbers were down 5 percent and 11 percent, respectively, but weekday ridership had increased by 5 percent. Mr. Vobora noted that LCC ridership was extremely strong because of high enrollment and parking limitations. He said there probably would be some adjustments to the December report because there should have been the same number of days in the reports for December 2001 and 2000, but there was one day less in the current report.

Mr. Kleger asked why there was an increase in the number of lift-assisted rides. Mr. Vobora said that since the policy had changed to allow more lift-assisted rides, such as someone with a stroller, the numbers for lift-assisted rides were varying greatly.

ADJOURNMENT: There was no further discussion and the meeting was adjourned at 7:37 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: BRT PHASE 1 DESIGN SCHEDULE

PREPARED BY: Mark Pangborn, Assistant General Manager

ACTION REQUESTED: Information only, although any proposed amendments or additions are appropriate.

BACKGROUND: Attached is the draft schedule for the design of BRT Phase 1. This schedule is a draft and will be revised as we get further into the process, but provides an excellent starting point in understanding how this design phase will progress.

ATTACHMENT: Draft BRT Project Schedule

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: BRT CORRIDOR PLANNING UPDATE

PREPARED BY: Graham Carey, BRT Project Engineer

ACTION REQUESTED: None. Information and discussion only.

BACKGROUND: **Springfield Corridor**

LTD staff continue to work with the City of Springfield on the Pioneer Parkway corridor planning process. Staff have initiated the planning process for the southern section of the corridor, from the new Springfield Station to Harlow Road.

The following activities have occurred:

- "Door hangers" describing the project and how people can get involved were distributed to all properties along the proposed corridor.
- A number of one-on-one meetings with businesses/residents along the proposed corridor have taken place.
- Invitations to an Open House scheduled for February 13, 2002, were mailed to all properties within one half-mile of the proposed corridor alignment.
- Stakeholders along the proposed corridor were invited to attend the first Stakeholder Meeting scheduled for February 21, 2002.
- Staff met with Peace Health officials to discuss the new hospital at Riverbend, Springfield.

Eugene Corridor

The Intergovernmental Agreement (IGA) with the City of Eugene for the design and construction of Phase 1 of the BRT corridor has been signed.

The Eugene City Council is scheduled to consider the second Eugene corridor selection on February 25, 2002.

ATTACHMENTS: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: CONSIDER DATE FOR MARCH WORK SESSION

PREPARED BY: Jo Sullivan, Executive Assistant/Clerk of the Board

ACTION REQUESTED: Consider date for work session in March

BACKGROUND: Board Activity Calendars are provided for Board members to track LTD-related meetings and activities. There are several items to call to the Board's attention on these calendars.

First, it is possible that a work session on the recommended service package for FY 2002-03 will be required in March, in addition to the regular monthly meeting. The Board has designated the Monday before the regular Wednesday meeting as its preferred time for special meetings/work sessions. However, because it will be important for the Board to make a final decision about service at the regular meeting on March 20, staff would like to allow adequate time between the work session and the regular meeting to make any service adjustments requested by the Board. Therefore, it may be advisable to hold the work session sometime during the week of March 11.

Second, staff would like the Board to begin considering dates for a two-day strategic planning work session in the fall, so that those dates can be reserved on the Board members' calendars as early as possible. Two possible times are suggested on the October calendar.

Additionally, as Board members schedule business or vacations out of town, staff would like to add that information to the Board Activity Calendars. Please contact Jo Sullivan with that information.

RESULTS OF RECOMMENDED ACTION: After considering the time required for the work of the Board in March, staff will determine whether a work session will be necessary. If it is, the meeting will be scheduled at the Board's preferred time and notice will be given to the public.

ATTACHMENTS: Board Activity Calendars, February through October 2002

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: Approval of Consent Calendar Items

BACKGROUND: Issues that can be explained clearly in the written materials for each meeting, and that are not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any items from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for February 20, 2002

1. Approval of minutes: January 16, 2002, regular Board meeting
2. Approval of nomination to LTD Budget Committee

ATTACHMENTS:

- (1) Minutes of the January 16, 2002, regular Board meeting
- (2) Budget Committee nomination – Elaine Guard

PROPOSED MOTION: I move that the Board adopt the following resolution:

LTD Resolution No. 2002-003: It is hereby resolved that the Consent Calendar for February 20, 2002, is approved as presented.

	For capital	issuance costs	years	interest rate
Debt Service on FY01-02 issue - buses				
CIP from Board Retreat	11,335,000	200,000	12	4.500%
CIP for LC 12 04 first cut	11,335,000	200,000	12	4.500%
CIP for LC 12 04 buses	11,335,000	200,000	12	4.500%
CIP after LC 12 04 version 4	8,245,000	200,000	12	4.500%
CIP for FC 01 07 02	8,245,000	200,000	12	4.500%
Debt Service on FY02-03 issue - buses				
CIP from Board Retreat	6,000,000	200,000	12	4.500%
CIP for LC 12 04 first cut	6,000,000	200,000	12	4.500%
CIP for LC 12 04 buses	4,000,000	200,000	12	4.500%
CIP for FC 01 07 02	4,000,000	200,000	12	4.500%
CIP for FC 01 07 02 ver 2	-	-	12	4.500%
Debt Service on FY03-04 issue - buses				
CIP from Board Retreat	-	-	12	4.500%
CIP for LC 12 04 first cut	-	-	12	4.500%
CIP for LC 12 04 buses	-	-	8	4.500%
CIP for FC 01 07 02 buses	-	-	8	4.500%
Debt Service on FY04-05 issue - buses				
CIP from Board Retreat	3,320,000	150,000	12	4.500%
CIP for LC 12 04 first cut	3,320,000	150,000	12	4.500%
CIP for LC 12 04 buses	-	150,000	6	4.500%
CIP for FC 01 07 02 buses	-	-	6	4.500%
CIP for FC 01 07 02 buses	664,000	300,000	6	4.500%
Debt Service on FY05-06 issue - buses				
CIP from Board Retreat	16,225,000	300,000	12	4.500%
CIP for LC 12 04 first cut	16,225,000	300,000	12	4.500%
CIP for LC 12 04 buses	5,000,000	300,000	12	4.500%
CIP for FC 01 07 02 buses	5,000,000	300,000	12	4.500%
CIP for FC 01 07 02 V@2	1,000,000	-	12	4.500%
CIP for FC 01 07 02 V@3	2,245,000	300,000	12	4.500%
CIP for FC 01 07 02 V@5	4,845,000	300,000	12	4.500%
Debt Service on FY06-07 issue - buses				
CIP from Board Retreat	6,225,000	300,000	12	4.500%
CIP for LC 12 04 first cut	6,225,000	300,000	12	4.500%

CIP for LC 12 04 buses	-	300,000	6	4.500%
CIP for FC 01 07 02 buses	-	-	6	4.500%
CIP for FC 01 07 02 V@3	6,225,000	200,000	12	4.500%

Debt Service on FY01-02 Satellite land acquisiton

CIP from Board Retreat	900,000	-	20	4.500%
CIP for LC 12 04 first cut	900,000	-	20	4.500%
CIP for LC 12 04 buses	900,000	-	20	4.500%
CIP for FC 01 07 02	900,000	-	20	4.500%

annual debt service total debt services

1,265,000	15,180,000
1,265,000	15,180,000
1,265,000	15,180,000
926,130	11,113,560
926,130	11,113,560

679,930	8,159,160
679,930	8,159,160
460,600	5,527,200
460,600	5,527,200
-	-

-	-
-	-
-	-
-	-

380,540	4,566,480
380,540	4,566,480
29,080	174,480
-	-
186,900	1,121,400

1,812,230	21,746,760
1,812,230	21,746,760
581,230	6,974,760
581,230	6,974,760
109,670	1,316,040
279,100	3,349,200
564,230	6,770,760

715,570	8,586,840
715,570	8,586,840

58,160	348,960
-	-
704,610	8,455,320

69,190	1,383,800
69,190	1,383,800
69,190	1,383,800
69,190	1,383,800

BRT phases 2-6 funded at 60% New Starts 20% Non-LTD local match 20% LTD local match
 BRT phase 2-6 buses funded at 60% New Starts 40% LTD local match
 BRT phases 2-6 stations funded at 60% New Starts 40% LTD local match
 5307 funding at approximately \$5.0 million growth of \$200,000 a year.

**Lane Transit District
 CAPITAL PROJECTS SUMMARY**

BRT Phase 3 = \$20,000,000 BRT Phase 3 Station - \$ 2.0 m BRT Phase 4 = \$20,000,000 BRT Phase 4 Station - \$ 3.0 m BRT Phase 5 = \$20,000,000 BRT Phase 5 Station - \$ 2.5 m BRT Phase 6 = \$20,000,000 BRT Phase 6 Station - \$ 4.0 m

	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Capital Projects																					
BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	7,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000
BRT buses		6,000,000		6,000,000	6,000,000	6,000,000			5,000,000				5,000,000				5,000,000				5,000,000
BRT stations									3,000,000				3,000,000				2,500,000				300,000
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500	8,000,000	8,950,000	12,700,000	2,950,000	8,000,000	8,950,000	13,700,000	2,950,000	8,000,000	8,950,000	13,200,000	1,850,000	6,900,000	7,850,000	13,600,000
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		10,375,000		8,000,000				8,000,000		8,000,000				8,000,000	
Passenger Boarding Improvements Facilities -																					
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000	500,000	500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
total projects	8,757,050	33,937,510	10,330,500	15,663,500	24,270,000	10,300,000	9,500,000	20,825,000	14,200,000	12,950,000	10,000,000	10,950,000	23,700,000	7,950,000	13,000,000	18,950,000	15,200,000	3,850,000	16,900,000	9,850,000	15,600,000
Debt Service																					
Issuance Costs		200,000		300,000	300,000	200,000															
DS on Satellite Land acq		69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190
DS on FY 01-02 issues			926,130	926,130																	
DS on FY 04-05 issues					186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900
DS on FY 05-06 issues					564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230
DS on FY 06-07 issues						704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610
DS on FY 08-09 issues							580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500
DS on FY 10-11 issues									451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 13-14 issues											451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 17-18 issues														451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 19-20 issues																					451,400
total debt service		269,190	995,320	1,295,320	1,482,220	1,946,450	2,451,060	2,451,060	3,031,560	3,031,560	3,482,960	3,482,960	3,482,960	3,934,360	3,008,230	3,008,230	3,272,730	2,708,500	2,003,890	2,455,290	1,874,790
Total Projects and Debt Service	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

Project Categories	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Resources																					
Federal BRT Phase I	920,000	7,880,000																			
Federal 5309 BRT technology/bus projects		3,662,500																			
Federal BRT New Starts		930,000	178,400	2,406,400	655,600	97,100	930,000	4,530,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000	7,980,000
sub total Federal for BRT	920,000	11,542,500	1,108,400	6,366,400	5,185,600	1,027,100	3,960,000	4,530,000	6,780,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000
Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900	4,750,000	4,700,000	4,650,000	4,600,000	4,550,000	4,500,000	4,450,000	4,400,000	4,350,000	4,300,000	4,250,000	4,200,000	4,150,000	4,100,000	4,050,000
Federal 5309 bus purchases	990,310																				
Federal 5309 Spfid 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	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Local Non-LTD			310,000	1,320,000	1,510,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000
Local from Operations	123,745	247,420	46,210	56,210	46,210	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Proceeds from Debt		9,345,000		954,000	5,145,000	6,425,000		10,675,000		8,300,000			8,300,000			8,300,000			8,300,000		
subtotal	6,470,200	29,077,100	8,774,760	14,541,680	23,081,360	10,432,460	10,705,000	22,090,000	12,965,000	14,815,000	10,505,000	11,215,000	21,665,000	6,315,000	10,305,000	19,315,000	12,865,000	6,115,000	18,405,000	10,815,000	13,565,000
Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990	1,246,060	1,186,060	4,266,560	1,166,560	2,977,960	3,217,960	5,517,960	5,569,960	5,703,230	2,643,230	5,607,730	443,500	498,890	1,490,290	3,909,790
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

BRT phases 2-6 funded at 60% New Starts 20% Non-LTD local match 20% LTD local match
 BRT phase 2-6 buses funded at 60% New Starts 40% LTD local match
 BRT phases 2-6 stations funded at 60% New Starts 40% LTD local match
 5307 funding at approximately \$5.0 million (less \$250,000 grant parts) growth of \$100,000 a year.

**Lane Transit District
 CAPITAL PROJECTS SUMMARY**

BRT Phase 3 = 20,000,000 BRT Phase 3 Station - \$ 2.0 m BRT Phase 4 = 20,000,000 BRT Phase 4 Station - \$ 3.0 m BRT Phase 5 = 20,000,000 BRT Phase 5 Station - \$ 2.5 m BRT Phase 6 = 20,000,000 BRT Phase 6 Station - \$ 4.0 m

	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Capital Projects																					
BRT planning	1,000,000	1,000,000	1,025,000	1,050,000	1,075,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000
BRT construction	1,150,000	10,200,000	4,000,000	6,600,000	7,550,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000	1,550,000	6,600,000	7,550,000	4,300,000
BRT buses		6,000,000		6,000,000	6,000,000				5,000,000				5,000,000				5,000,000				5,000,000
BRT stations									3,000,000				3,000,000				2,500,000				300,000
BRT other	1,071,200	2,078,130	623,000	3,008,000	819,500	319,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
sub total BRT	3,221,200	19,278,130	5,648,000	10,658,000	15,444,500	2,969,500	8,000,000	8,950,000	12,700,000	2,950,000	8,000,000	8,950,000	13,700,000	2,950,000	8,000,000	8,950,000	13,200,000	1,850,000	6,900,000	7,850,000	13,600,000
Springfield Station		2,300,000	3,500,000																		
Revenue Vehicles	1,610,000	8,445,000		3,320,000	7,525,000	6,225,000		10,375,000		8,000,000			8,000,000			8,000,000				8,000,000	
PBI/Facilities	980,000	3,203,160	225,000	475,000	225,000	200,000	500,000	500,000	500,000	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Other	1,745,850	911,220	957,500	1,210,500	1,075,500	905,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
total projects	8,757,050	34,137,510	10,330,500	15,663,500	24,270,000	10,300,000	9,500,000	20,825,000	14,200,000	12,950,000	10,000,000	10,950,000	23,700,000	7,950,000	13,000,000	18,950,000	15,200,000	3,850,000	16,900,000	9,850,000	15,600,000
Debt Service																					
Issuance Costs		200,000		300,000	300,000	200,000															
DS on Satellite Land acq		69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190	69,190
DS on FY 01-02 issues			926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130	926,130
DS on FY 04-05 issues				186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900	186,900
DS on FY 05-06 issues				564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230	564,230
DS on FY 06-07 issues						704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610	704,610
DS on FY 08-09 issues									580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500	580,500
DS on FY 10-11 issues										451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 13-14 issues											451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 17-18 issues													451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400	451,400
DS on FY 19-20 issues																				451,400	451,400
total debt service		269,190	995,320	1,295,320	1,482,220	1,946,450	2,451,060	2,451,060	3,031,560	3,031,560	3,482,960	3,482,960	3,482,960	3,934,360	3,008,230	3,008,230	3,272,730	2,708,500	2,003,890	2,455,290	1,874,790
Total Projects and Debt Service	8,757,050	34,406,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790

Project Categories	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	FY 07-08 Year Six	FY 08-09 Year Seven	FY 09-10 Year Eight	FY 10-11 Year Nine	FY 11-12 Year Ten	FY 12-13 Year Eleven	FY 13-14 Year Twelve	FY 14-15 Year Thirteen	FY 15-16 Year Fourteen	FY 16-17 Year Fifteen	FY 17-18 Year Sixteen	FY 18-19 Year Seventeen	FY 19-20 Year Eighteen	FY 20-21 Year Nineteen	FY 21-22 Year Twenty
Resources																					
Federal BRT Phase I	920,000	7,880,000																			
Federal 5309 BRT technology/bus projects		3,662,500																			
Federal BRT New Starts			178,400	2,406,400	655,600	97,100															
sub total Federal for BRT	920,000	11,542,500	1,108,400	6,366,400	5,185,600	1,027,100	3,960,000	4,530,000	6,780,000	930,000	3,960,000	4,530,000	7,380,000	930,000	3,960,000	4,530,000	7,080,000	930,000	3,960,000	4,530,000	7,980,000
Federal 5307	1,910,745	3,924,180	3,926,900	5,036,820	9,441,300	2,040,900	4,750,000	4,850,000	4,950,000	5,050,000	5,150,000	5,250,000	5,350,000	5,450,000	5,550,000	5,650,000	5,750,000	5,850,000	5,950,000	6,050,000	6,150,000
Federal 5309 bus purchases		990,310																			
Federal 5309 Spfid Station		1,676,800	2,800,000																		
Federal STP	1,112,660	179,460	179,460	404,460	1,349,460	179,460	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000	225,000
State STF	1,089,540	2,161,740	403,790	403,790	403,790	403,790	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Local Non-LTD	130,000																				
Local from Operations	123,745	247,420	310,000	1,320,000	1,510,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000	310,000	1,320,000	1,510,000	860,000
Proceeds from Debt			46,210	56,210	46,210	46,210	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
subtotal	6,470,200	29,077,100	8,774,760	14,541,680	23,081,360	10,432,460	10,705,000	22,240,000	13,265,000	15,265,000	11,105,000	11,965,000	22,565,000	7,365,000	11,505,000	20,665,000	14,365,000	7,765,000	20,205,000	12,765,000	15,665,000
Local from Reserves/Operations/Debt	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990	1,246,060	1,036,060	3,966,560	716,560	2,377,960	2,467,960	4,617,960	4,519,360	4,503,230	1,293,230	4,107,730	(1,206,500)	(1,301,110)	(459,710)	1,809,790
Total Resources	8,757,050	34,206,700	11,325,820	16,958,820	25,752,220	12,246,450	11,951,060	23,276,060	17,231,560	15,981,560	13,482,960	14,432,960	27,182,960	11,884,360	16,008,230	21,958,230	18,472,730	6,558,500	18,903,890	12,305,290	17,474,790
		200,000																			

Changes from LC version: New United Front funding: BRT Summary BRT Phase I -- \$13.8 million total
 additional \$2.8 million for Springfield Station \$1.150 million 5307
 \$4.0 million for BRT technology projects only one corridor cor
 \$3.0 million for bus, facilities related to bus, & bus related \$15.7 million New St
 BRT Phase II local share = 40%, 1/2 funded non-LTD sources Match funded 1/2 LT
 04-05 BRT Buses \$2.4 million 5307 remaining local = debt BRT Buses (02-03) \$6.0 m total, \$2.5 m
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt BRT Buses (05-06) \$6.0 m \$3.0m grant t
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible match & remaining \$

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories	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
1						
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-
6						
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000		
8	Buildout - Phase 2					1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
10						
11	BRT Buses		6,000,000	-	-	6,000,000
12	Neighborhood Vehicles	-	-	-	-	-
13						
14	Facility Expansion - Fleet	100,000	1,200,000	400,000		
15						
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
17	Automated Traveler Information System			134,000	1,036,000	169,500
18	AVL/APC	971,200	678,130	-	-	169,500
19	Radio System Replacement			89,000	1,322,000	
20						
21	Six post hoist		50,000			
22	Sweeper for BRT guideways					
23		3,221,200	19,278,130	5,648,000	10,658,000	15,444,500
24						2,969,500
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000		
26		796,000				
27		1,200,000	2,300,000	3,500,000	-	-
28						
29	Revenue Breeze I buses	1,610,000				
30	Vehicles Replacement Buses (18 low floor, 5 artics)	-	8,245,000	-	3,320,000	6,225,000
31	Breeze II buses				-	1,300,000
32		1,610,000	8,245,000	-	3,320,000	7,525,000
33						6,225,000
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
35	PBI	235,000	200,000	200,000	200,000	200,000
36	Bus Stop Information					
37	Branding					
38	Bike Cages					
39	Thurston Station	300,000				
40	Fairgrounds Park & Ride					
41	Gateway Station	25,000				
42	River Road Station					
43	UO Station Enhancements					
44	Eugene Station Improvements	50,000				
45	Springfield Station Park & Ride				250,000	
46	Glenwood Park & Ride					
47	Coburg Park & Ride					
48	Satellite Land Acquisition	-	900,000			
49	RideSource Facility	170,000	1,978,160			
50	LCC Bus Only Lane					
51	Bridge to Autzen					
52	Building Security Systems		80,000			
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
54	Video Surveillance Glenwood Facility					
55	Office Space Planning					
56	Glenwood Facilities Expansion					
57		980,000	3,203,160	225,000	475,000	225,000
58						200,000
59	Hardware/Software Financial System Software	200,000				
60	Hastus	70,000				
61	Midas	100,000				
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420			
65	Laptop PC's		6,300			
66	Graphics Workstations		10,800			
67	Wireless Network expansion		26,200			
68	HR Software Upgrade				100,000	
69	Fleet Software replacement					50,000
70		475,500	230,220	130,500	230,500	180,500
71						130,500
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000
74						
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
76	Bus Seat Charge for Bike Capacity					
77		130,000	130,000	-	135,000	140,000
78						
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
80	Copiers			82,000		

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate		-	-			
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	9,301,050	34,506,510	10,864,500	15,978,500	24,590,000	10,620,000
108							
109							
110	DEBT SERVICE Debt issuance costs	-	200,000	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses				-	-	-
113	Debt Service on FY03-04 issue - buses				-	-	-
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						564,230
116	Debt Service on FY06-07 issue - buses						-
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		-	269,190	995,320	1,295,320	1,482,220	1,946,450
119	GRAND TOTAL Including debt service	9,301,050	34,775,700	11,859,820	17,273,820	26,072,220	12,566,450

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories		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
Resource Summary							
3	Grant funding 5307	2,319,720	4,212,180	4,186,900	5,288,820	9,697,300	2,296,900
4	Existing 5307 PBI	45,600	-	-	-	-	-
5							
6	5309 Bus Replacement	990,310	-	-	-	-	-
7	5309 BRT	920,000	7,880,000	-	-	-	-
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-
9	United Front - Springfield Station		-	2,800,000			
10	New Starts - Next Phase BRT			930,000	3,960,000	4,530,000	930,000
11	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
12	Bus, fleet expansion, and bus related		3,000,000				
13							
14	STP Spfld St Prop Acq	714,250	-	-	-	-	-
15	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460
16	STP RideSource EA	152,540	-	-	-	-	-
17	STP RideSource		1,775,000	-	-	-	-
18	STP RideSource Secondary		-	-	-	-	-
19							
20	STP Springfield Station Park & Ride				225,000	-	-
21	STP Breeze II				-	1,170,000	-
22							
23	STP - TDM	187,540	187,540	187,540	-	-	-
24							
25	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790
26							
27							
28	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210
29	Local - from LTD cash reserves	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990
30	Local - from non-LTD sources			310,000	1,320,000	1,510,000	310,000
31	Local - from debt issuance	-	9,345,000	-	964,000	5,145,000	6,425,000
32	Total	<u>9,301,050</u>	<u>34,775,700</u>	<u>11,859,820</u>	<u>17,273,820</u>	<u>26,072,220</u>	<u>12,566,450</u>
33							
34	From above	<u>9,301,050</u>	<u>34,775,700</u>	<u>11,859,820</u>	<u>17,273,820</u>	<u>26,072,220</u>	<u>12,566,450</u>
35							
36							
FUNDING - BRT Only							
38	Federal 5307	856,960	3,440,000	2,600,000	851,520	3,040,000	775,600
39	5309 BRT	920,000	7,880,000	-	-	-	-
40	New Starts - Next Phase BRT	-	-	930,000	3,960,000	4,530,000	930,000
41	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460
42	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
43	Bus, fleet expansion, and bus related		3,000,000				
44	Local funding Local - from LTD cash reserves	1,233,370	4,116,170	1,450,140	1,940,620	1,929,440	677,340
45	Local - from non- LTD sources			310,000	1,320,000	1,510,000	310,000
46	Local - from debt financing	-	-	-	-	3,600,000	-
47	Total	<u>3,221,200</u>	<u>19,278,130</u>	<u>5,648,000</u>	<u>10,658,000</u>	<u>15,444,500</u>	<u>2,969,500</u>
48							
49							
Funding Sources							
51	5307 Formula Fed FY2000 apportionment	2,205,976					
52	less X090	(255,182)					
53	less X094	(1,760,177)					
54	Remaining on FY2000	190,617					
55	X079 available at 6/30/01	42,400					
56	Existing 5307 PBI at 6/30/01	45,600					
57	X090 available at 6/30/01	262,400					
58	X094 available at 6/30/01	268,000					
59	X094 Bus Purchase	574,360					
60	Federal 00-01 apportionment	2,335,722					
61	Total 5307 available at 07/01/01	3,719,099					
62							
63	Federal 01-02 apportionment	2,335,722					
64	Applied in FY 01-02	(2,365,320)					
65	Total 5307 available at 07/01/02	3,689,501	3,689,501				
66							
67	Federal 02-03 apportionment		2,500,000				
68	Applied in FY 02-03		(4,212,180)				
69	Total 5307 available at 07/01/03		1,977,321	1,977,321			
70							
71	Federal 03-04 apportionment			4,600,000			
72	Applied in FY 03-04			(4,186,900)			
73	Total 5307 available at 07/01/04			2,390,421	2,390,421		
74							
75	Federal 04-05 apportionment				4,800,000		
76	Applied in FY 04-05				(5,288,820)		
77	Total 5307 available at 07/01/05				1,901,601	1,901,601	
78							
79	Federal 05-06 apportionment					5,000,000	
80	Applied in FY 05-06					(9,697,300)	
81	Total 5307 available at 07/01/06					(2,795,699)	(2,795,699)
82							
83	Federal 06-07 apportionment						5,200,000
84	Applied in FY 06-07						(2,296,900)
85	Total 5307 available at 07/01/07						107,401
86							

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 6)

Project Categories	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
87						
88 5309 Bus 0087 Bus Purchase	990,310					
89 Purchase						
90						
91 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
92						
93						
94 STP X090 Springfield Station available at 6/30/01	714,250					
95 X090 PBI available at 6/30/01	-					
96 X094 TDM available at 6/30/01	148,950					
97 Commuter Solutions	38,590	187,540	187,540			
98 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
99 STP Springfield Station P & R				225,000		
100 STP Breeze II	-	-	-	-	1,170,000	-
101	1,112,660	367,000	367,000	404,460	1,349,460	179,460
102						
103 STP capital RideSource Facility	152,540	1,775,000				
104 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
105	1,089,540	2,161,740	403,790	403,790	403,790	403,790
106						
107						
108 United Front/ Springfield Station	323,200	1,676,800	2,800,000			
109 New Starts BRT Phase II	-	-	930,000	3,960,000	4,530,000	930,000
110 BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
111 Bus, fleet expansion, and bus related	-	3,000,000		-	-	-
112	323,200	5,339,300	3,908,400	6,366,400	5,185,600	1,027,100
113						
114 Proceeds from Debt Financing	-	9,345,000	-	964,000	5,145,000	6,425,000
115						
116 TOTAL Outside Revenues and Resources	6,801,030	29,305,220	8,866,090	13,427,470	21,781,150	10,332,250
117 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
118 local from LTD cash reserves	2,286,850	5,129,600	2,551,060	2,417,140	2,670,860	1,813,990
119 local from non-LTD sources	-	-	310,000	1,320,000	1,510,000	310,000
120 TOTAL ALL RESOURCES	9,301,050	34,775,700	11,859,820	17,273,820	26,072,220	12,566,450
121						
122						
127 Capital Reserves						
128						
129 Balance at Beginning of Year	15,774,245	13,487,395	8,357,795	6,306,735	4,889,595	3,718,735
130 Capital transfer from General Fund	-	-	500,000	1,000,000	1,500,000	2,000,000
131 Increase (decrease) for period	(2,286,850)	(5,129,600)	(2,551,060)	(2,417,140)	(2,670,860)	(1,813,990)
132						
133 Ending Balance	13,487,395	8,357,795	6,306,735	4,889,595	3,718,735	3,904,745
134						

@80%
 Instruction in 5 year plan
 arts @ 60%
 D , 1/2 non-LTD
 United Front, \$1.5m 5307
 5307 grant @ 80% match
 7.0 m local debt fin.

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS		
1		1	
2	BRT	1,000,000	2
3		250,000	3
4		4,000,000	4
5		-	5
6			6
7		12,650,000	7
8		1,550,000	8
9		15,700,000	9
10			10
11		12,000,000	11
12			12
13			13
14		1,600,000	14
15			15
16		1,600,000	16
17		1,509,000	17
18		678,130	18
19		1,411,000	19
20			20
21		50,000	21
22		-	22
23		53,998,130	23
24			24
25	Springfield Station	5,800,000	25
26		-	26
27		5,800,000	27
28			28
29	Revenue		29
30	Vehicles	24,015,000	30
31		1,300,000	31
32		25,315,000	32
33			33
34	Passenger Boarding Improvements/Facilities	-	34
35		1,000,000	35
36		-	36
37		-	37
38		-	38
39		-	39
40		-	40
41		-	41
42		-	42
43		-	43
44		-	44
45		250,000	45
46		-	46
47		-	47
48		900,000	48
49		1,978,160	49
50		-	50
51		-	51
52		80,000	52
53		120,000	53
54		-	54
55		-	55
56		-	56
57		4,328,160	57
58			58
59	Hardware/Software	-	59
60		-	60
61		-	61
62		427,500	62
63		225,000	63
64		56,420	64
65		6,300	65
66		10,800	66
67		26,200	67
68		100,000	68
69		50,000	69
70		902,220	70
71			71
72	Intelligent Transportation S	800,000	72
73		800,000	73
74			74
75	Bus-Related Equipment	405,000	75
76		-	76
77		405,000	77
78			78
79	Miscellaneous Equipment	200,000	79
80		82,000	80

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	96,559,510	107
108			108
109			109
110	DEBT SERVICE	1,000,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		564,230	115
116		-	116
117		345,950	117
118		5,988,500	118
119	GRAND TOTAL Ir	102,548,010	119

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	25,682,100	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		10,350,000	10
11		4,000,000	11
12		3,000,000	12
13		-	13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		14,582,650	29
30		3,450,000	30
31		21,879,000	31
32		102,548,010	32
33			33
34		102,548,010	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	10,707,120	38
39		7,880,000	39
40		10,350,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	10,113,710	44
45		3,450,000	45
46		3,600,000	46
47	Total	53,998,130	47
48		-	48
49			49
50	Funding Sources		50
51	5307 Formula		51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67			67
68		4,212,180	68
69			69
70			70
71			71
72		4,186,900	72
73			73
74			74
75			75
76		5,288,820	76
77			77
78			78
79			79
80		9,697,300	80
81			81
82			82
83			83
84		2,296,900	84
85			85
86		25,682,100	86

**Lane Transit
CAPITAL PROJE**

	Project Category	TOTAL- NEXT FIVE YEARS	
87			87
88	5309 Bus	-	88
89	Purchase		89
90			90
91	5309 BRT	7,880,000	91
92			92
93			93
94	STP	-	94
95		-	95
96		-	96
97		375,080	97
98		897,300	98
99		225,000	99
100		<u>1,170,000</u>	100
101		2,667,380	101
102			102
103	STF capital	1,775,000	103
104		<u>2,001,900</u>	104
105		3,776,900	105
106			106
107			107
108	United Front/	4,476,800	108
109	New Starts	10,350,000	109
110		4,000,000	110
111		<u>3,000,000</u>	111
112		21,826,800	112
113			113
114	Proceeds from D	<u>21,879,000</u>	114
115			115
116	TOTAL Outside F	83,712,180	116
117	local from operat	803,180	117
118	local from LTD ca	14,582,650	118
119	local from non-L1	<u>3,450,000</u>	119
120	TOTAL ALL RES	<u>102,548,010</u>	120
121		-	121
122			122
127	Capital Reserves		127
128			128
129	Balance at Begin		129
130	Capital transfer fr	5,000,000	130
131	Increase (decreas	<u>(14,582,650)</u>	131
132			132
133	Ending Balance		133
134			134

Changes from LC version: New United Front funding:
 additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related
 BRT Phase II local share = 20 %
 04-05 BRT Buses 80% 5307, 20% local debt
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible

BRT Summary
 BRT Phase I -- \$13.8 million total
 \$1.150 million 5307
 only one corridor cor
 BRT Phase II -- \$15.7 million New St
 Match funded 100%
 BRT Buses (02-03) \$4.0 m total, \$2.5 m
 BRT Buses (05-06) \$5.0 m 5307 @80%
 remaining \$1.0 millic

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories	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
1						
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000
4	Planning - 5307		800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-
6						
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000		
8	Buildout - Phase 2					1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
10						
11	BRT Buses		4,000,000	-	-	5,000,000
12	Neighborhood Vehicles	-	-	-	-	-
13						
14	Facility Expansion - Fleet	100,000	1,200,000	400,000		
15						
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
17	Automated Traveler Information System			134,000	1,036,000	169,500
18	AVL/APC	971,200	678,130	-		
19	Radio System Replacement			89,000	1,322,000	
20						
21	Six post hoist		50,000			
22	Sweeper for BRT guideways					
23		3,221,200	17,278,130	5,648,000	10,658,000	14,444,500
24						2,969,500
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000		
26		796,000				
27		1,200,000	2,300,000	3,500,000	-	-
28						
29	Revenue Breeze I buses	1,610,000				
30	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	3,320,000	6,225,000
31	Breeze II buses				-	1,300,000
32		9,855,000	-	-	3,320,000	7,525,000
33						6,225,000
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
35	PBI	235,000	200,000	200,000	200,000	200,000
36	Bus Stop Information					
37	Branding					
38	Bike Cages					
39	Thurston Station	300,000	-	-	-	
40	Fairgrounds Park & Ride	-	-	-	-	
41	Gateway Station	25,000	-	-	-	
42	River Road Station					
43	UO Station Enhancements					
44	Eugene Station Improvements	50,000				
45	Springfield Station Park & Ride				250,000	
46	Glenwood Park & Ride					
47	Coburg Park & Ride					
48	Satellite Land Acquisition	-	900,000			
49	RideSource Facility	170,000	1,978,160			
50	LCC Bus Only Lane					
51	Bridge to Autzen					
52	Building Security Systems		80,000			
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
54	Video Surveillance Glenwood Facility					
55	Office Space Planning					
56	Glenwood Facilities Expansion					
57		980,000	3,203,160	225,000	475,000	225,000
58						200,000
59	Hardware/Software Financial System Software	200,000				
60	Hastus	70,000	-			
61	Midas	100,000				
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420			
65	Laptop PC's		6,300			
66	Graphics Workstations		10,800			
67	Wireless Network expansion		26,200			
68	HR Software Upgrade				100,000	
69	Fleet Software replacement					50,000
70		475,500	230,220	130,500	230,500	180,500
71						130,500
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000
74						
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
76	Bus Seat Charge for Bike Capacity					
77		130,000	130,000	-	135,000	140,000
78						
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
80	Copiers			82,000		

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	-
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate	-	-	-	-	-	-
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	10,864,500	15,978,500	23,590,000	10,620,000
108							
109							
110	DEBT SERVICE Debt issuance costs	200,000	-	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses						
113	Debt Service on FY03-04 issue - buses						
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						279,100
116	Debt Service on FY06-07 issue - buses						
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		200,000	69,190	995,320	1,295,320	1,482,220	1,661,320
119	GRAND TOTAL Including debt service	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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	
Resource Summary								
3	Grant funding 5307	2,319,720	2,612,180	4,186,900	5,288,820	11,297,300	2,296,900	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
5								
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
9	United Front - Springfield Station		-	2,800,000	-	-	-	
10	New Starts - Next Phase BRT			1,240,000	5,280,000	6,040,000	1,240,000	
11	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100	
12	Bus, fleet expansion, and bus related		3,000,000	-	-	-	-	
13								
14	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
15	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
16	STP RideSource EA	152,540	-	-	-	-	-	
17	STP RideSource		1,775,000	-	-	-	-	
18	STP RideSource Secondary		-	-	-	-	-	
19								
20	STP Springfield Station Park & Ride				225,000	-	-	
21	STP Breeze II				-	1,170,000	-	
22								
23	STP - TDM	187,540	187,540	187,540	-	-	-	
24								
25	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
26								
27								
28	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
29	Local - from cash reserves	2,286,850	4,729,600	2,551,060	2,417,140	2,670,860	1,528,860	
30	Local - from debt issuance	8,445,000	900,000	-	964,000	2,545,000	6,425,000	
31								
32	Total	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
33								
34	From above	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
35		-	-	-	-	-	-	
36								
37	FUNDING - BRT Only							
38	Federal 5307	856,960	1,840,000	2,600,000	851,520	4,640,000	775,600	
39	5309 BRT	920,000	7,880,000	-	-	-	-	
40	New Starts - Next Phase BRT	-	-	1,240,000	5,280,000	6,040,000	1,240,000	
41	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
42	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100	
43	Bus, fleet expansion, and bus related		3,000,000	-	-	-	-	
44	Local funding Local - from cash reserves	1,233,370	3,716,170	1,450,140	1,940,620	1,929,440	677,340	
45	Local - from debt financing	-	-	-	-	1,000,000	-	
46	Total	3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500	
47		-	-	-	-	-	-	
48								
49	Funding Sources							
50	5307 Formula Fed FY2000 apportionment	2,205,976						
51	less X090	(255,182)						
52	less X094	(1,760,177)						
53	Remaining on FY2000	190,617						
54	X079 available at 6/30/01	42,400						
55	Existing 5307 PBI at 6/30/01	45,600						
56	X090 available at 6/30/01	262,400						
57	X094 available at 6/30/01	268,000						
58	X094 Bus Purchase	574,360						
59	Federal 00-01 apportionment	2,335,722						
60	Total 5307 available at 07/01/01	3,719,099						
61								
62	Federal 01-02 apportionment	2,335,722						
63	Applied in FY 01-02	(2,365,320)						
64	Total 5307 available at 07/01/02	3,689,501	3,689,501					
65								
66	Federal 02-03 apportionment		2,500,000					
67	Applied in FY 02-03		(2,612,180)					
68	Total 5307 available at 07/01/03		3,577,321	3,577,321				
69								
70	Federal 03-04 apportionment			4,600,000				
71	Applied in FY 03-04			(4,186,900)				
72	Total 5307 available at 07/01/04			3,990,421	3,990,421			
73								
74	Federal 04-05 apportionment				4,800,000			
75	Applied in FY 04-05				(5,288,820)			
76	Total 5307 available at 07/01/05				3,501,601	3,501,601		
77								
78	Federal 05-06 apportionment					5,000,000		
79	Applied in FY 05-06					(11,297,300)		
80	Total 5307 available at 07/01/06					(2,795,699)	(2,795,699)	
81								
82	Federal 06-07 apportionment						5,200,000	
83	Applied in FY 06-07						(2,296,900)	
84	Total 5307 available at 07/01/07						107,401	
85								
86								

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 4)

Project Categories		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
87	5309 Bus 0087 Bus Purchase	990,310					
88	Purchase						
89							
90	5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91							
92							
93	STP X090 Springfield Station available at 6/30/01	714,250					
94	X090 PBI available at 6/30/01	-					
95	X094 TDM available at 6/30/01	148,950					
96	Commuter Solutions	38,590	187,540	187,540			
97	BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98	STP Springfield Station P & R				225,000		
99	STP Breeze II	-	-	-	-	1,170,000	-
100		1,112,660	367,000	367,000	404,460	1,349,460	179,460
101							
102	STF capital RideSource Facility	152,540	1,775,000				
103	Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104		1,089,540	2,161,740	403,790	403,790	403,790	403,790
105							
106							
107	United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108	New Starts BRT Phase II	-	-	1,240,000	5,280,000	6,040,000	1,240,000
109	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
110	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
111		323,200	5,339,300	4,218,400	7,686,400	6,695,600	1,337,100
112							
113	Proceeds from Debt Financing	8,445,000	900,000	-	964,000	2,545,000	6,425,000
114							
115	TOTAL Outside Revenues and Resources	15,246,030	19,260,220	9,176,090	14,747,470	22,291,150	10,642,250
116	local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117	local from cash reserves	2,286,850	4,729,600	2,551,060	2,417,140	2,670,860	1,528,860
118	TOTAL ALL RESOURCES	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320
119		-	-	-	-	-	-
120							
127	Capital Reserves						
128							
129							
130	Balance at Beginning of Year	15,774,245	13,487,395	8,757,795	6,206,735	3,789,595	1,118,735
131	Capital transfer from General Fund	-	-	-	-	-	-
132	Increase (decrease) for period	(2,286,850)	(4,729,600)	(2,551,060)	(2,417,140)	(2,670,860)	(1,528,860)
133							
134	Ending Balance	13,487,395	8,757,795	6,206,735	3,789,595	1,118,735	(410,125)
135							

@80%
 Construction in 5 year plan
 Starts @ 80%
 from reserves
 United Front, \$1.5m 5307

no local debt financing

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT	2
3		3
4		4
5		5
6		6
7		7
8		8
9		9
10		10
11		11
12		12
13		13
14		14
15		15
16		16
17		17
18		18
19		19
20		20
21		21
22		22
23		23
24		24
25	Springfield Station	25
26		26
27		27
28		28
29	Revenue	29
30	Vehicles	30
31		31
32		32
33		33
34	Passenger Boarding Improvements/ Facilities	34
35		35
36		36
37		37
38		38
39		39
40		40
41		41
42		42
43		43
44		44
45		45
46		46
47		47
48		48
49		49
50		50
51		51
52		52
53		53
54		54
55		55
56		56
57		57
58		58
59	Hardware/ Software	59
60		60
61		61
62		62
63		63
64		64
65		65
66		66
67		67
68		68
69		69
70		70
71		71
72	Intelligent Transportation S	72
73		73
74		74
75	Bus-Related Equipment	75
76		76
77		77
78		78
79	Miscellaneous Equipment	79
80		80

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	85,314,510	107
108			108
109			109
110	DEBT SERVICE	800,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		279,100	115
116		-	116
117		345,950	117
118		5,503,370	118
119	GRAND TOTAL Ir	90,817,880	119

Lane Transit
CAPITAL PROJE

Project Category	TOTAL- NEXT FIVE YEARS	
Resource Summary		
Grant funding	25,682,100	3
	-	4
	-	5
	-	6
	7,880,000	7
	1,676,800	8
	2,800,000	9
	13,800,000	10
	4,000,000	11
	3,000,000	12
	-	13
	-	14
	897,300	15
	-	16
	1,775,000	17
	-	18
		19
	225,000	20
	1,170,000	21
		22
	375,080	23
		24
	2,001,900	25
		26
		27
Local funding	803,180	28
	13,897,520	29
	10,834,000	30
		31
	90,817,880	32
		33
	90,817,880	34
	-	35
		36
FUNDING - BRT O		
Federal	10,707,120	38
	7,880,000	39
	13,800,000	40
	897,300	41
	4,000,000	42
	3,000,000	43
Local funding	9,713,710	44
	1,000,000	45
Total	50,998,130	46
	-	47
		48
Funding Sources		
5307 Formula		50
		51
		52
		53
		54
		55
		56
		57
		58
		59
		60
		61
		62
		63
		64
		65
		66
	2,612,180	67
		68
		69
		70
	4,186,900	71
		72
		73
		74
	5,288,820	75
		76
		77
		78
	11,297,300	79
		80
		81
		82
	2,296,900	83
		84
	25,682,100	85
		86

Lane Transit
CAPITAL PROJE

	Project Categories	TOTAL- NEXT FIVE YEARS	
87	5309 Bus	-	87
88	Purchase		88
89			89
90	5309 BRT	7,880,000	90
91			91
92			92
93	STP	-	93
94		-	94
95		-	95
96		375,080	96
97		897,300	97
98		225,000	98
99		1,170,000	99
100		2,667,380	100
101			101
102	STF capital	1,775,000	102
103		2,001,900	103
104		3,776,900	104
105			105
106			106
107	United Front/ New Starts	4,476,800	107
108		13,800,000	108
109		4,000,000	109
110		3,000,000	110
111		25,276,800	111
112			112
113	Proceeds from D	10,834,000	113
114			114
115	TOTAL Outside F	76,117,180	115
116	local from operat	803,180	116
117	local from cash r	13,897,520	117
118	TOTAL ALL RES	90,817,880	118
119		-	119
120			120
127	Capital Reserves		127
128			128
129			129
130	Balance at Begin		130
131	Capital transfer fr	-	131
132	Increase (decreas	(13,897,520)	132
133			133
134	Ending Balance		134
135			135

Changes from LC version: New United Front funding:
 additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related
 BRT Phase II local share = 50%
 04-05 BRT Buses 80% 5307, 20% local debt
 Revenue Buses 04-05, and 05-06 new alt fuel 80% 5307 20% local debt
 Revenue Buses 06-07 new alt fuel 100% debt 5307 eligible

BRT Summary
 BRT Phase I -- \$13.8 million total
 \$1.150 million 5307
 only one corridor cor
 BRT Phase II -- \$15.7 million New St
 Match funded 100%
 BRT Buses (02-03) \$4.0 m total, \$2.5 m
 BRT Buses (05-06) \$5.0 m 5307 @80%
 remaining \$1.0 millic

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories	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
1						
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000
4	Planning - 5307		800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-
6						
7	Buildout - Phase I	1,150,000	10,200,000	2,450,000		
8	Buildout - Phase 2					1,550,000
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
10						
11	BRT Buses		4,000,000	-	-	5,000,000
12	Neighborhood Vehicles	-	-	-	-	-
13						
14	Facility Expansion - Fleet	100,000	1,200,000	400,000		
15						
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
17	Automated Traveler Information System			134,000	1,036,000	169,500
18	AVL/APC	971,200	678,130	-		
19	Radio System Replacement			89,000	1,322,000	
20						
21	Six post hoist		50,000			
22	Sweeper for BRT guideways					
23		3,221,200	17,278,130	5,648,000	10,658,000	14,444,500
24						2,969,500
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000		
26		796,000				
27		1,200,000	2,300,000	3,500,000	-	-
28						
29	Revenue Breeze I buses	1,610,000				
30	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	3,320,000	6,225,000
31	Breeze II buses				-	1,300,000
32		9,855,000	-	-	3,320,000	7,525,000
33						6,225,000
34	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
35	PBI	235,000	200,000	200,000	200,000	200,000
36	Bus Stop Information					
37	Branding					
38	Bike Cages					
39	Thurston Station	300,000	-	-	-	-
40	Fairgrounds Park & Ride	-	-	-	-	-
41	Gateway Station	25,000	-	-	-	-
42	River Road Station					
43	UO Station Enhancements					
44	Eugene Station Improvements	50,000				
45	Springfield Station Park & Ride				250,000	
46	Glenwood Park & Ride					
47	Coburg Park & Ride					
48	Satellite Land Acquisition	-	900,000			
49	RideSource Facility	170,000	1,978,160			
50	LCC Bus Only Lane					
51	Bridge to Autzen					
52	Building Security Systems		80,000			
53	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
54	Video Surveillance Glenwood Facility					
55	Office Space Planning					
56	Glenwood Facilities Expansion					
57		980,000	3,203,160	225,000	475,000	225,000
58						200,000
59	Hardware/Software Financial System Software	200,000				
60	Hastus	70,000	-			
61	Midas	100,000				
62	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
63	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
64	Internet Connection		56,420			
65	Laptop PC's		6,300			
66	Graphics Workstations		10,800			
67	Wireless Network expansion		26,200			
68	HR Software Upgrade				100,000	
69	Fleet Software replacement					50,000
70		475,500	230,220	130,500	230,500	180,500
71						130,500
72	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
73		-	-	200,000	200,000	200,000
74						
75	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
76	Bus Seat Charge for Bike Capacity					
77		130,000	130,000	-	135,000	140,000
78						
79	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
80	Copiers			82,000		

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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
81	Board Room Projector Screen	5,300					
82	Graphics Plotter	-					
83	BRT Presentation Equipment	10,000					
84		53,300	40,000	122,000	40,000	40,000	40,000
85							
86	Communications Telephone Equipment	20,000	-	-	120,000	-	-
87		20,000	-	-	120,000	-	-
88							
89	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
90	Miscellaneous Tools for Facilities	10,000	10,000				
91		22,800	40,000	15,000	15,000	15,000	15,000
92							
93	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
94	Marketing pickup w/ liftgate	-	-	-	-	-	-
95		-	40,000	40,000	20,000	50,000	70,000
96							
97	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
98	and projects STF projects	110,500					
99		1,044,250	431,000	450,000	450,000	450,000	450,000
100							
101	Commuter Solutions	209,000	209,000	209,000			
102		209,000	209,000	209,000	-	-	-
103							
104	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
105		335,000	360,000	325,000	315,000	320,000	320,000
106							
107	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	10,864,500	15,978,500	23,590,000	10,620,000
108							
109							
110	DEBT SERVICE Debt issuance costs	200,000	-	-	300,000	300,000	200,000
111	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
112	Debt Service on FY02-03 issue - buses						
113	Debt Service on FY03-04 issue - buses						
114	Debt Service on FY04-05 issue - buses					186,900	186,900
115	Debt Service on FY05-06 issue - buses						279,100
116	Debt Service on FY06-07 issue - buses						
117	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
118		200,000	69,190	995,320	1,295,320	1,482,220	1,661,320
119	GRAND TOTAL Including debt service	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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	
Resource Summary								
3	Grant funding 5307	2,319,720	2,612,180	4,186,900	5,288,820	11,297,300	2,296,900	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
9	United Front - Springfield Station	-	-	2,800,000	-	-	-	
10	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	775,000	
11	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
12	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
14	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
15	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
16	STP RideSource EA	152,540	-	-	-	-	-	
17	STP RideSource	-	1,775,000	-	-	-	-	
18	STP RideSource Secondary	-	-	-	-	-	-	
20	STP Springfield Station Park & Ride	-	-	-	225,000	-	-	
21	STP Breeze II	-	-	-	-	1,170,000	-	
23	STP - TDM	187,540	187,540	187,540	-	-	-	
25	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
28	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
29	Local - from cash reserves	2,286,850	4,729,600	3,016,060	4,397,140	4,935,860	1,993,860	
30	Local - from debt issuance	8,445,000	900,000	-	964,000	2,545,000	6,425,000	
32	Total	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
34	From above	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320	
37	FUNDING - BRT Only							
38	Federal 5307	856,960	1,840,000	2,600,000	851,520	4,640,000	775,600	
39	5309 BRT	920,000	7,880,000	-	-	-	-	
40	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	775,000	
41	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
42	BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100	
43	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-	
44	Local funding Local - from cash reserves	1,233,370	3,716,170	1,915,140	3,920,620	4,194,440	1,142,340	
45	Local - from debt financing	-	-	-	-	1,000,000	-	
46	Total	3,221,200	17,278,130	5,648,000	10,658,000	14,444,500	2,969,500	
49	Funding Sources							
50	5307 Formula Fed FY2000 apportionment	2,205,976	-	-	-	-	-	
51	less X090	(255,182)	-	-	-	-	-	
52	less X094	(1,760,177)	-	-	-	-	-	
53	Remaining on FY2000	190,617	-	-	-	-	-	
54	X079 available at 6/30/01	42,400	-	-	-	-	-	
55	Existing 5307 PBI at 6/30/01	45,600	-	-	-	-	-	
56	X090 available at 6/30/01	262,400	-	-	-	-	-	
57	X094 available at 6/30/01	268,000	-	-	-	-	-	
58	X094 Bus Purchase	574,360	-	-	-	-	-	
59	Federal 00-01 apportionment	2,335,722	-	-	-	-	-	
60	Total 5307 available at 07/01/01	3,719,099	-	-	-	-	-	
62	Federal 01-02 apportionment	2,335,722	-	-	-	-	-	
63	Applied in FY 01-02	(2,365,320)	-	-	-	-	-	
64	Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-	-	
66	Federal 02-03 apportionment	-	2,500,000	-	-	-	-	
67	Applied in FY 02-03	-	(2,612,180)	-	-	-	-	
68	Total 5307 available at 07/01/03	-	3,577,321	3,577,321	-	-	-	
70	Federal 03-04 apportionment	-	-	4,600,000	-	-	-	
71	Applied in FY 03-04	-	-	(4,186,900)	-	-	-	
72	Total 5307 available at 07/01/04	-	-	3,990,421	3,990,421	-	-	
74	Federal 04-05 apportionment	-	-	-	4,800,000	-	-	
75	Applied in FY 04-05	-	-	-	(5,288,820)	-	-	
76	Total 5307 available at 07/01/05	-	-	-	3,501,601	3,501,601	-	
78	Federal 05-06 apportionment	-	-	-	-	5,000,000	-	
79	Applied in FY 05-06	-	-	-	-	(11,297,300)	-	
80	Total 5307 available at 07/01/06	-	-	-	-	(2,795,699)	(2,795,699)	
82	Federal 06-07 apportionment	-	-	-	-	-	5,200,000	
83	Applied in FY 06-07	-	-	-	-	-	(2,296,900)	
84	Total 5307 available at 07/01/07	-	-	-	-	-	107,401	

Lane Transit District

CAPITAL PROJECTS SUMMARY - changes as noted (Version 3)

Project Categories		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
87	5309 Bus 0087 Bus Purchase	990,310					
88	Purchase						
89							
90	5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91							
92							
93	STP X090 Springfield Station available at 6/30/01	714,250					
94	X090 PBI available at 6/30/01	-					
95	X094 TDM available at 6/30/01	148,950					
96	Commuter Solutions	38,590	187,540	187,540			
97	BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98	STP Springfield Station P & R				225,000	-	-
99	STP Breeze II	-	-	-	-	1,170,000	-
100		1,112,660	367,000	367,000	404,460	1,349,460	179,460
101							
102	STF capital RideSource Facility	152,540	1,775,000				
103	Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104		1,089,540	2,161,740	403,790	403,790	403,790	403,790
105							
106							
107	United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108	New Starts BRT Phase II	-	-	775,000	3,300,000	3,775,000	775,000
109	BRT technology projects		662,500	178,400	2,406,400	655,600	97,100
110	Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
111		323,200	5,339,300	3,753,400	5,706,400	4,430,600	872,100
112							
113	Proceeds from Debt Financing	8,445,000	900,000	-	964,000	2,545,000	6,425,000
114							
115	TOTAL Outside Revenues and Resources	15,246,030	19,260,220	8,711,090	12,767,470	20,026,150	10,177,250
116	local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117	local from cash reserves	2,286,850	4,729,600	3,016,060	4,397,140	4,935,860	1,993,860
118	TOTAL ALL RESOURCES	17,746,050	24,330,700	11,859,820	17,273,820	25,072,220	12,281,320
119							
120							
127	Capital Reserves						
128							
129							
130	Balance at Beginning of Year	15,774,245	13,487,395	8,757,795	5,741,735	1,344,595	(3,591,265)
131	Capital transfer from General Fund	-	-	-	-	-	-
132	Increase (decrease) for period	(2,286,850)	(4,729,600)	(3,016,060)	(4,397,140)	(4,935,860)	(1,993,860)
133							
134	Ending Balance	13,487,395	8,757,795	5,741,735	1,344,595	(3,591,265)	(5,585,125)
135							

@80%
 Construction in 5 year plan
 Starts @50%
 from reserves
 United Front, \$1.5m 5307

no local debt financing

**Lane Transit
 CAPITAL PROJE**

Project Category	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT	1,000,000
3		250,000
4		4,000,000
5		-
6		12,650,000
7		1,550,000
8		15,700,000
9		9,000,000
10		12
11		13
12		14
13		15
14		1,600,000
15		16
16		1,600,000
17		1,509,000
18		678,130
19		1,411,000
20		20
21		50,000
22		-
23		50,998,130
24		24
25	Springfield Station	5,800,000
26		-
27		5,800,000
28		28
29	Revenue	29
30	Vehicles	15,770,000
31		1,300,000
32		17,070,000
33		33
34	Passenger Boarding Improvements/Facilities	-
35		1,000,000
36		-
37		-
38		-
39		-
40		-
41		-
42		-
43		-
44		-
45		250,000
46		-
47		-
48		900,000
49		1,978,160
50		-
51		-
52		80,000
53		120,000
54		-
55		-
56		-
57		4,328,160
58		58
59	Hardware/Software	-
60		-
61		-
62		427,500
63		225,000
64		56,420
65		6,300
66		10,800
67		26,200
68		100,000
69		50,000
70		902,220
71		71
72	Intelligent Transportation S	800,000
73		800,000
74		74
75	Bus-Related Equipment	405,000
76		-
77		405,000
78		78
79	Miscellaneous Equipment	200,000
80		82,000

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
81		-	81
82		-	82
83		-	83
84		282,000	84
85			85
86	Communications	120,000	86
87		120,000	87
88			88
89	Shop Equipment	90,000	89
90		10,000	90
91		100,000	91
92			92
93	Support Vehicles	220,000	93
94		-	94
95		220,000	95
96			96
97	STF vehicles and projects	2,231,000	97
98		-	98
99		2,231,000	99
100			100
101	Commuter Soluti	418,000	101
102		418,000	102
103			103
104	Engine Kits/Misc.	1,640,000	104
105		1,640,000	105
106			106
107	TOTAL PROJECT	85,314,510	107
108			108
109			109
110	DEBT SERVICE	800,000	110
111		3,704,520	111
112		-	112
113		-	113
114		373,800	114
115		279,100	115
116		-	116
117		345,950	117
118		5,503,370	118
119	GRAND TOTAL Ir	90,817,880	119

Lane Transit
CAPITAL PROJE

	Project Category	TOTAL- NEXT FIVE YEARS	
1	Resource Summary		1
2			2
3	Grant funding	25,682,100	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		8,625,000	10
11		4,000,000	11
12		3,000,000	12
13			13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		19,072,520	29
30		10,834,000	30
31			31
32		90,817,880	32
33			33
34		90,817,880	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	10,707,120	38
39		7,880,000	39
40		8,625,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	14,888,710	44
45		1,000,000	45
46	Total	50,998,130	46
47		-	47
48			48
49	Funding Sources		49
50	5307 Formula		50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67		2,612,180	67
68			68
69			69
70			70
71		4,186,900	71
72			72
73			73
74			74
75		5,288,820	75
76			76
77			77
78			78
79		11,297,300	79
80			80
81			81
82			82
83		2,296,900	83
84			84
85		25,682,100	85
86			86

Lane Transit
CAPITAL PROJE

	Project Categories	TOTAL- NEXT FIVE YEARS	
87	5309 Bus	-	87
88	Purchase		88
89			89
90	5309 BRT	7,880,000	90
91			91
92			92
93	STP	-	93
94		-	94
95		-	95
96		375,080	96
97		897,300	97
98		225,000	98
99		1,170,000	99
100		2,667,380	100
101			101
102	STF capital	1,775,000	102
103		2,001,900	103
104		3,776,900	104
105			105
106			106
107	United Front/ New Starts	4,476,800	107
108		8,625,000	108
109		4,000,000	109
110		3,000,000	110
111		20,101,800	111
112			112
113	Proceeds from D	10,834,000	113
114			114
115	TOTAL Outside F	70,942,180	115
116	local from operat	803,180	116
117	local from cash r	19,072,520	117
118	TOTAL ALL RES	90,817,880	118
119		-	119
120			120
127	Capital Reserves		127
128			128
129			129
130	Balance at Begin		130
131	Capital transfer fr	-	131
132	Increase (decreas	(19,072,520)	132
133			133
134	Ending Balance		134
135			135

Changes from LC version:
 New United Front funding: additional \$2.8 million for Springfield Station
 \$4.0 million for BRT technology projects
 \$3.0 million for bus, facilities related to bus, & bus related

Maximize use of 5307 funds on BRT
 Change Spfld P& R to \$250,000
 Change Fleet parking to local funding

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	1,150,000			
8	Buildout - Phase 2						
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses		4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000			
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System			134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-			
19	Radio System Replacement			89,000	1,322,000		
20							
21	Six post hoist		50,000				
22	Sweeper for BRT guideways			-			
23		3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	3,500,000			
26		796,000					
27		1,200,000	2,300,000	3,500,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000					
30							
31	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000	3,225,000
32	Breeze II buses				-	1,300,000	-
33		9,855,000	-	-	1,720,000	4,525,000	3,225,000
34							
35	Passenger Boarding Shuttle Shelters	200,000					
36	PBI	235,000	200,000	200,000	200,000	200,000	200,000
37	Improvements/Facilities Bus Stop Information						
38	Branding						
39	Bike Cages						
40	Thurston Station	300,000	-	-	-	-	-
41	Fairgrounds Park & Ride	-	-	-	-	-	-
42	Gateway Station	25,000	-	-	-	-	-
43	River Road Station	-	-	-	-	-	-
44	UO Station Enhancements	-	-	-	-	-	-
45	Eugene Station Improvements	50,000					
46	Springfield Station Park & Ride				250,000		
47	Glenwood Park & Ride						
48	Coburg Park & Ride						
49	Satellite Land Acquisition	-	900,000				
50	RideSource Facility	170,000	1,978,160				
51	LCC Bus Only Lane						
52	Bridge to Autzen						
53	Building Security Systems		80,000				
54	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000	
55	Video Surveillance Glenwood Facility						
56	Office Space Planning						
57	Glenwood Facilities Expansion						
58		980,000	3,203,160	225,000	475,000	225,000	200,000
59							
60	Hardware/Software Financial System Software	200,000					
61	Hastus	70,000					
62	Midas	100,000					
63	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
64	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
65	Internet Connection		56,420				
66	Laptop PC's		6,300				
67	Graphics Workstations		10,800				
68	Wireless Network expansion		26,200				
69	HR Software Upgrade				100,000		
70	Fleet Software replacement					50,000	
71		475,500	230,220	130,500	230,500	180,500	130,500
72							
73	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
74		-	-	200,000	200,000	200,000	200,000
75							
76	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
77	Bus Seat Charge for Bike Capacity						
78		130,000	130,000	-	135,000	140,000	-

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories		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
79							
80	Miscellaneous Equipment	38,000	40,000	40,000	40,000	40,000	40,000
81	Miscellaneous Office Equipment						
82	Copiers			82,000			
83	Board Room Projector Screen	5,300					
84	Graphics Plotter	-					
85	BRT Presentation Equipment	10,000					
86		53,300	40,000	122,000	40,000	40,000	40,000
87	Communications	20,000	-	-	120,000	-	-
88	Telephone Equipment	20,000	-	-	120,000	-	-
89							
90	Shop Equipment	12,800	30,000	15,000	15,000	15,000	15,000
91	Shop Equipment Replacement						
92	Miscellaneous Tools for Facilities	10,000	10,000				
93		22,800	40,000	15,000	15,000	15,000	15,000
94	Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
95	Support Vehicles						
96	Marketing pickup w/ liftgate	-	-	-	-	-	-
97		-	40,000	40,000	20,000	50,000	70,000
98	STF vehicles and projects	933,750	431,000	450,000	450,000	450,000	450,000
99	STF Vehicles	110,500					
100	STF projects	1,044,250	431,000	450,000	450,000	450,000	450,000
101							
102	Commuter Solutions	209,000	209,000	209,000	-	-	-
103		209,000	209,000	209,000	-	-	-
104							
105	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
106		335,000	360,000	325,000	315,000	320,000	320,000
107							
108	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	9,564,500	14,378,500	20,590,000	6,070,000
109							
110							
111	DEBT SERVICE	200,000	-	-	-	-	-
112	Debt issuance costs						
113	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
114	Debt Service on FY02-03 issue - buses						
115	Debt Service on FY03-04 issue - buses						
116	Debt Service on FY04-05 issue - buses						
117	Debt Service on FY05-06 issue - buses						109,670
118	Debt Service on FY06-07 issue - buses						-
119	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
120	GRAND TOTAL Including debt service	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories	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
Resource Summary						
Grant funding 5307	2,319,720	2,612,180	3,766,900	6,648,820	11,917,300	4,964,640
Existing 5307 PBI	45,600	-	-	-	-	-
5309 Bus Replacement	990,310	-	-	-	-	-
5309 BRT	920,000	7,880,000	-	-	-	-
5309 Spfld Station	323,200	1,676,800	-	-	-	-
United Front - Springfield Station	-	-	2,800,000	-	-	-
New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	-
BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100
Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
STP Spfld St Prop Acq	714,250	-	-	-	-	-
STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460
STP RideSource EA	152,540	-	-	-	-	-
STP RideSource	-	1,775,000	-	-	-	-
STP RideSource Secondary	-	-	-	-	-	-
STP Springfield Station Park & Ride	-	-	-	225,000	-	-
STP Breeze II	-	-	-	-	1,170,000	-
STP - TDM	187,540	187,540	187,540	-	-	-
STF Capital	937,000	386,740	403,790	403,790	403,790	403,790
Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210
Local - from cash reserves	2,286,850	4,729,600	2,136,060	2,101,140	2,373,960	1,419,790
Local - from debt issuance	8,445,000	900,000	-	-	1,000,000	-
Total	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990
From above	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990
	-	-	-	-	-	-
FUNDING - BRT Only						
Federal 5307	856,960	1,840,000	2,180,000	3,491,520	7,660,000	775,600
5309 BRT	920,000	7,880,000	-	-	-	-
New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	-
STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460
BRT technology projects	-	662,500	178,400	2,406,400	655,600	97,100
Bus, fleet expansion, and bus related	-	3,000,000	-	-	-	-
Local funding Local - from cash reserves	1,233,370	3,716,170	1,035,140	1,280,620	1,174,440	367,340
Local - from debt financing	-	-	-	-	1,000,000	-
Total	3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
	-	-	-	-	-	-
Funding Sources						
5307 Formula Fed FY2000 apportionment	2,205,976	-	-	-	-	-
less X090	(255,182)	-	-	-	-	-
less X094	(1,760,177)	-	-	-	-	-
Remaining on FY2000	190,617	-	-	-	-	-
X079 available at 6/30/01	42,400	-	-	-	-	-
Existing 5307 PBI at 6/30/01	45,600	-	-	-	-	-
X090 available at 6/30/01	262,400	-	-	-	-	-
X094 available at 6/30/01	268,000	-	-	-	-	-
X094 Bus Purchase	574,360	-	-	-	-	-
Federal 00-01 apportionment	2,335,722	-	-	-	-	-
Total 5307 available at 07/01/01	3,719,099	-	-	-	-	-
Federal 01-02 apportionment	2,335,722	-	-	-	-	-
Applied in FY 01-02	(2,365,320)	-	-	-	-	-
Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-	-
Federal 02-03 apportionment	-	2,500,000	-	-	-	-
Applied in FY 02-03	-	(2,612,180)	-	-	-	-
Total 5307 available at 07/01/03	-	3,577,321	3,577,321	-	-	-
Federal 03-04 apportionment	-	-	4,600,000	-	-	-
Applied in FY 03-04	-	-	(3,766,900)	-	-	-
Total 5307 available at 07/01/04	-	-	4,410,421	4,410,421	-	-
Federal 04-05 apportionment	-	-	-	4,800,000	-	-
Applied in FY 04-05	-	-	-	(6,648,820)	-	-
Total 5307 available at 07/01/05	-	-	-	2,561,601	2,561,601	-
Federal 05-06 apportionment	-	-	-	-	5,000,000	-
Applied in FY 05-06	-	-	-	-	(11,917,300)	-
Total 5307 available at 07/01/06	-	-	-	-	(4,355,699)	(4,355,699)
Federal 06-07 apportionment	-	-	-	-	-	5,200,000
Applied in FY 06-07	-	-	-	-	-	(4,964,640)

Lane Transit District
CAPITAL PROJECTS SUMMARY - changes as noted (Version 2)

Project Categories	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
84 Total 5307 available at 07/01/07						(4,120,339)
85						
86						
87 5309 Bus 0087 Bus Purchase	990,310					
88 Purchase						
89						
90 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
91						
92						
93 STP X090 Springfield Station available at 6/30/01	714,250					
94 X090 PBI available at 6/30/01	-					
95 X094 TDM available at 6/30/01	148,950					
96 Commuter Solutions	38,590	187,540	187,540			
97 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
98 STP Springfield Station P & R				225,000		
99 STP Breeze II					1,170,000	
100	1,112,660	367,000	367,000	404,460	1,349,460	179,460
101						
102 STF capital RideSource Facility	152,540	1,775,000				
103 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
104	1,089,540	2,161,740	403,790	403,790	403,790	403,790
105						
106						
107 United Front/ Springfield Station	323,200	1,676,800	2,800,000			
108 New Starts BRT Phase II	-	-	775,000	3,300,000	3,775,000	-
109 BRT technology projects			178,400	2,406,400	655,600	97,100
110 Bus, fleet expansion, and bus related						
111	323,200	5,339,300	3,753,400	5,706,400	4,430,600	97,100
112						
113 Proceeds from Debt Financing	8,445,000	900,000	-	-	1,000,000	-
114						
115 TOTAL Outside Revenues and Resources	15,246,030	19,260,220	8,291,090	13,163,470	19,101,150	5,644,990
116 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117 local from cash reserves	2,286,850	4,729,600	2,136,060	2,101,140	2,373,960	1,419,790
118 TOTAL ALL RESOURCES	17,746,050	24,330,700	10,559,820	15,373,820	21,585,320	7,174,990
119						
120						
121						
122 Capital Reserves						
123						
124						
125						
126						
127						
128						
129 Balance at Beginning of Year	15,328,600	13,041,750	8,312,150	6,176,090	4,074,950	1,700,990
130						
131 Capital transfer from General Fund	-	-	-	-	-	-
132 Increase (decrease) for period	(2,286,850)	(4,729,600)	(2,136,060)	(2,101,140)	(2,373,960)	(1,419,790)
133						
134 Ending Balance	13,041,750	8,312,150	6,176,090	4,074,950	1,700,990	281,200
135						

**Lane Transit
CAPITAL PROJE**

Project Categorie	TOTAL- NEXT FIVE YEARS	
1		1
2 BRT	1,000,000	2
3	250,000	3
4	4,000,000	4
5	-	5
6		6
7	11,350,000	7
8	-	8
9	15,700,000	9
10		10
11	9,000,000	11
12		12
13		13
14	1,600,000	14
15		15
16	1,600,000	16
17	1,509,000	17
18	678,130	18
19	1,411,000	19
20		20
21	50,000	21
22	-	22
23	48,148,130	23
24		24
25 Springfield	5,800,000	25
26 Station	-	26
27	5,800,000	27
28		28
29 Revenue		29
30		30
31 Vehicles	8,170,000	31
32	1,300,000	32
33	9,470,000	33
34		34
35 Passenger	-	35
36 Boarding	1,000,000	36
37 Improvements/ 38 Facilities	-	37 38
39	-	39
40	-	40
41	-	41
42	-	42
43	-	43
44	-	44
45	-	45
46	250,000	46
47	-	47
48	-	48
49	900,000	49
50	1,978,160	50
51	-	51
52	-	52
53	80,000	53
54	120,000	54
55	-	55
56	-	56
57	-	57
58	4,328,160	58
59		59
60 Hardware/ 61 Software	-	60 61
62	-	62
63	427,500	63
64	225,000	64
65	56,420	65
66	6,300	66
67	10,800	67
68	26,200	68
69	100,000	69
70	50,000	70
71	902,220	71
72		72
73 Intelligent 74 Transportation S	800,000	73 74
75		75
76 Bus-Related 77 Equipment	405,000	76 77
78	405,000	78

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
79			79
80	Miscellaneous	200,000	80
81	Equipment	82,000	81
82		-	82
83		-	83
84		-	84
85		282,000	85
86			86
87	Communications	120,000	87
88		120,000	88
89			89
90	Shop Equipment	90,000	90
91		10,000	91
92		100,000	92
93			93
94	Support Vehicles	220,000	94
95		-	95
96		220,000	96
97			97
98	STF vehicles	2,231,000	98
99	and projects	-	99
100		2,231,000	100
101			101
102	Commuter Soluti	418,000	102
103		418,000	103
104			104
105	Engine Kits/Misc.	1,640,000	105
106		1,640,000	106
107			107
108	TOTAL PROJECT	74,864,510	108
109			109
110			110
111	DEBT SERVICE	-	111
112		3,704,520	112
113		-	113
114		-	114
115		-	115
116		109,670	116
117		-	117
118		345,950	118
119		4,160,140	119
120	GRAND TOTAL Ir	79,024,650	120

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
1	Resource Summ:		1
2			2
3	Grant funding	29,909,840	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9		2,800,000	9
10		7,850,000	10
11		4,000,000	11
12		3,000,000	12
13			13
14		-	14
15		897,300	15
16		-	16
17		1,775,000	17
18		-	18
19			19
20		225,000	20
21		1,170,000	21
22			22
23		375,080	23
24			24
25		2,001,900	25
26			26
27			27
28	Local funding	803,180	28
29		12,760,550	29
30		1,900,000	30
31			31
32		79,024,650	32
33			33
34		79,024,650	34
35		-	35
36			36
37	FUNDING - BRT O		37
38	Federal	15,947,120	38
39		7,880,000	39
40		7,850,000	40
41		897,300	41
42		4,000,000	42
43		3,000,000	43
44	Local funding	7,573,710	44
45		1,000,000	45
46	Total	48,148,130	46
47		-	47
48			48
49	Funding Sources		49
50	5307 Formula		50
51			51
52			52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67		2,612,180	67
68			68
69			69
70			70
71		3,766,900	71
72			72
73			73
74			74
75		6,648,820	75
76			76
77			77
78			78
79		11,917,300	79
80			80
81			81
82			82
83		4,964,640	83

Lane Transit
CAPITAL PROJE

	TOTAL- NEXT FIVE YEARS	
84		84
85	29,909,840	85
86		86
87	5309 Bus -	87
88	Purchase	88
89		89
90	5309 BRT 7,880,000	90
91		91
92		92
93	STP -	93
94	-	94
95	-	95
96	375,080	96
97	897,300	97
98	225,000	98
99	1,170,000	99
100	2,667,380	100
101		101
102	STF capital 1,775,000	102
103	2,001,900	103
104	3,776,900	104
105		105
106		106
107	United Front/ 4,476,800	107
108	New Starts 7,850,000	108
109	3,337,500	109
110	-	110
111	15,664,300	111
112		112
113	Proceeds from D 1,900,000	113
114		114
115	TOTAL Outside R 65,460,920	115
116	local from operat 803,180	116
117	local from cash r 12,760,550	117
118	TOTAL ALL RESC 79,024,650	118
119	-	119
120		120
127	Capital Reserves	127
128		128
129		129
130	Balance at Begin	130
131	Capital transfer fr -	131
132	Increase (decreas (12,760,550)	132
133		133
134	Ending Balance	134
135		135

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories		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
1							
2	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000	200,000
3	Planning - local funding	765,000	-	25,000	50,000	75,000	100,000
4	Planning - 5307		800,000	800,000	800,000	800,000	800,000
5	Right of Way Acquisition	-	-	-	-	-	-
6							
7	Buildout - Phase I	1,150,000	10,200,000	1,150,000			
8	Buildout - Phase 2			-	-	-	-
9	Buildout - Phase 2			1,550,000	6,600,000	7,550,000	-
10							
11	BRT Buses		4,000,000	-	-	5,000,000	-
12	Neighborhood Vehicles (amt moved/changed)	-	-	-	-	-	-
13							
14	Facility Expansion - Fleet	100,000	1,200,000	400,000			
15							
16	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000	150,000
17	Automated Traveler Information System			134,000	1,036,000	169,500	169,500
18	AVL/APC	971,200	678,130	-			
19	Radio System Replacement			89,000	1,322,000		
20							
21	Six post hoist		50,000				
22	Sweeper for BRT guideways			-			
23		3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500
24							
25	Springfield Station Springfield Station	404,000	2,300,000	296,000			
26		796,000					
27		1,200,000	2,300,000	296,000	-	-	-
28							
29	Revenue Breeze I buses	1,610,000					
30							
31	Vehicles Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000	3,225,000
32	Breeze II buses				-	1,300,000	-
33		9,855,000	-	-	1,720,000	4,525,000	3,225,000
34							
35	Passenger Boarding Improvements/ Facilities Shuttle Shelters	200,000					
36	PBI	235,000	200,000	200,000	200,000	200,000	200,000
37	Bus Stop Information			-			
38	Branding						
39	Bike Cages		-				
40	Thurston Station	300,000		-	-		
41	Fairgrounds Park & Ride	-	-				
42	Gateway Station	25,000					
43	River Road Station						
44	UC Station Enhancements						
45	Eugene Station Improvements	50,000					
46	Springfield Station Park & Ride				500,000		
47	Glenwood Park & Ride						
48	Coburg Park & Ride						
49	Satellite Land Acquisition	-	900,000				
50	RideSource Facility	170,000	1,978,160				
51	LCC Bus Only Lane						
52	Bridge to Autzen						
53	Building Security Systems		80,000				
54	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000	
55	Video Surveillance Glenwood Facility						
56	Office Space Planning						
57	Glenwood Facilities Expansion						
58		980,000	3,203,160	225,000	725,000	225,000	200,000
59							
60	Hardware/ Software Financial System Software	200,000					
61	Hastus	70,000					
62	Midas	100,000					
63	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500
64	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000
65	Internet Connection		56,420				
66	Laptop PC's		6,300				
67	Graphics Workstations		10,800				
68	Wireless Network expansion		26,200				
69	HR Software Upgrade				100,000		
70	Fleet Software replacement					50,000	
71		475,500	230,220	130,500	230,500	180,500	130,500
72							
73	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000
74		-	-	200,000	200,000	200,000	200,000
75							
76	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-
77	Bus Seat Charge for Bike Capacity						
78		130,000	130,000	-	135,000	140,000	-
79							
80	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
81	Copiers			82,000			
82	Board Room Projector Screen	5,300					

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories		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
83	Graphics Plotter	-					
84	BRT Presentation Equipment	10,000					
85		53,300	40,000	122,000	40,000	40,000	40,000
86							
87	Communications Telephone Equipment	20,000	-	-	120,000	-	-
88		20,000	-	-	120,000	-	-
89							
90	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
91	Miscellaneous Tools for Facilities	10,000	10,000				
92		22,800	40,000	15,000	15,000	15,000	15,000
93							
94	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000	70,000
95	Marketing pickup w/ liftgate		-	-			
96		-	40,000	40,000	20,000	50,000	70,000
97							
98	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
99	and projects STF projects	110,500					
100		1,044,250	431,000	450,000	450,000	450,000	450,000
101							
102	Commuter Solutions	209,000	209,000	209,000			
103		209,000	209,000	209,000	-	-	-
104							
105	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000	320,000
106		335,000	360,000	325,000	315,000	320,000	320,000
107							
108	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	6,360,500	14,628,500	20,590,000	6,070,000
109							
110							
111	DEBT SERVICE Debt issuance costs	200,000	200,000	-	-	300,000	-
112	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130	926,130
113	Debt Service on FY02-03 issue - buses				460,600	460,600	460,600
114	Debt Service on FY03-04 issue - buses				-	-	-
115	Debt Service on FY04-05 issue - buses					-	-
116	Debt Service on FY05-06 issue - buses						581,230
117	Debt Service on FY06-07 issue - buses						-
118	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190	69,190
119		200,000	269,190	995,320	1,455,920	1,755,920	2,037,150
120	GRAND TOTAL Including debt service	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories		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	
Resource Summary								
3	Grant funding 5307	2,319,720	3,074,680	2,725,300	6,572,180	5,921,380	5,830,360	
4	Existing 5307 PBI	45,600	-	-	-	-	-	
6	5309 Bus Replacement	990,310	-	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	-	
8	5309 Spfld Station	323,200	1,676,800	-	-	-	-	
10	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	-	
12	STP Spfld St Prop Acq	714,250	-	-	-	-	-	
13	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
14	STP RideSource EA	152,540	-	-	-	-	-	
15	STP RideSource	-	1,775,000	-	-	-	-	
16	STP RideSource Secondary	-	-	-	-	-	-	
18	STP Springfield Station Park & Ride	-	-	-	450,000	-	-	
19	STP Breeze II	-	-	-	-	1,170,000	-	
21	STP - TDM	187,540	187,540	187,540	-	-	-	
23	STF Capital	937,000	386,740	403,790	403,790	403,790	403,790	
26	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	110,210	
27	Local - from cash reserves	2,286,850	3,929,600	2,952,060	5,069,780	5,486,080	1,583,330	
28	Local - from debt issuance	8,445,000	5,100,000	-	-	5,300,000	-	
32	Total	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150	
34	From above	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920	8,107,150	
38	FUNDING - BRT Only							
39	Federal 5307	856,960	2,302,500	1,138,400	3,046,400	1,295,600	895,600	
40	5309 BRT	920,000	7,880,000	-	-	-	-	
41	New Starts - Next Phase BRT	-	-	775,000	3,300,000	3,775,000	-	
43	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	179,460	
44	Local funding Local - from cash reserves	1,233,370	2,916,170	2,255,140	4,132,140	4,194,440	344,440	
45	Local - from debt financing	-	4,000,000	-	-	5,000,000	-	
46	Total	3,221,200	17,278,130	4,348,000	10,658,000	14,444,500	1,419,500	
48	Funding Sources							
52	5307 Formula Fed FY2000 apportionment	2,205,976	-	-	-	-	-	
53	less X090	(255,182)	-	-	-	-	-	
54	less X094	(1,760,177)	-	-	-	-	-	
55	Remaining on FY2000	190,617	-	-	-	-	-	
56	X079 available at 6/30/01	42,400	-	-	-	-	-	
57	Existing 5307 PBI at 6/30/01	45,600	-	-	-	-	-	
58	X090 available at 6/30/01	262,400	-	-	-	-	-	
59	X094 available at 6/30/01	268,000	-	-	-	-	-	
60	X094 Bus Purchase	574,360	-	-	-	-	-	
61	Federal 00-01 apportionment	2,335,722	-	-	-	-	-	
62	Total 5307 available at 07/01/01	3,719,099	-	-	-	-	-	
64	Federal 01-02 apportionment	2,335,722	-	-	-	-	-	
65	Applied in FY 01-02	(2,365,320)	-	-	-	-	-	
66	Total 5307 available at 07/01/02	3,689,501	3,689,501	-	-	-	-	
68	Federal 02-03 apportionment	-	2,500,000	-	-	-	-	
69	Applied in FY 02-03	-	(3,074,680)	-	-	-	-	
70	Total 5307 available at 07/01/03	-	3,114,821	3,114,821	-	-	-	
72	Federal 03-04 apportionment	-	-	4,600,000	-	-	-	
73	Applied in FY 03-04	-	-	(2,725,300)	-	-	-	
74	Total 5307 available at 07/01/04	-	-	4,989,521	4,989,521	-	-	
76	Federal 04-05 apportionment	-	-	-	4,800,000	-	-	
77	Applied in FY 04-05	-	-	-	(6,572,180)	-	-	
78	Total 5307 available at 07/01/05	-	-	-	3,217,341	3,217,341	-	
80	Federal 05-06 apportionment	-	-	-	-	5,000,000	-	
81	Applied in FY 05-06	-	-	-	-	(5,921,380)	-	
82	Total 5307 available at 07/01/06	-	-	-	-	2,295,961	2,295,961	
84	Federal 06-07 apportionment	-	-	-	-	-	5,200,000	
85	Applied in FY 06-07	-	-	-	-	-	(5,830,360)	

Lane Transit District
CAPITAL PROJECTS SUMMARY - version from LC mtg

Project Categories	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
86 Total 5307 available at 07/01/07						1,665,601
87						
88						
89 5309 Bus 0087 Bus Purchase	990,310					
90 Purchase						
91						
92 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-			
93						
94						
95 STP X090 Springfield Station available at 6/30/01	714,250					
96 X090 PBI available at 6/30/01	-					
97 X094 TDM available at 6/30/01	148,950					
98 Commuter Solutions	38,590	187,540	187,540			
99 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460	179,460
100 STP Springfield Station P & R				450,000		
101 STP Breeze II					1,170,000	
102	1,112,660	367,000	367,000	629,460	1,349,460	179,460
103						
104 STF capital RideSource Facility	152,540	1,775,000				
105 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790	403,790
106	1,089,540	2,161,740	403,790	403,790	403,790	403,790
107						
108						
109 New 5309 Springfield Station	323,200	1,676,800	-			
110 BRT Phase II	-	-	775,000	3,300,000	3,775,000	-
111	323,200	1,676,800	775,000	3,300,000	3,775,000	-
112						
113 Proceeds from Debt Financing	8,445,000	5,100,000	-	-	5,300,000	-
114						
115 TOTAL	15,246,030	20,260,220	4,271,090	10,905,430	16,749,630	6,413,610
116 local from operations	213,170	340,880	132,670	109,210	110,210	110,210
117 local from cash reserves	2,286,850	3,929,600	2,952,060	5,069,780	5,486,080	1,583,330
118 Total sources	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	<u>8,107,150</u>
119	-	-	-	-	-	-
120						
125						
126						
127 Capital Reserves						
128						
129						
130 Balance at Beginning of Year	15,328,600	13,041,750	9,112,150	6,160,090	1,090,310	(4,395,770)
131 Capital transfer from General Fund	-	-	-	-	-	-
132 Increase (decrease) for period	(2,286,850)	(3,929,600)	(2,952,060)	(5,069,780)	(5,486,080)	(1,583,330)
133						
134 Ending Balance	<u>13,041,750</u>	<u>9,112,150</u>	<u>6,160,090</u>	<u>1,090,310</u>	<u>(4,395,770)</u>	<u>(5,979,100)</u>
135						

**Lane Transit
CAPITAL PROJE**

Project Categorie	TOTAL- NEXT FIVE YEARS	
1		1
2	BRT 1,000,000	2
3	250,000	3
4	4,000,000	4
5	-	5
6	-	6
7	11,350,000	7
8	-	8
9	15,700,000	9
10		10
11	9,000,000	11
12		12
13		13
14	1,600,000	14
15		15
16	1,600,000	16
17	1,509,000	17
18	678,130	18
19	1,411,000	19
20		20
21	50,000	21
22	-	22
23	48,148,130	23
24		24
25	Springfield 2,596,000	25
26	Station -	26
27	2,596,000	27
28		28
29	Revenue	29
30		30
31	Vehicles 8,170,000	31
32	1,300,000	32
33	9,470,000	33
34		34
35	Passenger -	35
36	Boarding 1,000,000	36
37	Improvements/ -	37
38	Facilities -	38
39	-	39
40	-	40
41	-	41
42	-	42
43	-	43
44	-	44
45	-	45
46	500,000	46
47	-	47
48	-	48
49	900,000	49
50	1,978,160	50
51	-	51
52	-	52
53	80,000	53
54	120,000	54
55	-	55
56	-	56
57	-	57
58	4,578,160	58
59		59
60	Hardware/ -	60
61	Software -	61
62	-	62
63	427,500	63
64	225,000	64
65	56,420	65
66	6,300	66
67	10,800	67
68	26,200	68
69	100,000	69
70	50,000	70
71	902,220	71
72		72
73	Intelligent 800,000	73
74	Transportation S 800,000	74
75		75
76	Bus-Related 405,000	76
77	Equipment -	77
78	405,000	78
79		79
80	Miscellaneous 200,000	80
81	Equipment 82,000	81
82	-	82

Lane Transit
CAPITAL PROJE

	TOTAL- NEXT FIVE YEARS	
Project Categorie		
83	-	83
84	-	84
85	<u>282,000</u>	85
86		86
87	120,000	87
88	<u>120,000</u>	88
89		89
90	90,000	90
91	10,000	91
92	<u>100,000</u>	92
93		93
94	220,000	94
95	-	95
96	<u>220,000</u>	96
97		97
98	2,231,000	98
99	-	99
100	<u>2,231,000</u>	100
101		101
102	418,000	102
103	<u>418,000</u>	103
104		104
105	1,640,000	105
106	<u>1,640,000</u>	106
107		107
108	71,910,510	108
109		109
110		110
111	500,000	111
112	3,704,520	112
113	1,381,800	113
114	-	114
115	-	115
116	581,230	116
117	-	117
118	345,950	118
119	6,513,500	119
120	78,424,010	120

Lane Transit
CAPITAL PROJE

	Project Categorie	TOTAL- NEXT FIVE YEARS	
1	Resource Summ:		1
2			2
3	Grant funding	24,123,900	3
4		-	4
5		-	5
6		-	6
7		7,880,000	7
8		1,676,800	8
9			9
10		7,850,000	10
11			11
12		-	12
13		897,300	13
14		-	14
15		1,775,000	15
16		-	16
17			17
18		450,000	18
19		1,170,000	19
20			20
21		375,080	21
22			22
23		2,001,900	23
24			24
25			25
26	Local funding	803,180	26
27		19,020,850	27
28		10,400,000	28
29			29
30			30
31			31
32		78,424,010	32
33			33
34		78,424,010	34
35		-	35
36			36
37			37
38	FUNDING - BRT O		38
39	Federal	8,678,500	39
40		7,880,000	40
41		7,850,000	41
43		897,300	43
44	Local funding	13,842,330	44
45		9,000,000	45
46	Total	48,148,130	46
47		-	47
48			48
49	Funding Sources		49
50			50
51			51
52	5307 Formula		52
53			53
54			54
55			55
56			56
57			57
58			58
59			59
60			60
61			61
62			62
63			63
64			64
65			65
66			66
67			67
68			68
69		3,074,680	69
70			70
71			71
72			72
73		2,725,300	73
74			74
75			75
76			76
77		6,572,180	77
78			78
79			79
80			80
81		5,921,380	81
82			82
83			83
84			84
85		5,830,360	85

**Lane Transit
CAPITAL PROJE**

Project Categorie	TOTAL- NEXT FIVE YEARS	
86		86
87	24,123,900	87
88		88
89	5309 Bus -	89
90	Purchase	90
91		91
92	5309 BRT 7,880,000	92
93		93
94		94
95	STP -	95
96	-	96
97	-	97
98	375,080	98
99	897,300	99
100	450,000	100
101	1,170,000	101
102	2,892,380	102
103		103
104	STF capital 1,775,000	104
105	2,001,900	105
106	3,776,900	106
107		107
108		108
109	New 5309 1,676,800	109
110	7,850,000	110
111	9,526,800	111
112		112
113	Proceeds from D 10,400,000	113
114		114
115	TOTAL 58,599,980	115
116	local from operat 803,180	116
117	local from cash r 19,020,850	117
118	Total sources 78,424,010	118
119	-	119
120		120
125		125
126		126
127	Capital Reserves	127
128		128
129		129
130	Balance at Begin	130
131	Capital transfer fr -	131
132	Increase (decreas (19,020,850)	132
133		133
134	Ending Balance	134
135		135

Lane Transit District
CAPITAL PROJECTS SUMMARY

Assumptions:
Only one BRT Phase II.
Future replacement buses rebuilt 800 series.
Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
\$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
Springfield Station cost revised to \$3.8 million.

Project Categories		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
1	Revenue Breeze I buses	1,610,000				
2	Vehicles					
3	Replacement Buses (18 low floor, 5 artics, 6 hybrid)	8,245,000	-	-	1,720,000	3,225,000
4	BRT Buses		4,000,000	-	-	5,000,000
5	Neighborhood Vehicles (amt moved/changed)	-	-	-	-	-
6	Breeze II buses					1,300,000
7		9,855,000	4,000,000	-	1,720,000	9,525,000
8						
9	BRT Planning - grant funding	235,000	200,000	200,000	200,000	200,000
10	Planning - local funding	765,000	-	25,000	50,000	75,000
11	Planning - 5307		800,000	800,000	800,000	800,000
12	Buildout - Phase I	1,150,000	10,200,000	1,150,000		
13	Buildout - Phase 2					
14	Buildout - Phase 2			1,550,000	6,600,000	7,550,000
15	Right of Way Acquisition	-	-	-	-	-
16		2,150,000	11,200,000	3,725,000	7,650,000	8,625,000
17						
18	Springfield Station	404,000	2,300,000	296,000		
19		796,000				
20		1,200,000	2,300,000	296,000		
21						
22	Passenger Boarding Improvements/Facilities Shuttle Shelters	200,000				
23	PBI	235,000	200,000	200,000	200,000	200,000
24	Bus Stop Information					
25	Branding					
26	Bike Cages					
27	Thurston Station	300,000	-	-	-	-
28	Fairgrounds Park & Ride	-	-	-	-	-
29	Gateway Station	25,000	-	-	-	-
30	River Road Station		-	-	-	-
31	UO Station Enhancements		-	-	-	-
32	Eugene Station Improvements	50,000				
33	Springfield Station Park & Ride				500,000	
34	Glenwood Park & Ride					
35	Coburg Park & Ride					
36	RideSource/Satellite Land Acquisition	-	900,000			
37	(was 800,000 changed to 170,000)	170,000	1,978,160			
38	LCC Bus Only Lane					
39	Bridge to Autzen					
40	Facility Expansion - Fleet	100,000	1,200,000	400,000		
41	Building Security Systems		80,000			
42	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000
43	Video Surveillance Glenwood Facility					
44	Office Space Planning					
45	Glenwood Facilities Expansion					
46		1,080,000	4,403,160	625,000	725,000	225,000
47						
48	Hardware/Software Financial System Software	200,000				
49	Hastus	70,000				
50	Midas	100,000				
51	Automated Fare Sales & Collection	-	150,000	-	650,000	650,000
52	General Software Upgrades	85,500	85,500	85,500	85,500	85,500
53	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000
54	Automated Traveler Information System			134,000	1,036,000	169,500
55	Internet Connection		56,420			
56	Laptop PC's		6,300			
57	Graphics Workstations		10,800			
58	Wireless Network expansion		26,200			
59	HR Software Upgrade				100,000	
60	Fleet Software replacement					50,000
61		475,500	380,220	264,500	1,916,500	1,000,000
62						
63	AVL/APC AVL/APC	971,200	678,130	-		
64		971,200	678,130			
65						
66	Intelligent Transportation Systems Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
67				200,000	200,000	200,000
68						
69	Bus-Related Equipment Bus Camera Retrofit	130,000	130,000	-	135,000	140,000
70	Bus Seat Charge for Bike Capacity					
71		130,000	130,000	-	135,000	140,000
72						
73	Miscellaneous Equipment Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000
74	Copiers			82,000		
75	Board Room Projector Screen	5,300				
76	Graphics Plotter					

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories		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
77	BRT Presentation Equipment	10,000				
78		53,300	40,000	122,000	40,000	40,000
79						
80	Radio/ Radio System Replacement			89,000	1,322,000	
81	Communication Telephone Equipment	20,000	-	-	120,000	-
82		20,000	-	89,000	1,442,000	-
83						
84	Shop Equipment Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000
85	Six post hoist		50,000			
86	Miscellaneous Tools for Facilities	10,000	10,000			
87		22,800	90,000	15,000	15,000	15,000
88						
89	Support Vehicles Support Vehicles	-	40,000	40,000	20,000	50,000
90	Marketing pickup w/ liftgate		-	-		
91	Sweeper for BRT guideways					
92		-	40,000	40,000	20,000	50,000
93						
94	STF vehicles STF Vehicles	933,750	431,000	450,000	450,000	450,000
95	and projects STF projects	110,500				
96		1,044,250	431,000	450,000	450,000	450,000
97						
98	Commuter Solutions	209,000	209,000	209,000		
99		209,000	209,000	209,000	-	-
100						
101	Engine Kits/Misc. Parts	335,000	360,000	325,000	315,000	320,000
102		335,000	360,000	325,000	315,000	320,000
103						
104	TOTAL PROJECT EXPENDITURES	17,546,050	24,261,510	6,360,500	14,628,500	20,590,000
105						
106	DEBT SERVICE					
107	Debt issuance costs	200,000	200,000	-	-	300,000
108	Debt Service on FY01-02 issue - current year buses			926,130	926,130	926,130
109	Debt Service on FY02-03 issue - buses				460,600	460,600
110	Debt Service on FY03-04 issue - buses				-	-
111	Debt Service on FY04-05 issue - buses					-
112	Debt Service on FY05-06 issue - buses					
113	Debt Service on FY06-07 issue - buses					
114	RideSource/Satellite Land acquisition	-	69,190	69,190	69,190	69,190
115		200,000	269,190	995,320	1,455,920	1,755,920
116	GRAND TOTAL Including debt service	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories		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	
Resource Summary							
3	Grant funding 5307	2,332,230	3,074,680	2,725,300	6,572,180	5,921,380	
4	Existing 5307 PBI	45,600	-	-	-	-	
5							
6	5309 Bus Replacement	990,310	-	-	-	-	
7	5309 BRT	920,000	7,880,000	-	-	-	
8	5309 Spfld Station	-	1,676,800	-	-	-	
9							
10	New Starts - Next Phase BRT			775,000	3,300,000	3,775,000	
11							
12	STP Spfld St Prop Acq	714,250	-	-	-	-	
13	STP PBI reprogram	210,870	179,460	179,460	179,460	179,460	
14	STP RideSource EA	152,540	-	-	-	-	
15	STP RideSource		1,775,000	-	-	-	
16	STP RideSource Secondary		-	-	-	-	
17							
18	STP Springfield Station Park & Ride				450,000	-	
19	STP Breeze II				-	1,170,000	
20							
21	STP - TDM	187,540	187,540	187,540	-	-	
22							
23	STF Capital	937,000	386,740	403,790	403,790	403,790	
24							
25							
26	Local funding Local - from operations	213,170	340,880	132,670	109,210	110,210	
27	Local - from cash reserves	2,597,540	3,929,600	2,952,060	5,069,780	5,486,080	
28	Local - from debt issuance	8,445,000	5,100,000	-	-	5,300,000	
29							
30							
31							
32	Total	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	
33							
34	From above	<u>17,746,050</u>	<u>24,530,700</u>	<u>7,355,820</u>	<u>16,084,420</u>	<u>22,345,920</u>	
35							
36							
37							
38							
39	Funding Sources						
40							
41							
42	5307 Formula Fed FY2000 apportionment	2,205,976					
43	less X090	(255,182)					
44	less X094	(1,760,177)					
45	Remaining on FY2000	190,617					
46	X079 available at 6/30/01	42,400					
47	Existing 5307 PBI at 6/30/01	45,600					
48	X090 available at 6/30/01	262,400					
49	X094 available at 6/30/01	268,000					
50	X094 Bus Purchase	574,360					
51	Federal 00-01 apportionment	2,335,722					
52	Total 5307 available at 07/01/01	3,719,099					
53							
54	Federal 01-02 apportionment	2,335,722					
55	Applied in FY 01-02	(2,377,830)					
56	Total 5307 available at 07/01/02	3,676,991	3,676,991				
57							
58	Federal 02-03 apportionment		2,500,000				
59	Applied in FY 02-03		(3,074,680)				
60	Total 5307 available at 07/01/03		3,102,311	3,102,311			
61							
62	Federal 03-04 apportionment			4,600,000			
63	Applied in FY 03-04			(2,725,300)			
64	Total 5307 available at 07/01/04			4,977,011	4,977,011		
65							
66	Federal 04-05 apportionment				4,800,000		
67	Applied in FY 04-05				(6,572,180)		
68	Total 5307 available at 07/01/05				3,204,831	3,204,831	
69							
70	Federal 05-06 apportionment					5,000,000	
71	Applied in FY 05-06					(5,921,380)	
72	Total 5307 available at 07/01/06					2,283,451	
73							
74	Federal 06-07 apportionment						
75	Applied in FY 06-07						
76	Total 5307 available at 07/01/07						
77							
78							

Lane Transit District
CAPITAL PROJECTS SUMMARY

Projects eliminated listed at right. Fairgrounds P&R River Road Station River Road Station River Road Station
 \$2.0 million added to BRT Phase I UO Station Enhanc Coburg P&R 05-06
 Springfield Station cost revised to \$3.8 million.

Project Categories	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
79 5309 Bus Purchase 0087 Bus Purchase	990,310				
80					
81					
82 5309 BRT 0079 BRT Phase I	920,000	7,880,000	-		
83					
84					
85 STP X090 Springfield Station available at 6/30/01	714,250				
86 X090 PBI available at 6/30/01	-				
87 X094 TDM available at 6/30/01	148,950				
88 Commuter Solutions	38,590	187,540	187,540		
89 BRT (reprogrammed from PBI)	210,870	179,460	179,460	179,460	179,460
90 STP Springfield Station P & R				450,000	-
91 STP Breeze II	-	-	-	-	1,170,000
92	1,112,660	367,000	367,000	629,460	1,349,460
93					
94 STF capital RideSource Facility	152,540	1,775,000			
95 Vehicles and Projects	937,000	386,740	403,790	403,790	403,790
96	1,089,540	2,161,740	403,790	403,790	403,790
97					
98					
99 New 5309 Springfield Station	-	1,676,800	-		
100 BRT Phase II	-	-	775,000	3,300,000	3,775,000
101	-	1,676,800	775,000	3,300,000	3,775,000
102					
103 Proceeds from Debt Financing	8,445,000	5,100,000	-	-	5,300,000
104					
105 TOTAL	14,935,340	20,260,220	4,271,090	10,905,430	16,749,630
106 local from operations	213,170	340,880	132,670	109,210	110,210
107 local from cash reserves	2,597,540	3,929,600	2,952,060	5,069,780	5,486,080
108 Total sources	17,746,050	24,530,700	7,355,820	16,084,420	22,345,920
109	-	-	-	-	-
110					
111					
112					
113					
114					
115					
116					
117 Capital Reserves					
118					
119					
120 Balance at Beginning of Year	15,328,600	12,731,060	8,801,460	5,849,400	779,620
121 Capital transfer from General Fund	-	-	-	-	-
122 Increase (decrease) for period	(2,597,540)	(3,929,600)	(2,952,060)	(5,069,780)	(5,486,080)
123					
124 Ending Balance	12,731,060	8,801,460	5,849,400	779,620	(4,706,460)
125					

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJEC Coburg P&R 06-07

Project Category	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
1 Revenue			1
2 Vehicles			2
3	3,225,000	8,170,000	3
4	-	9,000,000	4
5	-		5
6	-	1,300,000	6
7	<u>3,225,000</u>	<u>18,470,000</u>	7
8			8
9 BRT	200,000	1,000,000	9
10	100,000	250,000	10
11	800,000	4,000,000	11
12		11,350,000	12
13	-	-	13
14	-	15,700,000	14
15	-	-	15
16	<u>1,100,000</u>	<u>32,300,000</u>	16
17			17
18 Springfield		2,596,000	18
19 Station		-	19
20		<u>2,596,000</u>	20
21			21
22 Passenger		-	22
23 Boarding	200,000	1,000,000	23
24 Improvements/		-	24
25 Facilities		-	25
26		-	26
27		-	27
28		-	28
29		-	29
30		-	30
31		-	31
32		-	32
33		500,000	33
34		-	34
35	-	-	35
36		900,000	36
37		1,978,160	37
38	-	-	38
39	-	-	39
40		1,600,000	40
41	-	80,000	41
42		120,000	42
43		-	43
44		-	44
45		-	45
46	<u>200,000</u>	<u>6,178,160</u>	46
47			47
48 Hardware/		-	48
49 Software		-	49
50		-	50
51	150,000	1,600,000	51
52	85,500	427,500	52
53	45,000	225,000	53
54	169,500	1,509,000	54
55	-	56,420	55
56		6,300	56
57		10,800	57
58		26,200	58
59	-	100,000	59
60	-	50,000	60
61	<u>450,000</u>	<u>4,011,220</u>	61
62			62
63 AVL/APC		678,130	63
64	-	678,130	64
65			65
66 Intelligent	200,000	800,000	66
67 Transportation S	<u>200,000</u>	<u>800,000</u>	67
68			68
69 Bus-Related	-	405,000	69
70 Equipment	-	-	70
71	-	405,000	71
72			72
73 Miscellaneous	40,000	200,000	73
74 Equipment		82,000	74
75		-	75
76		-	76

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJECT Coburg P&R 06-07

	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
77		-	77
78	40,000	282,000	78
79			79
80	Radio/	1,411,000	80
81	Communication	120,000	81
82		1,531,000	82
83			83
84	Shop Equipment	15,000	84
85		50,000	85
86		10,000	86
87		150,000	87
88			88
89	Support Vehicles	70,000	89
90		-	90
91		-	91
92		70,000	92
93			93
94	STF vehicles	450,000	94
95	and projects	-	95
96		450,000	96
97			97
98	Commuter Soluti	418,000	98
99		-	99
100		418,000	100
101	Engine Kits/Misc	320,000	101
102		320,000	102
103		1,640,000	103
104	TOTAL PROJECT	6,070,000	104
105			105
106	DEBT SERVICE		106
107		-	107
108		500,000	108
109		926,130	109
110		460,600	110
111		-	111
112		-	112
113		581,230	113
114		-	114
115		69,190	115
116	GRAND TOTAL Ir	2,037,150	116
		8,107,150	78,424,010

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJECT Coburg P&R 06-07

	FY 06-07	Year	TOTAL- NEXT	
Project Category	Five		FIVE YEARS	
1 Resource Summary				1
2				2
3 Grant funding	5,830,360		24,123,900	3
4			-	4
5			-	5
6			-	6
7			7,880,000	7
8			1,676,800	8
9				9
10		-	7,850,000	10
11				11
12			-	12
13	179,460		897,300	13
14			-	14
15			1,775,000	15
16			-	16
17				17
18			450,000	18
19			1,170,000	19
20				20
21			375,080	21
22				22
23	403,790		2,001,900	23
24				24
25				25
26 Local funding	110,210		803,180	26
27	1,583,330		19,020,850	27
28			10,400,000	28
29				29
30				30
31				31
32		<u>8,107,150</u>	<u>78,424,010</u>	32
33				33
34		<u>8,107,150</u>	<u>78,424,010</u>	34
35				35
36				36
37				37
38				38
39 Funding Sources				39
40				40
41				41
42 5307 Formula				42
43				43
44				44
45				45
46				46
47				47
48				48
49				49
50				50
51				51
52				52
53				53
54				54
55				55
56				56
57				57
58				58
59			3,074,680	59
60				60
61				61
62				62
63			2,725,300	63
64				64
65				65
66				66
67			6,572,180	67
68				68
69				69
70				70
71			5,921,380	71
72		2,283,451		72
73				73
74		5,200,000		74
75		<u>(5,830,360)</u>	<u>5,830,360</u>	75
76		<u>1,653,091</u>		76
77			<u>24,123,900</u>	77
78				78

Lane Transit LCC Bus Only Lane 06-07
CAPITAL PROJECT Coburg P&R 06-07

	FY 06-07 Year Five	TOTAL- NEXT FIVE YEARS	
79			79
80			80
81			81
82			82
83			83
84			84
85			85
86			86
87			87
88			88
89			89
90			90
91			91
92			92
93			93
94			94
95			95
96			96
97			97
98			98
99			99
100			100
101			101
102			102
103			103
104			104
105			105
106			106
107			107
108			108
109			109
110			110
115			115
116			116
117			117
118			118
119			119
120			120
121			121
122			122
123			123
124			124
125			125

Lane Transit District
CAPITAL PROJECTS NOT INCLUDED OR AMOUNTS REDUCED

Project Categories	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	TOTAL FOR NEX T FIVE YEARS	
4	Passenger Boarding Improvements/ Shuttle Shelters							
5	Facilities PBI	35,000	35,000	35,000	35,000	35,000	175,000	
6	Bus Stop Information Cases	5,000					5,000	
7	Bus Stop Information		400,000				400,000	
8	Branding							
9	Bike Cages	25,500					25,500	
10								
11	Thurston Station	-	300,000	-			300,000	
12	Fairgrounds Park & Ride	300,000		-			300,000	
13								
14	Gateway Station	-		-			-	
15	River Road Station	25,000	300,000	300,000			625,000	
16								
17	UO Station Enhancements	-		50,000			50,000	
18	Eugene Station Improvements							
19	Springfield Station Park & Ride			750,000			750,000	
20	Glenwood Park & Ride	-						
21	Coburg Park & Ride			-	1,000,000	1,000,000	2,000,000	
22								
23	RideSource/Satellite Land Acquisition						-	
24								
25	LCC Bus Only Lane		-		500,000		500,000	
26	Bridge to Autzen					2,000,000	2,000,000	
27								
28	Building Security Systems		20,000	20,000	20,000	20,000	80,000	
29	Miscellaneous Facilities Improvements							
30	Video Surveillance Glenwood Facility	25,000					25,000	
31	Office Space Planning	75,000					75,000	
32	Glenwood Facilities Expansion	100,000	3,000,000				3,100,000	
33		-	590,500	4,055,000	1,155,000	1,555,000	10,410,500	
34								
35								
36	Telephone Equipment	-	5,000	5,000	-	5,000	15,000	
37		-	5,000	5,000	-	5,000	-	
38								
39	Support Vehicles Support Vehicles	90,000			50,000	20,000	70,000	140,000
40	Marketing pickup w/ liftgate		20,000	-				20,000
41	Sweeper for BRT guideways			100,000				100,000
42		90,000	20,000	100,000	50,000	20,000	70,000	260,000
43								
44								
45	PROJECTS NOT INCLUDED OR AMOUNTS REDUCED	90,000	615,500	4,160,000	1,205,000	1,580,000	3,125,000	10,670,500
46								

**Lane Transit District
CAPITAL PROJECTS SUMMARY**

Project Categories		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	
Revenue Vehicles	Shuttle	1,610,000						
	Replacement Buses (18 low floor, 5 artic, 6 h	11,335,000	-	-	3,320,000	6,225,000	6,225,000	
	BRT Buses		6,000,000	-	-	10,000,000	-	
	Neighborhood Vehicles (amt moved/changed)	-		-	-	-	-	
	Breeze II buses					1,300,000	-	
	Debt Service on FY01-02 issue - buses			1,265,000	1,265,000	1,265,000	1,265,000	
	Debt Service on FY02-03 issue - buses				679,930	679,930	679,930	
	Debt Service on FY03-04 issue - buses				-	-	-	
	Debt Service on FY04-05 issue - buses					380,540	380,540	
	Debt Service on FY05-06 issue - buses						1,812,230	
	Debt Service on FY06-07 issue - buses						-	
		12,945,000	6,000,000	1,265,000	5,264,930	19,850,470	10,362,700	
BRT:	Planning - grant funding	235,000	235,000	235,000	235,000	235,000	235,000	
	Planning - local funding	765,000	765,000	790,000	815,000	840,000	865,000	
	Buildout - Phase I	1,150,000	8,300,000	1,150,000				
	Buildout - Phase 2 - Eugene			1,550,000	6,600,000	2,550,000	-	
	Buildout - Phase 2 - Springfield			1,550,000	6,600,000	2,550,000	-	
	Right of Way Acquisition	100,000	100,000	100,000	100,000	100,000	100,000	
		2,250,000	9,400,000	5,375,000	14,350,000	6,275,000	1,200,000	
Springfield Station	Springfield Station	404,000	2,300,000	2,296,000				
		796,000						
		1,200,000	2,300,000	2,296,000	-	-	-	
Passenger Boarding Improvements/ Facilities	Shuttle Shelters	200,000						
	PBI	235,000	235,000	235,000	235,000	235,000	235,000	
	Bus Stop Information Cases	5,000						
	Bus Stop Information Branding			400,000				
	Bike Cages		25,500					
	Thurston Station	300,000	-	300,000	-			
	Fairgrounds Park & Ride	-	300,000		-			
	Gateway Station	25,000	-		-			
	River Road Station		25,000	300,000	300,000			
	UO Station Enhancements		-		50,000			
	Eugene Station Improvements	50,000						
	Springfield Station Park & Ride				1,000,000			
	Glenwood Park & Ride		-					
	Coburg Park & Ride					1,000,000	1,000,000	
	RideSource/Satellite Land Acquisition (was 800,000 changed to 170,000)	- 170,000	900,000 1,978,160					
	LCC Bus Only Lane					500,000		
	Bridge to Autzen						2,000,000	
	Facility Expansion - Fleet	100,000	1,200,000	400,000				
	Building Security Systems		80,000	20,000		20,000	20,000	
	Miscellaneous Facilities Improvements		45,000	25,000	25,000	25,000		
Video Surveillance Glenwood Facility		25,000						
Office Space Planning		75,000						
Glenwood Facilities Expansion		100,000	3,000,000					
		1,085,000	4,988,660	4,680,000	1,630,000	1,780,000	3,255,000	
Hardware/Software	Financial System Software	200,000						
	Hastus	15,000	50,620					
	Midas	100,000						
	Automated Fare Sales & Collection	-	150,000	1,500,000	650,000	150,000	-	
	General Software Upgrades	85,500	85,500	85,500	85,500	85,500	85,500	
	Miscellaneous Hardware	20,000	45,000	45,000	45,000	45,000	45,000	
	Automated Traveler Information System		134,000	1,036,000	169,500	169,500	169,500	
	Internet Connection		56,420					
	Laptop PC's		6,300					
	Graphics Workstations		10,800					
	Wireless Network expansion		26,200					
	HR Software Upgrade				100,000			
	Fleet Software replacement					50,000		
			420,500	564,840	2,666,500	1,050,000	500,000	300,000
	AVL/APC	AVL/APC	971,200	678,130	270,000			
			971,200	678,130	270,000	-	-	-
Intelligent Transportation Systems	Miscellaneous Transit Priority	-	-	200,000	200,000	200,000	200,000	
		-	-	200,000	200,000	200,000	200,000	
Bus Related Equipment	Bus Camera Retrofit	130,000	130,000	-	135,000	140,000	-	
	Bus Seat Charge for Bike Capacity							
		130,000	130,000	-	135,000	140,000	-	

**Lane Transit District
CAPITAL PROJECTS SUMMARY**

Project Categories		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
Misc. Equipment	Miscellaneous Office Equipment	38,000	40,000	40,000	40,000	40,000	40,000
	Copiers			82,000			
	Board Room Projector Screen	5,300					
	Graphics Plotter	-					
	BRT Presentation Equipment	10,000					
		53,300	40,000	122,000	40,000	40,000	40,000
Radio/Communications	Radio System Replacement			89,000	1,322,000		
	Telephone Equipment	20,000	5,000	5,000	110,000	5,000	
		20,000	5,000	94,000	1,432,000	5,000	
Shop Equipment	Shop Equipment Replacement	12,800	30,000	15,000	15,000	15,000	15,000
	Six post hoist		50,000				
	Miscellaneous Tools for Facilities	10,000	10,000				
		22,800	90,000	15,000	15,000	15,000	15,000
Support Vehicles	Support Vehicles	90,000	40,000	40,000	70,000	70,000	70,000
	Marketing pickup w/ liftgate		20,000	-			
	Sweeper for BRT guideways			100,000			
		90,000	60,000	140,000	70,000	70,000	70,000
STF vehicles and projects	STF Vehicles	933,750	431,000	450,000	450,000	450,000	450,000
	STF projects	110,500					
		1,044,250	431,000	450,000	450,000	450,000	450,000
Commuter Solutions	209,000	209,000	209,000				
	209,000	209,000	209,000	-	-	-	
Engine Kits/Misc. Parts		335,000	360,000	325,000	315,000	320,000	320,000
		335,000	360,000	325,000	315,000	320,000	320,000
Debt issuance costs	200,000	200,000	-	150,000	300,000	200,000	
TOTAL PROJECT & DEBT SERVICE EXPENDITURES		20,976,050	25,456,630	18,107,500	25,101,930	29,945,470	16,412,700
Less Debt Service		-	(16,412,700)	(1,265,000)	(1,944,930)	(2,325,470)	(4,137,700)
PROJECT ONLY TOTAL		20,976,050	9,043,930	16,842,500	23,157,000	27,620,000	12,275,000

Lane Transit District
CAPITAL PROJECTS SUMMARY

Project Categories	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
Resource Summary						
5307	2,364,230	2,802,780	7,634,000	4,477,540	4,128,370	6,482,150
Existing 5307 PBI	45,600	-	-	-	-	-
5309 Bus Replacement	990,310	-	-	-	-	-
5309 BRT	920,000	7,080,000	920,000	-	-	-
5309 Spfld Station	323,200	1,840,000	1,836,800	-	-	-
New Starts - Next Phase BRT	-	-	1,550,000	6,600,000	2,550,000	-
STP Spfld St Prop Acq	714,250	-	-	-	-	-
STP PBI reprogram	210,870	210,870	210,870	210,870	210,870	210,870
STP RideSource EA	152,540	-	-	-	-	-
STP RideSource	-	1,775,000	-	-	-	-
STP RideSource Secondary	-	-	-	-	-	-
STP Springfield Station Park & Ride	-	-	-	900,000	-	-
STP Breeze II	-	-	-	-	1,170,000	-
STP - TDM	187,540	187,540	187,540	-	-	-
STF Capital	937,000	386,740	403,790	403,790	403,790	403,790
Local - from operations	213,170	340,880	132,670	46,210	46,210	46,210
Local - from cash reserves	2,382,340	4,632,820	5,231,830	8,993,520	4,911,230	2,844,680
Local - from debt issuance	11,535,000	6,200,000	-	3,470,000	16,525,000	6,425,000
Total	<u>20,976,050</u>	<u>25,456,630</u>	<u>18,107,500</u>	<u>25,101,930</u>	<u>29,945,470</u>	<u>16,412,700</u>
From above	<u>20,976,050</u>	<u>25,456,630</u>	<u>18,107,500</u>	<u>25,101,930</u>	<u>29,945,470</u>	<u>16,412,700</u>

Funding Sources						
5307 Formula	Fed FY2000 apportionment	2,205,976				
	less X090	(255,182)				
	less X094	<u>(1,760,177)</u>				
	Remaining on FY2000	190,617				
	X079 available at 6/30/01	42,400				
	Existing 5307 PBI at 6/30/01	45,600				
	X090 available at 6/30/01	262,400				
	X094 available at 6/30/01	268,000				
	X094 Bus Purchase	574,360				
	Federal 00-01 apportionment	<u>2,335,722</u>				
	Total 5307 available at 07/01/01	3,719,099				
	Federal 01-02 apportionment	2,335,722				
	Applied in FY 01-02	<u>(2,409,830)</u>				
	Total 5307 available at 07/01/02	<u>3,644,991</u>	3,644,991			
	Federal 02-03 apportionment	2,500,000				
	Applied in FY 02-03	<u>(2,802,780)</u>				
	Total 5307 available at 07/01/03	<u>3,342,211</u>	3,342,211			
	Federal 03-04 apportionment	4,600,000				
	Applied in FY 03-04	<u>(7,634,000)</u>				
	Total 5307 available at 07/01/04	<u>308,211</u>	308,211	308,211		
	Federal 04-05 apportionment	4,800,000				
	Applied in FY 04-05	<u>(4,477,540)</u>				
	Total 5307 available at 07/01/05	<u>630,671</u>		630,671	630,671	
	Federal 05-06 apportionment	5,000,000				
	Applied in FY 05-06	<u>(4,128,370)</u>				
	Total 5307 available at 07/01/06	<u>1,502,301</u>			1,502,301	1,502,301
	Federal 06-07 apportionment	5,200,000				
	Applied in FY 06-07	<u>(6,482,150)</u>				
	Total 5307 available at 07/01/07	<u>220,151</u>				220,151
5309 Bus Purchase	0087 Bus Purchase	990,310				
5309 BRT	0079 BRT Phase I	920,000	7,080,000	920,000		
STP	X090 Springfield Station available at 6/30/01	714,250				
	X090 PBI available at 6/30/01	-				
	X094 TDM available at 6/30/01	148,950				
	Commuter Solutions	38,590	187,540	187,540		
	BRT (reprogrammed from PBI)	210,870	210,870	210,870	210,870	210,870
	STP Springfield Station P & R	-	-	-	900,000	-

Lane Transit District
CAPITAL PROJECTS SUMMARY

Project Categories		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
	STP Breeze II	-	-	-	-	1,170,000	-
		1,112,660	398,410	398,410	1,110,870	1,380,870	210,870
STF capital	RideSource Facility Vehicles and Projects	152,540 937,000	1,775,000 386,740	403,790	403,790	403,790	403,790
		1,089,540	2,161,740	403,790	403,790	403,790	403,790
United Front - new 5309	Springfield Station BRT Phase II	323,200	1,840,000	1,836,800	-	-	-
		-	-	1,550,000	6,600,000	2,550,000	-
		323,200	1,840,000	3,386,800	6,600,000	2,550,000	-
Proceeds from Debt Financing		11,535,000	6,200,000	-	3,470,000	16,525,000	6,425,000
TOTAL		18,380,540	20,482,930	12,743,000	16,062,200	24,988,030	13,521,810
local from operations		213,170	340,880	132,670	46,210	46,210	46,210
local from cash reserves		2,382,340	4,632,820	5,231,830	8,993,520	4,911,230	2,844,680
Total sources		20,976,050	25,456,630	18,107,500	25,101,930	29,945,470	16,412,700
		-	-	-	-	-	-

Capital Reserves							
Balance at Beginning of Year		15,328,600	15,946,260	11,313,440	6,081,610	(2,911,910)	(7,823,140)
Capital transfer from General Fund		3,000,000	-	-	-	-	-
Increase (decrease) for period		(1,317,340)	(4,632,820)	(5,231,830)	(8,993,520)	(4,911,230)	(2,844,680)
Ending Balance		17,011,260	11,313,440	6,081,610	(2,911,910)	(7,823,140)	(10,667,820)

AGENDA ITEM SUMMARY

THIS DOCUMENT WAS BLENDED INTO RESOLUTION SUMMARY AND NOT USED AS SEPARATE DOCUMENT

DATE OF MEETING: February 20, 2002

ITEM TITLE: PUBLIC HEARING ON BUS RAPID TRANSIT CONTRACTING METHOD

PREPARED BY: Jeanette Bailor, Purchasing Administrator

ACTION REQUESTED: Conduct a public hearing on the proposed allowance of the District to initiate a competitive request for proposals (RFP) for a construction manager/general contractor (CMGC) for the bus rapid transit (BRT) project.

BACKGROUND: Staff have researched contracting methods to determine the method appropriate for use in construction of the bus rapid transit project. The purpose of this research was:

- To determine the key criteria in the selection of a construction contracting method, including factors listed in the ORS 279.015.
- To evaluate those criteria against various contracting methods.

As a result of this research, the construction manager/general contractor method of contracting was determined to be the most appropriate for this project. Draft findings supporting this conclusion are attached.

ATTACHMENTS: Draft findings in support of low-bid exemption

PROPOSED MOTION: None

EXHIBIT A

DRAFT FINDINGS IN SUPPORT OF LOW BID EXEMPTION

Pioneer Parkway EmX Construction May 21, 2008

A. Competitive Bid Exemption under Oregon Statute

Oregon law requires all public improvement projects to be procured by competitive bid, unless an exemption is granted by the State or the public contracts review board of a public agency other than the State. ORS 279C.300 requires that public agencies shall make every effort to construct public improvements at the least cost to the public agency. ORS 279C.335(2) requires the public agency to develop findings that the alternative procurement process is unlikely to encourage favoritism or substantially diminish competition, and that the project will result in benefits to the public agency.

For public improvement projects, agency findings must address certain additional factors, defined by ORS 279.330. These include, but are not limited to, the following:

- a. Operational, budget and financial data
- b. Public benefits
- c. Value engineering
- d. Specialized expertise required
- e. Public safety
- f. Market conditions
- g. Technical complexity
- h. Funding sources

B. Process

LTD has developed a checklist that identifies key criteria in the selection of a design and construction contracting method. It includes the factors listed in the Oregon statute. The checklist creates an analytical framework within which criteria are evaluated as to relative importance for a particular project element. The completed checklist assists LTD in the determination as to whether there is justification for exploring a contracting method other than the traditional competitive low bid.

The checklist is applied as follows:

- Each criterion is assumed to be important for a traditional low bid project.
- For a particular project or major project element, the listed criteria are evaluated.
- Criteria should be evaluated as "Very Important" or "Extremely Important," in lieu of "Important," when judged to require a greater level of attention or certainty of performance than that obtained in a typical low bid project.
- The completed checklist may weigh in favor of a contracting method other than traditional low bid.

C. Summary Description of EmX

Pioneer Parkway EmX (EmX) consists of a set of improvements to the existing street right-of-way to create a new type of bus service. The right-of-way travels along existing streets from downtown Springfield to downtown Eugene, a distance of approximately four miles.

Make this description much briefer

EmX is a new type of bus service that combines the speed, convenience, and regularity of light rail train service with the flexibility and low cost of rubber-tired bus service. The end result is a much faster and more convenient bus service at a fraction of the cost of light rail service.

This project requires the construction of exclusive bus travel lanes on existing street right-of-way as well as in the grass median of Franklin Blvd. Buses traveling along this exclusive right-of-way will use a guidance system that has never been used in the United States. Consequently, the construction tolerances may be very narrow. On other parts of the corridor, EmX service will travel in mixed traffic on existing streets. The project includes the construction of seven new bus stations in the middle of existing rights-of-way. The construction of these stations will present special challenges on staging and traffic control. An important part of this project is the upgrading of all traffic signals along the corridor so that the signals will give special priority to the buses as they travel along the corridor.

There will be some utility relocation along the corridor. A special challenge will be to build an exclusive right-of-way in the median of Franklin Blvd. This median is planted with a number of trees that are protected by Eugene City Ordinance. Consequently, they cannot be removed but rather must be accommodated/protected to maintain their long-term health.

Finally, this project will traverse city of Eugene and Springfield streets as well as Oregon state roads that also occupy some of those same streets.

D. Critical Factors

UPDATE

The owner should retain control of the planning and design in order to properly balance all of the considerations involved in the performance of construction of EmX. Public process must be adequate to properly assess options and to develop an acceptable approach. Owner review and approval is critical.

During construction, it is critical that public impacts be minimized to vehicular, bus, and pedestrian traffic along the four miles of the Phase 1 corridor. This corridor will impact three significant areas of traffic congestion and economic value in the community, downtown Springfield, downtown Eugene, and the University of Oregon/Sacred Heart Hospital neighborhood. It will be imperative to maintain adequate access and traffic flow to the University of Oregon, Sacred Heart Hospital, and the downtowns of Eugene and Springfield. Additionally, there will be a number of public events at the University that must be accommodated. This corridor is a critical link between Springfield and Eugene. Staging of construction and traffic management will be critical to its success. There are

two major projects, resurfacing of the Springfield Willamette Bridges and Franklin Blvd. through Glenwood, that must be incorporated into the construction schedule.

E. Findings

Review – are these still relevant?

The attached checklist identifies the relative importance of key criteria for this segment. The findings are summarized below.

1. Operational, budget, and financial data

The overall Capital EmX budget is fixed and has extremely limited contingency. A low initial bid is not the final construction price of a project. Historically, low bid projects result in numerous change orders and often in substantial claims. LTD must minimize risks of design changes, construction delays, and claims in order to control the project budget. When the CM/GC participates in the design process, fewer change orders occur during construction that affect the Guaranteed Maximum Price (GMP), because there is a better understanding of the owner's needs and the engineer's design intent. Involving the construction contractor during design is a proven approach for containing costs through more constructable designs and helps to reduce the technical complexity risks. Early selection of the CM/GC creates more-informed and better-quality decisions by the construction team. Cost options for materials, construction sequences, and bid timing can be viewed with greater certainty and knowledge. This allows the owner to obtain real time market pricing that assists in decision making. For this segment, all of these factors are important. Additionally, LTD operational costs are related to the quality and timely performance of the EmX interconnection work. Delays in the performance of this work could lead to increased operational costs.

Finding: A negotiated procurement that involves the construction contractor during the design phase will allow LTD to better control costs because of timely, real-market pricing and input from the contractor who will build the project. Low bid does not provide this opportunity. For this segment, CMGC is the best choice.

2. Public benefits

A realistic, cost-effective construction approach that meets the critical need to accommodate the continuance of traffic during construction is necessary. LTD, working with the cities of Eugene and Springfield and private owners, must develop the plan. Contractor input during design facilitates the development of realistic construction options in terms of schedule, cost, traffic flow, noise, and safety considerations. Disruptions to businesses must be minimized. Access to properties must be maintained during construction. The contractor will be challenged further to minimize noise and vibration impacts, and utility disruptions. The community, LTD, and cities of Eugene and Springfield will benefit by selection of a construction contractor who is familiar with this design and has the capacity to focus on this work and get it done quickly and safely.

Finding: The CMGC negotiated procurement is the best method to identify a contractor who can work with LTD and maximize public benefits.

3. Value engineering

LTD's experience is that value engineering is best achieved during the design phase when the construction contractor's experience is considered along with the designer's concepts. Although low bid allows for value engineering during construction, it often is more difficult to implement because of the construction schedule pressures, or the additional design effort and required public process.

Finding: Construction contractor input during final design enhances the value engineering process that begins during preliminary design. Individual components can be reviewed to assure that the project incorporates the best lifecycle options, resulting in long-term savings. Initial savings also can be realized by comments of the CM/GC during his review that can be considered while the design is being finalized and without issuance of a change order during construction. The CM/GC procurement method allows the construction contractor to work with the design team and to incorporate value engineering ideas in the most timely manner to maximize savings.

4. Specialized expertise required

UPDATE

The EmX corridor, as designed in this project, has never been built in the United States. This project will break new ground in design and construction in order to meet the requirements of EmX. Because these are new systems, never before constructed in this area, special attention and expertise will be needed in order to meet the performance requirements of EmX.

The phasing of construction and traffic management will require special expertise. Because of the critical nature of access to major destinations along this corridor, special expertise will be needed to plan and execute this work.

Finding: CMGC is the best method for LTD to identify a contractor with the required special expertise and the most-qualified firm. Low bid does not ensure that the needed most-qualified firm that provides the special expertise will be procured.

5. Public safety

UPDATE

This project requires the utmost attention to public safety. In order to minimize impacts on the University of Oregon and Sacred Heart Hospital and disruption to the general traveling public, the construction work must be completed quickly and safely. A portion of EmX is on a major Oregon state highway; consequently, public safety risks and traffic impacts must be properly controlled at all times.

Finding: The contractor's actual safety performance and traffic control effectiveness on similar projects is very important and should be evaluated as part of the procurement. CMGC affords LTD the best opportunity to do this.

6. Market conditions

UPDATE

Current market conditions are stable. Because inflationary pressures are anticipated to remain modest through 2004, this factor is presently not a significant concern.

Finding: Neither a negotiated procurement nor low bid is affected by the current market conditions.

7. Technical complexity
Review – are these still relevant?

Construction on major city streets while under traffic, as in this segment of EmX, is complex and specialized. It requires attention to detail and an understanding of the many systems that must be maintained during construction. These include city infrastructure systems such as traffic signals, streetlights, electrical power, communications, telephone, cable, water, sewer, and gas. The technical complexity must be understood in order to properly plan and execute work of this nature.

Finding: The technical complexity involved in this segment requires a contractor who is familiar with civil projects who has a record of construction to rigorous tolerances. A low-bid procurement does not evaluate a bidder's technical qualifications. Failure to perform the work in this segment in accordance with public expectations would result in adverse media and cost impacts to LTD. The negotiated procurement allows LTD to evaluate a contractor's technical experience in similar work.

8. Funding sources
Review – are these still relevant?

Financing for EmX is limited. Moreover, complex intergovernmental agreements are in place regarding design, construction, and operations of EmX. It is imperative that the project be constructed at the lowest cost with consideration of the special needs of the partner agencies.

Finding: A negotiated procurement is a better method than low bid for LTD to achieve the necessary cost control and meet the individual requirements of the partner agencies.

9. Unlikely to encourage favoritism or diminish competition

The steps taken to ensure maximum competition and fair opportunity for this project will include advertisement in: *The Daily Journal of Commerce* and *The Register-Guard*. Further steps include scheduling a pre-bid conference and site visit, and appointment of an unbiased evaluation committee.

LTD will require a good faith effort in the outreach of subcontracting opportunities to minority, women-owned, and emerging small businesses.

Finding:

By marketing this opportunity and attempting to notify all known potential respondents, LTD will implement a process that does not encourage favoritism nor diminish competition in this market.

By allowing contractors to discuss their proposed work plan and to submit value engineering proposals, the negotiated procurement process will encourage more contractors to compete for this project than may otherwise occur in a low-bid process.

A negotiated procurement also will allow LTD to identify a prime contractor prior to award of any construction subcontracts so that LTD is able to work with the contractor to maximize opportunities for participation by minority and women-owned businesses. Competition among subcontractors will be increased.

10. Cost savings

Review – are these still relevant?

LTD must minimize risks of design changes, construction delays, and claims in order to control the project budget. When the CM/GC participates in the design process, fewer change orders occur during construction that affect the Guaranteed Maximum Price (GMP), because there is a better understanding of the owner's needs and the engineer's design intent. Involving the construction contractor during design is a proven approach for containing costs through more constructable designs and helps to reduce the technical complexity risks. Early selection of the CM/GC creates more-informed and better-quality decisions by the construction team, and prevents costly redesign during construction. Cost options for materials, construction sequences, and bid timing can be viewed with greater certainty and knowledge.

Finding: LTD's experience is that low bid contracting for work of this nature is likely to result in numerous change orders and increased costs through claims. The negotiated procurement process will allow LTD to select a contractor based upon performance competition as well as price competition. It allows selection of a contractor whose proven experience matches the nature of the required work. By selecting the most-qualified contractor, LTD minimizes the risk of serious and costly disruption of public transportation and commerce within the city and on impacts to daily traffic.

Finally, by involving the contractor during design, LTD has the capacity to obtain real time market pricing information. This pricing will facilitate more accurate assessment of design options and maximize opportunities for value engineering.

F. Conclusion: Preferred Contracting Method - CM/GC

CM/GC is the option that best allows for consideration of the critical factors during design and construction. With a general contractor as part of the owner and designer team, the likelihood of successful construction implementation is enhanced.

CRITERIA FOR SELECTION OF CONSTRUCTION CONTRACTING METHOD
BUS RAPID TRANSIT

KEY CRITERIA	Extremely Important	Very Important	Important	Legal Finding Required
• COST SAVINGS/CONTROL	X			YES
Lowest Bid			x	
<i>Technical Complexity Risks</i>	x			YES
Funding Source Impact on Cost		x		YES
Scope Certainty/Scope Clearly Defined			x	
Must meet tight budget	x			
No follow-on Delay/Impacts		x		
Shortest Duration to Avoid Market Increases			x	YES
<i>Maximum VE Savings</i>	x			YES
• SPECIAL EXPERTISE REQUIRED	X			YES
<i>Hazardous Materials/Environmental Impacts</i>			x	
<i>Utility Conflicts/Relocation</i>		x		
<i>Permit/Jurisdictional Relationships/Req'ts</i>	x			
<i>Access/Site/ROW Constraints</i>	x			
<i>Engineering/technology knowledge</i>			x	
• QUALITY ASSURANCE	X			
Third-Party/Public Approval	x			
Minimal Defective Work	x			
Effective Contractor QC/Minimal Owner QA			x	
Owner Final Design Control	x			
Need for Checks & Balances			x	
Existing system compatibility	x			
• SCHEDULE				
Contractor Proven Performance	x			
Contractor Work Plan Vital	x			
Duration/Milestone Certainty/Meet Critical Path	x			
Shortest Design-Construct Duration			x	
• SAFETY	X			
Top Notch Program	x			
<i>Attention to Public Safety</i>	x			YES
• COMMUNITY/PUBLIC BENEFITS	X			YES
Utilize DBE			x	
Minimal Disruption to Businesses/Residences	x			
Maintain Access to Properties	x			
Minimal Traffic Flow Impact	x			
Minimal Noise/Vibration	x			
Minimal Utility Disruption	x			
Early Completion			x	

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Lane Transit District
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MONTHLY DEPARTMENT REPORTS

February 20, 2002

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

The Government Relations report will be provided during the work session portion of the February 20 meeting.

DEVELOPMENT SERVICES

Stefano Viggiano, Planning & Development Manager

BREEZE

The painting of the BREEZE vehicles is near completion. Blue buses are now in service and the public is seeing them for the first time. Plans for target marketing to specific areas, such as County Club Road, are underway.

Staff continue to work with the Disability Services Advisory Council (DSAC), an advisory committee to the Lane Council of Governments (LCOG), regarding accessibility issues. LTD's Maintenance Services Department has made a number of modifications to enhance the accessible features of the vehicle. Included in the correspondence section is a letter from staff to DSAC chair Ed Necker explaining steps the District is taking to make the BREEZE more accessible and to reiterate the District's commitment to provide quality transportation to the disabled community. Also included is the response letter from Mr. Necker.

On Thursday, February 21, at 10:30 a.m., DSAC members and LTD staff and Board are invited to test the boarding improvements made on the BREEZE vehicles. This exercise will take place at LTD's Glenwood facility.

WINTER BID

Service planning staff completed work on run cutting and scheduling. All service documentation was transferred to transit operations for the operator bid.

Marketing staff completed preparation of the Rider's Digest Update. This document highlights changes to routes and schedules that will occur with winter bid. It also makes corrections to mistakes found in the printing of the Digest. Two-thirds of our bus stop information cases needed updating as a result of the service changes. All cases had been changed by February 15 in preparation for the service change implementation on February 17. Changes to station graphics occurred on the weekend of the 16th.

SPECIAL SERVICE

UO basketball shuttles continue to operate smoothly. Staff has worked with UO staff to prepare for the women's tournament scheduled for March 1-4. The service package includes shuttles to all tournament games, as well as a media shuttle to and from Valley River Inn.

All event organizers have been notified of the change in rates for the coming year. At this point it appears all will continue to use LTD services.

LCC TERM PASS

All winter term passes sold out. Staff has met with LCC administration and student officials to discuss the continuing demand. It was decided that the pricing structure would be changed for spring term to allow more passes to be sold. The college subsidy per pass will be dropped to \$10.00 and the student price will go up to \$33.00 for spring term. This allows more passes to be available for both spring and summer terms. This change also allows us to gauge how the fall price increase may affect demand.

TRANSIT OPERATIONS

Mark Johnson, Transit Operations Manager

TRANSIT OPERATIONS STAFF PERFORM WELL DURING STORM

The February 7 storm was a surprise to all of us, but the training and preparation for just such events were apparent when the Transit Operations staff had to kick into high gear to manage the crisis. The supervisory staff, guest services staff, security personnel, and operators did an excellent job of keeping the system running and assisting emergency

personnel in problem areas. Several staff stayed long after the end of their shifts to ensure that the system would continue running as smoothly as possible. This type of emergency takes a whole new level of teamwork to ensure that all of the bases are covered, and everyone worked together to manage the crisis in a professional manner. LTD was on several route detours, including the Eugene Station, which had to be partially closed. Because of the effort of the Transit Operations team, LTD was to operate through the storm and take our guests to their destinations in a reasonable amount of time. The crisis demanded a higher degree of professionalism and responsiveness, and the Operations Department employees were up to the challenge. Good job, everyone!

SEVEN BUS OPERATORS OFF TO THE OLYMPICS

Seven LTD bus operators were selected to drive buses for spectators at the Salt Lake City Olympics. They left the weekend of February 1 and staff have been receiving regular reports on their adventures and misadventures. They are all happy to be serving the Olympic Committee in this manner, and we are proud to have them there representing LTD. We look forward to their return and sharing their experiences with us.

MAINTENANCE SERVICES

Ron Berkshire, Maintenance Manager

There is no Maintenance Services report this month.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Finance Manager

The monthly finance and performance reports are included elsewhere in the packet.

HUMAN RESOURCES

David Dickman, Human Resources Manager

There is no Human Resources report this month.



Lane Transit District
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MONTHLY DEPARTMENT REPORTS

March 20, 2002

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

STATE

FEDERAL

DEVELOPMENT SERVICES

Stefano Viggiano, Planning & Development Manager

TRANSIT OPERATIONS

Mark Johnson, Transit Operations Manager

MAINTENANCE SERVICES

Ron Berkshire, Maintenance Manager

There is no Maintenance Services report this month.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Finance Manager

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HUMAN RESOURCES

David Dickman, Human Resources Manager

There is no Human Resources report this month.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: FEBRUARY AND MARCH 2002 EMPLOYEES OF THE MONTH

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None

BACKGROUND: **FEBRUARY 2002 EMPLOYEE OF THE MONTH:** Bus Operator Jackie Cessna was selected as the February 2002 Employee of the Month. She was hired by the District on June 22, 1992, as a bus operator. In February 2001, she was selected to be a bus operator instructor. Jackie was nominated for the Employee of the Month award by a guest who appreciated the helpful directions that Jackie provided and her courtesy to her passengers, especially seniors. The guest stated that Jackie "is a credit to the LTD."

When asked what makes Jackie a good employee, Transit Operations Supervisor Jim Coffman said:

Jackie is the epitome of what a bus operator should be. She's always on time, works every day, and gets along well with her fellow operators and the guests who ride her bus. There is a lot that's positive to be said about Jackie, and what I consider the most positive is that she cares about people and enjoys her job. She has to be one of the most caring people I have ever encountered in my life: she would give you her last dollar and then ask if there was anything else she could do to help you. I worked with Jackie at the Springfield Weyerhaeuser plant back in the eighties and we considered her a "hard worker" then and were happy to have her there. I was very pleased when I heard that she would be working at LTD, and am pleased to have her as a co-worker once again.

MARCH 2002 EMPLOYEE OF THE MONTH: Bus Operator Deborah Distabile was selected as the March 2002 Employee of the Month. She was hired by the District on August 19, 1993. She has earned awards for eight years of correct schedule operation and six years of safe driving. She was nominated for this award by a guest who appreciated Debbie's

“nice and helpful attitude” and her ability to handle problems that arise with grace. The guest who nominated her was impressed by the extra consideration that Debbie gave to an elderly gentleman.

When asked for an additional statement about what makes Deborah a good employee, Transit Operations Supervisor Judy Rose said:

I would like the Board to know that since Deborah became an operator she has received six safety awards and an award for eight years' correct schedule operation. She obviously practices her defensive driving skills and gives a safe and comfortable ride to her guests. They have nominated her for Employee of the Month on several occasions and I'm pleased she was finally chosen. She has been an excellent employee and her guests enjoy the friendly, courteous service she provides. Her sense of humor makes her fun to be around and her fellow operators and supervisors appreciate her cheery attitude.

Our congratulations to Jackie and Deborah on their selection as the February and March Employees of the Month!

AWARD:

Jackie and Deborah will attend the February 20, 2002, meeting to be introduced to the Board and receive their awards.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: FY 2002-2003 PRICING PLAN

PREPARED BY: Andy Vobora, Development Services Department

ACTION REQUESTED:

1. Hold a preliminary public hearing on recommended pricing plan.
2. Discuss pricing plan recommendation and hold a public hearing.

BACKGROUND: At the January meeting, the Board reviewed the proposed FY 2002-03 pricing plan. Background information included a comparison of prices with similar-sized transit properties, an historical review of LTD price changes, and the estimated revenue that may be generated by implementing the recommended plan.

LTD guests were provided information about the pricing plan proposal through articles in LTD's guest newsletter *Bus Talk*, through posters on the buses, in displays placed at major transit stations, on the LTD Web site, and through advertisements in the *Register-Guard*, *Springfield News*, and *Eugene Weekly*.

At the February meeting, staff will briefly review the pricing plan proposal, which will be followed by a public hearing where the Board can hear public testimony on the plan.

The approval timeline will include the first reading of the revised fare ordinance in March, a second reading and adoption in May, the ordinance changes becoming effective in June, and implementation of the fare changes with the sale of July passes on June 24, 2002. Token prices, RideSource fares, and other changes would become effective July 1, 2002.

ATTACHMENTS: FY 2002-2003 Pricing Proposal Summary

PROPOSED MOTION: None

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AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: FEDERAL PRIORITIES UPDATE

PREPARED BY: Linda Lynch, Government Relations Manager

ACTION REQUESTED: None

BACKGROUND: Each year for the past decade or more, local governments in the Eugene-Springfield area have formed a coalition to present local federal priorities to Oregon members of Congress and to relevant federal agencies. Currently, the five active members of this coalition are Lane Transit District, Lane County, the Cities of Eugene and Springfield, and Springfield Public Schools. In addition, Lane Council of Governments participates through a senior planner/specialist in natural resources. This year, the City of Springfield's agenda also will be supported by the Willamalane general manager.

The five principal parties in this coalition all retain the same firm for lobbying assistance in Washington, D.C. Principals from that firm travel to Eugene-Springfield each year after Congress adjourns to assist in preparation of the following year's priorities. Since that time, staff and officials from each agency have been preparing documentation for this year's requests, which will be presented in Washington, D.C., during the first week of March.

Last year the various local governments received \$6.6 million from various federal programs for local priorities, including the \$2 million for Springfield Station, \$1.5 million for land acquisition in the west Eugene wetlands, \$500,000 for Springfield Schools after-school programs, and \$1 million toward restoration of the Springfield Mill Race. In addition, federal agencies received more than \$12 million toward construction of a new federal courthouse and a new National Guard Armory in Eugene. Those two projects will total more than \$100 million before they are finished.

ATTACHMENT: Executive Summary from Federal Priorities 2002. The complete document will be available at the Board meeting.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING

PREPARED BY: Jo Sullivan, Executive Assistant

ACTION REQUESTED: None at this time

BACKGROUND: The action or information items listed below will be included on the agenda for future Board meetings:

- A. **FY 2002-03 Service Recommendation:** A final public hearing on proposed service adjustments for FY 2002-03 will be scheduled for the March 20, 2002, regular Board meeting, and the Board will be asked to approve the final service package at that time.
- B. **FY 2002-03 Fare Recommendation:** A public hearing and approval of the recommended pricing plan will be scheduled for the March 20, 2002, regular Board meeting. The first reading of the amended fare ordinance will be scheduled for the March 20, 2002, meeting, and the second reading and adoption will be scheduled for April 17, 2002.
- C. **Budget Committee Appointments:** The terms of three LTD Budget Committee members expired on January 1, 2002. Two of those members will have been reappointed by the February 20 Board meeting, and the third nominating Board member will make a nomination to fill the last vacant position before LTD budget deliberations begin in April.
- D. **Springfield Station Design Review Committee Recommendation:** The Springfield Station Design Review Committee will meet on February 26 to review master plan options and public comments from a February 13 open house. After the design team refines the master plan and produces a cost estimate, the Board will be asked to approve a design master plan at the April 17 regular Board meeting.
- E. **General Manager's Evaluation:** The Board Human Resources Committee will develop a recommendation for evaluation of the General Manager's performance in early 2002.
- F. **Commuter Solutions Strategic Planning Goals:** At a work session in March, the Board will be asked to review the Commuter

Solutions Strategic Planning Goals before they are approved by the District's partner agencies.

- G. **Budget Committee Meetings**: An informational meeting for the seven non-Board members of the LTD Budget Committee will be held in early April. Budget deliberation meetings for the full Budget Committee have been scheduled for Wednesday, April 24; Thursday, April 25; and Wednesday, May 1 (if needed), all beginning at 6:30 p.m.
- H. **Fiscal Year 2002-03 Budget Adoption**: Following approval of the proposed LTD budget in April or May, the Fiscal Year 2002-03 budget will be on the agenda for adoption at the June 19, 2002, regular Board meeting. Budget law requires that the District's budget be adopted before the end of the current fiscal year on June 30, 2002.
- I. **Resolution Reaffirming District Boundaries**: State law requires that the District annually determine the territory in the District within which the transit system will operate. If boundary changes were to be made, that would be done by ordinance. Since no changes are planned, a resolution reaffirming the current boundaries will be scheduled for approval at the June 19, 2002, Board meeting.
- J. **BRT Updates**: Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the bus rapid transit project.



LTD General Manager's Report

February 2002

Prepared by Ken Hamm, General Manager

Future Dates to Remember

March 2-7, 2002	Lane County "United Front" Trip to Washington, D.C.
March 18, 2002	(Tentative) LTD Board Work Session
March 20, 2002	Regular Board Meeting

European Vehicle Trip

Ron Berkshire and I visited the Netherlands and France in January to evaluate potential BRT vehicles. We were pleased to find two vehicles that would serve this community well for many years.

In the Netherlands, we were hosted by Advanced Public Transport Systems (APTS). APTS builds the Phileas. We believe that this is the best vehicle we have ever seen in the transit industry. It was designed from the ground up by this consortium of manufacturers for the City of Eindhoven BRT project. It is rail-like in appearance, built from aerospace materials, a true hybrid drive, extremely flexible in design, very maneuverable, and less expensive than its competition. We saw the vehicle in production and rode it on local roads and highways.

In France, Irisbus hosted us. They build the CiViS. The CiViS is a fine vehicle. It would meet many of our requirements. This vehicle is not a hybrid, but does use diesel and electric motors to power it. It is a much heavier vehicle, not as quiet, and it does not yet meet the EPA's 2004 emissions requirements. We saw this vehicle in production and rode it on local roads and highways.

Both organizations are negotiating with U.S. manufacturers to establish production facilities here. No U. S. manufacturing facility could be up and running before 2004. That means we will need some kind of exemption or waiver from the testing and Buy American regulations from FTA in order to place these in service for our scheduled start date. FTA already has granted a waiver to Las Vegas on the CiViS. FTA extended that waiver to include additional vehicles, categorizing it as a technology demonstration project. We hope we can make the same case and bring the Phileas to Eugene as a demonstration project for the technology applications that are unique to this vehicle. We ask Board members for support to proceed with this federal request.

Bus Rapid Transit

On February 25, the Eugene City Council will discuss the second BRT corridor for their city. They are expected to make a decision on which corridor should be built next. Coburg Road

and Highway 99 are the two considerations. The City Planning Commission and LTD's staff have recommended the Coburg Road corridor.

BRT White Paper

The LTD staff took the lead last year for the BRT Consortium on institutional issues. The issues include defining BRT, funding, testing, marketing, regulatory barriers, vehicles, and more. This is a major step forward for BRT. While there are no promises yet, the reauthorization task force for APTA has had significant dialogue about it. Other transit districts have participated in the revision of this document. Many transit systems have placed their names as co-sponsors on the paper. We believe this paper will play a major role in funding opportunities for BRT in reauthorization. It will be distributed to APTA members, FTA, and congressional members during the Legislative Conference in March. Board members received copies in January 2002.

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: MONTHLY PERFORMANCE REPORTS

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

BACKGROUND: In response to a request by the Board for regular reporting on the District's performance in several areas, monthly performance reports are included in the Board agenda packets each month. The January 2002 Performance Reports were not ready for distribution with the agenda packet, and will be distributed to the Board at the February 19 work session for review before the regular meeting on February 20.

Staff will be available at the February 20 meeting to answer any questions the Board may have about this information.

ATTACHMENTS: To be distributed on February 19: January 2002 Performance Reports

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: SPRINGFIELD STATION UPDATE

PREPARED BY: Charlie Simmons, Springfield Station Project Manager

ACTION REQUESTED: None. Information only.

BACKGROUND: The Design Review Committee (DRC) held its first meeting on January 22, 2002. The committee provided input on the station program to be used for the master planning process. A two-day design charrette was held on January 28 & 29. Three preferred concept master plans emerged from the charrette.

The three options have since been refined and taken to the Springfield Station Technical Advisory Committee (SSTAC) for review and comment. The public had an opportunity to provide input on the three site concepts at an open house on February 13.

The DRC is scheduled to meet again on February 26 to review the master plan options and public comments provided at the open house. It is anticipated that the DRC will narrow the master plan options to one at this meeting. The design team will then further refine the master plan and produce a cost estimate. That information will be brought to the Board at a work session in March, and the Board will be asked to approve a design master plan at the April Board meeting.

ATTACHMENT: None

MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 20, 2002

ITEM TITLE: TRAINER PASS PROGRAM

PREPARED BY: Andy Vobora, Development Services Department

ACTION REQUESTED: None

BACKGROUND: In 1986 LTD began the Trainer Pass program, which was established in partnership with local agencies that work with persons with disabilities. Many of these agencies worked with individuals who required training to enable them to ride the bus. The basic concept was that LTD would provide free rides to individuals who were involved with the training of persons with disabilities. An agency card was produced and shared by trainers within the particular agency.

Issues arose early in the program when the trainers were questioned by LTD operators about why they were riding alone. This issue was resolved by changing the fare media from an agency card to LTD monthly passes. The monthly passes gave the trainers the ability to leave trainees at their destinations and return to the organization alone.

The process of issuing monthly passes has continued to the present. LTD now assigns more than 200 passes each month. This amounts to more than \$70,000 of fare revenue annually. As staff have reviewed the program, a number of questions have arisen:

1. **What is the value of the service being provided by the agencies in comparison with the cost of the monthly passes?** This is difficult to judge, due to a lack of information provided by the agencies. There is undoubtedly some level of training occurring; however, staff believe that this can still take place without the trainer pass program.
2. **Are the passes being used for the purpose for which the program was established?** There always has been some question about this issue. If all 200+ pass recipients are involved actively in training, the number of disabled individuals using the bus would be skyrocketing and so would ridership. It appears that many of the agencies have seen the program as a way to provide a transit benefit to their employees and volunteers.

3. **With the passage of the American’s with Disabilities Act, is the program still needed?** The ADA allows an “attendant” to ride free when accompanying a person with a disability. We know that many agencies are using the passes to provide attendants and that no active training is occurring. It should be recognized that this has great value; however, it is not the responsibility of LTD to provide fare media for these purposes.
4. **Does LTD’s contract with Alternative Work Concepts (AWC) for individualized bus training make the trainer pass program unnecessary?** The AWC contract does fill a void that existed when this program was established. If LTD believed in the future that AWC could not handle an increased training load, a budgetary change could be made to expand the AWC program. This probably makes better strategic sense due to the accountability requirements built into the AWC contract.
5. **If there is value in maintaining the program, is there a way to reduce the cost to LTD?** LTD could provide a limited number of bus tokens that could be used for specific training activities. This would limit LTD’s exposure.

As staff have discussed these questions, it has become clear that the program needs to be changed and that LTD may realize additional fare revenue through this update process.

The next step will be a meeting with agencies to discuss the issues and determine if all available information is known about the agencies and their particular needs. Following these discussions, staff will either recommend discontinuing the program or provide updated guidelines. This program is governed by administrative policy and, therefore, the final decision-making will be done by the general manager.

ATTACHMENTS: None

PROPOSED MOTION: None

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