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LANE TRANSIT DISTRICT REGULAR BOARD MEETING

Wednesday, March 19, 2003
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

Ban _____ Gant _____ Gaydos _____ Hocken _____
Kleger _____ Lauritsen _____ Wylie _____

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

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2. BRT Congressional Tour (15 minutes) 11

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

VI. EMPLOYEE OF THE MONTH – April 2003 (5 minutes) 12

VII. AUDIENCE PARTICIPATION

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

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(c) Springfield Station Design Review Committee – February 25 meeting	
(d) Coburg Road Stakeholder Group – March 12 meeting	
(e) Board Finance Committee – March 12 meeting	
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- D. Springfield Station Design and Budget
 - E. Adoption of FY 2003-04 Budget
 - F. Boundary Ordinance
 - G. Board Work Sessions
 - H. BRT and Springfield Station Updates
- XI. 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).

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AGENDA ITEM SUMMARY

2

DATE OF MEETING: March 19, 2003

ITEM TITLE: FEBRUARY FINANCIAL STATEMENTS

PREPARED BY: Diane Hellekson, Director of Finance & Information Technology

ACTION REQUESTED: None

BACKGROUND: Financial results for the first eight months of the FY 2002-03 fiscal year are summarized in the attached February reports.

Passenger fare receipts continued to improve in February in part due to basketball shuttle service. Unlike football service, for which fare revenue can be segregated, basketball service fares are co-mingled with those of regular fixed-route service. Rapidly rising fuel prices may be contributing to increased ridership as well. Despite the negative variance versus eight-month budget of more than \$88,000, year-to-date results are ahead of prior year by 6.1 percent. Ridership is down 4.1 percent for the most recent twelve months, an erosion from the 3 percent reported in January.

Group pass receipts are remaining ahead of budget year to date. Advertising is as expected for the first eight months. Year-to-year comparison of advertising revenue illustrates the effect of renegotiating the Obie contract last spring. Revenue from this source dropped 45 percent when contract revenue requirements were lowered in response to poor market conditions in a weak local economy. Both of these resources are expected to meet budget expectations for the year.

Special service revenue is significantly ahead of plan due to under budgeting. The majority of funds in this category come from the University of Oregon home football shuttle service contract. This line item will finish the fiscal year more than \$200,000 better than projected by the budget.

As previously reported, payroll tax revenue had an unanticipated loss in October/November due to a refund granted to a local taxpayer for taxes paid in the three previous years, which have been determined were not owed. The total amount of the refund is \$538,731.78, and it was paid on November 1 from tax receipts collected in the current fiscal year. In addition, LTD can potentially expect to lose about \$175,000 in current-year and future annual receipts. An additional \$48,300 from receipts already paid to LTD was withheld by the Oregon Department of Revenue (ODOR) in November due to a different taxpayer error.

Payroll tax revenue now lags last year by 3.4 percent, which is consistent with results reported for January. Revenue is down versus current-year

budget by more than \$93,000. Had the refund not occurred earlier this fiscal year, payroll tax receipts would be about 2.5 percent over forecast in the current-year budget, a result that is more positive than expected.

Because state-in-lieu receipts are accrued and disbursed quarterly, no revenue was posted in January. This resource is expected to continue to grow modestly, primarily due to the vitality of the University of Oregon. The effect of the Measure 28 failure has yet to be determined. The majority of state-in-lieu funds comes from the University of Oregon.

Interest income continues to be disappointing. The current-year budget anticipated a modest recovery beginning in the first quarter. The current return rate on Local Government Investment Pool deposits is 1.56 percent.

Personnel services expense growth continues to be negative, emphasizing the effectiveness of the September service reductions in controlling costs. In addition, delays in filling several budgeted vacant contract positions also have contributed to savings. Also, the requirement for employees to self pay the premium difference between a base health insurance plan and a managed care plan was implemented on July 1 but was not reflected in the adopted budget. Net current-year savings from this change will be approximately \$150,000.

Administration funded by capital projects continues to grow primarily due to the escalation of activity related to bus rapid transit (BRT) and the new Springfield Station and also because staff are charging more direct hours to capital projects. Such contra charges for capital project work are expected to continue for the foreseeable future.

The fuel price for the current fiscal year was budgeted at \$.91 per gallon. By the end of January, the actual price paid had edged up over \$.90. On March 10, diesel prices were at \$1.4189, an increase of 57 percent in less than two months. The positive fuel budget variance through the first half of the fiscal year will likely be gone by June 30. This expense line could show a deficit by fiscal year end.

Only two program areas show budget deficits through the eight months of the current year: Government Affairs, which has not reported contra time to be charged to other United Front agencies as yet, and Human Resources, which continues to post legal expenses above what was anticipated by the current-year budget.

Recent legislative action potentially diverts fourth-quarter cigarette tax revenue, previously dedicated to special transportation funding, to the State general fund to balance the current biennium budget in the event that the May economic forecast anticipates additional revenue losses. The potential loss to LTD's operating fund in the current year is about \$150,000 because LTD is required to provide service by law and would have to continue it without knowing the outcome of new Oregon revenue forecasts. LTD would

also be obligated to fund continued out-of-district operations because it would not be practical to suspend service until the funding uncertainty is resolved. (If funding were restored in May, it would not be possible to put back the funded service after the fact.)

While a discussion on cost reduction for demand response service will occur, it is prudent to assume that this subsidy will not occur for the balance of the current year. There is also uncertainty about the amount (or continued existence) of the subsidy in future years that will be considered by the Long-Range Financial Plan (LRFP).

Despite the fuel price escalation and likely reduction in special transportation subsidy, the General Fund is stable and essentially on plan for the eight months of the current fiscal year due to a special services revenue offset of payroll tax receipts and effective expenditure control. Cash reserve balances in excess of what is required by Board policy will make it possible to absorb the shortfall in the current year. There is a possibility that the payroll tax loss is temporary. The Board will be informed as the recovery effort proceeds. If there are permanent negative consequences, they will be prospective and will require a change in the LRFP. Ridership will continue to be monitored carefully as another source of concern at the present time.

Special Transportation Fund expenses are as anticipated through February. Capital Fund activity also was as expected, although the BRT Phase 1 corridor implementation schedule and budget are currently under review. Project reports will be provided to the Board separately.

On March 6, LTD staff received news that additional federal formula funds due because of LTD's new Transportation Management Area (TMA) status will be available in the current fiscal year. Because of the long delay in the federal appropriations process, LTD had preciously assumed that the new capital funds would not be available until federal fiscal year 2004. The additional amount available in the 2003 federal fiscal year is approximately \$1.5 million. The revised Capital Improvements Program (CIP) includes this increase.

The FY 2003-04 budget development process is underway. A citizen Budget Committee member briefing will be scheduled ahead of the regular meetings, which begin on April 23. The Finance Committee and Human Resources Committee will monitor assumptions to be included in the Proposed Budget and will report to the full Board as necessary.

ATTACHMENTS:

Attached are the following financial reports for February for Board review:

1. Operating Financial Report - comparison to prior year
2. Comparative Balance Sheets
 - a. General Fund
 - b. Special Transportation Fund

c. Capital Projects Fund

3. Income Statements

- a. General Fund
- b. Special Transportation Fund
- c. Capital Projects Fund

PROPOSED MOTION: None

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Lane Transit District LONG-RANGE FINANCIAL PLAN Budget Assumptions

GENERAL ASSUMPTIONS:

▪ **Local Economy**

Although unemployment in the State of Oregon eased compared to the prior year, it remained at 8.6 percent through January. The national seasonally adjusted rate for the same period was 6.5 percent. Lane County's unemployment in January 2003 was 7.5 percent, up sharply from 6.2 percent in December but down 1.2 percentage points from the previous January. Major public construction projects to renovate Autzen Stadium, build a new public library and a new University of Oregon business school all helped shore up local payrolls and reduce the loss to 1.8 percent in FY 2001-02 versus FY 2000-2001. Payroll tax revenues, therefore, were projected to be flat in FY 2002-03 versus FY 2001-02 estimated actual, and grow very modestly in the subsequent two years. In November 2002, however, Lane Transit District was notified that the Oregon Department of Revenue had granted a tax refund to a local payroll taxpayer totaling \$538,732 with future losses estimated at approximately \$175,000 per year. LTD has appealed the refund action, and the matter will go to the State Tax Court in the future. Given the uncertainty of the appeal outcome, no recovery of funds is assumed. The plan assumes that tax receipts will eventually grow at an annual rate averaging 3 to 4 percent over the balance of the twenty-year plan.

▪ **State Employment**

State payrolls will experience no growth in FY 2003-04 because the effect of State budget remedies on this resource has yet to be determined. Modest growth will resume thereafter. 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 2003-04 school year is expected to see enrollment demand continue to exceed supply, despite increases in tuition and other costs. The plan assumes that a 3 to 4 percent per year growth rate can be maintained after a two-year shakeout period.

▪ **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, but the plan does not so assume. Cigarette taxes, which support special transportation services, are expected to decline by half over the next five years. Thereafter, new sources of subsidy are assumed to stabilize the General Fund contribution to demand response services.

▪ **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 very strong probability that BRT will need to look to other sources of funding besides federal grants.

The new Springfield Station project has secured \$4 million in federal earmarks to date, and is seeking an additional \$1.5 million in order to complete the project. [More information on capital assumptions are included in the Capital Improvements Program (CIP) agenda item.]

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 six years in light of slow/no growth in local revenues and the need to balance operating revenue and expenditures without significant impact to fixed-route service. LTD has already 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 in FY 2009-10. If local revenues improve faster than the plan assumes, the Board will need to have a discussion about priorities for investment.

STRATEGIC ASSUMPTIONS:

- The mission, visions, and strategic actions identified in the LTD Strategic Plan and amended at the November 2002 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.

- Deficit spending (funded by operating reserves in excess of what is required by policy) will continue in the next five years in order to stabilize fixed-route service to the greatest extent possible.
- No additional changes in the service boundaries are anticipated. (Creswell was added January 1, 1999, and Cottage Grove was added 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 of 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. At 60 percent, this assumption may be optimistic.
- TEA-21 will be reauthorized. In addition, LTD, by virtue of changing funding categories as a result of the 2000 census, will receive \$1.5 million in additional annual funding beginning in federal FY 2002-03.
- 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 property acquisition for a future satellite maintenance facility, in conjunction with the development of a new **RideSource** facility.
- Fare revenue will grow modestly in part due to a price freeze for FY 2003-04. Fare revenue will increase by 5 percent per year beginning in FY 2008-09 due to modest population growth, regular fare adjustments in accordance with fare policy and the pricing plan, and modest ridership growth. No fare revenue increases are assumed at this time due to the start up of BRT Phase 1 service. Fare growth is assumed to be zero in the out years of the plan, an assumption that will be revised when the effect of BRT service is known.
- Tax receipts will resume modest but steady growth averaging 3 to 4 percent over the life of the plan. Although aggressive efforts to recover lost payroll tax receipts due to refund will continue, the plan does not assume recovery. The plan also does not assume any change in the payroll tax rate, as previously noted. Both assumptions may be changed in the future depending on pending litigation and potential legislative action. 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 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 have also 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 2001-02 and FY 2002-03. It is critically important that personnel services expenditures be closely controlled. A good rule of thumb is that growth in wages and benefits should be managed to growth in tax revenues.
- Materials and services costs will also 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 nonessential expenses.
- Risk/insurance expenses are projected to increase at 1 percent per year following a dramatic increase in FY 2003-04. 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 \$18 million of this requirement from annual transfers. The beginning reserve balance in the Capital Fund will make up the difference. Debt financing will still be required to fund vehicle purchases.

AGENDA ITEM SUMMARY

2

DATE OF MEETING: March 19, 2003

ITEM TITLE: CAPITAL IMPROVEMENTS PROGRAM (CIP)

PREPARED BY: Diane Hellekson, Director of Finance & Information Technology

ACTION REQUESTED: Approval

BACKGROUND: After several months of discussion and review, the proposed CIP has been completed for Board of Directors' discussion and approval. The Finance Committee of the Board reviewed the plan on March 12 and forwarded it to the full Board with a recommendation to approve.

There are several uncertainties in the proposed CIP that may not be resolved before the LTD budget must be adopted in June. These uncertainties include the following:

- **Selection, cost, and delivery timing of bus rapid transit (BRT) vehicles**

As was reported to the full Board on February 26, cost and delivery issues make it questionable that LTD will purchase Phileas vehicles. Because of the small size of LTD's purchase, options to the APTS vehicle are very limited. Until the issue is resolved, the plan continues to show \$6.6 million for six vehicles. It is possible that only five vehicles will be purchased for substantially less than \$6.6 million. The vehicles, regardless of cost, will be debt financed.

- **Final cost estimate for the downtown Eugene to downtown Springfield corridor, which will be influenced by the vehicle chosen**

The corridor has been engineered for the Phileas, a guided vehicle with doors on both sides. Use of another vehicle, even if doors on both sides were possible, would require re-engineering.

- **Timing for the implementation of BRT Phase 1 service, which is driven by vehicle selection and re-engineering**

The target implementation of service date is currently in the fourth calendar quarter of 2004. Meeting that implementation target may mean using a regular vehicle as a temporary stand-in until the right vehicle becomes available.

- **Funding for the new Springfield Station, which is in advanced stages of planning due to assurances that the project would be fully federally funded but which came up \$1.5 million short in the most recent appropriation cycle**

In order to complete this project on schedule, the CIP assumes that local funds set aside for the BRT Pioneer Parkway corridor will be borrowed for the station project while other funding opportunities, including another federal appeal for earmarked grant funds, are pursued. The local funds will be repaid with new funds. The funding risk will be borne by the Pioneer Parkway project, not Springfield Station. The funding gap, split into federal and local components on the assumption that federal funding will be identified, is highlighted in blue.

- **Funding for Pioneer Parkway and Coburg Road BRT corridors**

The plan continues to assume 60 percent BRT funding from federal New Starts money with the remainder split between LTD and contributions from community partners. Pink highlighting indicates that funding for Phase 2 and beyond corridors has yet to be identified.

The plan also assumes debt financing of vehicles and that all vehicles purchased qualify for federal funding. Plan assumptions are summarized at the top of the first page of the attachment. In order to maintain minimum reserves and balance the five-year plan, additional revenues from unidentified sources have been included. These amounts are shown in the fourth and fifth year of the draft plan and are highlighted in orange.

One major funding uncertainty -- in what year LTD would be eligible to receive additional federal formula funds (and in what amount) due to achieving transportation management area (TMA) status -- has been resolved. LTD has just been notified that the additional funds are available in the current federal fiscal year. Previous drafts of the CIP assumed that new money would not be available until federal fiscal year 2004. Having funds available this year adds approximately \$1.5 million to capital resources. Because the new money was not anticipated by any previous plan, its allocation has not been decided yet. Possibilities include reducing proposed vehicle purchase debt by purchasing some or all of the 18-foot Gillig buses with formula funds and applying the new money to the Springfield Station in the event that the new earmark appeal is unsuccessful.

Because the CIP is dominated by BRT and, in the short term, the new Springfield Station and vehicle acquisition, all of which have been discussed with the Board in detail, major assumptions for the plan have not been repeated here. The brief presentation that will precede Board deliberation and action on this item will highlight the major plan

components. Project managers will be present at the meeting to respond to questions, should additional information be required.

ATTACHMENTS: Capital Improvements Program Summary

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

LTD Resolution No. 2003-012: It is hereby resolved that the proposed Capital Improvements Program for fiscal years 2003-2004 through 2007-2008 is approved as presented.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: LONG-RANGE FINANCIAL PLAN

PREPARED BY: Diane Hellekson, Director of Finance & Information Technology

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 operating requirements/desires for both fixed-route and demand response service, and 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 2003-04. 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 were required in FY 2002-03. The Board gave staff direction at the November 2002 strategic planning work session that stabilizing fixed-route service was important, even though deficit spending would be required, so no net service changes are assumed in the near term.
- Identifying and implementing alternative financing methods for capital project support. Even if BRT draws significant discretionary federal grant support (a possibility that is not certain), it will almost certainly do

so at the expense of other projects that traditionally have been funded in this manner, notably bus purchases. Until last 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 2009-10. Debt financing of vehicle 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 LRFP is included with the attachments.

ATTACHMENTS:

Long-Range Financial Plan Budget Assumptions
 Schedule of Combined Five-Year Projections
 Long-Range Financial Plan – Operating Fund
 Long-Range Capital Projects Summary

PROPOSED MOTION:

I move that the Board approve the following resolution:

LTD Resolution No. 2003-013: It is hereby resolved that the proposed Long-Range Financial Plan for fiscal years 2003-04 through 2022-23 is approved as presented.

LONG-RANGE FINANCIAL PLAN - General Fund

Projections →

	02/03 ESTIMATE	Proposed 03/04	04/05	05/06	06/07	07/08	08/09
BEGINNING FUND BALANCE	6,568,100	7,925,740	7,423,960	5,547,420	5,133,960	4,937,650	4,877,630
<u>REVENUE</u>							
Operating Revenue:							
Regular Fares	3,310,500	3,387,800	3,455,550	3,569,630	3,723,040	3,871,960	4,065,558
Group Passes	<u>933,690</u>	<u>1,020,800</u>	<u>1,041,220</u>	<u>1,062,040</u>	<u>1,093,900</u>	<u>1,137,660</u>	<u>1,183,166</u>
Total Fares	4,244,190	4,408,600	4,496,770	4,631,670	4,816,940	5,009,620	5,248,724
Special Services	556,010	584,700	590,547	596,450	602,410	614,460	645,183
Advertising	246,010	300,000	303,000	306,030	309,090	315,270	331,034
Misc. Operating	65,850	64,000	64,640	65,290	65,940	66,600	69,930
Total Operating	5,112,060	5,357,300	5,454,957	5,599,440	5,794,380	6,005,950	6,294,871
Payroll Tax	15,985,900	16,443,500	16,772,370	17,275,540	17,966,570	18,685,230	19,432,639
SET	1,015,000	1,015,000	1,035,300	1,066,360	1,109,010	1,153,370	1,199,505
State-in-Lieu	<u>1,150,600</u>	<u>1,159,600</u>	<u>1,182,790</u>	<u>1,218,270</u>	<u>1,267,000</u>	<u>1,317,680</u>	<u>1,357,210</u>
Total Taxes	18,151,500	18,618,100	18,990,460	19,560,170	20,342,580	21,156,280	21,989,354
TDM & Parts Grant	<u>237,000</u>	<u>383,600</u>	<u>391,270</u>	<u>399,100</u>	<u>407,080</u>	<u>415,220</u>	<u>485,000</u>
Total Grants	237,000	383,600	391,270	399,100	407,080	415,220	485,000
Interest Income	380,770	304,000	315,900	291,900	238,700	233,000	200,000
Disposal of Assets	22,000	1,000	1,010	1,020	1,030	1,040	0
TOTAL GF REVENUE	23,903,330	24,664,000	25,153,597	25,851,630	26,783,770	27,811,490	28,969,225
<u>EXPENSE</u>							
Personnel Services	16,997,030	18,591,500	18,935,200	19,392,610	20,018,310	20,819,040	21,443,611
Materials & Services	4,114,750	4,342,700	4,511,100	4,556,210	4,601,770	4,647,790	4,740,746
Risk/Insurance	675,300	926,600	935,870	945,230	954,680	964,230	973,872
Transfer to ST Fund	758,610	1,304,980	1,337,600	1,371,040	1,405,320	1,440,450	1,030,000
Transfer to Capital	0	0	0	0	0	0	0
TOTAL GF EXPENSE	22,545,690	25,165,780	25,719,770	26,265,090	26,980,080	27,871,510	28,188,229
Operating Net	1,357,640	(501,780)	(566,173)	(413,460)	(196,310)	(60,020)	780,996
ENDING BALANCE	7,925,740	7,423,960	6,857,787	5,133,960	4,937,650	4,877,630	5,658,626

LONG-RANGE FINANCIAL PLAN - General Fund

Projections →

02/03 ESTIMATE	Proposed 03/04	04/05	05/06	06/07	07/08	08/09
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	09/10	10/11	11/12	12/13
BEGINNING FUND BALANCE	5,658,626	5,860,674	6,521,222	7,659,600
<u>REVENUE</u>				
Operating Revenue:				
Regular Fares	4,268,836	4,482,278	4,706,392	4,941,711
Group Passes	<u>1,230,493</u>	<u>1,279,713</u>	<u>1,330,901</u>	<u>1,384,137</u>
Total Fares	5,499,329	5,761,990	6,037,293	6,325,848
Special Services	677,442	711,314	746,880	784,224
Advertising	347,585	364,964	383,213	402,373
Misc. Operating	73,427	77,098	80,953	85,000
Total Operating	6,597,783	6,915,367	7,248,338	7,597,446
Payroll Tax	20,209,945	21,018,343	21,859,076	22,733,439
SET	1,247,485	1,297,384	1,349,280	1,403,251
State-in-Lieu	<u>1,397,927</u>	<u>1,439,865</u>	<u>1,483,060</u>	<u>1,527,552</u>
Total Taxes	22,855,356	23,755,591	24,691,416	25,664,243
TDM & Parts Grant	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>
Total Grants	485,000	485,000	485,000	485,000
Interest Income	200,000	200,000	200,000	200,000
Disposal of Assets	0	0	0	0
TOTAL GF REVENUE	30,138,139	31,355,958	32,624,755	33,946,689
<u>EXPENSE</u>				
Personnel Services	22,086,920	22,749,527	23,432,013	24,134,973
Materials & Services	4,835,561	4,932,272	5,030,917	5,131,536
Risk/Insurance	983,611	983,611	993,447	993,447
Transfer to ST Fund	1,030,000	1,030,000	1,030,000	1,030,000
Transfer to Capital	1,000,000	1,000,000	1,000,000	1,000,000
TOTAL GF EXPENSE	29,936,091	30,695,410	31,486,377	32,289,956
Operating Net	202,048	660,548	1,138,377	1,656,732
ENDING BALANCE	5,860,674	6,521,222	7,659,600	9,316,332

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09/10	10/11	11/12	12/13
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	13/14	14/15	15/16	16/17	17/18	18/19	19/20
BEGINNING FUND BALANCE	9,316,332	11,173,574	12,367,502	13,245,697	14,163,982	15,249,332	16,394,344
<u>REVENUE</u>							
Operating Revenue:							
Regular Fares	5,089,962	5,242,661	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Group Passes	<u>1,439,503</u>	<u>1,497,083</u>	<u>1,556,966</u>	<u>1,619,245</u>	<u>1,684,015</u>	<u>1,751,375</u>	<u>1,821,430</u>
Total Fares	6,529,465	6,739,744	6,556,966	6,619,245	6,684,015	6,751,375	6,821,430
Special Services	823,435	864,607	205,000	205,000	205,000	205,000	205,000
Advertising	422,492	443,617	660,000	660,000	660,000	660,000	660,000
Misc. Operating	89,250	93,713	250,000	250,000	250,000	250,000	250,000
Total Operating	7,864,643	8,141,681	7,671,966	7,734,245	7,799,015	7,866,375	7,936,430
Payroll Tax	23,415,442	24,234,983	25,083,207	25,961,120	26,999,564	27,944,549	28,922,608
SET	1,445,348	1,488,709	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000
State-in-Lieu	<u>1,573,379</u>	<u>1,620,580</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>
Total Taxes	26,434,170	27,344,272	27,883,207	28,761,120	29,799,564	30,744,549	31,722,608
TDM & Parts Grant	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<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	34,983,813	36,170,953	36,240,174	37,180,365	38,283,579	39,295,924	40,344,039
<u>EXPENSE</u>							
Personnel Services	24,859,023	25,604,793	26,372,937	27,164,125	27,979,049	28,818,420	29,682,973
Materials & Services	5,234,166	5,338,850	5,445,627	5,554,539	5,665,630	5,778,943	5,894,522
Risk/Insurance	1,003,382	1,003,382	1,013,415	1,013,415	1,023,550	1,023,550	1,033,785
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	1,000,000	2,000,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
TOTAL GF EXPENSE	33,126,571	34,977,025	35,361,979	36,262,080	37,198,229	38,150,913	39,141,280
Operating Net	1,857,242	1,193,928	878,194	918,285	1,085,351	1,145,012	1,202,759
ENDING BALANCE	11,173,574	12,367,502	13,245,697	14,163,982	15,249,332	16,394,344	17,597,103

13/14	14/15	15/16	16/17	17/18	18/19	19/20
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	20/21	21/22	22/23
BEGINNING FUND BALANCE	17,597,103	18,579,802	19,820,595
<u>REVENUE</u>			
Operating Revenue:			
Regular Fares	5,000,000	5,000,000	5,000,000
Group Passes	<u>1,894,288</u>	<u>1,970,059</u>	<u>2,048,861</u>
Total Fares	6,894,288	6,970,059	7,048,861
Special Services	205,000	205,000	205,000
Advertising	660,000	660,000	660,000
Misc. Operating	250,000	250,000	250,000
Total Operating	8,009,288	8,085,059	8,163,861
Payroll Tax	29,934,900	30,982,621	32,067,013
SET	1,400,000	1,400,000	1,400,000
State-in-Lieu	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>
Total Taxes	32,734,900	33,782,621	34,867,013
TDM & Parts Grant	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>
Total Grants	485,000	485,000	485,000
Interest Income	200,000	200,000	200,000
Disposal of Assets	0	0	0
TOTAL GF REVENUE	41,429,187	42,552,680	43,715,874
<u>EXPENSE</u>			
Personnel Services	30,870,292	32,105,104	33,389,308
Materials & Services	6,012,412	6,132,660	6,255,313
Risk/Insurance	1,033,785	1,044,123	1,044,123
Transfer to ST Fund	1,030,000	1,030,000	1,030,000
Transfer to Capital	1,500,000	1,000,000	1,000,000
TOTAL GF EXPENSE	40,446,489	41,311,887	42,718,744
Operating Net	982,698	1,240,794	997,130
ENDING BALANCE	18,579,802	19,820,595	20,817,726

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20/21

21/22

22/23

LONG-RANGE FINANCIAL PLAN - General F

Projections →

	00/01 ACTUAL	01/02 ACTUAL	02/03 ESTIMATE	Proposed 03/04	04/05	05/06	06/07	07/08
BEGINNING FUND BALANCE	9,023,585	5,971,289	6,568,100	7,542,130	6,595,440	5,547,420	4,516,180	3,672,280
REVENUE								
Operating Revenue:								
Regular Fares	3,149,895	3,193,000	3,392,710	3,460,560	3,459,970	3,574,190	3,727,780	3,876,890
Group Passes	<u>877,638</u>	<u>822,500</u>	<u>933,690</u>	<u>1,020,800</u>	<u>1,041,220</u>	<u>1,062,040</u>	<u>1,093,900</u>	<u>1,137,660</u>
Total Fares	4,027,533	4,015,500	4,326,400	4,412,930	4,501,190	4,636,230	4,821,680	5,014,550
Special Services	148,969	134,500	400,000	414,000	418,140	422,320	426,540	435,070
Advertising	383,773	300,000	300,000	300,000	303,000	306,030	309,090	315,270
Misc. Operating	154,562	27,950	30,000	30,000	30,300	30,600	30,910	31,220
Total Operating	4,714,837	4,477,950	5,056,400	5,156,930	5,252,630	5,395,180	5,588,220	5,796,110
Payroll Tax	16,409,144	16,081,000	15,414,300	15,936,350	16,255,080	16,742,740	17,412,450	18,108,950
SET	972,902	972,900	1,015,000	1,015,000	1,035,300	1,066,360	1,109,010	1,153,370
State-in-Lieu	<u>1,051,028</u>	<u>1,051,000</u>	<u>1,150,600</u>	<u>1,159,600</u>	<u>1,182,790</u>	<u>1,218,270</u>	<u>1,267,000</u>	<u>1,317,680</u>
Total Taxes	18,433,074	18,104,900	17,579,900	18,110,950	18,473,170	19,027,370	19,788,460	20,580,000
TDM & Parts Grant	<u>272,419</u>	<u>445,700</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	272,419	445,700	445,700	445,700	454,610	463,700	472,970	482,430
Interest Income	1,305,627	791,160	450,000	435,400	413,500	275,900	214,000	196,300
Disposal of Assets	3,617	0	0	0	0	0	0	0
TOTAL GF REVENUE	24,729,574	23,819,710	23,532,000	24,148,980	24,593,910	25,162,150	26,063,650	27,054,840
EXPENSE								
Personnel Services	16,382,164	18,003,600	16,997,000	18,591,500	18,935,200	19,392,610	20,018,310	20,819,040
Materials & Services	4,328,291	4,597,420	3,981,100	4,316,600	4,484,800	4,529,650	4,574,950	4,620,700
Risk/Insurance	696,242	850,000	675,300	890,600	899,510	908,510	917,600	926,780
Transfer to ST Fund	710,592	930,540	904,570	1,296,970	1,329,390	1,362,620	1,396,690	1,431,610
Transfer to Capital	5,664,581	0	0	0	0	0	0	0
TOTAL GF EXPENSE	27,781,870	24,381,560	22,557,970	25,095,670	25,648,900	26,193,390	26,907,550	27,798,130
Operating Net	(3,052,296)	(561,850)	974,030	(946,690)	(1,054,990)	(1,031,240)	(843,900)	(743,290)
ENDING BALANCE	5,971,289	5,409,439	7,542,130	6,595,440	5,540,450	4,516,180	3,672,280	2,928,990

LONG-RANGE FINANCIAL PLAN - General F

Projections →

00/01	01/02	02/03	Proposed				
ACTUAL	ACTUAL	ESTIMATE	03/04	04/05	05/06	06/07	07/08

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	08/09	09/10	10/11	11/12	12/13	13/14	14/15
BEGINNING FUND BALANCE	2,928,990	2,955,779	2,369,561	2,205,908	2,482,965	3,239,244	4,162,466
REVENUE							
Operating Revenue:							
Regular Fares	4,070,735	4,274,271	4,487,985	4,712,384	4,948,003	5,096,443	5,249,337
Group Passes	<u>1,183,166</u>	<u>1,230,493</u>	<u>1,279,713</u>	<u>1,330,901</u>	<u>1,384,137</u>	<u>1,439,503</u>	<u>1,497,083</u>
Total Fares	5,253,901	5,504,764	5,767,698	6,043,285	6,332,141	6,535,946	6,746,420
Special Services	456,824	479,665	503,648	528,830	555,272	583,035	612,187
Advertising	331,034	347,585	364,964	383,213	402,373	422,492	443,617
Misc. Operating	32,781	34,420	36,141	37,948	39,846	41,838	43,930
Total Operating	6,074,539	6,366,434	6,672,451	6,993,276	7,329,631	7,583,311	7,846,153
Payroll Tax	18,833,308	19,586,640	20,370,106	21,184,910	22,032,307	22,693,276	23,487,540
SET	1,199,505	1,247,485	1,297,384	1,349,280	1,403,251	1,445,348	1,488,709
State-in-Lieu	<u>1,357,210</u>	<u>1,397,927</u>	<u>1,439,865</u>	<u>1,483,060</u>	<u>1,527,552</u>	<u>1,573,379</u>	<u>1,620,580</u>
Total Taxes	21,390,023	22,232,052	23,107,355	24,017,250	24,963,110	25,712,003	26,596,830
TDM & Parts Grant	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<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	28,149,562	29,283,486	30,464,806	31,695,527	32,977,741	33,980,314	35,127,983
EXPENSE							
Personnel Services	21,443,611	22,086,920	22,749,527	23,432,013	24,134,973	24,859,023	25,604,793
Materials & Services	4,713,114	4,807,376	4,903,524	5,001,594	5,101,626	5,203,659	5,307,732
Risk/Insurance	936,048	945,408	945,408	954,862	954,862	964,411	964,411
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	0	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000
TOTAL GF EXPENSE	28,122,773	29,869,704	30,628,459	31,418,470	32,221,462	33,057,092	34,906,936
Operating Net	26,789	(586,218)	(163,653)	277,057	756,279	923,222	221,046
ENDING BALANCE	2,955,779	2,369,561	2,205,908	2,482,965	3,239,244	4,162,466	4,383,513

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08/09	09/10	10/11	11/12	12/13
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13/14	14/15
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	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23
BEGINNING FUND BALANCE	4,383,513	4,559,205	4,748,546	5,073,967	5,430,564	5,815,816	5,950,473	6,312,015
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>1,556,966</u>	<u>1,619,245</u>	<u>1,684,015</u>	<u>1,751,375</u>	<u>1,821,430</u>	<u>1,894,288</u>	<u>1,970,059</u>	<u>2,048,861</u>
Total Fares	6,556,966	6,619,245	6,684,015	6,751,375	6,821,430	6,894,288	6,970,059	7,048,861
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	7,671,966	7,734,245	7,799,015	7,866,375	7,936,430	8,009,288	8,085,059	8,163,861
Payroll Tax	24,309,604	25,160,440	26,166,858	27,082,698	28,030,593	29,011,663	30,027,072	31,078,019
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>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>	<u>1,400,000</u>
Total Taxes	27,109,604	27,960,440	28,966,858	29,882,698	30,830,593	31,811,663	32,827,072	33,878,019
TDM & Parts Grant	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<u>485,000</u>	<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	35,466,571	36,379,685	37,450,873	38,434,073	39,452,023	40,505,951	41,597,131	42,726,880
EXPENSE								
Personnel Services	26,372,937	27,164,125	27,979,049	28,818,420	29,682,973	30,870,292	32,105,104	33,389,308
Materials & Services	5,413,887	5,522,164	5,632,608	5,745,260	5,860,165	5,977,368	6,096,916	6,218,854
Risk/Insurance	974,055	974,055	983,796	983,796	993,634	993,634	1,003,570	1,003,570
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	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,000,000	1,000,000
TOTAL GF EXPENSE	35,290,879	36,190,344	37,125,452	38,077,476	39,066,771	40,371,294	41,235,589	42,641,731
Operating Net	175,692	189,341	325,421	356,598	385,252	134,657	361,542	85,149
ENDING BALANCE	4,559,205	4,748,546	5,073,967	5,430,564	5,815,816	5,950,473	6,312,015	6,397,164

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15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23
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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



Lane Transit District
Schedule of Combined Five-Year Projections

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Actual	FY 2002-2003 Budget Current Year	FY 2002-2003 Estimated Current Year	Year 1 Proposed FY 2003-2004	rev/cost growth rate	Year 2 Projected FY 2004-2005	rev/cost growth rate	Year 3 Projected FY 2005-2006	rev/cost growth rate	Year 4 Projected FY 2006-2007	rev/cost growth rate	Year 5 Projected FY 2007-2008
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,971,289	5,009,300	6,568,100	7,925,740		7,423,960		6,857,790		6,444,340		6,248,040
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,774,245	15,283,200	15,200,500	13,132,370		7,168,900		5,075,860		5,205,660		3,042,880
Total Beginning Working Capital	16,758,901	20,097,347	21,745,534	20,292,500	21,768,600	21,058,110		14,592,860		11,933,650		11,650,000		9,290,920
Resources from General Fund														
Operating Revenues - Passenger Fares	4,006,517	4,027,533	4,006,082	4,417,050	4,244,190	4,408,600	2.0%	4,496,770	3.0%	4,631,670	4.0%	4,816,940	4.0%	5,009,620
Taxes (payroll, self-employment & state-in-lieu)	18,016,464	18,433,074	18,284,124	18,104,900	18,151,500	18,618,100	2.0%	18,990,460	3.0%	19,560,170	4.0%	20,342,580	4.0%	21,156,280
Other (advertising & special services)	482,113	532,742	673,100	500,000	802,020	884,700	1.0%	893,550	1.0%	902,490	1.0%	911,510	2.0%	929,740
Miscellaneous	392,869	158,179	(8,574)	33,000	87,850	65,000	1.0%	65,650	1.0%	66,310	1.0%	66,970	1.0%	67,640
Other Operating Grants	222,019	272,419	649,703	445,700	237,000	383,600	2.0%	391,270	2.0%	399,100	2.0%	407,800	2.0%	415,220
Interest	1,132,736	1,305,627	594,896	750,000	380,770	304,000	rate=3%	315,900	rate=4%	291,900	rate=4%	238,700	rate=4%	233,000
Total Revenues from General Fund	24,252,718	24,729,574	24,199,331	24,250,650	23,903,330	24,664,000		25,153,600		25,851,640		26,783,780		27,811,500
Requirements from General Fund														
Personnel Services	(14,933,212)	(16,161,336)	(17,614,941)	(17,979,750)	(16,997,030)	(18,591,500)	4.0%	(19,335,200)	4.0%	(19,692,610)	4.0%	(20,168,310)	4.0%	(20,819,040)
Less Operating Expenditure Reduction								400,000		300,000		150,000		
Materials & Services	(4,169,882)	(4,456,895)	(3,729,828)	(4,530,800)	(4,114,750)	(4,342,700)	1.0%	(4,386,100)	1.0%	(4,556,210)	1.0%	(4,601,770)	1.0%	(4,647,790)
Less Operating Expenditure Reduction								(125,000)						
Plus Operating Expenditure Increases														
Insurance	(611,107)	(788,466)	(842,087)	(784,800)	(675,300)	(926,600)	1.0%	(935,870)	1.0%	(945,230)	1.0%	(954,680)	1.0%	(964,230)
Special Transportation	(789,000)	(710,592)	(792,585)	(955,300)	(758,610)	(1,304,980)	2.5%	(1,337,600)	2.5%	(1,371,040)	2.5%	(1,405,320)	2.5%	(1,440,450)
Total Requirements from General Fund	(20,503,201)	(22,117,289)	(22,979,441)	(24,250,650)	(22,545,690)	(25,165,780)		(25,719,770)		(26,265,090)		(26,980,080)		(27,871,510)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	1,219,890	-	1,357,640	(501,780)		(566,170)		(413,450)		(196,300)		(60,010)
Transfer to Capital Fund - Current Operations	(2,900,000)	(5,664,581)	(623,052)	-	-	-		-		-		-		-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	596,838	-	1,357,640	(501,780)		(566,170)		(413,450)		(196,300)		(60,010)
Resources from Capital Fund														
Federal Grants - Formula	1,450,937	958,259	1,779,491	6,363,600	2,155,640	5,319,560		8,290,000		2,853,040		3,768,960		3,062,320
Federal Grants - Discretionary	518,778	800,000	1,408,390	13,880,000	2,843,200	8,612,160		-		930,000		6,000,000		7,170,000
Other Federal Funds	29,213	26,630	502,549	-	938,580	179,460		179,460		179,460		179,460		179,460
State of Oregon Grants	60,419	-	30,657	1,163,100	465,580	2,307,220		243,620		268,470		295,120		324,730
Local Resources - Other	-	-	-	-	-	-		-		1,483,600		2,000,000		2,390,000
Transfer from General Fund	2,900,000	5,664,581	623,052	-	-	-		-		-		-		-
Transfer from Special Transportation Fund	-	-	73,521	162,200	53,290	264,080		27,880		30,730		33,780		37,170
Resources yet to be determined	-	-	-	-	-	-		-		-		800,000		3,200,000
Proceeds from Bond Sales	-	-	-	12,645,000	8,545,000	-		6,900,000		5,100,000		-		9,600,000
Total Capital Resources	4,959,347	7,449,470	4,417,660	34,213,900	15,001,290	16,682,480		15,640,960		10,845,300		13,077,320		25,963,680
Requirements from Capital Fund														
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(715,161)	(1,000,000)	(731,000)	(900,000)		(980,000)		(1,005,000)		(1,030,000)		(1,055,000)
Bus Rapid Transit - Right-of-Way Acquisition				(200,000)	-	-		-		-		-		-
Bus Rapid Transit - Initial Corridor - Construction			(518,655)	(10,350,000)	(2,400,000)	(8,822,800)		(5,885,200)		-		-		-
Bus Rapid Transit - Initial Corridor - Rolling Stock				(6,000,000)	(100,000)	-		(6,600,000)		-		-		-
Bus Rapid Transit - Pioneer Parkway Corridor				-	-	-		-		(1,550,000)		(10,000,000)		(10,450,000)
Bus Rapid Transit - Coburg Road Corridor				-	-	-		-		-		-		(1,500,000)
Bus Rapid Transit - Next Corridor - Rolling Stock				-	-	-		-		-		-		(7,500,000)
Bus Rapid Transit - Fleet Services Facilities				(1,250,000)	(400,000)	(850,000)		-		-		-		-
Bus Rapid Transit - Technology Projects			(2,786)	(1,799,330)	(1,664,330)	(589,000)		(1,108,500)		(232,000)		(840,200)		-
Springfield Station	(132,357)	(9,510)	(121,954)	(6,800,000)	(2,000,000)	(5,300,000)		-		-		-		-
Revenue Rolling Stock - Fixed Route			(1,827,875)	(8,245,000)	(8,245,000)	-		-		(4,800,000)		-		(1,800,000)
Facilities & Passenger Boarding Improvements	(289,436)	(845,046)	(562,291)	(325,000)	(305,000)	(545,000)		(235,000)		(335,000)		(335,000)		(335,000)
RideSource Facility/Satellite Land Acquisition		(6,238)	(35,236)	(2,597,000)	(156,000)	(3,902,000)		-		-		-		-
Intelligent Transportation Systems				-	-	(200,000)		(100,000)		(100,000)		(100,000)		(100,000)
Hardware/Software	(499,361)	(456,972)	(483,846)	(230,220)	(230,220)	(164,900)		(217,700)		(149,100)		(127,200)		(99,100)
Radio/Communications	(344,315)	(139,863)	(11,904)	(130,000)	(130,000)	(130,000)		(129,300)		(98,100)		-		-
Special Transportation			(570,490)	(428,300)	(362,870)	(465,000)		(271,500)		(299,200)		(328,900)		(361,900)
Other	(174,201)	(277,392)	(138,803)	(120,000)	(45,000)	(411,500)		(55,000)		(55,000)		(95,000)		(55,000)
Total Capital Requirements	(2,470,418)	(2,748,987)	(4,989,002)	(39,474,850)	(16,769,420)	(22,150,200)		(16,042,200)		(8,623,400)		(12,856,300)		(23,256,000)
Debt Service														
Expenses Related to Debt Financing	-	-	(2,365)	(500,000)	(300,000)	-		(300,000)		(300,000)		-		(300,000)
Debt Service Requirements	-	-	-	(1,378,700)	-	(495,750)		(1,391,800)		(1,792,100)		(2,383,800)		(2,383,800)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(573,707)	(7,139,650)	(2,068,130)	(5,963,470)		(2,093,040)		129,800		(2,162,780)		23,880
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	6,568,127	5,009,300	7,925,740	7,423,960		6,857,790		6,444,340		6,248,040		6,188,030
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	15,200,538	8,143,550	13,132,370	7,168,900		5,075,860		5,205,660		3,042,880		3,066,760
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	21,768,665	13,152,850	21,058,110	14,592,860		11,933,650		11,650,000		9,290,920		9,254,790



Lane Transit District
Schedule of Combined Five-Year Projections

	FY 1999-2000 Actual	FY 2000-2001 Actual	FY 2001-2002 Actual	FY 2002-2003 Budget Current Year	FY 2002-2003 Estimated Current Year	Year 1 Projected FY 2003-2004	rev/cost growth rate	Year 2 Projected FY 2004-2005	rev/cost growth rate	Year 3 Projected FY 2005-2006	rev/cost growth rate	Year 4 Projected FY 2006-2007	rev/cost growth rate	Year 5 Projected FY 2007-2008
Beginning Net Working Capital - Operations	8,174,068	9,023,585	5,971,289	5,009,300	6,568,100	7,542,130		6,595,440		5,540,450		4,509,210		3,665,310
Beginning Net Working Capital - Capital	8,584,833	11,073,762	15,774,245	15,283,200	15,200,500	13,132,370		7,197,850		5,158,070		5,306,320		3,031,820
Total Beginning Working Capital	16,758,901	20,097,347	21,745,534	20,292,500	21,768,600	20,674,500		13,793,290		10,698,520		9,815,530		6,697,130
Resources from General Fund														
Operating Revenues - Passenger Fares	4,006,517	4,027,533	4,006,082	4,417,050	4,326,400	4,412,930	2.0%	4,501,190	3.0%	4,636,230	4.0%	4,821,680	4.0%	5,014,550
Taxes (payroll, self-employment & state-in-lieu)	18,016,464	18,433,074	18,284,124	18,104,900	17,579,900	18,110,950	2.0%	18,473,170	3.0%	19,027,370	4.0%	19,788,460	4.0%	20,580,000
Other (advertising & special services)	482,113	532,742	673,100	500,000	700,000	714,000	1.0%	721,140	1.0%	728,350	1.0%	735,630	2.0%	750,340
Miscellaneous	392,869	158,179	(8,574)	33,000	30,000	30,000	0.0%	30,300	1.0%	30,600	1.0%	30,910	1.0%	31,220
Other Operating Grants	222,019	272,419	649,703	445,700	445,700	445,700	0.0%	445,700	2.0%	454,610	2.0%	472,970	2.0%	482,430
Interest	1,132,736	1,305,627	594,896	750,000	450,000	435,400	rate=2%	413,500	rate=4%	275,900	rate=4%	214,000	rate=4%	196,300
Total Revenues from General Fund	24,252,718	24,729,574	24,199,331	24,250,650	23,532,000	24,148,980		24,593,910		25,162,150		26,063,650		27,054,840
Requirements from General Fund														
Personnel Services	(14,933,212)	(16,161,336)	(17,614,941)	(17,979,750)	(16,997,000)	(18,591,500)	4.0%	(19,335,200)	4.0%	(19,692,610)	4.0%	(20,168,310)	4.0%	(20,819,040)
Less Operating Expenditure Reduction								400,000		300,000		150,000		
Materials & Services	(4,169,882)	(4,456,895)	(3,729,828)	(4,530,800)	(3,981,100)	(4,316,600)	1.0%	(4,359,800)	1.0%	(4,529,650)	1.0%	(4,574,950)	1.0%	(4,620,700)
Less Operating Expenditure Reduction								(125,000)						
Plus Operating Expenditure Increases														
Insurance	(611,107)	(788,466)	(842,087)	(784,800)	(675,300)	(890,600)	1.0%	(899,510)	1.0%	(908,510)	1.0%	(917,600)	1.0%	(926,780)
Special Transportation	(789,000)	(710,592)	(792,585)	(955,300)	(904,570)	(1,296,970)	2.5%	(1,329,390)	2.5%	(1,362,620)	2.5%	(1,396,690)	2.5%	(1,431,610)
Total Requirements from General Fund	(20,503,201)	(22,117,289)	(22,979,441)	(24,250,650)	(22,557,970)	(25,095,670)		(25,648,900)		(26,193,390)		(26,907,550)		(27,798,130)
Net Operating Revenues (Requirements) Before Transfer to Capital Fund	3,749,517	2,612,285	1,219,890	-	974,030	(946,690)		(1,054,990)		(1,031,240)		(843,900)		(743,290)
Transfer to Capital Fund - Current Operations	(2,900,000)	(5,664,581)	(623,052)	-	-	-		-		-		-		-
Additions (Reductions) to Operating Reserves	849,517	(3,052,296)	596,838	-	974,030	(946,690)		(1,054,990)		(1,031,240)		(843,900)		(743,290)
Resources from Capital Fund														
Federal Grants - Formula	1,450,937	958,259	1,779,491	6,363,600	2,155,640	5,203,760		8,076,960		2,779,240		3,815,840		3,109,200
Federal Grants - Discretionary	518,778	800,000	1,408,390	13,880,000	3,602,320	8,612,160		-		930,000		6,000,000		7,170,000
Other Federal Funds	29,213	26,630	502,549	-	179,460	179,460		179,460		179,460		179,460		179,460
State of Oregon Grants	60,419	-	30,657	1,163,100	465,580	2,307,220		243,620		268,470		295,120		324,730
Local Resources - Other	-	-	-	-	-	-		-		1,483,600		2,000,000		2,390,000
Transfer from General Fund	2,900,000	5,664,581	623,052	-	-	-		-		-		-		-
Transfer from Special Transportation Fund	-	-	73,521	162,200	53,290	264,080		27,880		30,730		33,780		37,170
Resources yet to be determined	-	-	-	-	-	-		-		-		700,000		3,200,000
Proceeds from Bond Sales	-	-	-	12,645,000	6,050,000	7,300,000		2,600,000		5,100,000		9,600,000		9,600,000
Total Capital Resources	4,959,347	7,449,470	4,417,660	34,213,900	12,506,290	23,866,680		11,127,920		10,771,500		13,024,200		26,010,560
Requirements from Capital Fund														
Bus Rapid Transit - Planning	(1,030,748)	(1,013,966)	(715,161)	(1,000,000)	(731,000)	(900,000)		(980,000)		(1,005,000)		(1,030,000)		(1,055,000)
Bus Rapid Transit - Right-of-Way Acquisition				(200,000)	-	-		-		-		-		-
Bus Rapid Transit - Initial Corridor - Construction			(518,655)	(10,350,000)	(2,400,000)	(8,822,800)		(5,885,200)		-		-		-
Bus Rapid Transit - Initial Corridor - Rolling Stock				(6,000,000)	(100,000)	(4,000,000)		(2,600,000)		-		-		-
Bus Rapid Transit - Pioneer Parkway Corridor				-	-	-		-		(1,550,000)		(10,000,000)		(10,450,000)
Bus Rapid Transit - Coburg Road Corridor				-	-	-		-		-		-		(1,500,000)
Bus Rapid Transit - Next Corridor - Rolling Stock				-	-	-		-		-		-		(7,500,000)
Bus Rapid Transit - Fleet Services Facilities				(1,250,000)	(400,000)	(850,000)		-		-		-		-
Bus Rapid Transit - Technology Projects			(2,786)	(1,799,330)	(1,664,330)	(589,000)		(1,108,500)		(232,000)		(840,200)		-
Springfield Station	(132,357)	(9,510)	(121,954)	(6,800,000)	(2,000,000)	(5,300,000)		-		-		-		-
Revenue Rolling Stock - Fixed Route			(1,827,875)	(8,245,000)	(5,850,000)	(3,000,000)		-		(4,800,000)		-		(1,800,000)
Facilities & Passenger Boarding Improvements	(289,436)	(845,046)	(562,291)	(325,000)	(305,000)	(545,000)		(235,000)		(335,000)		(335,000)		(335,000)
RideSource Facility/Satellite Land Acquisition		(6,238)	(35,236)	(2,597,000)	(156,000)	(3,902,000)		-		-		-		-
Intelligent Transportation Systems				-	-	(200,000)		(100,000)		(100,000)		(100,000)		(100,000)
Hardware/Software	(499,361)	(456,972)	(483,846)	(230,220)	(230,220)	(164,900)		(217,700)		(149,100)		(127,200)		(99,100)
Radio/Communications	(344,315)	(139,863)	(11,904)	(130,000)	(130,000)	(130,000)		(129,300)		(98,100)		-		-
Special Transportation			(570,490)	(428,300)	(362,870)	(465,000)		(271,500)		(299,200)		(328,900)		(361,900)
Other	(174,201)	(277,392)	(138,803)	(120,000)	(45,000)	(411,500)		(55,000)		(55,000)		(95,000)		(55,000)
Total Capital Requirements	(2,470,418)	(2,748,987)	(4,989,002)	(39,474,850)	(14,374,420)	(29,150,200)		(12,042,200)		(8,623,400)		(12,856,300)		(23,256,000)
Debt Service														
Expenses Related to Debt Financing	-	-	(2,365)	(500,000)	(200,000)	(300,000)		-		(300,000)		-		(300,000)
Debt Service Requirements	-	-	-	(1,378,700)	-	(351,000)		(1,125,500)		(1,699,850)		(2,442,400)		(2,442,400)
Net Operating Revenues (Requirements) in Capital Fund	2,488,929	4,700,483	(573,707)	(7,139,650)	(2,068,130)	(5,934,520)		(2,039,780)		148,250		(2,274,500)		12,160
Resulting Ending Working Capital - General Fund	9,023,585	5,971,289	6,568,127	5,009,300	7,542,130	6,595,440		5,540,450		4,509,210		3,665,310		2,922,020
Resulting Ending Working Capital - Capital Fund	11,073,762	15,774,245	15,200,538	8,143,550	13,132,370	7,197,850		5,158,070		5,306,320		3,031,820		3,043,980
Resulting Ending Working Capital - Combined	20,097,347	21,745,534	21,768,665	13,152,850	20,674,500	13,793,290		10,698,520		9,815,530		6,697,130		5,966,000

**FY 2003 PROGRAM OF PROJECTS AND BUDGET
 SECTION 5307**

GRANTEE: Lane Transit District
 Eugene, Oregon

GRANT NO.: FY 2003

	FEDERAL AMOUNT	TOTAL AMOUNT
<u>SCOPE</u>		
111-00 BUS ROLLING STOCK		
<u>ACTIVITY</u>		
11.12.40 BUS REPLACEMENT SPARE PARTS/ASSOC. CAPITAL STIP KEY # 11358 5307 (80% / 20%)	110,000	137,500
<u>TOTAL SCOPE</u>	110,000	137,500
 <u>SCOPE</u>		
112-00 BUS TRANSITWAYS/LINES		
<u>ACTIVITY</u>		
11.21.01 ENGINEERING/DESIGN (BRT Phase 2) STIP KEY # 11363 & 11364 STP (89.73% / 10.27%)	<u>506,077</u>	<u>564,000</u>
<u>TOTAL SCOPE</u>	506,077	564,000

	FEDERAL AMOUNT	TOTAL AMOUNT
<u>SCOPE</u>		
114-01 BUS : SUPPORT EQUIP AND FACILITIES STIP KEY # 11358		
<u>ACTIVITY</u>		
11.42.07 COMPUTER HARDWARE 5307 (80/20%)	96,000	120,000
11.42.08 COMPUTER SOFTWARE 5307 (80/20%)	120,000	150,000
11.42.11 SUPPORT VEHICLES 5307 (80/20%)	32,000	40,000
11.42.20 OFFICE/MISC. EQUIPMENT 5307 (80/20%)	592,000	740,000
11.43.03 FACILITIES IMPROVEMENTS 5307 (80/20%)	937,600	1,172,000
<u>TOTAL SCOPE</u>	1,777,600	2,222,000
 <u>SCOPE</u>		
116-01 BUS – SIGNAL & COMMUNICATION EQUIP		
<u>ACTIVITY</u>		
11.62.20 SIGNAL & COMMUNICATION 5307 (80/20%)	<u>241,600</u>	<u>302,000</u>
<u>TOTAL SCOPE</u>	241,600	302,000
 <u>SCOPE</u>		
117-01 BUS - OTHER CAPITAL ITEMS		
<u>ACTIVITY</u>		
11.72.11 TRANSPORTATION DEMAND MGMT (Programs & Projects) STIP #10641 STP FUNDS (89.73% / 10.27%)	<u>173,179</u>	<u>193,000</u>
<u>TOTAL SCOPE</u>	173,179	193,000
 TOTAL	 \$2,808,456	 \$3,418,500

SOURCES OF FEDERAL ASSISTANCE

FUNDING UZA: 411440

FUNDING UZA NAME: EUGENE-SPRINGFIELD, OREGON

FY 2001, SECTION 5307 CAPITAL (CARRYOVER)	\$ 756,059
FY 2002, STP LOCAL	250,347
FY 2002, SECTION 5307 CAPITAL (CARRYOVER)	1,373,141
FY 2003, STP STATE	173,179
FY 2003, STP LOCAL	<u>255,730</u>

TOTAL **\$2,808,456**

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: ANNOUNCEMENTS AND ADDITIONS TO AGENDA

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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

**Annual Route Review Summary
2003**

Route	Proposed Change	Effect on Service Hours	Effect on Service Coverage/Convenience
12 Gateway	Restructure and combine with route 65 to provide a Eugene Station to Springfield Station connection.	Results in a net savings of service hours.	Results in a net loss of coverage along Game Farm Road North and along Crescent Avenue.
30 Bertelsen	Trips after 8:30 p.m. would be deviated to serve the WalMart and Target area on West 11th Avenue.	No change.	Provides more connections to guests traveling to this commercial node. Service is provided throughout the day and early evening by route 41.
40 Royal	Change trips that currently are being switched-out to 70-minute cycle times.	Results in a net savings of service hours.	Changes the arrival or departure times at the Eugene Station for guests. Either the arrival or the departure would be on a minor pulse, which is less desirable for most guests.
51 Santa Clara	Trip times would change back to what they were prior to the FY 02-03 service cuts.	No change.	Restores service to every 15 minutes along the River Road corridor.
52 Irving	Routing would change to Irvington Drive, providing greater coverage in the area and providing LTD service to an assisted living facility on Irvington Drive. Midday frequency would be increased to every 30 minutes.	Increases costs due to frequency change.	Restores service to every 15 minutes along the River Road corridor.

Annual Route Review Summary 2003

Route	Proposed Change	Effect on Service Hours	Effect on Service Coverage/Convenience
64 Sheldon Plaza	Route would no longer travel cross-town between Coburg Road and Gateway Street.	Results in a net savings of service hours.	Reduces coverage along Crescent. Will provide inbound service along Willakenzie Road.
65 Gateway	Route would be recombined with route 12 and would no longer travel cross-town between Gateway Street and Coburg Road.	Results in a net savings of service hours.	Reduces service along Crescent. Provides better connections for guests traveling between the Eugene Station and the Springfield Station.
65s Gateway	Route would be recombined with route 12 and would no longer travel cross-town between Gateway Street and Coburg Road.	Results in a net savings of service hours.	Reduces service along Crescent. Provides better connections for guests traveling between the Eugene Station and the Springfield Station.
82 LCC	Departure times in the afternoon will be reviewed to ensure coordination with LCC class times.	May increase layover time at the college and increase cost.	Provides better connections for guests going to class at LCC.
Rural Routes	Modify last departure times.	No change.	Provides greater assurance that transfers to the final rural departures are made by guests.

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AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: 2003-04 ANNUAL ROUTE REVIEW

PREPARED BY: Andy Vobora, Service Planning and Marketing Manager

ACTION REQUESTED: Conduct a Public Hearing and Provide Direction to Staff

BACKGROUND: Staff provided an overview of the small number of changes recommended for 2003-04 at the February 19, 2003, Board meeting. This list is attached for reference. Staff will present a summary of the costs associated with each of the proposed changes during the meeting and will ask the Board for final direction following a public hearing on the proposed changes. The Board will be asked to make a final decision on service at the April 16, 2003, regular meeting.

ATTACHMENT: Proposed 2003-04 System Changes

PROPOSED MOTION: None

Route	Proposed Change	Effect on Service Hours	Effect on Service Coverage/Convenience
12 Gateway	Restructure and combine with route 65 to provide a Eugene Station to Springfield Station connection.	Results in a net savings of service hours.	Results in a net loss of coverage along Game Farm Road North and along Crescent Avenue.
13 Centennial	Add three weekday evening and one Sunday morning trip to strengthen connections and coordinate with the revised route 12 service.	Increases costs due to added trips.	Better connections between Eugene and Springfield.
30 Bertelsen	Trips after 8:30 p.m. would be routed to serve the WalMart and Target area on West 11th Avenue.	No change.	Provides more connections to guests traveling to this commercial node. Service is provided throughout the day and early evening by route 41 and 43.
51 Santa Clara	Trip times would change back to what they were prior to the FY 02-03 service cuts.	No change.	Restores service to every fifteen minutes along the River Road corridor.
52 Irving	Routing would change to Irvington Drive, providing greater coverage in the area and providing LTD service to an assisted living facility on Irvington Drive. Midday frequency would be increased to every thirty minutes.	Increases costs due to frequency change.	Restores service to every fifteen minutes along the River Road corridor.
64 Sheldon Plaza	Route would no longer travel cross-town between Coburg Road and Gateway Street. Would travel to Shadowview and Crescent. Chad Drive would be served during commute hours.	Results in a net savings of service hours.	Reduces coverage along Crescent. May provide inbound service along Willakenzie Road.
65 Gateway	Route would be recombined with route 12 and would no longer travel cross-town between Gateway Street and Coburg Road.	Results in a net savings of service hours.	Reduces service along Crescent. Provides better connections for guests traveling between the Eugene Station and the Springfield Station.
65s Gateway	Route would be recombined with route 12 and would no longer travel cross-town between Gateway Street and Coburg Road.	Results in a net savings of service hours.	Reduces service along Crescent. Provides better connections for guests traveling between the Eugene Station and the Springfield Station.
66 VRC/Crescent	Short-line trips as far as Delta Oaks Shopping Center would add frequency on Sunday.	Increases costs due to frequency change.	Provides better connections for guests traveling this busy corridor.
82 LCC	Departure times in the p.m. will be reviewed to ensure coordination with LCC class times.	May increase layover time at the college and increase cost.	Provides better connections for guests going to class at LCC.
Rural Routes	Modify last departure times.	No change.	Provides greater assurance that transfers to the final rural departures are made by guests.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: BOARD MEMBER REPORTS

PREPARED BY: Jo Sullivan, Administrative Services Manager/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:** LTD's MPC representatives are Board members Hillary Wylie and Gerry Gaydos, with Pat Hocken as an alternate. MPC meetings generally are held on the second Thursday of each month. MPC last met on March 13, 2003. At this meeting, MPC adopted a resolution designating LTD as a Direct Recipient of FTA 5307 funds. Information items discussed at the meeting include a Legislative Status Report on Transportation Finance from Victor Dodier of ODOT, an overview of the FY04 Unified Planning Work Program, and a report from the MPC subcommittee on ACT guidelines. The next MPC meeting will be held on April 10, 2003.
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. Ms. Hocken chairs both committees. The Board committee last met on March 13, 2003, to discuss the BRT vehicle decision process. The full Steering Committee generally meets on the first Tuesday of each month. However, the March meeting of the Steering Committee was rescheduled to March 13, 2003, in order to accommodate members who participated on the United Front trip. At the March meeting, the Committee considered the preferred alignment for the Harlow/Gateway

segment of the Pioneer Parkway corridor and heard a presentation on the Glenwood nodal planning. The next meeting is scheduled for April 1, 2003.

3. **Springfield Station Design Review Committee:** Board members Virginia Lauritsen, Dave Kleger, and Hillary Wylie have been participating as the Board's representatives on the Springfield Station Design Review Committee (SSDRC), and also make up the Board's three-member Springfield Station Committee. Ms. Wylie is chair of the Board Committee, and a community member was chair of the full SSDRC. The SSDRC last met on February 25, 2003. This was final scheduled meeting of this committee. The Committee reviewed and approved the bike shelter location and station material colors.
4. **Coburg Road Stakeholder Committee:** Susan Ban is the Board's representative on the Coburg Road Stakeholder Committee. This committee last met on March 12, 2003. At that meeting, the Committee discussed priorities for the various corridor segments. The next meeting is scheduled for April 9, 2003.
5. **Board Finance Committee:** The Board Finance Committee (Pat Hocken, chair; Gerry Gaydos; and Virginia Lauritsen) last met on March 12. The agenda included a discussion of a potential reduction in State support of special transportation services in the last quarter of the current fiscal year, and in future years. The Long-Range Financial Plan (LRFP) assumes that the reductions occur. The Committee also agreed to a recommendation to freeze certain group pass rates for next year. This recommendation will be folded into the pricing plan presentation to the full Board in March (although group pass rates are not covered by ordinance). After discussion of the proposed Capital Improvement Program (CIP) and LRFP, the Committee forwarded both plans to the full Board with a recommendation by consensus for the full Board to approve them. Finally, the Committee reviewed a revised debt financing calendar that moves the vehicle financing originally proposed for June 2003 to December 2003. The Board already had passed a resolution authorizing prepayment of vehicles with subsequent refunding of local capital by debt proceeds.
6. **Board Human Resources Committee:** The Board HR Committee (Gerry Gaydos, chair; Susan Ban, and David Gant) met on February 13. A committee recommendation is included for action at this meeting.
7. **Region 2050 Policy Advisory Committee:** Board member Susan Ban will be attending the Region 2050 Policy Advisory Committee meetings as an observer and will report back to the Board. The Policy Board has not met since the last Board report. The next scheduled meeting of the Policy Board is April 29, 2003.

8. **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. There is no report this month.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: February 19, 2003

ITEM TITLE: CORRESPONDENCE

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: None

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

- ◆ January 22, 2003, letter updating Springfield Mayor Leiken and City Council members on the bus rapid transit project

At the February 19, 2003, 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, February 19, 2003

Pursuant to notice given to *The Register-Guard* for publication on February 13, 2003, 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, February 19, 2002, beginning at 5:30 p.m., in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: David Gant
Gerry Gaydos, Vice President
Patricia Hocken
Dave Kleger, Treasurer
Virginia Lauritsen, Secretary
Hillary Wylie, President, presiding
Ken Hamm, General Manager
Jo Sullivan, Recording Secretary

Absent: Susan Ban

CALL TO ORDER: The meeting was called to order at 5:35 p.m. by Board President Hillary Wylie. Mr. Kleger was not yet present.

WORK SESSION

Ordinance No. 36: Director of Operations Mark Johnson handed out copies of a November 18, 2002, letter from C. Edward Gerdes, Jr., to the Board, submitted as public comments for the November 20, 2002, Board meeting. Mr. Gaydos had requested the copies. The Board had discussed revisions to Ordinance No. 36, Regulations Governing Conduct on District Property, at several previous meetings and had postponed making a decision on the final ordinance. Mr. Johnson called attention to the color map of the station that was specific to Ordinance 36 and defined the different areas. He said that the site map submitted with the Conditional Use Permit, which was referred to at another meeting during audience participation, had no designations of space use because it was only a site map. He explained that the District had designed a public area around the tree, and the rest of the station was designed to be for service and not as a public square. He added that he was working with District counsel on some wording changes suggested by Mr. Gant. Those would be ready for the next meeting.

Mr. Johnson said that as the ordinance read now, it created a restricted access area. Staff and the attorneys had looked at different ways to open the station, but there was no middle ground. They believed that if the entire station were opened, the station would go back to the way it was on 10th Avenue. Restricted access still was the staff choice because of the issues of the safety, convenience, and comfort of the District's guests. He stated that District Counsel Rohn Roberts was present to respond to Board questions and address some of the issues the Board had raised.

Mr. Gant said that he understood the intent of the ordinance, which he thought was good. The idea was not to get rid of signature gatherers, but he still questioned whether the ordinance would be constitutional. His concern was that although the revision probably was content neutral, it would be up to LTD to demonstrate that this was a reasonable restriction. He was not sure the District could make that case the safety issues where what LTD said they were. Mr. Gant said that staff and the Board needed to understand that it was not what LTD wanted, but what the courts would permit. He also said that it was important to listen to legal counsel, but he thought the attorneys would say that in cases like this, LTD also needed to take a very close look at what it was doing. When it came to affecting fundamental rights, he said, the District needed to own those decisions itself. He hoped that the Board would take the time to be educated about all of the constitutional issues that arose with that kind of a regulation, and then if the Board decided to approve this revision to Ordinance 36, the Board needed to have a good faith belief in the ordinance and should be able to respond to questions.

Mr. Roberts said that there were legal issues and policy issues. He was not there to advise the Board about the policy issues, and unfortunately could not tell the Board whether or not a particular ordinance would be upheld. What was in front of the Board was a Court of Appeals decision that said because the ordinance that had been stricken down targeted protected speech, they did not consider it to be content neutral. They then had to look to find an historical exception that would support LTD being able to support those protected targeted activities, and could not find such an exception. The court did not deal specifically with petition signature gathering and did not address the issue that the ACLU had raised, that public lawmaking or signature gathering was entitled to an elevated status and a greater degree of protection than other forms of expressive activity. He said that what had been re-proposed under the revision truly was content neutral. The question would be whether it was overbroad or sufficiently narrowly tailored to serve the legitimate public interest or the interest to be served by the ordinance. He did not think that LTD would have any difficulty selling the legitimacy of the interest that it was trying to protect. Unfortunately, whether it was overbroad was in the eye of the beholder.

Mr. Gaydos stated that part of what LTD told the business community was that the station would be different and safer than it had been on 10th Avenue, and that, conceptually, safety probably had been the biggest part of why LTD built an off-street station. From a policy standpoint, he said, the Board had been fairly strong in direction as to what was important from that standpoint. He said that they needed to blend the policy decision with what the Board members as lay people and directors felt was constitutional. The Board had heard input from people who thought that the ordinance was unconstitutional for a variety of reasons and had taken that input seriously. He said that the standard had to be that the Board had to do what was appropriate for the District, and sometimes that was different than what someone who was not as concerned about the District perceived to be not as important. The question to him was whether LTD could make sure it had a safe place. He said he felt driven to try to get a safe place, and that the Board was trying to work with counsel and the courts to try to make that safe place.

Mr. Kleger arrived at the meeting at 5:55 p.m.

Ms. Hocken said that this was a very complicated issue for a lay person. The issue for LTD was about space owned by a government, and there were examples of places owned by a public entity where it would not be appropriate to block people, such as in the stacks at the public library or between a person and the bus entry on the bus platform, even if it was a space owned by a government. She did not think that if the Board supported the ordinance it was deliberately setting

out to do something that was unconstitutional; she thought the issue of constitutionality was still an open question. Rather, it was the wish of the Board when the station moved off 10th Avenue, because safety was a big issue. She thought the District had succeeded to a great extent in creating a safer place because of public feedback since the station moved off-street.

Ms. Lauritsen thought the way it was worded seemed to be the safety issue, which is why the station moved off 10th Avenue. The Board did not worry about petition signature gatherers, but there were people who wanted to turn the station into a place to hang out, where there could be drug problems, alcohol problems, etc. She thought that people should be able to walk onto the bus in a safe area without being accosted. She said she was not worried about free speech, because this was not a free speech provision for her. She said she was in favor of the ordinance.

Mr. Gant said he thought the ordinance in itself was well drafted; he was just worried that the District had not set the factual evidentiary basis to make the case about the safety issue. He thought that would be the challenge in court. He said that there still would be people who walked through the wide-open facility, and LTD would have to explain how they were allowing that to happen.

Mr. Kleger said that he was a heavy user of the service before he was on the Board and before the station moved off 10th Avenue. When the station was on 10th Avenue, he said, he was pushing hard for a new station because of increasingly bad problems such as open drug dealing, panhandling, and petitioners blocking the sidewalks, so that it was difficult to get between buses in a limited time. He gave several recent examples of safety issues when guests stepped off the platforms in front of buses when trying to avoid obstructions caused by people on the platform. He said that these obstructions occurred naturally when people got off buses or stopped to visit, etc. He said there also were increased problems with panhandling on the platform as a result of recent budget and program cuts in the community, and there were more people going to the station for the express purpose of getting at LTD's customers and never intended to take a bus. He said that some people were involved in illegal commerce and setting up on the platform to sell things. There also were problems when people drove cars through the station; they did not go slowly, and some even made U-turns.

Mr. Kleger said that LTD had excellent drivers, but "accidents happen," and his agenda was to cut down as far as possible the number of possibilities of customers stepping off the platform into the path of a bus. There were surges of congestion at different times of the day and on different days, with no way to predict when it would happen. For example, most evenings there would be no noticeable congestion, but all of sudden it would happen. He said that he was more concerned than he could put into words. When people were afraid they were going to miss the bus, they did not look where they were going. He liked the language with an emphasis on no blockage or impedance, and thought that was the critical issue.

Mr. Roberts explained that the ACLU's position was that LTD already had a provision that talked about blockage and impedance, so nothing more was needed. He said that under the federal courts, including the United States Supreme Court's analysis, using what was called the public forum approach to analyzing these types of situations, this was not in counsel's view a public forum just because it was public property. It was not a city park and had never been held out to be a public forum in that respect, where people had been invited to conduct expressive activities. Under that analysis, he said, the court would look for a rational basis for what LTD had done. He said that he was fairly confident that LTD could make the argument that there was, but not so

confident that under the State Court's analysis, they would say that this was the least restrictive alternative available.

Mr. Johnson said that blockage was one type of safety issue, and protection from pedophiles, criminals, drug dealers, etc., were others. There were problems with people, sometimes criminals, hanging out, and trespassing law required LTD to tell them to leave every day before the police could be called. If the station were a restricted access area, the police could be called right away.

Ms. Hocken said that going with the blocking and impeding traffic might be one way to go, but she thought LTD would be subject of more criticism for more selective enforcement on that, because there might be situations where people would be accused of blocking and asked to leave and some when they would not. She thought that the revised ordinance was much clearer and that there was less judgment involved in determining whether someone was in violation or not.

Mr. Hamm said that the Board had talked about its concern for employees over time, and when he heard from employees and security people, they said that security was a growing problem and were asking the Board to do everything it could to help control the environment at the station. Employees heard about the rising problems from their guests, as well. He said it came down to a tough decision and thought there was a risk either way the Board decided, including being liable for a serious accident. Operationally, when people were just hanging out, it did cause people to step out into the roadway. He believed that the ordinance was a substantial improvement for LTD. There might be legal implications, but he believed that there also would be legal implications if the Board did not do anything, and that was the Board's challenge. After much discussion, this was what staff believed was appropriate and necessary, but it really came down to what the Board thought was the right place for the District, policy-wise and legal-wise.

Ms. Wylie did not think anyone disagreed that the safety of LTD's guests was the number one concern. She wondered, however, if the Board wanted to spend thousands of dollars fighting a constitutional challenge in the courts, or for lawsuits for injuries. She thought the Board should be extremely careful in how it went forward with the ordinance and fully explore whether this was the only option available.

Mr. Gaydos said he understood Mr. Gant's concerns and said the Board was trying to draw a very tight line. One thing he kept thinking about was the exclusion ordinance, which was a level below a limited access area. He said that when he heard Mr. Kleger's testimony as a witness, he heard that the real safety issues were in the operational components. Limited access had been made significantly broader than just the operational areas (the platform, etc.), and that troubled him a bit. He understood the customer service area and the concerns about employees, people's comfort, and those kinds of things, but while he believed Mr. Kleger, he did not have the evidence to support what Mr. Kleger had talked about. He said he heard about the pulse, the danger, and the operational components, which seemed like a far stronger case than when talking about customer service and administrative areas. This was somewhat troubling to him, and he thought this was the kind of place where the public was invited in a different way than on the bus platforms. He said he could see that the courts might make those kinds of distinctions. It would be easy to change the first part of the sentence to say that LTD was not just concerned about the safety of customers, but also about the safety of the employees, to broaden it. However, he said, he was still unsure about how that should be crafted.

Mr. Kleger clarified that the ordinance as drafted was not restricting activities in the plaza areas. He talked about experiencing congestion that was pushed toward the bus doors and into the central platform by people circulating petitions during more active times. He thought that someone actually could get more business by setting up a table in the plaza area, and attracting people who had the time, than by trying to get between two buses. He commented that many people left the station by the most direct route and would go around the station rather than fighting the crowd on the platform during a major pulse. He said this was how the station was supposed to work, and that as ridership increased over time, there would not be enough room for anything else. He said that the station was not near capacity, and that he did not want to design a plan and a policy that were incapable of coping with growth.

Ms. Hocken said she was very interested in what Mr. Gaydos had said about, if safety from motor vehicles was really one of the threats, and if there were other safety issues not related to motor vehicles, there might be a set of rules for the platform (restricted to passengers) and for the Guest Services Center (GSC) dealing with inappropriate behaviors rather than just being there if not a passenger. She said she could see that at the administrative facility they did not want people wandering around where the buses were being repaired, but that would be different than someone being inappropriate in the lobby. She wondered if it would become overly complicated if there were two different sets of rules. Mr. Johnson said LTD could look at that. However, the issue was that if the station were not a restricted area, people would hang out there, which could create another level of enforcement and security. Ms. Hocken thought that Mr. Kleger had given eloquent testimony on platform issues, and wondered if there were other non-platform safety issues that the Board had not discussed.

Mr. Johnson introduced Station Manager Rick Bailor, who said that one issue not discussed was a "quality of life" issue—whether LTD wanted guest services that served those who did not ride the bus. He said that staff had to wake up intoxicated transients on the benches every day, and that downtown youth knew they could use the restrooms and gather at the GSC to buy and sell drugs, fight, etc. To him, the station was a place for people to move from bus to bus, and he said he could not control that if LTD was going to invite the whole community to the platforms.

Mr. Gant said that the question was not whether there was a problem, but whether LTD could narrowly tailor an ordinance that achieved the safety goals and was drafted in a way that could win at the Court of Appeals. He was concerned mostly whether LTD had created a factual basis and was prepared enough to go to court and prove that it had made reasonable restrictions with a factual framework. He said that LTD could not just give opinions, but had to prove them. He said that if LTD had a problem, he wanted the Board to do everything it could to be successful, and successful in court. LTD should make sure the ordinance was narrowly tailored to achieve the goals and be prepared to win the case on the factual basis.

Mr. Gaydos said that there was a difference between a public space and a public square, and at some point LTD would have to get that line drawn and any public entity would take some risk in that. He wondered if there was a way to emphasize that point and get the factual basis. He was not saying that it had to be made differential, but the Board should think about if was a differential position, there should be a different factual basis in public policy direction with regard to different spaces. He did not know if that would be successful, but thought it was worth trying.

Ms. Hocken said that she had raised the issue of differential things, but maybe the same tool worked for both safety and security. By the next meeting, if there were no changes in the

recommendation, she would like the staff to provide some facts about incidents that had occurred on a daily basis, arrests, people asked to leave the station, etc. Mr. Roberts said that the ordinance would be brought to another meeting for a first reading. That would give an opportunity to establish some legislative history for that type of factual presentation.

Ms. Wylie thought that in some ways this was like the front of the airport, when people could not see friends and families off at the gate because of security. She said that if people were being knocked off the platform, arrested, etc., that was a security issue, and if there were people with histories of violence or criminal behavior who were intent on harming LTD's guests, that also was a security issue.

Mr. Gant said it would be helpful to him if staff and counsel could make a miniature version of the factual case LTD would make in the Circuit Court, as well as the legal arguments that would have to be made in front of the Court of Appeals. He thought that would be helpful to the Board in understanding what it would face in terms of a challenge to the ordinance.

Ms. Wylie called a ten-minute break, from 6:35 to 6:45 p.m.

EMPLOYEE OF THE MONTH: Mr. Johnson introduced Bus Operator Carol Kaminsky, who had been selected the March 2003 Employee of the Month. He said that she always had a smile and was always having fun; she knew her job and did it well every day. Ms. Wylie presented Ms. Kaminsky with her pin and awards and thanked her for her excellent service. Ms. Kaminsky thanked the Board and said that one thing she appreciated about being part of LTD was that it was a place where she could be herself and made it easy for her to do her job. She said that her co-workers had been tremendously supportive and there was a camaraderie she had not experienced at other places. She asked where else she could go to be able to go around in circles all day with a captive audience and get paid for it.

AUDIENCE PARTICIPATION: (1) One speaker who lived on City View in Eugene thanked the Board for his service and for not planning to cut it. (2) A second speaker said he appreciated the bus route that came across from his house, and thanked the Board very much.

MOTION

CONSENT CALENDAR: Mr. Kleger moved adoption of LTD Resolution No. 2003-004: "It is hereby resolved that the Consent Calendar for February 19, 2003, is approved as presented." Mr. Gaydos seconded. Ms. Hocken made one correction in the minutes of the January 15, 2003, Board meeting. The BRT Naming item referred to Ms. Hocken as an original member of the BRT Naming Committee, but she said that Mr. Gaydos was the original member, with Ms. Ban and

VOTE

Ms. Hocken added later. The Consent Calendar, including the corrected minutes, was then approved by unanimous vote, 6 to 0, with Gant, Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor and none opposed. The Consent Calendar consisted of the minutes of the January 15, 2003, Board meeting; nominations of P. Maureen Sicotte and Darrel Williams to the LTD Budget Committee; and the Fiscal Year 2002-03 Disadvantaged Business Enterprise (DBE) Policy and Program.

SPRINGFIELD STATION PUBLIC ART: Planning Technician Joe McCormack provided background on the request for proposals and artist selection process, which was similar to that done for BRT Phase I and presented to the Board in January 2003. The artists were asked to focus on three areas of the Springfield Station: the public plaza next to the commercial tenant area; the bioswale (now being called the platform garden); and the wall along the northwest corner of the site.

Six proposals were received: five for free-standing art objects, some with multiple objects around the station; and one proposal for mosaic tile. The art selection committee selected three finalists for presentation and interviews and selected Mary Beth Llorens' proposal. The Springfield Station Design Review Committee met in January and agreed with the committee and decided to forward this proposal to the Board.

Ms. Hocken asked if the committee discussed how durable the tiles would be if a lot of people picked at them. Mr. McCormack said that they did. If people gouged at the pieces that stuck out from the wall, those possibly could come out; however, Facilities Maintenance Manager Charlie Simmons had said that those would be easy to repair. Mr. Gant wondered about the effect of spray paint. Mr. McCormack explained that Mr. Simmons' crew would treat the tiles the same way they treated vertical surfaces at the Eugene Station. Ms. Wylie added that the tile would wash clean pretty easily and the grout could be replaced easily.

MOTION Ms. Hocken moved LTD Resolution No. 2003-006: "Resolved, that the LTD Board of Directors approves the artwork proposal presented by artist Mary Beth Llorens, as recommended by the Springfield Station Design Review Committee." Mr. Gaydos seconded, and the resolution passed by unanimous vote, 6 to 0, with Gant, Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor and none opposed.

TRANSPORTATION MANAGEMENT AREA GRANT RECIPIENT DESIGNATION: Director of Planning & Development Stefano Viggiano provided a brief background and noted copies of a letter to Governor Kulongoski from Federal Transit Administration Region X Administrator Richard Krochalis regarding the designation of the Eugene, Oregon, metropolitan area as a Transportation Management Area as a result of the most recent census. Ms. Wylie asked how much additional money LTD would receive as a result of this designation. Director of Finance Diane Hellekson said that it could be in the \$1 million to \$1.5 million range, but the amount was not yet known. The proposed resolution concurred with the designation of LTD as the direct grant recipient for FTA Urbanized Area Formula Program Funds, as required.

MOTION Ms. Hocken moved the following resolution: "It is hereby resolved that the LTD Board of Directors adopts LTD Resolution No. 2003-007 dated February 19, 2003." Mr. Kleger seconded, and the resolution carried by unanimous vote, 6 to 0, with Gant, Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor and none opposed.

RIDESOURCE FACILITY SITE SELECTION: Senior Strategic Planner Lisa Gardner provided background on the site selection process. More than 162 possible sites had been reviewed and a preferred site at Second Avenue and Garfield Street in West Eugene was being recommended to the Board. The site included eight acres and an existing building and was large enough to accommodate both the RideSource facility and a future satellite facility for LTD. The facility program and budget were explained in the agenda materials. The Finance Committee had discussed a staff recommendation. After that, staff had discussed leaving the existing building as a lease opportunity and building a new RideSource facility on the eight acres.

Ms. Hellekson said that the two options before the Board would give LTD the same RideSource facility. The question was whether the Board wanted to buy real estate that would gain in value over the years and would be in the right place on the west side of town for a satellite facility in the future. She explained that this would be an outright purchase, and LTD could borrow against

it if short-term cash were needed. In the future, the District could partition the land and sell the excess property if it needed to.

Ms. Hocken asked about multiple tenants, a long-term lease, and approximate rental income. Ms. Parker said that she did not know if there would be long-term leases, since the businesses there now were small businesses and not high-end leasers. There currently was not a lot of return on the existing building. Ms. Hocken asked if staff were looking at appreciation being a source of income. Ms. Hellekson said that was correct; this would be more than a landlord situation, but there was a 10,000 square foot building on the property that would not work well for RideSource, which LTD could use for other purposes.

Mr. Gaydos noted that the Finance Committee did not have this recommendation for discussion. He said that it was his belief that the local area was in a recession and property prices probably were lower than they would be for awhile, so it was a good time to purchase. The property probably would increase in value and give LTD more flexibility in the future. He did not believe there would be a good rental income, but he was supportive of this concept.

Mr. Kleger said that given the property market and interest rate, he did not see how LTD could get hurt. He thought that the likelihood of needing a satellite facility somewhere down the road was high. He thought that LTD should buy the entire parcel. Ms. Lauritsen said she was in favor of this, also.

Ms. Gardner said that staff did not need formal action, just direction from the Board. Land value information was available, but after the NEPA process, staff would return to the Board with a request to approve the purchase, and would have better property value information at that time, which would be in approximately six months. Mr. Gant asked what was on the property before. Ms. Gardner replied that it was a millpond, with relatively low risk for contamination.

Ms. Wylie asked if there was consensus that LTD should purchase the larger property. The Board members agreed that there was.

HUMAN RESOURCES COMMITTEE RECOMMENDATION: Mr. Gaydos stated that the committee had met on February 13. They were working with Mr. Hamm and District counsel to develop an employment contract to replace the letter of agreement signed when Mr. Hamm was hired. He said that as part of the evaluation process the year before, the committee wanted to set some goals and objectives for the general manager. Mr. Hamm had assisted the committee in developing those, and the recommended goals and objectives were included in the agenda materials for Board approval. Mr. Gaydos also noted that the previous year the Board had moved Mr. Hamm to a July-June evaluation cycle to coincide with the budget year. The committee wanted to hold a short evaluation now to get on that schedule, and then hold annual evaluations in the fall to go forward to the budget. Mr. Hamm had appreciated the input he received last year, and the committee thought it would be valuable to provide feedback again on some of the questions in the evaluation tool in the next month. They were suggesting the inclusion of some community members and the same staff who participated the previous year, in addition to Board member participation.

MOTION

Mr. Kleger moved approval of LTD Resolution No. 2003-008: "It is hereby resolved that the LTD Board of Directors accepts the proposal of the Board HR Committee for the recommended general manager evaluation and compensation process for the current fiscal year and adopts the

General Manager Goals and Objectives for 2003-04 as discussed at the February 19, 2003, Board meeting.” Ms. Hocken seconded the motion.

Mr. Hamm noted that there were some potential conflicts in the goals, and asked the Board to remember that the District was working in a fluid environment. He was thinking of some of the difficult decisions that had to be made during the last year and a half, as well as the many external influences. He stated that he was excited about having the goals and objectives as a tool for the following year.

VOTE There was no further discussion, and the resolution passed by unanimous vote, 6 to 0, with Gant, Gaydos, Hocken, Kleger, Lauritsen, and Wylie voting in favor and none opposed.

ITEMS FOR INFORMATION AT THIS MEETING

Board Member Reports: Mr. Gaydos added to the report in the agenda packet by noting that the Metropolitan Policy Committee subcommittee working on ACT was going well. There would be a public involvement process, and MPC would become the metropolitan planning organization (MPO), which would involve new job duties. The City of Coburg was at the table now as part of the MPO.

2003-04 Annual Route Review/Service Presentation: Service Planning and Marketing Manager Andy Vobora referred to materials beginning on page 46 of the agenda packet. He discussed the assumptions for the Annual Route Review, including that it would result in a net-zero budget, that it would improve efficiency, and that there would be limited changes. He explained in more detail some of the proposed changes listed on page 46-A.

Ms. Hocken asked about the timeline for articulated buses. Mr. Vobora explained that LTD was unable to tag onto another transit system's existing order so had to prepare its own request for proposals (RFP). Ms. Hellekson added that the RFP was “on the street,” but had to be amended to allow for an alternate propulsion system and doors on both sides. She expected that it would be 18 months before LTD would receive these buses.

Mr. Vobora said that typically the Board would hold a number of public hearings on proposed service changes. However, with this proposal for limited changes, only one public hearing was planned. Mr. Kleger relayed a suggestion from a rider on the #40 Echo Hollow regarding three stops in the area of 5th and Blair. The suggestion was to drop the stop at 5th and Blair inbound and still have one a block away at the Red Apple store, or possibly drop the one that was one block east of the Red Apple. However, he said, he knew the buses picked up a lot of people in that area.

Fiscal Year 2003-04 Pricing Plan Proposal: Mr. Vobora discussed the materials beginning on page 47 of the agenda packet. The recommendation was to leave fares mostly as they were for LTD and RideSource. Projected fare revenue resulting from this proposal was shown on page 56. He then discussed revised estimates and fare elasticity from price changes and the effect of service cuts. Overall, the fare increases had achieved more revenue for the system. A comparison study using LTD's peer agencies from previous University of North Carolina at Charlotte (UNCC) studies showed that LTD had been aggressive in setting fares and was at the top of its peer group. Mr. Vobora discussed a fare media discount structure and what happened when prices were raised incrementally. Discounts seemed more positive if cash fares were raised in different years than tokens and passes, so riders could move to different fare instruments to realize a discount.

A Breeze fare analysis showed that most people already had paid full fare before they boarded Breeze buses, so staff recommended leaving the Breeze fare at 25 cents to continue to promote the service. Staff also recommended offering a slightly-discounted youth pass for the summer.

Mr. Hamm commented that staff had a sense that with a number of the payment modes, LTD had reached a place where it would be a matter of losing revenue or participants. Others in the community were facing economic problems and had to make decisions about riding, and bus operators were expressing concern about raising the fares. Mr. Vobora added that taking a break next year would give LTD an opportunity to think about where it was going in the future with its fare system and technology.

Ms. Hocken asked if staff were still comfortable with a 3.65 percent increase for group passes. Mr. Vobora said he was sure that group pass participants would like no increase next year, after higher increases in past years. He thought LTD probably would not lose too many participants, but some of the larger groups were starting to waiver. Ms. Hocken suggested that LTD needed a promotion for people who worked at the library, especially if parking was difficult.

Ms. Wylie stated that Eugene/Springfield was a recessed area with a poor economy. Public agencies were losing funds and low-income individuals were affected even more, and LTD needed to be sensitive to that.

Mr. Kleger recalled that the District had made rather large increases, and one expectation was that the fares would be left alone for a couple of years. He said that LTD had two major missions: to provide service for those who did not have other transportation, and to encourage people to leave their cars at home, as well as to be fiscally responsible. He said he would not be worried if LTD had to back off a bit in the group pass price.

Mr. Vobora said he would provide additional information the following month. If all standard fares remained the same, the Board would not have to revise the ordinance. The group pass was not handled by ordinance. He said that staff had finished negotiating with the Associated Students of the University of Oregon (ASUO) regarding the group pass. Their contract would increase the next year, and staff would continue to work with them to move them toward the policy rate that others paid.

Ms. Hocken noted that there would be an increase of approximately \$33,000 if group pass rates were increased 3.65 percent. Ms. Hellekson said that more than half of that was from the ASUO group pass, so revenues would increase approximately \$15,000 if group pass prices were not increased for inflation. Mr. Vobora asked if the Board members were comfortable with not increasing the group pass rates, and there was agreement that they were.

Financial Statements: Ms. Hellekson provided a brief update on the process to appeal the payroll tax refund granted to a local taxpayer for taxes paid in the previous three years.

Mr. Gaydos commented about administrative costs being funded by capital funds. He wondered if that was good policy over time. Ms. Hellekson said she would be against it if the District did not have a capital agenda going over 20 years. She said that the District would have to review this in the future, especially with project-specific positions that had been added during the past couple of years.

Ms. Hocken said that at the next meeting she would like to see what line items had incurred legal expenses.

Committee Structure: Mr. Hamm referred the Board to pages 16 and 17 of the agenda packet. Staff were asking that the inactive Boundary Committee become a Service Committee. The Service Committee could discuss difficult decisions about allocating the resources of the District, review some of the alternatives, and make recommendations to the full Board, and also provide staff with policy and strategic guidance on service issues. Additionally, he said, there were ongoing labor relations issues and the District would be facing key issues in the near future and was less than a year out from beginning contract negotiations with the union. Originally staff were proposing an ad hoc committee to oversee labor relations for a short time, but it might be appropriate to have the Board Human Resources Committee assume this as part of its responsibilities. Ms. Wylie said that she and Mr. Hamm had discussed this earlier in the day. She changed the Boundary Committee (Pat Hocken, David Gant, and Dave Kleger) to a Board Service Committee, and appointed Mr. Kleger as chair. She also asked the Board HR Committee to assume the responsibilities of labor relations as part of its ongoing charge.

General Manager's Report: ♦Mr. Hamm stated that he, Assistant General Manager Mark Pangborn, and Director of Maintenance Ron Berkshire recently had looked at a hybrid articulated bus in Seattle. Seattle had been running the test bus fully loaded with water barrels, testing it on the road to see the stress points, and was very pleased with it. ♦He also noted that in a January-to-January comparison, LTD bus operator absenteeism had been reduced from 8 percent to 5 percent, and mark-offs for special assignments, events, proofreading schedules, etc., had been reduced from more than 1,000 hours to around 700 hours. He mentioned this to show that reducing costs was not just about cutting positions and materials and services, but also about staff reviewing everything they did. ♦He stated that Mr. Berkshire currently was in Hayward, California, inspecting the first of the Gillig low-floor buses coming off the line. Mr. Berkshire also expected that the lifts to make the AVS buses better comply with Americans with Disabilities Act (ADA) standards would arrive the first or second week in March. Mr. Kleger noted that the reliability of the AVS buses seemed to be improving. Mr. Hamm stated that AVS was making many improvements to the buses, almost always at its own cost.

Ms. Hocken wondered if the Board BRT Committee should meet about vehicle issues. Mr. Pangborn explained that BRT vehicles had been added as an agenda item for the February 26 work session, for discussion with the full Board.

Government Relations: Ms. Wylie asked Government Relations Manager Linda Lynch for an update. Ms. Lynch said that the final appropriations bill in the House included only \$2 million for LTD, which was a big disappointment. She and Mr. Hamm had reviewed the earmarks for the entire country and determined that LTD did about as well as most systems; 80 percent of them received less than \$2 million. She was hoping that LTD would be able to work out the problem of finding the balance of funding for the Springfield Station while in Washington, D.C., in early March. She noted that the Board had received the Federal Priorities book that would be used by all local government participants in the "united front" visit to the area's congressional delegation. Ms. Lauritsen asked about the cost of the book. Ms. Lynch explained that the cost of the book was divided among the five jurisdictions, and LTD staff put it together. The other jurisdictions delivered enough copies of their color pages to insert in all the books, so LTD was not paying for that expense.

Performance Reports: Ms. Hocken asked why there were so many accidents the previous summer. Director of Transit Operations Mark Johnson said that it was an anomaly, because summer usually had the lowest numbers and September was higher. He said that staff had been reviewing the types of accidents to try to see why June and July were the worst LTD had seen, and so far had not been able to determine the cause. Ms. Hocken also asked about the lack of places of buses to park on Olive Street. Mr. Vobora said that staff had not been aware of the final street design around the library until two weeks before the design was implemented, so did not have an opportunity to have a good discussion about the changes. Mr. Hamm said he had talked to Eugene Acting City Manager Jim Carlson and Director of Public Works Kurt Corey regarding LTD's lack of involvement early on in the process. Ms. Hocken stated that one of the reasons the City was given a group pass rate as a non-taxpayer was that the City was supposed to help LTD with street issues.

ADJOURNMENT: There was no further discussion, and the meeting was adjourned at 8:40 p.m.

Board Secretary

MINUTES OF DIRECTORS MEETING

LANE TRANSIT DISTRICT

SPECIAL MEETING/WORK SESSION

Wednesday, February 26, 2003

Pursuant to notice given to *The Register-Guard* for publication on February 9, 2003, 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 15, 2003, beginning at 5:30 p.m., in the LTD Board Room at 3500 E. 17th Avenue, Eugene.

Present: Susan Ban
Gerry Gaydos, Vice President
David Gant
Dave Kleger (present via telephonic connection)
Hillary Wylie, President, presiding
Ken Hamm, General Manager
Jo Sullivan, Recording Secretary

Absent: Patricia Hocken, Secretary
Virginia Lauritsen, Treasurer

CALL TO ORDER: The meeting was called to order at 5:35 p.m. by Board President Hillary Wylie. Ms. Hocken, Mr. Kleger, Ms. Lauritsen, and Ms. Wylie were present. Ms. Ban arrived shortly after roll call. Mr. Gant arrived at 5:40 p.m. Mr. Gaydos was not yet present.

BRT PHASE 1/SPRINGFIELD STATION UPDATE: Mr. Hamm said that the District recently had received updated costs for the Phileas bus selected for bus rapid transit (BRT) service. The Phileas had been selected because it had everything the District wanted in a BRT bus, but it was turning out to be very expensive. The cost had risen dramatically largely because of the devaluation of the U.S. dollar against the Euro and because the costs for a number of the components required by LTD were much higher than originally estimated. Staff wanted to discuss a number of options for other buses with the Board.

Director of Maintenance Ron Berkshire reviewed the required and desired vehicle features. Staff believed that the most important feature, based on station designs to meet corridor restrictions, was to have doors on both sides of the bus. Other important aspects of purchasing a BRT bus were the manufacturing schedule, a "green" propulsion system, appearance/image, and automated guidance/docking. Mr. Berkshire then discussed a matrix showing the features available on several different types of buses. One bus manufacturer had suggested that LTD could ship standard articulated buses to another company to have left-side doors installed. One company in Denver was doing a lot of this type of work. Some risk was involved, including costs, timeline, and who would accept the liability if something went wrong with the bus afterward. It might be possible to receive standard articulated buses by the end of the calendar year, with a possible six-month delay for door installation. One manufacturer could not manufacture buses for LTD until 2006. An option to purchase buses with a CNG internal combustion engine would require that LTD install a pumping station. This infrastructure probably would cost around \$2 million.

Mr. Hamm said that staff believed that the price of technology would come down, and that there was a significant benefit in getting the infrastructure completed now and improving the bus technology later.

Purchasing Manager Jeanette Bailor said that technical proposals were due on April 4, and prices for those would be known by the end of April. If LTD were to purchase a NABI CNG bus with right-side doors, NABI probably could work five for LTD into Los Angeles' large order. If LTD wanted those buses modified, the District could not expect to receive them until 2006.

Assistant General Manager Mark Pangborn discussed a second matrix, BRT Vehicle Impacts, including cost, schedule, and travel time impact. BRT service, with exclusive rights-of-way, two-sided boarding, etc., was expected to reduce travel time in 20 years over conventional vehicles. If some of those features were lost, travel time would be affected. Ms. Ban said that appearance would not affect travel time, but could have a substantial effect on ridership gains if people were not willing to ride those buses.

Mr. Pangborn said that staff had put a hold on all design work until after the bus issue was resolved. He discussed problems that would be caused at certain stations, such as at 10th and High in Eugene, if the buses had only right-side doors. Mr. Kleger said he was frustrated by the possible need to give up having doors on both sides of the bus, because that was one of the major operational efficiencies. Mr. Gaydos said that if the corridor were designed for only right-side doors, he would not want the corridor to stay like that if different buses were purchased in the future.

Mr. Pangborn said that the Phileas bus, with automatic docking, would have the ability to pull within two inches of the station, for at-grade boarding. The Americans with Disabilities Act (ADA) maximum was 2.5 inches. Articulated buses would not be as precise in pulling up to the station, so some kind of flip-down ramp would be needed to cover the gap. This would not be a lift and would be deployed quickly and automatically. Staff were assuming that the system still would be designed for at-grade boarding because it was so important in gaining efficiency.

Mr. Pangborn stated that beyond the cost and delivery time issues, there were public relations issues in not using the Phileas bus, because that was what the community was expecting. Some of the buses under consideration were closer to the sleek, "train-like" appearance than others. He then discussed prices for different bus purchases, including doors on both sides, construction and design issues, and the cost of delay per year. Until April, staff would not know who was bidding on this bus purchase. After a bus was selected, the design team could resume work. However, it was likely that a construction season would be lost. Another consideration was that the heavier the bus, the greater the effect on fuel mileage would be. CNG buses would be more expensive to maintain, and there would be costs for maintaining the pumping station, as well. Hybrid-electric propulsion systems were the cleanest, and CNG and clean diesel were being used in many areas. Eugene/Springfield still was in an attainment area, with no restrictions on emissions, as long as it continued to meet national standards.

Mr. Berkshire said that LTD staff had convinced the rest of the nation's transit systems that appearance and image were very important for BRT, which was the reason the new NABI bus looked like it did. Mr. Kleger said he had no question in his mind that new customers preferred the new AVS buses used for the Breeze service over the standard transit buses.

After additional discussion of the desired elements for BRT buses, Mr. Gant commented that the New Flyer buses would fail in four of them, succeeding only in the schedule category. Mr. Viggiano said that staff did not believe that the New Flyer was the right BRT vehicle, but it might be the only option available at that time. If so, staff would want to present the issues honestly to the community, letting people know that the preferred bus was not feasibly available and other buses would be purchased for the interim and then could be used on regular fixed-route service.

Mr. Gant said that LTD had to be open to the possibility that the community might reject a standard bus for this service. Mr. Hamm noted that there were different groups to present these issues to, such as current riders, stakeholders along the corridor, community partners, and the general community. Staff had discussed which would be more difficult to present to the community, a cost of \$1.6 million per bus, or issues of appearance, etc. The District might need to ask the community that question.

Ms. Hocken asked if the Phileas was a lot "greener" than the New Flyer Option D. Mr. Berkshire said that there were no facts to compare, but from what he knew of the two vehicles, he would say that the Phileas would be a little cleaner, but that they actually would be very close. Ms. Hocken asked if it would be fair to say that both were significantly cleaner than the buses LTD currently was operating. Mr. Berkshire said that it would.

Ms. Hocken said that although these buses would be noisier, if they were not running in residential neighborhoods, maybe that was not as important. If the issues with the doors, bikes, and ADA requirements could be resolved, then what LTD would be giving up would be the sleeker appearance. She said she was trying to separate the substance from the image, even though the image was important in the community.

Mr. Gant asked about the chances that LTD could raise the extra money for the vehicles. Director of Finance and Information Technology Diane Hellekson said that all vehicles would be debt financed and LTD was well under the ceiling, so the issue was whether the community would accept the idea of \$1.6 million buses. Mr. Gaydos said that the \$1.6 million number was not yet a real number, and then the costs for additional delays would have to be added in.

Ms. Wylie asked what staff recommended. Mr. Hamm replied that staff thought the smartest approach was to go with an articulated, clean diesel bus with doors on both sides. With a bidder on the current RFP for articulated buses, the order could be expanded to obtain five for BRT. Those could be shipped to a factory to add doors on the left side. That would add six months, and then LTD would be on schedule with completion and construction of the corridor.

Mr. Pangborn said he thought he heard the Board saying that there were two courses to follow from that point: (1) to craft a way to sample public opinion that had the highest opportunity for acceptance regarding the trade-off of meeting community expectations; and (2) to get where LTD needed to be as quickly as possible, explore standard articulated buses with doors on both sides, and do the same with hybrid-electric buses, considering cost, scheduling, and availability issues. He thought that staff should begin exploring these issues while sampling the community.

Ms. Lauritsen did not agree. She thought the District should sell the concept rather than ask. She thought it was an internal decision, not a decision to scatter all over the community.

Ms. Ban thought there was a way to frame the issue without asking. The District should let the community know that these were the hard decisions that LTD had to make. Everyone was making second-choice decisions because of the economy, and she thought the community would understand.

Ms. Wylie thought the community would let LTD know if the District couldn't afford this system. They had said that BRT would hurt the regular system, and the District had said this would be a system that would help. She thought this was a decision the Board would have to look at in light of the current economy.

Mr. Kleger agreed with taking a businesslike approach in making the decision, and said that the effectiveness of doors on both sides was important. He thought it would be easier to adjust the height of the platform to a different vehicle in the future than to adjust the roadways, etc.

Ms. Lauritsen left the meeting at 7:40 p.m.

Mr. Hamm said that the buses mentioned that evening were samples of what was in the marketplace. The important issue at that point was that LTD was looking at articulated buses with certain elements as compared with products in the foreign market.

Ms. Hocken suggested discussing this issue with the BRT Steering Committee at its next meeting, because it was made up of a cross section of stakeholders. Ms. Wylie thought that input regarding the balancing of the schedule versus "green" propulsion systems would be important.

Mr. Berkshire said that doors on both sides remained the number one priority on the list and asked if the Board had a preference for "green" versus schedule. Mr. Gaydos thought the schedule would be delayed no matter what. He said he would be concerned if LTD went through another construction season. He did not think the District would meet the coming construction season because of the door issue, so he agreed with Ms. Hocken to move "green" up on the list.

Mr. Pangborn said that the design was close to 100 percent in the Eugene section, unless it had to be redesigned because of the doors, and was close to 80 percent to 90 percent in the Springfield section, with a couple of exceptions. He reviewed the Phase 1 budget in terms of design, development, and construction. The first phase was still within the realm of the budget, but there also still was the potential to go farther. Missing a construction season might cost in terms of inflation, but also would give LTD the opportunity to review and cut costs.

SPRINGFIELD STATION: Facilities Maintenance Manager Charlie Simmons told the Board that the design for the Springfield Station had moved along as scheduled and the budget had been kept on a tight line. However, about two weeks previously staff had learned that LTD would receive only \$2 million of its request for funding to complete the station. The bill had been marked up in the Senate at \$6 million and in the House at \$2 million. Generally those bills would go to conference committee and be funded somewhere in the middle. That did not happen, and now this project was not fully funded. A total of \$5.8 million was available for the station, and Mr. Simmons said that LTD could not build anything vertical for that amount. If the joint development were removed, the project would have to be redesigned.

Ms. Wylie stated that the Springfield Station Steering Committee had worked for three years to learn about the process, settle on a site, and work on the design. She said that it was important

to find a way to build this station. The project was about three-fourths of the way through design, at a cost of about \$1.1 million.

Ms. Ban said she felt more comfortable asking for \$2 million for this facility than for buses, when a lower-cost bus could be found. This station was a long-term commitment to the community, and a crucial piece of BRT and for the city of Springfield and the larger community. Mr. Simmons added that it was important for fixed-route service, as well.

Ms. Hocken said that the Board needed to look at the overall picture of capital projects to see if they wanted this project more than something else on the list. She knew they had done that before, but said she could not make this decision without doing it again.

Mr. Hamm said that Springfield had said it wanted to do a redevelopment plan for Glenwood, so LTD had planned no major improvements associated with BRT until then. Now Springfield was demanding that LTD put in new sidewalks, bikeways, vegetation, etc., at station locations, which was never agreed to or included in cost estimates. LTD had asked for the City to be partners in the joint development piece at the Springfield Station. Now staff were wondering what the message to the City of Springfield should be. Mr. Hamm said that staff would be talking to Springfield representatives about these issues.

ADJOURNMENT: Ms. Wylie thanked staff for bringing the Board up to date on these issues. Since the time was getting late, she suggested postponing the discussion on the strategic plan to a work session in March. The meeting was adjourned at 8:05 p.m.

Board Secretary

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: FY 2003 SECTION 5307 FEDERAL GRANT APPLICATION

PREPARED BY: Lisa Gardner, Senior Strategic Planner

ACTION REQUESTED:

- (1) Hold a public hearing on the grant application
- (2) Approve grant application

BACKGROUND: LTD funds its Capital Improvements Program (CIP) through a combination of federal, state and local funds. LTD receives federal funds appropriated on an annual basis through the 5307 formula program and awarded through the Federal Transit Administration. Section 5307 projects are funded at 80 percent, with a 20 percent match provided by LTD. LTD also receives Surface Transportation Program (STP) Flexible funds, which are allocated to LTD on a formula basis through the State-wide Transportation Improvement Program (STIP), as well as through a discretionary program. STP projects are funded at 89.73 percent.

This grant request is for \$2,808,456, which includes \$250,347 in 2002 local STP funds, \$255,730 in 2003 local STP funds, \$173,179 in 2003 State STP funds, and \$2,129,200 in combined 2001 and 2002 5307 funds. The request funds the 2003 Capital Improvements Program and includes spare parts for bus maintenance, computer hardware and software, miscellaneous office equipment including completion of the Automatic Vehicle Locator/Automatic Passenger Counter (AVL/APC) project, and the Transportation Demand Management (TDM) program.

ATTACHMENT: Program of Projects and Budgets for Section 5307 Grant

PROPOSED MOTION: I move approval of the following resolution:

LTD Resolution No. 2003-011: It is hereby resolved that the LTD Board of Directors approves the proposed FY 2003 Section 5307 federal grant application for \$2,808,456 in federal funds and authorizes the General Manager to submit this application to the Federal Transit Administration for approval.

Bus Rapid Transit
Communicating Design Changes
DRAFT 3/13/03

Goal

To seek comments and garner support for potential changes to the Bus Rapid Transit corridor design and vehicle selection.

LTD must strike a careful balance between preparing opinion leaders and the public for change without committing to a specific course of action.

Situation

LTD has designed the BRT corridor for a new vehicle under development by APTS, a company in the Netherlands. The vehicle, called Phileas, was under development at the time it was initially selected for LTD's first BRT corridor. LTD budgeted \$1.1 million dollars per vehicle with the intention of purchasing 5 or 6 vehicles. Now that the vehicle is in production, the costs have nearly doubled due to the devaluing of the US dollar and unexpected production costs.

The Phileas has many elements LTD is looking for in the BRT vehicle. It is available in a 60' length to accommodate increased passenger loads. It has a low-floor design which allows for at-grade boarding. The Phileas features doors on both sides which is a very important feature as LTD's BRT system is designed for median stations allowing for boarding from either the left or right side. The Phileas also has an automated guidance system which would reduce right-of-way needs since a guided vehicle requires less lane widths than steered vehicles. And the hybrid-electric propulsion addresses the community's priority to find a vehicle with ultra low-emissions.

For design purposes, the doors on both sides is the most critical element at this time. If decisions to look beyond the Phileas are made, and LTD cannot find a domestic vehicle with doors on both sides, then plans to redesign the corridor will need to be scheduled. If that happens, it will delay construction and possibly the start of service, currently schedule for late 2004.

While options are being assessed, opinion leaders are getting wind of problems. It is important to initiate communications with opinion leaders and the media and control the message.

Discussion and Strategy

While change and delay are always frustrating and costly, this situation is even more complex because it is happening during an economic recession that has the public keenly aware of and sensitive to government spending issues. As much as the public disapproves of excessive spending by government, the public welcomes public works projects that stimulate the economy and put people back to work. LTD can use both of these issues to its advantage and essentially turn the proverbial lemon into lemonade.

By now a majority of the public is likely familiar with the term BRT but is unlikely to be highly invested in a particular corridor or vehicle. For most people a project such as this isn't real until they can ride in it. How this project is interpreted through the media and what stakeholders say about it will determine how the public reacts.

The key to successful communication will be to identify those who are invested in the project and its current design – the stakeholders – and thoroughly explain to them the choices LTD faces in advance of a possible change being made and announced. Because LTD has not found the solution yet, these project champions can track the decision making process and even tangentially be part of it. This is not to say that they will have a voice in the decision, but if LTD plays a consultative role, resistance to the ultimate decision will be reduced.

Communication to stakeholders has already begun with a memo to employees and other informal conversations with opinion leaders. The purpose of this plan is to continue and formalize those conversations.

Tactics

- Prepare background materials to clearly and succinctly explain choices and tradeoffs.
 - This should be a very simple and straightforward summary on LTD letterhead.
 - Do not assume knowledge of BRT. Begin with an overview of what BRT is (i.e., federal demonstration project), why it is being pursued and how it will benefit the region.
- Prepare news release immediately to be used in case story breaks before you make your personal contacts, and to have at the ready for when you want to make announcement.
- Create an interview checklist to summarize reaction of stakeholders after meeting with LTD officials.
- Identify and prioritize stakeholders and other key opinion leaders to target for initial communications.
- Hold meetings with individuals and in small groups.
- Monitor public reaction throughout this process and modify communications approach as needed.

Key messages

- If we are unable to purchase the Phileas at this time, changing to a more conventional bus, though not our first choice, is the prudent thing to do given the cost and current state of the economy.

- Our goal remains to create the most complete and advanced BRT system in the country even if we begin service without a state-of-the-art vehicle, such as the Phileas. If we don't purchase the Phileas at this time, an interim vehicle will be selected with the goal to replace it with a high-tech vehicle when it becomes available and affordable.
- LTD is proud of its reputation as a prudent fiscal manager and continues to be careful stewards of the public's resources.
- These changes don't alter the vision and purpose of Bus Rapid Transit – to use proven, low-cost technology to make transit travel time more competitive with the automobile.

Key audiences

Some of these contacts could likely be made by phone or e-mail. Others should be done in person. They are not presented in rank order.

- Congressman Peter DeFazio/Senators Wyden and Smith
- LTD employees and board members
- BRT Steering Committee
- BRT TAC
- City officials
- Transportation officials
- County commissioners
- Opinion leaders
- Chamber of Commerce leaders
- Affected property owners
- Neighborhood leaders and associations
- Business customers/large employers

Suggested Timeline

- March: Prepare written leave-behind materials.

- April: Give update to BRT Steering Committee.
- March 17 through April 17: Schedule and hold most critical meetings as identified by LTD.
- April 16: LTD board meeting.
- Beginning April 1: Schedule time to appear before public bodies.
- Prior to first public appearance: Release update to news media. Meet with editorial boards in Eugene and Springfield.
- Continue to communicate throughout decision making process through channels such as news releases, Web site postings and e-mail.
- Communicate final decision with e-mail/letter (depending on urgency and controversy) to all those contacted above.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: CONGRESSIONAL BRT TOUR

PREPARED BY: Ken Hamm, General Manager

ACTION REQUESTED: Discussion of importance to LTD

BACKGROUND: At the meeting, staff will discuss with the Board an invitation to the general manager to participate in a Congressional BRT bus tour.

ATTACHMENT: None

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: BRT UPDATE

PREPARED BY: Graham Carey, BRT Project Engineer, Development Services

ACTION REQUESTED: None. Information and discussion only.

BACKGROUND: **Phase 1 Corridor Design:** Portions of the Phase 1 design process have been delayed temporarily pending staff evaluation of the BRT vehicle options.

Staff are continuing to meet with staff from the Cities of Springfield and Eugene and the Oregon Department of Transportation (ODOT) and key property owners along the corridor to resolve outstanding issues.

Construction Budget: Staff are working with the Construction Manager/General Contractor (CMGC) to develop a comprehensive construction estimate.

Phase 1 Vehicles: Staff are continuing to negotiate with APTS for the purchase of the Phileas vehicle; however, there is currently a considerable difference between the cost of the vehicle and LTD's budgeted amount. Staff are exploring alternative vehicles that meet the BRT system's operational needs.

Springfield Corridor: The planning for the third and final segment of the Pioneer Parkway corridor is proceeding as planned. The first meeting of the stakeholder group was held on February 5, 2003, at Symantec. The stakeholder group, consisting of 19 people representing business and residential property owners along the proposed corridor, discussed the existing corridor characteristics. The second stakeholder meeting, scheduled for March 18, will include a discussion of the general alignment as well as various BRT design options.

Eugene Corridor: The stakeholder committee for the Coburg Road BRT Master Plan met on February 12, 2003, to discuss an amended process, which is aimed at making the conceptual master planning process more "site-specific." The stakeholder committee supported the amended process and started to develop corridor priorities for each segment of the

corridor. These priorities were debated at their March 12th meeting. The stakeholder group is scheduled to meet again on April 9.

ATTACHMENTS: None

PROPOSED MOTION: None

Q:\Reference\Board Packet\2003\03\Regular Mtg\BRT Update.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: BRT VEHICLE WORK SESSION

PREPARED BY: Mark Pangborn, Assistant General Manager

ACTION REQUESTED: Information only.

BACKGROUND: At February's BRT Work Session, the Board was provided the most recent information on the procurement of a BRT vehicle. This work session is intended to continue the discussion of possible vehicle options and to discuss the process for making a decision on the vehicle selection.

Included in the packet is a draft communication plan for the BRT vehicle decision. The plan includes consultation with partner agencies and community leaders. On March 13, 2003, the Board BRT Committee reviewed this plan and endorsed it. Full Board discussion of the plan is now requested. In addition, staff are requesting that the Board provide direction on whether the correct vehicle options are being considered and whether the information provided about each of the options is adequate.

ATTACHMENT: Draft BRT Vehicle Communication Plan

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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 March 19, 2003:

1. Approval of minutes: February 19, 2003, regular Board meeting
2. February 26, 2003, Special Meeting/Work Session

ATTACHMENTS

1. Minutes of the February 19, 2003, regular Board meeting
2. Minutes of the February 26, 2003, special Board meeting/work session

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

LTD Resolution No. 2003-009: It is hereby resolved that the Consent Calendar for March 19, 2003, is approved as presented.



Lane Transit District
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(541) 682-6100
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MONTHLY DEPARTMENT REPORTS

March 19, 2003

GOVERNMENT RELATIONS

Linda Lynch, Government Relations Manager

STATE

It is a gloomy time at the State Legislature. A bill has passed the Senate to raid the balance of the cigarette tax fund, taking the balance of the current fiscal year's payments to counties, cities, and transit districts. Two cents of the cigarette tax are (theoretically) dedicated to the provision of transportation services for the elderly and people with disabilities. Advocates for these services have scheduled a "Senior and Disabled Transportation Day" March 26, but it is a sign of the times that this legislative measure was in a Senate Committee on March 3, and had passed the Senate, was sent to committee, then to the full House and was signed by the Governor by March 4. There is a slight chance that the provisions will not take effect, as it is contingent on the May revenue forecast.

On a slightly brighter note, the Senate Revenue Committee heard Senate Bill 549, allowing TriMet and Lane Transit District the ability to raise the payroll tax rate one-tenth of one percent over ten years. There were several panels of supporting witnesses, including LTD Board member Pat Hocken, but the committee took no action. The Revenue Committee took a break from weeks of work on a local option for school financing to hear this bill.

The Oregon Department of Transportation budget will be heard later this month, but it is unlikely (she predicts) that final action will occur before the May revenue forecast.

FEDERAL

It was snowing in Washington, D.C., when government relations staff arrived, and the wind chill factor was 5° by the time the general manager arrived. However, the weather warmed and so did the welcome accorded local officials. Board member Gerry Gaydos represented Lane Transit District issues and led the meeting with the Federal Transit Administration (FTA). Among the three LTD people attending, appointments occurred with staff to all members of the Oregon congressional delegation: Congressmen DeFazio, Blumenauer and Wu; Congresswoman Hooley; Senators Wyden and Smith; staff to both majority and minority Senate and House appropriations; and both majority and minority authorizing committee staff.

At the FTA we met with Barbara Sisson, the new Associate Administrator for Research, Demonstration and Innovation, as well as Walt Kulyk and Bert Arrillaga, both of whom work on bus rapid transit.

Needless to say, reauthorization of TEA 21 was high on everyone's priority list, both with Eugene-Springfield local governments and with the Congress. At this time everyone is optimistic that the reauthorization bill can be finished by the time TEA 21 expires, September 30, 2003. It may be a bad sign, however, that at least one presenter at a national legislative conference had a chart with the delays associated with the passage of every surface transportation bill since 1982. The failure of the last Congress to enact a budget in any sort of timeframe appropriate to the fiscal year has lowered the bar on all issues for timeliness.

DEVELOPMENT SERVICES

Stefano Viggiano, Director of Development Services

ACCESSIBLE SERVICES

Terry Parker, Accessible Services Manager

Marcia Maffei from Commuter Solutions and Planner Will Mueller spent Saturday, March 8, in Oakridge hosting a Transportation Fair. With the help of Oakridge residents and Special Mobility Services staff, schedules for the new service, how to connect with LTD, and trip planning information were provided to more than 250 people—an impressive turnout! The newly named *Diamond Express* will start service on Monday, March 17.

SERVICE PLANNING AND MARKETING

Andy Vobora, Service Planning and Marketing Manager

UO Basketball Shuttle Summary

The operations department completed another busy year of pre-season and PAC-10 games by providing shuttle services to 38 games. A few more shuttles will be operated when the first round of the women's NCAA tournament is held the weekend of March 15. The statistics for this year remained consistent with past years. The following totals were recorded:

Total rides:	26,974
Total attendance:	217,670
Modal split:	6.2%
Average rides per game:	710

Schedule hours:	1007
Rides per hour:	25
Fully allocated cost:	\$87,916

Career Fair Service

LTD will be participating in the area's largest career fair for high school students on March 13. The event is held annually at the Lane County Fairgrounds and attracts nearly 2,000 students. LTD is encouraging classes to use the bus to get to and from the event. Some classes will do this as a group, while some students will travel individually. In order to facilitate transfers at the Eugene Station, LTD will operate a shuttle between the Station and the Fairgrounds. This will provide added capacity and more direct service than the regular routes that drop off guests along West 11th Avenue. Students riding individually will be allowed to ride free by showing their student body cards.

Employee Appreciation Month

As part of national employee appreciation month, LTD has established a number of in-house activities to recognize employees. Additionally, LTD developed and implemented an image campaign to run in the *Register-Guard*. The series of ads highlights the valuable people working at LTD and emphasizes the volunteer role these employees play in our community. Employees from several departments were chosen to represent the rest of the LTD employees in this campaign. Four ads were produced; however, only three were available at the time this report was compiled. Copies of the ads are attached.

TRANSIT OPERATIONS

Mark Johnson, Director of Transit Operations

New Training Supervisor

Transit Operations has hired a new training supervisor to replace Vern Rogers, who retired last July. This is a part-time position and we are pleased to have John Dahl on board to continue to guide the Bus Operator Training Program. John has been an Instructor at LTD in the past and currently is a bus operator. He also has extensive training experience outside the District. He will continue to perform his bus operator duties when he is not performing training duties. John has hit the ground running. We are gearing up for a class of new bus operators and preparing for refresher training for current employees. Filling this position will help LTD continue to maintain the high-quality training programs that are necessary to provide safe, courteous, and reliable service to the community.

MAINTENANCE

Ron Berkshire, Director of Maintenance

There is no Maintenance report this month.

FINANCE AND INFORMATION TECHNOLOGY

Diane Hellekson, Director of Finance and Information Technology

The monthly Finance and Information Technology reports are included elsewhere in the agenda packet.

HUMAN RESOURCES

David Dickman, Director of Human Resources

There is no Human Resources report this month.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: APRIL 2003 EMPLOYEE OF THE MONTH

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

BACKGROUND: **April 2003 Employee of the Month:** The April 2003 Employee of the Month, Fleet Services Supervisor Don Swearingen, will be introduced to the Board at the April 16 Board meeting. Information about Don will be included in the agenda materials for that meeting.

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 19, 2003
- ITEM TITLE:** APRIL 2003 EMPLOYEE OF THE MONTH
- PREPARED BY:** Jo Sullivan, Administrative Services Manager/Clerk of the Board
- BACKGROUND:** **April 2003 Employee of the Month:** Fleet Services Supervisor Don Swearingen has been selected as the April 2003 Employee of the Month. Don was hired by the District on July 29, 1991, as a journeyman mechanic. He was promoted to his current position on March 12, 1999. Don was selected by the committee based on input from employees regarding his teamwork ability (bus operator and mechanic interface). He listens to issues and tries to find win-win solutions. Don gives time to the organization in other ways. He currently serves as a member of the Accident and Route Review Committee.
- When asked to comment on Don's selection as Employee of the Month, General Manager Ken Hamm said:
- Don is an effective supervisor who is proactive with his employees and peers. Don's evening work crew all seem to be enjoying themselves whenever I visit. He has a natural ability to bring the best out of his team.
- Don Swearingen is a nice person who always has a good word and a smile for everyone. He greets every situation as an opportunity. Don gets high marks from other departments, including Operations, because he's willing to respond to others needs without hesitation.
- Another Fleet Services Supervisor, George Trauger, added:
- Don is always willing to help out when needed. This includes assigning his shift to finish up jobs started by other shifts in order to meet service needs. Whenever I'm on overload, Don helps out where he can. For example, he took over the problems with the bus washer operation and the maintenance of the bus fueling system. Don has a great sense of humor. This is an asset when supervising a majority of maintenance employees during the ever-busy nighttime operation. Don is friendly and easy to talk to. We consider him a vital link to our team.
- Our congratulations to Don on his selection as the April 2003 Employee of the Month!
- AWARD:** Don will attend the March 19, 2003, meeting to be introduced to the Board and receive his award.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: EXECUTIVE SESSION PURSUANT TO ORS 192.660(1)(i)

PREPARED BY: Gerry Gaydos, Board HR Committee Chair

ACTION REQUESTED: That the Board move into Executive (non-public) Session pursuant to ORS 192.660(1)(i), to review and evaluate, pursuant to standards, criteria, and policy directives adopted by the governing body, the employment-related performance of the chief executive officer (general manager) of LTD

ATTACHMENT: None (Combined performance evaluation ratings will be distributed to Board members under separate cover.)

PROPOSED MOTION: I move that the Board meet in Executive Session pursuant to ORS 192.660(1)(i), to review and evaluate, pursuant to standards, criteria, and policy directives adopted by the governing body, the employment-related performance of the chief executive officer (general manager) of LTD.

AGENDA ITEM SUMMARY

DATE OF MEETING: Mach 19, 2003

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

PREPARED BY: Jo Sullivan, Administrative Services Manager/Clerk of the Board

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. **LTD Ordinance No. 36:** A discussion and the first reading of this ordinance will be placed on the agenda for the April 16, 2003, Board meeting.
- B. **FY 2003-04 Service Recommendation:** The Board will be asked to approve the final service package for FY 2003-04 at the April 16 meeting.
- C. **Budget Committee Meetings:** Budget Committee meetings have been scheduled for Wednesday, April 23; Thursday, April 24; and Wednesday, April 30, 2003. Budget materials will be delivered to Board members on Friday, April 18. Staff will work with the non-Board members of the Budget Committee to schedule an informational meeting sometime in early April.
- D. **Springfield Station Design and Budget:** The Board approved a conceptual site plan for the new Springfield Station at its March 20, 2002, Board meeting. A final project design and budget will be brought to the Board for approval on May 21, 2003.
- E. **Adoption of FY 2003-04 Budget:** Following approval of the proposed LTD budget by the Budget Committee, the Fiscal Year 2003-04 budget will be on the agenda for adoption at the June 18, 2003, regular Board meeting. Budget law requires that the District's budget be adopted before the end of the current fiscal year on June 30, 2003.
- F. **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 18, 2003, Board meeting.

- G. **Board Work Sessions**: As discussed at the Board's December strategic planning retreat, work sessions on various topics will be scheduled for May 19 and June 16, and in future months, as well.
- H. **BRT and Springfield Station Updates**: Various action and information items will be placed on Board meeting agendas during the design and implementation phases of the bus rapid transit and Springfield Station projects.

Lane Transit District

Debt Service Calculations

	<u>amount to borrow</u>	<u>yrs</u>	<u>int rate.</u>	<u>annual ds</u>	<u>total ds</u>
Debt Service on FY02-03 issue - 18 low-floors, 5 artics	8,545,000	12	0.055	991,500	11,898,000
Debt Service on FY02-03 issue - 18 low-floors	6,050,000	12	0.055	702,000	8,424,000
Debt Service on FY03-04 issue - Springfield Station	#REF!	20	0.055	#REF!	#REF!
Debt Service on Jan 05 issue - 10 articulated buses (5 BRT)	7,300,000	12	0.055	847,000	10,164,000
Debt Service on Jan 05 issue - Additional \$2.6 million for BRT buses	2,600,000	12	0.055	301,700	3,620,400
Debt Service on FY04-05 issue - BRT buses	6,900,000	12	0.055	800,600	9,607,200
Debt Service on FY05-06 issue - replacement buses	5,100,000	12	0.055	591,700	7,100,400
Debt Service on FY0 issue - BRT and neighborhood buses	9,600,000	12	0.055	<u>1,113,900</u>	13,366,800
				<u>#REF!</u>	
Debt Service on FY04-05 issue - BRT buses	8,900,000	12	0.055	1,032,700	12,392,400

**Lane Transit District
Capital Improvements Program Summary**

18 Gilligs funded 5307 at purchase - no debt
Move BRT 1 out a year

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
Project Categories						
BRT	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
	Planning - Local Funding	-	-			
	Planning - 5307	800,000	531,000	700,000	780,000	805,000
	Right-of-Way Acquisition	200,000	-			
	Buildout - Initial Corridor	9,332,500	2,400,000		6,932,200	
		1,017,500			1,890,600	5,885,200
	Buildout - Pioneer Parkway Corridor					1,550,000
	Buildout - Coburg Corridor					
	BRT Buses	3,000,000	100,000	4,000,000	2,600,000	
	Neighborhood Vehicles	3,000,000				
	Facility Expansion - Fleet	1,200,000	350,000	50,000		
				800,000		
	BRT Fare Management	150,000	15,000	487,000		
	FRS Fare Management				1,108,500	-
	Automated Traveler Information System	-	-			202,000
	AVL/APC	1,649,330	1,649,330			
	Radio Infrastructure Improvements			102,000		
	BRT Station Security Cameras					30,000
	Six-post Hoist	50,000	50,000	-		
		20,599,330	5,295,330	6,339,000	13,511,300	8,672,200
Springfield Station	Springfield Station	846,000	846,000	-		
		2,475,100	1,154,000	3,833,000		
		3,478,900		1,173,600		
				293,400		
		6,800,000	2,000,000	5,300,000	-	-
Revenue Vehicles	Breeze I Buses					
	Replacement Buses	8,245,000	5,850,000	3,000,000		4,800,000
	Breeze II Buses					
		8,245,000	5,850,000	3,000,000	-	4,800,000
Passenger Boarding Improvements/Facilities	PBI	200,000	180,000	100,000	190,000	290,000
	RideSource Facility	1,697,000	156,000	1,983,700		
		900,000		122,600		
				1,002,700		
				793,000		
	Thurston Station			300,000		
	Fairgrounds Park & Ride			100,000		
	Park & Ride Development					-
	Facility Security	80,000	80,000	-		
	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
		-	-			
		2,922,000	461,000	4,447,000	235,000	335,000
Hardware/Software	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
	Internet Connection	56,420	56,420			
	Laptop PCs	6,300	6,300			
	Graphics Workstations	10,800	10,800			
	Wireless Network Expansion	26,200	26,200			
	Guest Services Automation					-
	Document Management			67,900		
	Storage Array Network				73,000	
	2nd Tape Subsystem					50,000
		230,220	230,220	164,900	217,700	149,100

**Lane Transit District
Capital Improvements Program Summary**

18 Gilligs funded 5307 at purchase - no debt
Move BRT 1 out a year

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
Intelligent Transportation Systems	Miscellaneous Transit Priority	-	-	200,000	100,000	100,000
		-	-	200,000	100,000	100,000
Bus-Related Equipment	Bus Camera Retrofit	130,000	130,000			
	Destination Sign Replacement	-	-	207,500	420,000	-
		130,000	130,000	207,500	420,000	-
Miscellaneous Equipment	Miscellaneous Office Equipment	40,000	20,000	40,000	40,000	40,000
	Copiers			84,500		
		40,000	20,000	124,500	40,000	40,000
Communications	Telephone Equipment	-	-		129,300	98,100
		-	-	-	129,300	98,100
Shop Equipment	Shop Equipment Replacement	30,000	15,000	19,500	15,000	15,000
	Miscellaneous Tools for Facilities	10,000	10,000			
		40,000	25,000	19,500	15,000	15,000
Support Vehicles	Support Vehicles	40,000	-	60,000	40,000	
		-	-			
		40,000	-	60,000	40,000	-
STF Vehicles and Projects	STF Vehicles	428,300	362,870	465,000	271,500	299,200
	STF Projects					
		428,300	362,870	465,000	271,500	299,200
Commuter Solutions		209,000	209,000	210,000	210,000	210,000
		209,000	209,000	210,000	210,000	210,000
Engine Kits/Misc. Parts		360,000	360,000	285,000	290,000	310,000
		360,000	360,000	285,000	290,000	310,000
TOTAL PROJECT EXPENDITURES		40,043,850	14,943,420	20,822,400	15,479,800	15,028,600
DEBT SERVICE	Debt Issuance Costs	200,000		300,000		300,000
	Debt Service on FY02-03 Issue - 18 low-floors	938,800				
	Debt Service on Jan 05 issue for 10 Artics (5 BRT)	352,200			423,500	847,000
	Debt Service on Jan 05 issue for \$2.6 mm for BRT					150,850
	Debt Service on FY05-06 Issue - replacement buses					
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
	RideSource/Satellite Land Acquisition	87,700				
		1,578,700	-	300,000	423,500	1,297,850
GRAND TOTAL Including debt service		41,622,550	14,943,420	21,122,400	15,903,300	16,326,450

**Lane Transit District
Capital Improvements Program Summary**

18 Gilligs funded 5307 at purchase - no debt
Move BRT 1 out a year

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
Resource Summary						
Total Project Funding by Class						
	5307 Formula	6,104,550	8,544,550	4,263,100	5,399,600	8,657,250
	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
	5309 BRT Grant	9,332,500	2,400,000	-	6,932,200	-
	Springfield Station from STIP	846,000	846,000	-	-	-
	5309 Springfield Station	2,475,100	1,154,000	3,833,000	-	-
	United Front Requests	7,828,900	-	-	-	-
	New Starts/Next Phase BRT Funding					1,550,000
	RideSource Facility from State of Oregon	1,697,000	156,000	2,106,300	-	-
	STF Capital Grants from State of Oregon	428,300	362,870	465,000	271,500	299,200
	From STP Allocation	200,000	200,000	200,000	200,000	200,000
	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
	Debt Issuance	9,345,000	-	7,300,000	2,600,000	5,100,000
	Local	1,505,200	711,000	1,286,400	-	-
	Borrowed from Pioneer Parkway non-LTD local			1,173,600		
		41,622,550	14,943,420	21,122,400	15,903,300	16,326,450
		-	-	-	-	-
Project Funding by Funding Source						
Grant Funding						
-- Federal	Federal Formula - 5307	4,883,640	6,835,640	3,410,480	4,319,680	6,925,800
	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
	5309 BRT Grant	7,466,000	1,920,000	-	5,545,760	-
	Springfield Station from STIP	759,120	759,120	-	-	-
	5309 Springfield Station	1,980,080	923,200	3,066,400	-	-
	United Front Requests	6,263,120	-	-	-	-
	New Starts/Next Phase BRT Funding					930,000
-- State	RideSource Facility from State of Oregon	1,522,720	139,979	1,889,980	-	-
	STF Capital Grants from State of Oregon	384,310	325,600	417,240	243,620	268,470
-- STP	From STP Allocation	179,460	179,460	179,460	179,460	179,460
	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
		24,946,790	11,558,539	9,379,990	10,708,950	8,740,160
Debt Issuance	Debt Issuance	9,345,000	-	7,300,000	2,600,000	5,100,000
Local Funding						
-- From Cash Reserves	Local	1,505,200	711,000	1,286,400	-	-
	Federal Formula - 5307	1,220,910	1,708,910	852,620	1,079,920	1,731,450
	From STP Allocation	20,540	20,540	20,540	20,540	20,540
	5309 BRT Pilot Grant	1,866,500	480,000	-	1,386,440	-
	Springfield Station from STIP	86,880	86,880	-	-	-
	5309 Springfield Station	495,020	230,800	766,600	-	-
	United Front Requests	1,565,780	-	-	-	-
	New Starts/Next Phase BRT Funding					310,000
	Borrowed from Pioneer Parkway other local sources			1,173,600		(1,173,600)
		6,760,830	3,238,130	4,099,760	2,486,900	888,390
-- From Other Local Sources	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-			310,000
	Borrowed from Pioneer Parkway other local sources					1,173,600
						1,483,600
-- From Operations	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
		351,660	93,460	78,570	79,570	83,570

**Lane Transit District
Capital Improvements Program Summary**

18 Gilligs funded 5307 at purchase - no debt
Move BRT 1 out a year

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
-- From STF Operations	RideSource Facility from STF funds	174,280	16,021	216,320	-	-
	STF Capital Grants from State of Oregon	43,990	37,270	47,760	27,880	30,730
		<u>41,622,550</u>	<u>14,943,420</u>	<u>21,122,400</u>	<u>15,903,300</u>	<u>16,326,450</u>
		-	-	-	-	-
Federal Formula - 5307						
	Remaining FY2001 Apportionment		756,059			
	Remaining FY2002 Apportionment		2,559,936			
	FY2003 Apportionment (estimate)		4,100,000			
	Committed FY2002-2003		<u>(7,123,640)</u>			
	Available for FY 2003-2004		292,355	292,355		
	FY2004 Apportionment			4,300,000		
	Committed FY 2003-2004			<u>(3,638,480)</u>		
	Available for FY 2004-2005			953,875	953,875	
	FY2005 Apportionment				4,500,000	
	Committed FY 2004-2005				<u>(4,551,680)</u>	
	Available for FY 2005-2006				902,195	902,195
	FY2006 Apportionment					4,700,000
	Committed FY 2005-2006					<u>(7,173,800)</u>
	Available for FY 2006-2007					(1,571,605)
	FY2007 Apportionment					
	Committed FY 2006-2007					
	Available for FY 2007-2008					
	FY2008 Apportionment					
	Committed FY 2007-2008					
	Available for FY 2008-2009					
Cash Reserves - Capital Account						
	Balance - Beginning of Year	15,283,200	15,200,500	11,962,370	7,862,610	5,375,710
	Cash In - Transfer from Operations	-	-	-	-	-
	Cash Out - Local Funds and Capital Match	(7,139,650)	(3,238,130)	(4,099,760)	(2,486,900)	(888,390)
	Cash from sources not yet determined	-	-	-	-	-
	Balance - End of Year	<u>8,143,550</u>	<u>11,962,370</u>	<u>7,862,610</u>	<u>5,375,710</u>	<u>4,487,320</u>

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
830,000	855,000	3,970,000
		-
		6,932,200
		7,775,800
10,000,000	10,450,000	22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		50,000
		800,000
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
11,870,200	20,505,000	60,897,700
		-
		3,833,000
		1,173,600
		293,400
-	-	5,300,000
		-
	1,800,000	9,600,000
-	1,800,000	9,600,000
290,000	290,000	1,160,000
		1,983,700
		122,600
		1,002,700
		793,000
		300,000
		100,000
		-
		-
45,000	45,000	225,000
335,000	335,000	5,687,000
47,500	35,000	217,500
79,700	64,100	349,600
		-
		67,900
		73,000
		50,000
127,200	99,100	758,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
100,000	100,000	600,000
100,000	100,000	600,000
		627,500
-	-	627,500
40,000	40,000	200,000
40,000	40,000	84,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,726,500
328,900	361,900	1,726,500
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
13,361,300	23,731,000	88,423,100
	300,000	900,000
847,000	847,000	2,964,500
301,700	301,700	754,250
591,700	591,700	1,183,400
		-
1,740,400	2,040,400	5,802,150
15,101,700	25,771,400	94,225,250
		94,225,250

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
4,067,800	3,184,500	25,572,250
295,000	265,000	1,445,000
-	-	6,932,200
-	-	-
-	-	3,833,000
-	-	-
10,000,000	11,950,000	23,500,000
-	-	2,106,300
328,900	361,900	1,726,500
200,000	200,000	1,000,000
210,000	210,000	1,050,000
-	9,600,000	24,600,000
-	-	1,286,400
		1,173,600
15,101,700	25,771,400	94,225,250
-	-	-
3,254,240	2,547,600	20,457,800
236,000	212,000	1,156,000
-	-	5,545,760
-	-	-
-	-	3,066,400
-	-	-
6,000,000	7,170,000	14,100,000
-	-	1,889,980
295,120	324,730	1,549,180
179,460	179,460	897,300
188,430	188,430	942,150
10,153,250	10,622,220	49,604,570
-	9,600,000	24,600,000
-	-	1,286,400
813,560	636,900	5,114,450
20,540	20,540	102,700
-	-	1,386,440
-	-	-
-	-	766,600
-	-	-
2,000,000	2,390,000	4,700,000
2,834,100	3,047,440	13,356,590
2,000,000	2,390,000	4,700,000
		1,173,600
2,000,000	2,390,000	5,873,600
59,000	53,000	289,000
21,570	21,570	107,850
80,570	74,570	396,850

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
-	-	216,320	72
33,780	37,170	177,320	73
			74
<u>15,101,700</u>	<u>25,771,400</u>	<u>94,225,250</u>	75
-	-	-	76
			77
			78
			79
			80
			81
			82
			83
			84
		4,300,000	85
		(3,638,480)	86
			87
			88
			89
		4,500,000	90
		(4,551,680)	91
			92
			93
		4,700,000	94
		(7,173,800)	95
			96
(1,571,605)			97
4,900,000		4,900,000	98
(3,490,240)		(3,490,240)	99
			100
(161,845)	(161,845)		101
	5,100,000	5,100,000	102
	(2,759,600)	(2,759,600)	103
			104
	2,178,555	1,886,200	105
			106
			107
			108
			109
4,487,320	2,353,220		110
			111
-	-		112
(2,834,100)	(3,047,440)		113
			114
700,000	3,200,000		115
			116
<u>2,353,220</u>	<u>2,505,780</u>		117
			118
			119

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Finance Committee 03 12 03

New estimate BRT Phase I total \$17.6 million RideSource Fac at \$3.902 m
 Move Pioneer Parkway out a year 10 Artics (5 BRT) total \$7.0 n
 Spfld Station funding borrowed from Pioneer Parkway

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	531,000	700,000	780,000	805,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	2,400,000	6,932,200	-	
10		1,017,500		1,890,600	5,885,200	
11						
12	Buildout - Pioneer Parkway Corridor					1,550,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	100,000	4,000,000	2,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	350,000	50,000		
20				800,000		
21						
22	BRT Fare Management	150,000	15,000	487,000		
23	FRS Fare Management				1,108,500	-
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	5,295,330	15,161,800	10,573,700	2,787,000
33						
34	Springfield					
35	Springfield Station	846,000	846,000	-		
36		2,475,100	1,154,000	3,833,000		
37		3,478,900		1,173,600		
38				293,400		
39		6,800,000	2,000,000	5,300,000	-	-
40	Revenue					
41	Breeze I Buses					
42	Vehicles Replacement Buses	8,245,000	5,850,000	3,000,000		4,800,000
43	Breeze II Buses					
44		8,245,000	5,850,000	3,000,000	-	4,800,000
45	Passenger					
46	Boarding PBI	200,000	180,000	100,000	190,000	290,000
47	Improvements/					
48	Facilities RideSource Facility	1,697,000	156,000	1,983,700		
49		900,000		122,600		
50				1,002,700		
51				793,000		
52	Thurston Station			300,000		
53	Fairgrounds Park & Ride			100,000		
54	Park & Ride Development					-
55						
56	Facility Security	80,000	80,000	-		
57	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
58		-	-			
59		2,922,000	461,000	4,447,000	235,000	335,000
60						
61	Hardware/					
62	Software General Software Upgrades	85,500	85,500	35,000	65,000	35,000
63	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
64	Internet Connection	56,420	56,420			
65	Laptop PCs	6,300	6,300			
66	Graphics Workstations	10,800	10,800			
67	Wireless Network Expansion	26,200	26,200			
68	Guest Services Automation					
69	Document Management			67,900		
70	Storage Array Network				73,000	
71	2nd Tape Subsystem					50,000
72		230,220	230,220	164,900	217,700	149,100

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Finance Committee 03 12 03

New estimate BRT Phase I total \$17.6 million RideSource Fac at \$3.902 m
 Move Pioneer Parkway out a year 10 Artics (5 BRT) total \$7.0 n
 Spfld Station funding borrowed from Pioneer Parkway

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
73	Intelligent					
74	Transportation Systems	-	-	200,000	100,000	100,000
75		-	-	200,000	100,000	100,000
76	Bus-Related					
77	Equipment	130,000	130,000			
78		-	-	207,500	420,000	-
79		130,000	130,000	207,500	420,000	-
80	Miscellaneous					
81	Equipment	40,000	20,000	40,000	40,000	40,000
82				84,500		
83		40,000	20,000	124,500	40,000	40,000
84	Communications					
85		-	-		129,300	98,100
86		-	-	-	129,300	98,100
87	Shop Equipment					
88		30,000	15,000	19,500	15,000	15,000
89		10,000	10,000			
90		40,000	25,000	19,500	15,000	15,000
91	Support Vehicles					
92		40,000	-	60,000	40,000	
93		-	-			
94		40,000	-	60,000	40,000	-
95	STF Vehicles					
96	and Projects	428,300	362,870	465,000	271,500	299,200
97		428,300	362,870	465,000	271,500	299,200
98						
99	Commuter Solutions					
##		209,000	209,000	210,000	210,000	210,000
##		209,000	209,000	210,000	210,000	210,000
##	Engine Kits/Misc. Parts					
##		360,000	360,000	285,000	290,000	310,000
##		360,000	360,000	285,000	290,000	310,000
##	TOTAL PROJECT EXPENDITURES	40,043,850	14,943,420	29,645,200	12,542,200	9,143,400
##						
##	DEBT SERVICE					
##		200,000	200,000	300,000		300,000
##		938,800		351,000	702,000	702,000
##		352,200			423,500	847,000
##						150,850
##						
##						
##		87,700				
##		1,578,700	200,000	651,000	1,125,500	1,999,850
##	GRAND TOTAL Including debt service	41,622,550	15,143,420	30,296,200	13,667,700	11,143,250
##						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Finance Committee 03 12 03

New estimate BRT Phase I total \$17.6 million RideSource Fac at \$3.902 m
 Move Pioneer Parkway out a year 10 Artics (5 BRT) total \$7.0 n
 Spfld Station funding borrowed from Pioneer Parkway

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Resource Summary					
2						
3	Total Project Funding by Class					
4	5307 Formula	6,104,550	2,694,550	6,504,700	10,096,200	3,474,050
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	2,400,000	6,932,200	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,154,000	3,833,000	-	-
11						
12	United Front Requests	7,828,900	-	-	-	-
13	New Starts/Next Phase BRT Funding					1,550,000
14						
15	RideSource Facility from State of Oregon	1,697,000	156,000	2,106,300	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	362,870	465,000	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	6,050,000	7,300,000	2,600,000	5,100,000
23	Local	1,505,200	711,000	1,286,400	-	-
24	Borrowed from Pioneer Parkway non-LTD local			1,173,600		
25		41,622,550	15,143,420	30,296,200	13,667,700	11,143,250
26		-	-	-	-	-
27						
28	Project Funding by Funding Source					
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,155,640	5,203,760	8,076,960	2,779,240
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,920,000	5,545,760	-	-
35	Springfield Station from STIP	759,120	759,120	-	-	-
36	5309 Springfield Station	1,980,080	923,200	3,066,400	-	-
37	United Front Requests	6,263,120	-	-	-	-
38	New Starts/Next Phase BRT Funding					930,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,720	139,979	1,889,980	-	-
41	STF Capital Grants from State of Oregon	384,310	325,600	417,240	243,620	268,470
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
45		24,946,790	6,878,539	16,719,030	8,920,470	4,593,600
46						
47	Debt Issuance	9,345,000	6,050,000	7,300,000	2,600,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	711,000	1,286,400	-	-
53	Federal Formula - 5307	1,220,910	538,910	1,300,940	2,019,240	694,810
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	480,000	1,386,440	-	-
57	Springfield Station from STIP	86,880	86,880	-	-	-
58	5309 Springfield Station	495,020	230,800	766,600	-	-
59	United Front Requests	1,565,780	-	-	-	-
60	New Starts/Next Phase BRT Funding					310,000
61	Borrowed from Pioneer Parkway other local sources			1,173,600		(1,173,600)
62		6,760,830	2,068,130	5,934,520	2,039,780	(148,250)
63						
64	-- From Other Local Sources					
65	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-			310,000
66	Borrowed from Pioneer Parkway other local sources					1,173,600
67						1,483,600
68	-- From Operations					
69	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
70	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
71		351,660	93,460	78,570	79,570	83,570
72	-- From STF Operations					
	RideSource Facility from STF funds	174,280	16,021	216,320	-	-

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Finance Committee 03 12 03

New estimate BRT Phase I total \$17.6 million RideSource Fac at \$3.902 m
 Move Pioneer Parkway out a year 10 Artics (5 BRT) total \$7.0 n
 Spfld Station funding borrowed from Pioneer Parkway

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	FY 03-04	FY 04-05	FY 05-06
		as Budgeted	Estimate	Year One	Year Two	Year Three
73	STF Capital Grants from State of Oregon	43,990	37,270	47,760	27,880	30,730
74						
75		<u>41,622,550</u>	<u>15,143,420</u>	<u>30,296,200</u>	<u>13,667,700</u>	<u>11,143,250</u>
76		-	-	-	-	-
77						
78						
79	Federal Formula - 5307 Remaining FY2001 Apportionment		756,059			
80	Remaining FY2002 Apportionment		2,559,936			
81						
82	FY2003 Apportionment (estimate)		4,100,000			
83	Committed FY2002-2003		<u>(2,443,640)</u>			
84						
85	Available for FY 2003-2004		4,972,355	4,972,355		
86	FY2004 Apportionment			4,300,000		
87	Committed FY 2003-2004			<u>(5,431,760)</u>		
88						
89	Available for FY 2004-2005			3,840,595	3,840,595	
90	FY2005 Apportionment				4,500,000	
91	Committed FY 2004-2005				<u>(8,308,960)</u>	
92						
93	Available for FY 2005-2006				31,635	31,635
94	FY2006 Apportionment					4,700,000
95	Committed FY 2005-2006					<u>(3,027,240)</u>
96						
97	Available for FY 2006-2007					1,704,395
98	FY2007 Apportionment					
99	Committed FY 2006-2007					
##						
##	Available for FY 2007-2008					
##	FY2008 Apportionment					
##	Committed FY 2007-2008					
##						
##	Available for FY 2008-2009					
##						
##						
##	Cash Reserves - Capital Account					
##						
##	Balance - Beginning of Year	15,283,200	15,200,500	13,132,370	7,197,850	5,158,070
##						
##	Cash In - Transfer from Operations	-	-	-	-	-
##	Cash Out - Local Funds and Capital Match	(7,139,650)	(2,068,130)	(5,934,520)	(2,039,780)	148,250
##						
##	Cash from sources not yet determined	-	-	-	-	-
##						
##	Balance - End of Year	<u>8,143,550</u>	<u>13,132,370</u>	<u>7,197,850</u>	<u>5,158,070</u>	<u>5,306,320</u>
##						

/ \$793,000 satellite local
 million) financed in June 05

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
			1
			2
200,000	200,000	1,000,000	3
		-	4
830,000	855,000	3,970,000	5
			6
		-	7
			8
		6,932,200	9
		7,775,800	10
			11
10,000,000	10,450,000	22,000,000	12
	1,500,000	1,500,000	13
			14
	6,000,000	12,600,000	15
			16
	1,500,000	1,500,000	17
			18
		50,000	19
		800,000	20
		-	21
		487,000	22
		1,108,500	23
		202,000	24
		-	25
840,200		942,200	26
		-	27
		-	28
		30,000	29
		-	30
		-	31
11,870,200	20,505,000	60,897,700	32
			33
		-	34
		3,833,000	35
		1,173,600	36
		293,400	37
-	-	5,300,000	38
			39
			40
	1,800,000	9,600,000	41
			42
-	1,800,000	9,600,000	43
			44
290,000	290,000	1,160,000	45
			46
		1,983,700	47
		122,600	48
		1,002,700	49
		793,000	50
			51
		300,000	52
		100,000	53
		-	54
		-	55
		-	56
45,000	45,000	225,000	57
			58
335,000	335,000	5,687,000	59
			60
47,500	35,000	217,500	61
79,700	64,100	349,600	62
			63
			64
			65
		-	66
		67,900	68
		73,000	69
		50,000	70
127,200	99,100	758,000	71
			72

/ \$793,000 satellite local
 million) financed in June 05

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
100,000	100,000	600,000	73
100,000	100,000	600,000	74
			75
		627,500	76
		627,500	77
-	-	627,500	78
			79
40,000	40,000	200,000	80
		84,500	81
40,000	40,000	284,500	82
			83
		227,400	84
-	-	227,400	85
			86
15,000	15,000	79,500	87
			88
15,000	15,000	79,500	89
			90
40,000		140,000	91
			92
40,000	-	140,000	93
			94
328,900	361,900	1,726,500	95
			96
328,900	361,900	1,726,500	97
			98
210,000	210,000	1,050,000	99
210,000	210,000	1,050,000	100
			101
295,000	265,000	1,445,000	102
295,000	265,000	1,445,000	103
			104
13,361,300	23,731,000	88,423,100	105
			106
			107
	300,000	900,000	108
702,000	702,000	3,159,000	109
847,000	847,000	2,964,500	110
301,700	301,700	754,250	111
591,700	591,700	1,183,400	112
		-	113
		-	114
2,442,400	2,742,400	8,961,150	115
15,803,700	26,473,400	97,384,250	116
		97,384,250	117

/ \$793,000 satellite local
 million) financed in June 05

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	177,320	73
			74
15,803,700	26,473,400	97,384,250	75
-	-	-	76
			77
			78
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			80
			81
			82
			83
			84
			85
		4,300,000	86
		(5,431,760)	87
			88
			89
		4,500,000	90
		(8,308,960)	91
			92
			93
		4,700,000	94
		(3,027,240)	95
			96
1,704,395			97
4,900,000		4,900,000	98
(4,051,840)		(4,051,840)	99
			100
2,552,555	2,552,555		101
	5,100,000	5,100,000	102
	(3,321,200)	(3,321,200)	103
			104
	4,331,355	(641,000)	105
			106
			107
			108
			109
5,306,320	3,031,820		110
			111
			112
			113
(2,974,500)	(3,187,840)		114
			115
700,000	3,200,000		116
			117
3,031,820	3,043,980		118
			119

Lane Transit District

What number for BRT Construction?

CAPITAL PROJECTS SUMMARY - for FC 02 03 03

ADD \$2.0 million for BRT bus purchase

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	780,000	805,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		2,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		8,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	298,900		
20				801,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	-
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	12,589,000	16,238,500	11,237,000
33						
34	Springfield Station					
35	Springfield Station	846,000	846,000	-		
36		2,475,100	1,904,000	571,100		
37		3,478,900		4,588,900		
38		6,800,000	2,750,000	5,160,000	-	-
39	Revenue					
40	Vehicles					
41	Breeze I Buses					4,800,000
42	Replacement Buses	8,245,000	8,245,000			
43	Breeze II Buses					
44		8,245,000	8,245,000	-	-	4,800,000
45	Passenger Boarding Improvements/Facilities					
46	PBI	200,000	200,000	100,000	190,000	290,000
47	RideSource Facility	1,697,000	200,000	1,726,500		
48		900,000		273,500		
49	Thurston Station			300,000		
50	Fairgrounds Park & Ride			100,000		
51	Park & Ride Development					-
52						
53	Facility Security	80,000	80,000	-		
54	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
55		-	-			
56		2,922,000	525,000	2,545,000	235,000	335,000
57						
58	Hardware/Software					
59	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
60	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
61	Internet Connection	56,420	56,420			
62	Laptop PCs	6,300	6,300			
63	Graphics Workstations	10,800	10,800			
64	Wireless Network Expansion	26,200	26,200			
65	Guest Services Automation					-
66	Document Management			67,900		
67	Storage Array Network				73,000	
68	2nd Tape Subsystem					50,000
69		230,220	230,220	164,900	217,700	149,100
70	Intelligent Transportation Systems					
71	Miscellaneous Transit Priority	-	-	200,000	100,000	100,000
		-	-	200,000	100,000	100,000

Lane Transit District

What number for BRT Construction?

CAPITAL PROJECTS SUMMARY - for FC 02 03 03

ADD \$2.0 million for BRT bus purchase

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	207,500	420,000	-
75		130,000	130,000	207,500	420,000	-
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	21,997,300	18,207,000	17,593,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
	Debt Service on FY02-03 Issue - 18 low-floors, 5 artics					232,100
	Debt Service on FY04-05 Issue - BRT buses					
	Debt Service on FY04-05 Issue - BRT buses additional \$2.0 million					
108						
	Debt Service on FY05-06 Issue - replacement buses					
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110						
	RideSource/Satellite Land Acquisition	87,700				
111		1,578,700	300,000	991,500	1,291,500	2,324,200
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	22,988,800	19,498,500	19,917,600
113						

Lane Transit District

What number for BRT Construction?

CAPITAL PROJECTS SUMMARY - for FC 02 03 03

ADD \$2.0 million for BRT bus purchase

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Resource Summary					
2						
3	Total Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	6,041,800	8,077,000	3,798,400
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	5,390,000	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	10,000,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	8,545,000	-	8,900,000	5,100,000
23	Local	1,505,200	200,000	200,000	-	-
24						
25		41,622,550	17,466,850	22,988,800	19,498,500	19,917,600
26		-	-	-	-	-
27						
28	Project Funding by Funding Source					
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	4,833,440	6,461,600	3,038,720
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,120	759,120	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	4,312,000	-	-
38	New Starts/Next Phase BRT Funding				930,000	6,000,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,720	179,460	1,549,190	-	-
41	STF Capital Grants from State of Oregon	384,310	384,310	387,540	243,620	268,470
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
45		24,946,790	7,160,730	18,480,940	8,235,110	9,923,080
46						
47	Debt Issuance	9,345,000	8,545,000	-	8,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	200,000	-	-
53	Federal Formula - 5307	1,220,910	612,910	1,208,360	1,615,400	759,680
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,880	86,880	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	1,078,000	-	-
60	New Starts/Next Phase BRT Funding				310,000	2,000,000
61						
62	RideSource Facility from State of Oregon	174,280	20,540	177,310	-	-
63		6,935,110	1,623,670	4,384,930	1,945,940	2,780,220
64	-- From Other Local Sources					
65	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
66	-- From Operations					
67	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
68	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
69		351,660	93,460	78,570	79,570	83,570

Lane Transit District

What number for BRT Construction?

CAPITAL PROJECTS SUMMARY - for FC 02 03 03

ADD \$2.0 million for BRT bus purchase

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,990	43,990	44,360	27,880	30,730
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>22,988,800</u>	<u>19,498,500</u>	<u>19,917,600</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(5,061,440)</u>		
85						
86	Available for FY 2004-2005			2,367,915	2,367,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,693,600)</u>	
89						
90	Available for FY 2005-2006				167,315	167,315
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,286,720)</u>
93						
94	Available for FY 2006-2007					1,573,595
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,830	9,191,900	7,245,960
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,670)</u>	<u>(4,384,930)</u>	<u>(1,945,940)</u>	<u>(2,780,220)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,830</u>	<u>9,191,900</u>	<u>7,245,960</u>	<u>4,465,740</u>
114						

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
830,000	855,000	3,970,000
		-
		7,932,500
		6,067,500
8,450,000	2,000,000	22,000,000
	1,500,000	1,500,000
	6,000,000	14,600,000
	1,500,000	1,500,000
		298,900
		801,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
10,320,200	12,055,000	62,439,700
		-
		571,100
		4,588,900
-	-	5,160,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
290,000	290,000	1,160,000
		1,726,500
		273,500
		300,000
		100,000
		-
		-
45,000	45,000	225,000
335,000	335,000	3,785,000
47,500	35,000	217,500
79,700	64,100	349,600
		-
		67,900
		73,000
		50,000
127,200	99,100	758,000
100,000	100,000	600,000
100,000	100,000	600,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		627,500
-	-	627,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
11,811,300	15,281,000	84,890,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
232,100	232,100	696,300
591,700	591,700	1,183,400
		-
		-
2,615,900	2,915,900	10,139,000
14,427,200	18,196,900	95,029,000
		95,029,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	173,920	70
			71
14,427,200	18,196,900	95,029,000	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(5,061,440)	83
			84
			85
		4,493,000	86
		(6,693,600)	87
			88
			89
		4,693,000	90
		(3,286,720)	91
			92
			93
1,573,595			94
4,893,000		4,893,000	95
(4,190,640)		(4,190,640)	96
			97
2,275,955	2,275,955		98
	5,093,000	5,093,000	99
	(3,460,000)	(3,460,000)	100
			101
	3,908,955	772,600	102
			103
			104
			105
			106
4,465,740	1,766,540		107
			108
-	-		109
(2,699,200)	(1,532,540)		110
			111
			112
1,766,540	234,000		113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 17 02

What number for BRT Construction?
 \$110,000 admin salaries moved Capital
 Does not include indirect cost allocation.

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	780,000	805,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		2,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	298,900		
20				801,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	-
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	12,589,000	14,238,500	11,237,000
33						
34	Springfield Station					
35	Springfield Station	846,000	846,000	-		
36		2,475,100	1,904,000	571,100		
37		3,478,900		4,588,900		
38		6,800,000	2,750,000	5,160,000	-	-
39	Revenue					
40	Vehicles					
41	Breeze I Buses					4,800,000
42	Replacement Buses	8,245,000	8,245,000			
43	Breeze II Buses					
44		8,245,000	8,245,000	-	-	4,800,000
45	Passenger Boarding Improvements/Facilities					
46	PBI	200,000	200,000	100,000	190,000	290,000
47	RideSource Facility	1,697,000	200,000	1,726,500		
48		900,000		273,500		
49	Thurston Station			300,000		
50	Fairgrounds Park & Ride			100,000		
51	Park & Ride Development					-
52						
53	Facility Security	80,000	80,000	-		
54	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
55		-	-			
56		2,922,000	525,000	2,545,000	235,000	335,000
57						
58	Hardware/Software					
59	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
60	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
61	Internet Connection	56,420	56,420			
62	Laptop PCs	6,300	6,300			
63	Graphics Workstations	10,800	10,800			
64	Wireless Network Expansion	26,200	26,200			
65	Guest Services Automation					-
66	Document Management			67,900		
67	Storage Array Network				73,000	
68	2nd Tape Subsystem					50,000
69		230,220	230,220	164,900	217,700	149,100
70	Intelligent Transportation Systems					
71	Miscellaneous Transit Priority	-	-	200,000	100,000	100,000
		-	-	200,000	100,000	100,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 17 02

What number for BRT Construction?
 \$110,000 admin salaries moved Capital
 Does not include indirect cost allocation.

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	207,500	420,000	-
75		130,000	130,000	207,500	420,000	-
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	21,997,300	16,207,000	17,593,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110	RideSource/Satellite Land Acquisition	87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	22,988,800	17,498,500	19,685,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 17 02

What number for BRT Construction?
 \$110,000 admin salaries moved Capital
 Does not include indirect cost allocation.

	FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
Resource Summary					
Total Project Funding by Class					
5307 Formula	6,104,550	3,064,550	6,041,800	8,077,000	3,566,300
From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
Springfield Station from STIP	846,000	846,000	-	-	-
5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
United Front Requests	7,828,900	110,000	5,390,000	-	-
New Starts/Next Phase BRT Funding				1,550,000	10,000,000
RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
From STP Allocation	200,000	200,000	200,000	200,000	200,000
From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
Local	1,505,200	200,000	200,000	-	-
	41,622,550	17,466,850	22,988,800	17,498,500	19,685,500
	-	-	-	-	-
Project Funding by Funding Source					
Grant Funding					
-- Federal					
Federal Formula - 5307	4,883,640	2,451,640	4,833,440	6,461,600	2,853,040
From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
Springfield Station from STIP	759,120	759,120	-	-	-
5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
United Front Requests	6,263,120	88,000	4,312,000	-	-
New Starts/Next Phase BRT Funding				930,000	6,000,000
-- State					
RideSource Facility from State of Oregon	1,522,720	179,460	1,549,190	-	-
STF Capital Grants from State of Oregon	384,310	384,310	387,540	243,620	268,470
-- STP					
From STP Allocation	179,460	179,460	179,460	179,460	179,460
From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
	24,946,790	7,160,730	18,480,940	8,235,110	9,737,400
Debt Issuance	Debt Issuance	Debt Issuance	Debt Issuance	Debt Issuance	Debt Issuance
	9,345,000	8,545,000	-	6,900,000	5,100,000
Local Funding					
-- From Cash Reserves					
Local	1,505,200	200,000	200,000	-	-
Federal Formula - 5307	1,220,910	612,910	1,208,360	1,615,400	713,260
From STP Allocation	20,540	20,540	20,540	20,540	20,540
5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
Springfield Station from STIP	86,880	86,880	-	-	-
5309 Springfield Station	495,020	380,800	114,220	-	-
United Front Requests	1,565,780	22,000	1,078,000	-	-
New Starts/Next Phase BRT Funding				310,000	2,000,000
RideSource Facility from State of Oregon	174,280	20,540	177,310	-	-
	6,935,110	1,623,670	4,384,930	1,945,940	2,733,800
-- From Other Local Sources					
Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
-- From Operations					
From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
	351,660	93,460	78,570	79,570	83,570

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 17 02

What number for BRT Construction?
 \$110,000 admin salaries moved Capital
 Does not include indirect cost allocation.

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,990	43,990	44,360	27,880	30,730
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>22,988,800</u>	<u>17,498,500</u>	<u>19,685,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(5,061,440)</u>		
85						
86	Available for FY 2004-2005			2,367,915	2,367,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,693,600)</u>	
89						
90	Available for FY 2005-2006				167,315	167,315
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,101,040)</u>
93						
94	Available for FY 2006-2007					1,759,275
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,830	9,191,900	7,245,960
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,670)</u>	<u>(4,384,930)</u>	<u>(1,945,940)</u>	<u>(2,733,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,830</u>	<u>9,191,900</u>	<u>7,245,960</u>	<u>4,512,160</u>
114						

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
830,000	855,000	3,970,000
		-
		7,932,500
		6,067,500
8,450,000	2,000,000	22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		298,900
		801,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
10,320,200	12,055,000	60,439,700
		-
		571,100
		4,588,900
-	-	5,160,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
290,000	290,000	1,160,000
		1,726,500
		273,500
		300,000
		100,000
		-
		-
45,000	45,000	225,000
335,000	335,000	3,785,000
47,500	35,000	217,500
79,700	64,100	349,600
		-
		67,900
		73,000
		50,000
127,200	99,100	758,000
100,000	100,000	600,000
100,000	100,000	600,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		627,500
-	-	627,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
11,811,300	15,281,000	82,890,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
		-
2,383,800	2,683,800	9,442,700
14,195,100	17,964,800	92,332,700
		92,332,700

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	173,920	70
			71
14,195,100	17,964,800	92,332,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(5,061,440)	83
			84
		4,493,000	85
		(6,693,600)	86
			87
			88
			89
		4,693,000	90
		(3,101,040)	91
			92
1,759,275			93
4,893,000		4,893,000	94
(4,004,960)		(4,004,960)	95
			96
			97
2,647,315	2,647,315		98
	5,093,000	5,093,000	99
	(3,274,320)	(3,274,320)	100
			101
	4,465,995	1,329,640	102
			103
			104
			105
4,512,160	1,859,380		106
			107
-	-		108
(2,652,780)	(1,486,120)		109
			110
			111
1,859,380	373,260		112
			113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Board Retreat Dec 5 2002

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	780,000	805,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		4,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	298,900		
20				801,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	-
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	14,589,000	14,238,500	11,237,000
33						
34	Springfield Station	846,000	846,000	-		
35		2,475,100	1,904,000	571,100		
36		3,478,900		4,588,900		
37		6,800,000	2,750,000	5,160,000	-	-
38						
39	Revenue					
40	Vehicles					
41	Breeze I Buses					4,800,000
42	Replacement Buses	8,245,000	8,245,000			
43	Breeze II Buses					
44		8,245,000	8,245,000	-	-	4,800,000
45	Passenger Boarding					
46	Improvements/ Facilities					
47	PBI	200,000	200,000	100,000	190,000	290,000
48	RideSource Facility	1,697,000	200,000	1,726,500		
49	Thurston Station	900,000		273,500		
50	Fairgrounds Park & Ride			300,000		
51	Park & Ride Development			100,000		-
52	Facility Security	80,000	80,000	-		
53	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
54		-	-			
55		2,922,000	525,000	2,545,000	235,000	335,000
56						
57	Hardware/ Software					
58	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
59	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
60	Internet Connection	56,420	56,420			
61	Laptop PCs	6,300	6,300			
62	Graphics Workstations	10,800	10,800			
63	Wireless Network Expansion	26,200	26,200			
64	Guest Services Automation					
65	Document Management			67,900		
66	Storage Array Network				73,000	
67	2nd Tape Subsystem					50,000
68		230,220	230,220	164,900	217,700	149,100
69						
70	Intelligent Transportation Systems					
71	Miscellaneous Transit Priority	-	-	200,000	100,000	100,000
		-	-	200,000	100,000	100,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Board Retreat Dec 5 2002

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	207,500	420,000	-
75		130,000	130,000	207,500	420,000	-
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	23,997,300	16,207,000	17,593,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110		87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	24,988,800	17,498,500	19,685,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for Board Retreat Dec 5 2002

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Resource Summary					
2						
3	Total Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	8,041,800	8,077,000	3,566,300
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	5,390,000	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	10,000,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
23	Local	1,505,200	200,000	200,000	-	-
24						
25		41,622,550	17,466,850	24,988,800	17,498,500	19,685,500
26		-	-	-	-	-
27						
28	Project Funding by Funding Source					
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	6,433,440	6,461,600	2,853,040
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,120	759,120	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	4,312,000	-	-
38	New Starts/Next Phase BRT Funding				930,000	6,000,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,720	179,460	1,549,190	-	-
41	STF Capital Grants from State of Oregon	384,310	384,310	387,540	243,620	268,470
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
45		24,946,790	7,160,730	20,080,940	8,235,110	9,737,400
46						
47	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	200,000	-	-
53	Federal Formula - 5307	1,220,910	612,910	1,608,360	1,615,400	713,260
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,880	86,880	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	1,078,000	-	-
60	New Starts/Next Phase BRT Funding				310,000	2,000,000
61						
62	RideSource Facility from State of Oregon	174,280	20,540	177,310	-	-
63		6,935,110	1,623,670	4,784,930	1,945,940	2,733,800
64	-- From Other Local Sources					
65	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
66	-- From Operations					
67	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
68	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
69		351,660	93,460	78,570	79,570	83,570

Lane Transit District

CAPITAL PROJECTS SUMMARY - for Board Retreat Dec 5 2002

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,990	43,990	44,360	27,880	30,730
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>24,988,800</u>	<u>17,498,500</u>	<u>19,685,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(6,661,440)</u>		
85						
86	Available for FY 2004-2005			767,915	767,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,693,600)</u>	
89						
90	Available for FY 2005-2006				(1,432,685)	(1,432,685)
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,101,040)</u>
93						
94	Available for FY 2006-2007					159,275
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,830	8,791,900	6,845,960
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,670)</u>	<u>(4,784,930)</u>	<u>(1,945,940)</u>	<u>(2,733,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,830</u>	<u>8,791,900</u>	<u>6,845,960</u>	<u>4,112,160</u>
114						

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
830,000	855,000	3,970,000
		-
		7,932,500
		8,067,500
8,450,000	2,000,000	22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		298,900
		801,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
10,320,200	12,055,000	62,439,700
		-
		571,100
		4,588,900
-	-	5,160,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
290,000	290,000	1,160,000
		1,726,500
		273,500
		300,000
		100,000
		-
		-
45,000	45,000	225,000
335,000	335,000	3,785,000
47,500	35,000	217,500
79,700	64,100	349,600
		-
		67,900
		73,000
		50,000
127,200	99,100	758,000
100,000	100,000	600,000
100,000	100,000	600,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		627,500
-	-	627,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
11,811,300	15,281,000	84,890,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
		-
2,383,800	2,683,800	9,442,700
14,195,100	17,964,800	94,332,700
		94,332,700

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	173,920	70
			71
14,195,100	17,964,800	94,332,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(6,661,440)	83
			84
			85
		4,493,000	86
		(6,693,600)	87
			88
			89
			90
		4,693,000	91
		(3,101,040)	92
			93
159,275			94
4,893,000		4,893,000	95
(4,004,960)		(4,004,960)	96
			97
1,047,315	1,047,315		98
	5,093,000	5,093,000	99
	(3,274,320)	(3,274,320)	100
			101
	2,865,995	(270,360)	102
			103
			104
			105
			106
4,112,160	1,459,380		107
			108
-	-		109
(2,652,780)	(1,486,120)		110
			111
			112
1,459,380	(26,740)		113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 03 02

reduce Miscellaneous Transit Priority by \$400,000 over five years
 reduce PBI by \$100,000 per year for year one and two
 NOT CHANGED: BRT II Buses included in BRT II funding

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	725,000	750,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		2,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	188,900		
20				911,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	12,589,000	14,183,500	11,182,000
33						
34	Springfield Station					
35	Springfield Station	846,000	846,000	-		
36		2,475,100	1,904,000	571,100		
37		3,478,900		4,478,900		
38		6,800,000	2,750,000	5,050,000	-	-
39	Revenue					
40	Vehicles					
41	Breeze I Buses					4,800,000
42	Replacement Buses	8,245,000	8,245,000			
43	Breeze II Buses					
44		8,245,000	8,245,000	-	-	4,800,000
45	Passenger Boarding Improvements/Facilities					
46	PBI	200,000	200,000	100,000	135,000	235,000
47	RideSource Facility	1,697,000	200,000	1,726,500		
48		900,000		273,500		
49	Thurston Station			300,000		
50	Fairgrounds Park & Ride			100,000		
51	Park & Ride Development					500,000
52						
53	Facility Security	80,000	80,000	-		
54	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
55		-	-			
56		2,922,000	525,000	2,545,000	180,000	780,000
57						
58	Hardware/Software					
59	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
60	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
61	Internet Connection	56,420	56,420			
62	Laptop PCs	6,300	6,300			
63	Graphics Workstations	10,800	10,800			
64	Wireless Network Expansion	26,200	26,200		200,000	
65	Guest Services Automation			67,900		
66	Document Management				73,000	
67	Storage Array Network					50,000
68	2nd Tape Subsystem					
69		230,220	230,220	164,900	417,700	149,100
70	Intelligent Transportation Systems					
71	Miscellaneous Transit Priority	-	-	200,000	100,000	100,000
		-	-	200,000	100,000	100,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 03 02

reduce Miscellaneous Transit Priority by \$400,000 over five years
 reduce PBI by \$100,000 per year for year one and two
 NOT CHANGED: BRT II Buses included in BRT II funding

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	207,500	420,000	-
75		130,000	130,000	207,500	420,000	-
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	21,887,300	16,297,000	17,983,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110		87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	22,878,800	17,588,500	20,075,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 03 02

reduce Miscellaneous Transit Priority by \$400,000 over five years
 reduce PBI by \$100,000 per year for year one and two
 NOT CHANGED: BRT II Buses included in BRT II funding

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
1	Resource Summary					
2						
3	Total Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	5,931,800	8,167,000	3,956,300
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	5,390,000	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	10,000,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
23	Local	1,505,200	200,000	200,000	-	-
24						
25		41,622,550	17,466,850	22,878,800	17,588,500	20,075,500
26		-	-	-	-	-
27						
28	Project Funding by Funding Source					
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	4,745,440	6,533,600	3,165,040
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,120	759,120	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	4,312,000	-	-
38	New Starts/Next Phase BRT Funding				930,000	6,000,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,720	179,460	1,549,190	-	-
41	STF Capital Grants from State of Oregon	384,310	384,310	387,540	243,620	268,470
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
45		24,946,790	7,160,730	18,392,940	8,307,110	10,049,400
46						
47	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	200,000	-	-
53	Federal Formula - 5307	1,220,910	612,910	1,186,360	1,633,400	791,260
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,880	86,880	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	1,078,000	-	-
60	New Starts/Next Phase BRT Funding				310,000	2,000,000
61						
62	RideSource Facility from State of Oregon	174,280	20,540	177,310	-	-
63		6,935,110	1,623,670	4,362,930	1,963,940	2,811,800
64	-- From Other Local Sources					
65	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
66	-- From Operations					
67	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
68	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
69		351,660	93,460	78,570	79,570	83,570

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 12 03 02

reduce Miscellaneous Transit Priority by \$400,000 over five years
 reduce PBI by \$100,000 per year for year one and two
 NOT CHANGED: BRT II Buses included in BRT II funding

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,990	43,990	44,360	27,880	30,730
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>22,878,800</u>	<u>17,588,500</u>	<u>20,075,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(4,973,440)</u>		
85						
86	Available for FY 2004-2005			2,455,915	2,455,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,765,600)</u>	
89						
90	Available for FY 2005-2006				183,315	183,315
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,413,040)</u>
93						
94	Available for FY 2006-2007					1,463,275
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,830	9,213,900	7,249,960
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,670)</u>	<u>(4,362,930)</u>	<u>(1,963,940)</u>	<u>(2,811,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,830</u>	<u>9,213,900</u>	<u>7,249,960</u>	<u>4,438,160</u>
114						

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
775,000	800,000	3,750,000
		-
		7,932,500
		6,067,500
8,450,000	2,000,000	22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		188,900
		911,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
10,265,200	12,000,000	60,219,700
		-
		571,100
		4,478,900
-	-	5,050,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
235,000	235,000	940,000
		1,726,500
		273,500
		300,000
		100,000
		500,000
		-
45,000	45,000	225,000
280,000	280,000	4,065,000
47,500	35,000	217,500
79,700	64,100	349,600
		200,000
		67,900
		73,000
		50,000
127,200	99,100	958,000
100,000	100,000	600,000
100,000	100,000	600,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		627,500
-	-	627,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
11,701,300	15,171,000	83,040,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
		-
2,383,800	2,683,800	9,442,700
14,085,100	17,854,800	92,482,700
		92,482,700

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	173,920	70
			71
14,085,100	17,854,800	92,482,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(4,973,440)	83
			84
			85
		4,493,000	86
		(6,765,600)	87
			88
			89
			90
		4,693,000	91
		(3,413,040)	92
			93
1,463,275			94
4,893,000		4,893,000	95
(3,916,960)		(3,916,960)	96
			97
2,439,315	2,439,315		98
	5,093,000	5,093,000	99
	(3,186,320)	(3,186,320)	100
			101
	4,345,995	1,209,640	102
			103
			104
			105
4,438,160	1,807,380		106
			107
			108
			109
			110
(2,630,780)	(1,464,120)		111
			112
1,807,380	343,260		113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/25/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	725,000	750,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		2,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	188,900		
20				911,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	12,589,000	14,183,500	11,182,000
33						
34	Springfield Station					
35	Springfield Station	846,000	846,000	-		
36		2,475,100	1,904,000	571,100		
37		3,478,900		4,478,900		
38		6,800,000	2,750,000	5,050,000	-	-
39	Revenue					
40	Vehicles					
41	Breeze I Buses					4,800,000
42	Replacement Buses	8,245,000	8,245,000			
43	Breeze II Buses					
44		8,245,000	8,245,000	-	-	4,800,000
45	Passenger Boarding					
46	Improvements/ Facilities					
47	PBI	200,000	200,000	200,000	235,000	235,000
48	RideSource Facility	1,697,000	200,000	1,726,500		
49	Thurston Station	900,000		273,500		
50	Fairgrounds Park & Ride			300,000		
51	Park & Ride Development			100,000		500,000
52	Facility Security	80,000	80,000	-		
53	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
54		-	-			
55		2,922,000	525,000	2,645,000	280,000	780,000
56						
57	Hardware/ Software					
58	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
59	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
60	Internet Connection	56,420	56,420			
61	Laptop PCs	6,300	6,300			
62	Graphics Workstations	10,800	10,800			
63	Wireless Network Expansion	26,200	26,200			
64	Guest Services Automation				200,000	
65	Document Management			67,900		
66	Storage Array Network				73,000	
67	2nd Tape Subsystem					50,000
68		230,220	230,220	164,900	417,700	149,100
69						
70	Intelligent Transportation Systems					
71	Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
		-	-	200,000	200,000	200,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/25/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	207,500	420,000	-
75		130,000	130,000	207,500	420,000	-
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	21,987,300	16,497,000	18,083,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110		87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	22,978,800	17,788,500	20,175,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/25/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
1	Resource Summary					
2						
3	Total Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	5,931,800	8,367,000	4,056,300
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	5,390,000	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	10,000,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
23	Local	1,505,200	200,000	300,000	-	-
24						
25		41,622,550	17,466,850	22,978,800	17,788,500	20,175,500
26		-	-	-	-	-
27						
28	Project Funding by Funding Source					
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	4,745,440	6,693,600	3,245,040
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,120	759,120	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	4,312,000	-	-
38	New Starts/Next Phase BRT Funding				930,000	6,000,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,720	179,460	1,549,190	-	-
41	STF Capital Grants from State of Oregon	384,310	384,310	387,540	243,620	268,470
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,540	187,540	188,430	188,430	188,430
45		24,946,790	7,160,730	18,392,940	8,467,110	10,129,400
46						
47	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	300,000	-	-
53	Federal Formula - 5307	1,220,910	612,910	1,186,360	1,673,400	811,260
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,880	86,880	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	1,078,000	-	-
60	New Starts/Next Phase BRT Funding				310,000	2,000,000
61						
62	RideSource Facility from State of Oregon	174,280	20,540	177,310	-	-
63		6,935,110	1,623,670	4,462,930	2,003,940	2,831,800
64	-- From Other Local Sources					
65	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
66	-- From Operations					
67	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
68	From STP Allocation - TDM	21,460	21,460	21,570	21,570	21,570
69		351,660	93,460	78,570	79,570	83,570

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/25/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,990	43,990	44,360	27,880	30,730
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>22,978,800</u>	<u>17,788,500</u>	<u>20,175,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(4,973,440)</u>		
85						
86	Available for FY 2004-2005			2,455,915	2,455,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,925,600)</u>	
89						
90	Available for FY 2005-2006				23,315	23,315
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,493,040)</u>
93						
94	Available for FY 2006-2007					1,223,275
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,830	9,113,900	7,109,960
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,670)</u>	<u>(4,462,930)</u>	<u>(2,003,940)</u>	<u>(2,831,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,830</u>	<u>9,113,900</u>	<u>7,109,960</u>	<u>4,278,160</u>
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add Commuter Solutions at \$210,000 per year
 reduce costs for destination signs by \$400,000

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
775,000	800,000	3,750,000
		-
		7,932,500
		6,067,500
8,450,000	2,000,000	22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		188,900
		911,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
10,265,200	12,000,000	60,219,700
		-
		571,100
		4,478,900
-	-	5,050,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
235,000	235,000	1,140,000
		1,726,500
		273,500
		300,000
		100,000
		500,000
		-
45,000	45,000	225,000
280,000	280,000	4,265,000
47,500	35,000	217,500
79,700	64,100	349,600
		200,000
		67,900
		73,000
		50,000
127,200	99,100	958,000
200,000	200,000	1,000,000
200,000	200,000	1,000,000

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add Commuter Solutions at \$210,000 per year
 reduce costs for destination signs by \$400,000

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		627,500
-	-	627,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
11,801,300	15,271,000	83,640,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
		-
2,383,800	2,683,800	9,442,700
14,185,100	17,954,800	93,082,700
		93,082,700

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add Commuter Solutions at \$210,000 per year
 reduce costs for destination signs by \$400,000

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,780	37,170	173,920	70
			71
14,185,100	17,954,800	93,082,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(4,973,440)	83
			84
			85
		4,493,000	86
		(6,925,600)	87
			88
			89
			90
		4,693,000	91
		(3,493,040)	92
			93
1,223,275			94
4,893,000		4,893,000	95
(3,996,960)		(3,996,960)	96
			97
2,119,315	2,119,315		98
	5,093,000	5,093,000	99
	(3,266,320)	(3,266,320)	100
			101
	3,945,995	809,640	102
			103
			104
			105
			106
4,278,160	1,627,380		107
			108
-	-		109
(2,650,780)	(1,484,120)		110
			111
			112
1,627,380	143,260		113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/19/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	725,000	750,000
7	Right-of-Way Acquisition	200,000	-			
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500		2,067,500	4,000,000	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	10,000,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16		3,000,000				
17	Neighborhood Vehicles					
18						
19	Facility Expansion - Fleet	1,200,000	100,000	188,900		
20				911,100		
21						
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	12,589,000	14,183,500	11,182,000
33						
34	Springfield					
35	Station					
36	Springfield Station	846,000	846,000	-		
37		2,475,100	1,904,000	571,100		
38		3,478,900		4,478,900		
39		6,800,000	2,750,000	5,050,000	-	-
40						
41	Revenue					
42	Vehicles					
43	Breeze I Buses					
44	Replacement Buses	8,245,000	8,245,000			4,800,000
45	Breeze II Buses					
46		8,245,000	8,245,000	-	-	4,800,000
47						
48	Passenger					
49	Boarding					
50	PBI	200,000	200,000	200,000	235,000	235,000
51						
52	Improvements/ Facilities					
53	RideSource Facility	1,697,000	200,000	1,726,500		
54		900,000		273,500		
55	Thurston Station			300,000		
56	Fairgrounds Park & Ride			100,000		
57	Park & Ride Development					500,000
58						
59	Facility Security	80,000	80,000	-		
60	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
61		-	-			
62		2,922,000	525,000	2,645,000	280,000	780,000
63						
64	Hardware/ Software					
65	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
66	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
67	Internet Connection	56,420	56,420			
68	Laptop PCs	6,300	6,300			
69	Graphics Workstations	10,800	10,800			
70	Wireless Network Expansion	26,200	26,200			
71	Guest Services Automation				200,000	
72	Document Management			67,900		
73	Storage Array Network				73,000	
74	2nd Tape Subsystem					50,000
75		230,220	230,220	164,900	417,700	149,100
76						
77	Intelligent Transportation Systems					
78	Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
79		-	-	200,000	200,000	200,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/19/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	187,500	420,000	420,000
75		130,000	130,000	187,500	420,000	420,000
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000	210,000	210,000	210,000
97		209,000	209,000	210,000	210,000	210,000
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	21,967,300	16,497,000	18,503,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110		87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	22,958,800	17,788,500	20,595,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/19/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
1	Resource Summary					
2						
3	Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	5,911,800	8,367,000	4,476,300
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	5,390,000	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	10,000,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,726,500	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	210,000	210,000	210,000
21						
22	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
23	Local	1,505,200	200,000	300,000	-	-
24						
25		41,622,550	17,466,850	22,958,800	17,788,500	20,595,500
26						
27						
28						
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	4,729,440	6,693,600	3,581,040
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,116	759,116	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	4,312,000	-	-
38	New Starts/Next Phase BRT Funding				930,000	6,000,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,718	179,460	1,549,188	-	-
41	STF Capital Grants from State of Oregon	384,314	384,314	387,544	243,617	268,472
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,536	187,536	188,433	188,433	188,433
45		24,946,784	7,160,726	18,376,945	8,467,110	10,465,405
46						
47	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	300,000	-	-
53	Federal Formula - 5307	1,220,910	612,910	1,182,360	1,673,400	895,260
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,884	86,884	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	1,078,000	-	-
60	New Starts/Next Phase BRT Funding				310,000	2,000,000
61						
62	RideSource Facility from State of Oregon	174,282	20,540	177,312	-	-
63		6,935,116	1,623,674	4,458,932	2,003,940	2,915,800
64						
65	-- From Other Local Sources					
66	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	2,000,000
67						
68	-- From Operations					
69	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
	From STP Allocation - TDM	21,464	21,464	21,567	21,567	21,567
		351,664	93,464	78,567	79,567	83,567

Lane Transit District
CAPITAL PROJECTS SUMMARY - for LC 11/19/02

Change RideSource funding to 1.28 million fed grant thru State, match at .1073:
 remaining RideSource Fac of 773,500 funded \$500,000 from State money at .8973
 reduced FY02-03 formula funds to previous year's level

		FY 02-03	FY 02-03	FY 03-04	FY 04-05	FY 05-06
		Current Year	Current Yr	Year One	Year Two	Year Three
		as Budgeted	Estimate			
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,986	43,986	44,356	27,883	30,728
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>22,958,800</u>	<u>17,788,500</u>	<u>20,595,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		2,560,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		3,136,355	3,136,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(4,957,440)</u>		
85						
86	Available for FY 2004-2005			2,471,915	2,471,915	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,925,600)</u>	
89						
90	Available for FY 2005-2006				39,315	39,315
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,829,040)</u>
93						
94	Available for FY 2006-2007					903,275
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,826	9,117,894	7,113,954
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,674)</u>	<u>(4,458,932)</u>	<u>(2,003,940)</u>	<u>(2,915,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,826</u>	<u>9,117,894</u>	<u>7,113,954</u>	<u>4,198,154</u>
114						

add Commuter Solutions at \$210,000 per year

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
775,000	800,000	3,750,000
		-
		7,932,500
		6,067,500
10,450,000		22,000,000
	1,500,000	1,500,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		188,900
		911,100
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
12,265,200	10,000,000	60,219,700
		-
		571,100
		4,478,900
-	-	5,050,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
235,000	235,000	1,140,000
		1,726,500
		273,500
		300,000
		100,000
		500,000
		-
45,000	45,000	225,000
280,000	280,000	4,265,000
47,500	35,000	217,500
79,700	64,100	349,600
		200,000
		67,900
		73,000
		50,000
127,200	99,100	958,000
200,000	200,000	1,000,000
200,000	200,000	1,000,000

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add Commuter Solutions at \$210,000 per year

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		1,027,500
-	-	1,027,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
210,000	210,000	1,050,000
210,000	210,000	1,050,000
295,000	265,000	1,445,000
295,000	265,000	1,445,000
13,801,300	13,271,000	84,040,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
2,383,800	2,683,800	9,442,700
16,185,100	15,954,800	93,482,700
		93,482,700

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add Commuter Solutions at \$210,000 per year

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
			1
			2
			3
4,701,200	3,817,900	27,274,200	4
295,000	265,000	1,445,000	5
			6
-	-	7,932,500	7
			8
-	-	-	9
-	-	571,100	10
			11
-	-	5,390,000	12
10,450,000	1,500,000	23,500,000	13
			14
-	-	1,726,500	15
			16
328,900	361,900	1,693,400	17
			18
200,000	200,000	1,000,000	19
210,000	210,000	1,050,000	20
			21
-	9,600,000	21,600,000	22
-	-	300,000	23
			24
16,185,100	15,954,800	93,482,700	25
			26
			27
			28
			29
3,760,960	3,054,320	21,819,360	30
236,000	212,000	1,156,000	31
			32
-	-	6,346,000	33
-	-	-	34
-	-	456,880	35
-	-	4,312,000	36
6,270,000	900,000	14,100,000	37
			38
-	-	1,549,188	39
295,122	324,733	1,519,488	40
			41
179,460	179,460	897,300	42
188,433	188,433	942,165	43
10,929,975	4,858,946	53,098,381	44
			45
			46
-	9,600,000	21,600,000	47
			48
			49
			50
-	-	300,000	51
940,240	763,580	5,454,840	52
20,540	20,540	102,700	53
			54
-	-	1,586,500	55
-	-	-	56
-	-	114,220	57
-	-	1,078,000	58
2,090,000	300,000	4,700,000	59
			60
-	-	177,312	61
3,050,780	1,084,120	13,513,572	62
			63
2,090,000	300,000	4,700,000	64
			65
59,000	53,000	289,000	66
21,567	21,567	107,835	67
80,567	74,567	396,835	68
			69

add Commuter Solutions at \$210,000 per year

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,778	37,167	173,912	70
			71
16,185,100	15,954,800	93,482,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(4,957,440)	83
			84
			85
		4,493,000	86
		(6,925,600)	87
			88
			89
			90
		4,693,000	91
		(3,829,040)	92
			93
903,275			94
4,893,000		4,893,000	95
(3,996,960)		(3,996,960)	96
			97
1,799,315	1,799,315		98
	5,093,000	5,093,000	99
	(3,266,320)	(3,266,320)	100
			101
	3,625,995	489,640	102
			103
			104
			105
			106
4,198,154	1,147,374		107
			108
-	-		109
(3,050,780)	(1,084,120)		110
			111
1,147,374	63,254		112
			113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10-30-02

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Project Categories					
2						
3	BRT					
4	Planning - STIP Grant Funding	200,000	200,000	200,000	200,000	200,000
5	Planning - Local Funding	-	-			
6	Planning - 5307	800,000	800,000	700,000	725,000	750,000
7	Right-of-Way Acquisition	200,000	-	200,000	200,000	200,000
8						
9	Buildout - Initial Corridor	9,332,500	1,400,000	7,932,500	-	
10		1,017,500			4,067,500	
11						
12	Buildout - Pioneer Parkway Corridor				1,550,000	6,600,000
13	Buildout - Coburg Corridor					
14						
15	BRT Buses	3,000,000	-		6,600,000	
16	Neighborhood Vehicles	3,000,000				
17						
18						
19	Facility Expansion - Fleet	1,200,000	100,000	1,100,000		
20						
21	Bus Guideway System					
22	BRT Fare Management	150,000	10,000	487,000		
23	FRS Fare Management				1,108,500	
24	Automated Traveler Information System	-	-			202,000
25	AVL/APC	1,649,330	1,649,330			
26	Radio Infrastructure Improvements			102,000		
27						
28						
29	BRT Station Security Cameras					30,000
30	Six-post Hoist	50,000	50,000	-		
31						
32		20,599,330	4,209,330	10,721,500	14,451,000	7,982,000
33						
34	Springfield					
35	Station					
36	Springfield Station	846,000	846,000	-		
37		2,475,100	1,904,000	571,100		
38		3,478,900		3,978,900		
39		6,800,000	2,750,000	4,550,000	-	-
40						
41	Revenue					
42	Vehicles					
43	Breeze I Buses					
44	Replacement Buses	8,245,000	8,245,000			4,800,000
45	Breeze II Buses					
46		8,245,000	8,245,000	-	-	4,800,000
47						
48	Passenger					
49	Boarding					
50	PBI	200,000	200,000	200,000	235,000	235,000
51						
52	Improvements/ Facilities					
53	RideSource Facility	1,697,000	200,000	1,000,000		
54		900,000		1,000,000		
55	Thurston Station			300,000		
56	Fairgrounds Park & Ride			100,000		
57	Park & Ride Development					500,000
58	Video Surveillance Glenwood Facility	80,000	80,000	90,000		
59	Miscellaneous Facilities Improvements	45,000	45,000	45,000	45,000	45,000
60		-	-			
61		2,922,000	525,000	2,735,000	280,000	780,000
62						
63	Hardware/ Software					
64	General Software Upgrades	85,500	85,500	35,000	65,000	35,000
65	Miscellaneous Hardware	45,000	45,000	62,000	79,700	64,100
66	Internet Connection	56,420	56,420			
67	Laptop PCs	6,300	6,300			
68	Graphics Workstations	10,800	10,800			
69	Wireless Network Expansion	26,200	26,200			
70	Guest Services Automation				200,000	
71	Document Management			67,900		
72	Storage Array Network				73,000	
73	2nd Tape Subsystem					50,000
74		230,220	230,220	164,900	417,700	149,100
75						
76	Intelligent Transportation Systems					
77	Miscellaneous Transit Priority	-	-	200,000	200,000	200,000
78		-	-	200,000	200,000	200,000

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10-30-02

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
72	Bus-Related					
73	Bus Camera Retrofit	130,000	130,000			
74	Equipment					
	Destination Sign Replacement	-	-	187,500	420,000	420,000
75		130,000	130,000	187,500	420,000	420,000
76						
77	Miscellaneous					
	Miscellaneous Office Equipment	40,000	40,000	40,000	40,000	40,000
78	Equipment					
	Copiers			84,500		
79		40,000	40,000	124,500	40,000	40,000
80						
81	Communications					
	Telephone Equipment	-	-		129,300	98,100
82		-	-	-	129,300	98,100
83						
84	Shop Equipment					
	Shop Equipment Replacement	30,000	30,000	19,500	15,000	15,000
85		10,000	10,000			
86		40,000	40,000	19,500	15,000	15,000
87						
88	Support Vehicles					
	Support Vehicles	40,000	-	60,000	40,000	
89		-	-			
90		40,000	-	60,000	40,000	-
91						
92	STF Vehicles					
	STF Vehicles	428,300	428,300	431,900	271,500	299,200
93	and Projects					
	STF Projects					
94		428,300	428,300	431,900	271,500	299,200
95						
96	Commuter Solutions					
		209,000	209,000			
97		209,000	209,000	-	-	-
98						
99	Engine Kits/Misc. Parts					
		360,000	360,000	285,000	290,000	310,000
100		360,000	360,000	285,000	290,000	310,000
101						
102	TOTAL PROJECT EXPENDITURES	40,043,850	17,166,850	19,479,800	16,554,500	15,093,400
103						
104						
105	DEBT SERVICE					
	Debt Issuance Costs	200,000	300,000		300,000	300,000
106		938,800		991,500	991,500	991,500
107		352,200				800,600
108						
109						
	Debt Service on FY07-08 Issue - BRT & neighborhood buses					
110		87,700				
111		1,578,700	300,000	991,500	1,291,500	2,092,100
112	GRAND TOTAL Including debt service	41,622,550	17,466,850	20,471,300	17,846,000	17,185,500
113						

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10-30-02

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
1	Resource Summary					
2						
3	Project Funding by Class					
4	5307 Formula	6,104,550	3,064,550	4,571,900	8,434,500	4,476,300
5	From 5307 - grant paid parts	1,651,000	360,000	285,000	290,000	310,000
6						
7	5309 BRT Grant	9,332,500	1,400,000	7,932,500	-	-
8						
9	Springfield Station from STIP	846,000	846,000	-	-	-
10	5309 Springfield Station	2,475,100	1,904,000	571,100	-	-
11						
12	United Front Requests	7,828,900	110,000	3,978,900	-	-
13	New Starts/Next Phase BRT Funding				1,550,000	6,600,000
14						
15	RideSource Facility from State of Oregon	1,697,000	200,000	1,000,000	-	-
16						
17	STF Capital Grants from State of Oregon	428,300	428,300	431,900	271,500	299,200
18						
19	From STP Allocation	200,000	200,000	200,000	200,000	200,000
20	From STP Allocation - TDM	209,000	209,000	-	-	-
21						
22	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
23	Local	1,505,200	200,000	1,500,000	200,000	200,000
24						
25		<u>41,622,550</u>	<u>17,466,850</u>	<u>20,471,300</u>	<u>17,846,000</u>	<u>17,185,500</u>
26		-	-	-	-	-
27						
28						
29	Grant Funding					
30	-- Federal					
31	Federal Formula - 5307	4,883,640	2,451,640	3,657,520	6,747,600	3,581,040
32	From 5307 - grant paid parts	1,320,800	288,000	228,000	232,000	248,000
33						
34	5309 BRT Grant	7,466,000	1,120,000	6,346,000	-	-
35	Springfield Station from STIP	759,116	759,116	-	-	-
36	5309 Springfield Station	1,980,080	1,523,200	456,880	-	-
37	United Front Requests	6,263,120	88,000	3,183,120	-	-
38	New Starts/Next Phase BRT Funding				930,000	3,960,000
39	-- State					
40	RideSource Facility from State of Oregon	1,522,718	179,460	897,300	-	-
41	STF Capital Grants from State of Oregon	384,314	384,314	387,544	243,617	268,472
42	-- STP					
43	From STP Allocation	179,460	179,460	179,460	179,460	179,460
44	From STP Allocation - TDM	187,536	187,536	-	-	-
45		<u>24,946,784</u>	<u>7,160,726</u>	<u>15,335,824</u>	<u>8,332,677</u>	<u>8,236,972</u>
46						
47	Debt Issuance	9,345,000	8,545,000	-	6,900,000	5,100,000
48						
49						
50	Local Funding					
51	-- From Cash Reserves					
52	Local	1,505,200	200,000	1,500,000	200,000	200,000
53	Federal Formula - 5307	1,220,910	612,910	914,380	1,686,900	895,260
54	From STP Allocation	20,540	20,540	20,540	20,540	20,540
55						
56	5309 BRT Pilot Grant	1,866,500	280,000	1,586,500	-	-
57	Springfield Station from STIP	86,884	86,884	-	-	-
58	5309 Springfield Station	495,020	380,800	114,220	-	-
59	United Front Requests	1,565,780	22,000	795,780	-	-
60	New Starts/Next Phase BRT Funding				310,000	1,320,000
61						
62	RideSource Facility from State of Oregon	174,282	20,540	102,700	-	-
63		<u>6,935,116</u>	<u>1,623,674</u>	<u>5,034,120</u>	<u>2,217,440</u>	<u>2,435,800</u>
64						
65	-- From Other Local Sources					
66	Non-LTD Local Share of New Starts/Next Phase BRT funding	-	-	-	310,000	1,320,000
67						
68	-- From Operations					
69	From 5307 - Grant Paid Parts	330,200	72,000	57,000	58,000	62,000
	From STP Allocation - TDM	21,464	21,464	-	-	-
		<u>351,664</u>	<u>93,464</u>	<u>57,000</u>	<u>58,000</u>	<u>62,000</u>

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10-30-02

		FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr Estimate	FY 03-04 Year One	FY 04-05 Year Two	FY 05-06 Year Three
70	-- From STF Operations					
71	STF Capital Grants from State of Oregon	43,986	43,986	44,356	27,883	30,728
72		<u>41,622,550</u>	<u>17,466,850</u>	<u>20,471,300</u>	<u>17,846,000</u>	<u>17,185,500</u>
73		-	-	-	-	-
74						
75						
76	Federal Formula - 5307					
77	Remaining FY2001 Apportionment		756,059			
78	Remaining FY2002 Apportionment		2,559,936			
79	FY2003 Apportionment (estimate)		3,993,000			
80	Committed FY2002-2003		<u>(2,739,640)</u>			
81						
82	Available for FY 2003-2004		4,569,355	4,569,355		
83	FY2004 Apportionment			4,293,000		
84	Committed FY 2003-2004			<u>(3,885,520)</u>		
85						
86	Available for FY 2004-2005			4,976,835	4,976,835	
87	FY2005 Apportionment				4,493,000	
88	Committed FY 2004-2005				<u>(6,979,600)</u>	
89						
90	Available for FY 2005-2006				2,490,235	2,490,235
91	FY2006 Apportionment					4,693,000
92	Committed FY 2005-2006					<u>(3,829,040)</u>
93						
94	Available for FY 2006-2007					3,354,195
95	FY2007 Apportionment					
96	Committed FY 2006-2007					
97						
98	Available for FY 2007-2008					
99	FY2008 Apportionment					
100	Committed FY 2007-2008					
101						
102	Available for FY 2008-2009					
103						
104						
105						
106	Cash Reserves - Capital Account					
107						
108	Balance - Beginning of Year	15,283,200	15,200,500	13,576,826	8,542,706	6,325,266
109						
110	Cash In - Transfer from Operations	-	-	-	-	-
111	Cash Out - Local Funds and Capital Match	<u>(7,139,650)</u>	<u>(1,623,674)</u>	<u>(5,034,120)</u>	<u>(2,217,440)</u>	<u>(2,435,800)</u>
112						
113	Balance - End of Year	<u>8,143,550</u>	<u>13,576,826</u>	<u>8,542,706</u>	<u>6,325,266</u>	<u>3,889,466</u>
114						

FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
200,000	200,000	1,000,000
		-
775,000	800,000	3,750,000
200,000	200,000	1,000,000
		7,932,500
		4,067,500
7,550,000		15,700,000
1,500,000	7,500,000	9,000,000
	6,000,000	12,600,000
	1,500,000	1,500,000
		1,100,000
		-
		487,000
		1,108,500
		202,000
		-
840,200		942,200
		-
		-
		30,000
		-
		-
11,065,200	16,200,000	60,419,700
		-
		571,100
		3,978,900
-	-	4,550,000
	1,800,000	6,600,000
-	1,800,000	6,600,000
235,000	235,000	1,140,000
		1,000,000
		1,000,000
		300,000
		100,000
		500,000
		90,000
45,000	45,000	225,000
280,000	280,000	4,355,000
47,500	35,000	217,500
79,700	64,100	349,600
		200,000
		67,900
		73,000
		50,000
127,200	99,100	958,000
200,000	200,000	1,000,000
200,000	200,000	1,000,000

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
		1,027,500
-	-	1,027,500
40,000	40,000	200,000
		84,500
40,000	40,000	284,500
		227,400
-	-	227,400
15,000	15,000	79,500
15,000	15,000	79,500
40,000		140,000
40,000	-	140,000
328,900	361,900	1,693,400
328,900	361,900	1,693,400
		-
295,000	265,000	1,445,000
295,000	265,000	1,445,000
12,391,300	19,261,000	82,780,000
	300,000	900,000
991,500	991,500	4,957,500
800,600	800,600	2,401,800
591,700	591,700	1,183,400
		-
		-
2,383,800	2,683,800	9,442,700
14,775,100	21,944,800	92,222,700
		92,222,700

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FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total	
33,778	37,167	173,912	70
			71
14,775,100	21,944,800	92,222,700	72
-	-	-	73
			74
		-	75
		-	76
		-	77
		-	78
		-	79
		-	80
			81
		4,293,000	82
		(3,885,520)	83
			84
			85
		4,493,000	86
		(6,979,600)	87
			88
			89
			90
		4,693,000	91
		(3,829,040)	92
			93
3,354,195			94
4,893,000		4,893,000	95
(3,996,960)		(3,996,960)	96
			97
4,250,235	4,250,235		98
	5,093,000	5,093,000	99
	(3,266,320)	(3,266,320)	100
			101
	6,076,915	1,507,560	102
			103
			104
			105
			106
3,889,466	918,686		107
			108
-	-		109
(2,970,780)	(2,484,120)		110
			111
918,686	(1,565,434)		112
			113
			114

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10 30 02

				FY 02-03 Current Year as Budgeted					FY 02-03 Current Yr estimate					FY 03-04 Year One					FY 04-05 Year Two	
Project Categories																				
BRT	Planning - STiP grant funding	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	
	Planning - local funding	Local	100.00%	-	Local	100.00%	-	Local	100.00%	-	Local	100.00%	-	Local	100.00%	-	Local	100.00%	-	
	Planning - 5307	5307	80.00%	800,000	5307	80.00%	800,000	5307	80.00%	800,000	5307	80.00%	700,000	5307	80.00%	725,000	5307	80.00%	725,000	
	Right of Way Acquisition	Local	100.00%	200,000	Local	100.00%	-	Local	100.00%	200,000	Local	100.00%	200,000	Local	100.00%	200,000	Local	100.00%	200,000	
	Buildout - Initial Corridor	BRT1	80.00%	9,332,500	BRT1	80.00%	1,400,000	BRT1	80.00%	7,932,500	BRT1	80.00%	-	BRT1	80.00%	-	BRT1	80.00%	-	
		Local	100.00%	1,017,500	5307	80.00%	4,067,500	5307	80.00%	4,067,500	5307	80.00%	4,067,500	5307	80.00%	4,067,500	5307	80.00%	4,067,500	
	Buildout - Pioneer Parkway Corridor													BRT2	60.00%	1,550,000	BRT2	60.00%	1,550,000	
	Buildout - Coburg Corridor																			
	BRT Buses	5307	80.00%	3,000,000			-							Debt		6,600,000				
	Neighborhood Vehicles	UF 1	80.00%	3,000,000																
	Facility Expansion - Fleet	UF 1	80.00%	1,200,000	UF 1	80.00%	100,000	5307	80.00%	1,100,000										
	Bus Guideway System																			
	BRT Fare Management	UF 1	80.00%	150,000	UF 1	80.00%	10,000	5307	80.00%	487,000										
	FRS Fare Management													5307	80.00%	1,108,500				
	Automated Traveler Information System			-			-													5307
	AVL/APC	5307	80.00%	1,649,330	5307	80.00%	1,649,330													
	Radio Infrastructure Improvements													5307	80.00%	102,000				
	BRT Station Security Cameras																			5307
	Six post hoist	5307	80.00%	50,000	5307	80.00%	50,000													
				20,599,330			4,209,330			10,721,500					14,451,000					
Springfield Station	Springfield Station	SpSt 1	89.73%	846,000	SpSt 1	89.73%	846,000	SpSt 1	89.73%	-	SpSt 1	89.73%	-	SpSt 1	89.73%	-	SpSt 1	89.73%	-	
		SpSt 2	80.00%	2,475,100	SpSt 2	80.00%	1,904,000	SpSt 2	80.00%	571,100	SpSt 2	80.00%	571,100	SpSt 2	80.00%	571,100	SpSt 2	80.00%	571,100	
		UF 1	80.00%	3,478,900	UF 1	80.00%		UF 1	80.00%	3,978,900	UF 1	80.00%	3,978,900	UF 1	80.00%	3,978,900	UF 1	80.00%	3,978,900	
				6,800,000			2,750,000			4,550,000			4,550,000			-			-	
Revenue Vehicles	Breeze I buses																			
	Replacement Buses	Debt	100.00%	8,245,000	Debt	100.00%	8,245,000												Debt	
	Breeze II buses																			
				8,245,000			8,245,000			-			-			-			-	
Passenger Boarding Improvements/Facilities	PBI	Local	100.00%	200,000	Local	100.00%	200,000	Local		200,000	5307	80.00%	235,000	5307	80.00%	235,000	5307	80.00%	235,000	
	RideSource Facility	State gr	89.73%	1,697,000	State gr	89.73%	200,000	State gr	89.73%	1,000,000	Local		1,000,000	Local		1,000,000	Local		1,000,000	
	Thurston Station	Debt		900,000	Local			5307	80.00%	300,000										

Lane Transit District

CAPITAL PROJECTS SUMMARY - for FC 10 30 02

			FY 02-03 Current Year as Budgeted		FY 02-03 Current Yr estimate		FY 03-04 Year One			FY 04-05 Year Two			
	Fairgrounds Park & Ride Park & Ride Development						Local	80.00%	100,000			5307	
	Video Surveillance Glenwood Facility	5307	80.00%	80,000	5307	80.00%	80,000	5307	80.00%	90,000			
	Miscellaneous Facilities Improvements	5307	80.00%	45,000	5307	80.00%	45,000	5307	80.00%	45,000	5307	80.00%	45,000
				-			-						
				2,922,000			525,000		2,735,000			280,000	
Hardware/ Software	General Software Upgrades	5307	80.00%	85,500	5307	80.00%	85,500	5307	80.00%	35,000	5307	80.00%	65,000
	Miscellaneous Hardware	5307	80.00%	45,000	5307	80.00%	45,000	5307	80.00%	62,000	5307	80.00%	79,700
	Internet Connection	5307	80.00%	56,420	5307	80.00%	56,420						
	Laptop PC's	5307	80.00%	6,300	5307	80.00%	6,300						
	Graphics Workstations	5307	80.00%	10,800	5307	80.00%	10,800						
	Wireless Network expansion	5307	80.00%	26,200	5307	80.00%	26,200						
	Guest Services Automation										5307	80.00%	200,000
	Document Management							5307	80.00%	67,900			
	Storage Array Network										5307	80.00%	73,000
	2nd Tape subsystem												5307
				230,220			230,220		164,900			417,700	

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10 30 02

				FY 02-03 Current Year as Budgeted			FY 02-03 Current Yr estimate			FY 03-04 Year One			FY 04-05 Year Two	
Intelligent Transportation Systems	Miscellaneous Transit Priority			-			-	5307	80.00%	200,000	5307	80.00%	200,000	5307
				-			-			<u>200,000</u>			<u>200,000</u>	
Bus-Related Equipment	Bus Camera Retrofit	5307	80.00%	130,000	5307	80.00%	130,000							
	Destination Sign Replacement			-			-	5307	80.00%	187,500	5307	80.00%	420,000	5307
				<u>130,000</u>			<u>130,000</u>			<u>187,500</u>			<u>420,000</u>	
Miscellaneous Equipment	Miscellaneous Office Equipment	5307	80.00%	40,000	5307	80.00%	40,000	5307	80.00%	40,000	5307	80.00%	40,000	5307
	Copiers							5307	80.00%	84,500				
				<u>40,000</u>			<u>40,000</u>			<u>124,500</u>			<u>40,000</u>	
Communications	Telephone Equipment			-			-				5307	80.00%	129,300	5307
				-			-			-			<u>129,300</u>	
Shop Equipment	Shop Equipment Replacement	5307	80.00%	30,000	5307	80.00%	30,000	5307	80.00%	19,500	5307	80.00%	15,000	5307
	Miscellaneous Tools for Facilities	5307	80.00%	10,000	5307	80.00%	10,000							
				<u>40,000</u>			<u>40,000</u>			<u>19,500</u>			<u>15,000</u>	
Support Vehicles	Support Vehicles	5307	80.00%	40,000	5307	80.00%	-	5307	80.00%	60,000	5307	80.00%	40,000	
				-			-							
				<u>40,000</u>			<u>-</u>			<u>60,000</u>			<u>40,000</u>	
STF vehicles and projects	STF Vehicles	STF Sta	89.73%	428,300	STF Sta	89.73%	428,300	STF Sta	89.73%	431,900	STF Sta	89.73%	271,500	STF Sta
	STF projects													
				<u>428,300</u>			<u>428,300</u>			<u>431,900</u>			<u>271,500</u>	
Commuter Solutions		STiP - T	89.73%	209,000	STiP - T	89.73%	209,000							
				<u>209,000</u>			<u>209,000</u>			-			-	
Engine Kits/Misc. Parts		5307 gra	89.73%	360,000	5307 gra	89.73%	360,000	5307 gra	80.00%	285,000	5307 gra	80.00%	290,000	5307 gra
				<u>360,000</u>			<u>360,000</u>			<u>285,000</u>			<u>290,000</u>	
TOTAL PROJECT EXPENDITURES				40,043,850			17,166,850			19,479,800			16,554,500	
DEBT SERVICE	Debt issuance costs	Debt		200,000	Debt		300,000						300,000	Debt
	Debt Service on FY02-03 issue - 18 lo	5307 gra	89.73%	938,800				5307	80.00%	991,500	5307	80.00%	991,500	5307
	Debt Service on FY04-05 issue - BRT	5307 gra	89.73%	352,200										5307
	Debt Service on FY05-06 issue - replacement buses													
	Debt Service on FY07-08 issue - BRT & neighborhood buses													
RideSource/Satellite Land acquisition	Local	100.00%	87,700											
				<u>1,578,700</u>			<u>300,000</u>			<u>991,500</u>			<u>1,291,500</u>	
GRAND TOTAL Including debt service				41,622,550			17,466,850			20,471,300			17,846,000	

Lane Transit District
CAPITAL PROJECTS SUMMARY - for FC 10 30 02

			FY 02-03 Current Year as Budgeted				FY 02-03 Current Yr estimate				FY 03-04 Year One				FY 04-05 Year Two
Resource Summary															
Project funding by class															
5307 Formula	5307	80.00%	6,104,550	5307	80.00%	3,064,550	5307	80.00%	4,571,900	5307	80.00%	8,434,500	5307		
From 5307 - grant paid parts	5307 gra	80.00%	1,651,000	5307 gra	89.73%	360,000	5307 gra	89.73%	285,000	5307 gra	89.73%	290,000	5307 gra		
5309 BRT grant	BRT1	80.00%	9,332,500	BRT1	80.00%	1,400,000	BRT1	80.00%	7,932,500	BRT1	80.00%	-	BRT1		
Springfield Station from STiP	SpSt 1	89.73%	846,000	SpSt 1	89.73%	846,000	SpSt 1	89.73%	-	SpSt 1	89.73%	-	SpSt 1		
5309 Springfield Station	SpSt 2	80.00%	2,475,100	SpSt 2	80.00%	1,904,000	SpSt 2	80.00%	571,100	SpSt 2	80.00%	-	SpSt 2		
United Front requests	UF 1	80.00%	7,828,900	UF 1	80.00%	110,000	UF 1	80.00%	3,978,900	UF 1	80.00%	-	UF 1		
New Starts/Next Phase BRT funding										BRT2	60.00%	1,550,000	BRT2		
RideSource Facility from State of Oregon	State gra	89.73%	1,697,000	State gra	89.73%	200,000	State gra	89.73%	1,000,000	State gra	89.73%	-	State gra		
STF capital grants from State of Oregon	STF Sta	89.73%	428,300	STF Sta	89.73%	428,300	STF Sta	89.73%	431,900	STF Sta	89.73%	271,500	STF Sta		
From STP allocation	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	STiP		
From STP allocation - TDM	STiP - T	89.73%	209,000	STiP - T	89.73%	209,000	STiP - T	89.73%	-	STiP - T	89.73%	-	STiP - T		
Debt Issuance	Debt	100.00%	9,345,000	Debt		8,545,000	Debt		-	Debt		6,900,000	Debt		
Local	Local	100.00%	1,505,200	Local		200,000	Local		1,500,000	Local		200,000	Local		
			<u>41,622,550</u>			<u>17,466,850</u>			<u>20,471,300</u>			<u>17,846,000</u>			
			-			-			-			-			
Grant Funding															
-- Federal															
Federal Formula - 5307	5307	80.00%	4,883,640	5307	80.00%	2,451,640	5307	80.00%	3,657,520	5307	80.00%	6,747,600	5307		
From 5307 - grant paid parts	5307 gra	80.00%	1,320,800	5307 gra	80.00%	288,000	5307 gra	80.00%	228,000	5307 gra	80.00%	232,000	5307 gra		
5309 BRT grant	BRT1	80.00%	7,466,000	BRT1	80.00%	1,120,000	BRT1	80.00%	6,346,000	BRT1	80.00%	-	BRT1		
Springfield Station from STiP	SpSt 1	89.73%	759,116	SpSt 1	89.73%	759,116	SpSt 1	89.73%	-	SpSt 1	89.73%	-	SpSt 1		
5309 Springfield Station	SpSt 2	80.00%	1,980,080	SpSt 2	80.00%	1,523,200	SpSt 2	80.00%	456,880	SpSt 2	80.00%	-	SpSt 2		
United Front requests	UF 1	80.00%	6,263,120	UF 1	80.00%	88,000	UF 1	80.00%	3,183,120	UF 1	80.00%	-	UF 1		
New Starts/Next Phase BRT funding										BRT2	60.00%	930,000	BRT2		
-- State															
RideSource Facility from State of Oregon	State gra	89.73%	1,522,718	State gra	89.73%	179,460	State gra	89.73%	897,300	State gra	89.73%	-	State gra		
STF capital grants from State of Oregon	STF Sta	89.73%	384,314	STF Sta	89.73%	384,314	STF Sta	89.73%	387,544	STF Sta	89.73%	243,617	STF Sta		
-- STP															
From STP allocation	STiP	89.73%	179,460	STiP	89.73%	179,460	STiP	89.73%	179,460	STiP	89.73%	179,460	STiP		
From STP allocation - TDM	STiP - T	89.73%	187,536	STiP - T	89.73%	187,536	STiP - T	89.73%	-	STiP - T	89.73%	-	STiP - T		
			<u>24,946,784</u>			<u>7,160,726</u>			<u>15,335,824</u>			<u>8,332,677</u>			
			-			-			-			-			
Debt Issuance															
Debt Issuance	Debt	100.00%	9,345,000	Debt	100.00%	8,545,000	Debt	100.00%	-	Debt	100.00%	6,900,000	Debt		

Lane Transit District

CAPITAL PROJECTS SUMMARY - for FC 10 30 02

				FY 02-03 Current Year as Budgeted					FY 02-03 Current Yr estimate					FY 03-04 Year One					FY 04-05 Year Two
Local Funding																			
-- From Cash Reserves																			
Local	Local	100.00%	1,505,200	Local	100.00%	200,000	Local	100.00%	1,500,000	Local	100.00%	200,000	Local						
Federal Formula - 5307	5307	80.00%	1,220,910	5307	80.00%	612,910	5307	80.00%	914,380	5307	80.00%	1,686,900	5307						
From STP allocation	STiP	89.73%	20,540	STiP	89.73%	20,540	STiP	89.73%	20,540	STiP	89.73%	20,540	STiP						
5309 BRT Pilot grant	BRT1	80.00%	1,866,500	BRT1	80.00%	280,000	BRT1	80.00%	1,586,500	BRT1	80.00%	-	BRT1						
Springfield Station from STiP	SpSt 1	89.73%	86,884	SpSt 1	89.73%	86,884	SpSt 1	89.73%	-	SpSt 1	89.73%	-	SpSt 1						
5309 Springfield Station	SpSt 2	80.00%	495,020	SpSt 2	80.00%	380,800	SpSt 2	80.00%	114,220	SpSt 2	80.00%	-	SpSt 2						
United Front requests	UF 1	80.00%	1,565,780	UF 1	80.00%	22,000	UF 1	80.00%	795,780	UF 1	80.00%	-	UF 1						
New Starts/Next Phase BRT funding										BRT2	60.00%	310,000	BRT2						
RideSource Facility from State of Oreg	State gr	89.73%	174,282	State gr	89.73%	20,540	State gr	89.73%	102,700	State gr	89.73%	-	State gr						
			<u>6,935,116</u>				<u>1,623,674</u>				<u>5,034,120</u>				<u>2,217,440</u>				

Lane Transit District

CAPITAL PROJECTS SUMMARY - for FC 10 30 02

				FY 02-03 Current Year as Budgeted		FY 02-03 Current Yr estimate		FY 03-04 Year One		FY 04-05 Year Two			
-- From Other Local Sources	Non-LTD Local Share of New Starts/Next Phase BRT fundi			-		-		-	BRT2	60.00%	310,000	BRT2	
-- From Operations	From 5307 - grant paid parts	5307 gra	80.00%	330,200	5307 gra	80.00%	72,000	5307 gra	80.00%	57,000	5307 gra	80.00%	58,000
	From STP allocation - TDM	STiP - T	89.73%	21,464	STiP - T	89.73%	21,464	STiP - T	89.73%	-	STiP - T	89.73%	-
				<u>351,664</u>			<u>93,464</u>			<u>57,000</u>			<u>58,000</u>
-- From STF Operations	STF capital grants from State of Oregor STF Sta	STF Sta	89.73%	43,986	STF Sta	89.73%	43,986	STF Sta	89.73%	44,356	STF Sta	89.73%	27,883
				<u>41,622,550</u>			<u>17,466,850</u>			<u>20,471,300</u>			<u>17,846,000</u>
				-		-				-			-
Federal Formula - 5307													
	Remaining FY2001 Apportionment					756,059							
	Remaining FY2002 Apportionment					2,559,936							
	FY2003 Apportionment (estimate)					3,993,000							
	Committed FY2002-2003					(2,739,640)							
	Available for FY 2003-2004					4,569,355			4,569,355				
	FY2004 Apportionment								4,293,000				
	Committed FY 2003-2004								(3,885,520)				
	Available for FY 2004-2005								4,976,835			4,976,835	
	FY2005 Apportionment											4,493,000	
	Committed FY 2004-2005											(6,979,600)	
	Available for FY 2005-2006											2,490,235	
	FY2006 Apportionment												
	Committed FY 2005-2006												
	Available for FY 2006-2007												
	FY2007 Apportionment												
	Committed FY 2006-2007												
	Available for FY 2007-2008												
	FY2008 Apportionment												
	Committed FY 2007-2008												
	Available for FY 2008-2009												
Cash Reserves - Capital Account													
	Balance beginning of year					15,283,200			15,200,500			13,576,826	8,542,706

Lane Transit District

CAPITAL PROJECTS SUMMARY - for FC 10 30 02

	FY 02-03 Current Year as Budgeted	FY 02-03 Current Yr estimate	FY 03-04 Year One	FY 04-05 Year Two
Cash In - Transfer from Operations	-	-	-	-
Cash Out - Local funds and capital match	(7,139,650)	(1,623,674)	(5,034,120)	(2,217,440)
Balance end of year	8,143,550	13,576,826	8,542,706	6,325,266

FY 05-06 Year Three			FY 06-07 Year Four			FY 07-08 Year Five		Five Year Total
89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	1,000,000
								-
80.00%	750,000	5307	80.00%	775,000	5307	80.00%	800,000	3,750,000
100.00%	200,000	Local	100.00%	200,000	Local	100.00%	200,000	1,000,000
								7,932,500
								4,067,500
60.00%	6,600,000	BRT2	60.00%	7,550,000				15,700,000
		BRT2	60.00%	1,500,000	BRT2	60.00%	7,500,000	9,000,000
					Debt		6,000,000	12,600,000
					Debt		1,500,000	1,500,000
								1,100,000
								-
								487,000
80.00%	202,000							1,108,500
		5307	80.00%	840,200				202,000
								-
80.00%	30,000							942,200
								-
								-
								-
	<u>7,982,000</u>			<u>11,065,200</u>			<u>16,200,000</u>	<u>60,419,700</u>
								-
								571,100
								3,978,900
	<u>-</u>			<u>-</u>			<u>-</u>	<u>4,550,000</u>
100.00%	4,800,000				Debt	100.00%	1,800,000	6,600,000
	<u>4,800,000</u>			<u>-</u>			<u>1,800,000</u>	<u>6,600,000</u>
80.00%	235,000	5307	80.00%	235,000	5307	80.00%	235,000	1,140,000
								1,000,000
								1,000,000
								300,000

FY 05-06 Year Three		FY 06-07 Year Four		FY 07-08 Year Five		Five Year Total
80.00%	500,000					100,000
						500,000
80.00%	45,000 5307	80.00%	45,000 5307	80.00%	45,000	90,000
						225,000
	<u>780,000</u>		<u>280,000</u>		<u>280,000</u>	<u>4,355,000</u>
80.00%	35,000 5307	80.00%	47,500 5307	80.00%	35,000	217,500
80.00%	64,100 5307	80.00%	79,700 5307	80.00%	64,100	349,600
						200,000
						67,900
						73,000
80.00%	<u>50,000</u>					<u>50,000</u>
	<u>149,100</u>		<u>127,200</u>		<u>99,100</u>	<u>958,000</u>

	FY 05-06 Year Three	FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
80.00%	<u>200,000</u> 5307	80.00% <u>200,000</u> 5307	80.00% <u>200,000</u>	<u>1,000,000</u>
	<u>200,000</u>	<u>200,000</u>	<u>200,000</u>	<u>1,000,000</u>
80.00%	<u>420,000</u>	<u>-</u>	<u>-</u>	<u>1,027,500</u>
	<u>420,000</u>	<u>-</u>	<u>-</u>	<u>1,027,500</u>
80.00%	40,000 5307	80.00% 40,000 5307	80.00% 40,000	200,000
	<u>40,000</u>	<u>40,000</u>	<u>40,000</u>	<u>284,500</u>
				84,500
80.00%	<u>98,100</u>	<u>-</u>	<u>-</u>	<u>227,400</u>
	<u>98,100</u>	<u>-</u>	<u>-</u>	<u>227,400</u>
80.00%	15,000 5307	80.00% 15,000 5307	80.00% 15,000	79,500
	<u>15,000</u>	<u>15,000</u>	<u>15,000</u>	<u>79,500</u>
				140,000
	5307	80.00% 40,000		
	<u>-</u>	<u>40,000</u>	<u>-</u>	<u>140,000</u>
89.73%	299,200 STF Sta	89.73% 328,900 STF Sta	89.73% 361,900	1,693,400
	<u>299,200</u>	<u>328,900</u>	<u>361,900</u>	<u>1,693,400</u>
	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
80.00%	<u>310,000</u> 5307 gre	80.00% <u>295,000</u> 5307 gre	80.00% <u>265,000</u>	<u>1,445,000</u>
	<u>310,000</u>	<u>295,000</u>	<u>265,000</u>	<u>1,445,000</u>
	<u>15,093,400</u>	<u>12,391,300</u>	<u>19,261,000</u>	<u>82,780,000</u>
	300,000	Debt	300,000	900,000
80.00%	991,500 5307	80.00% 991,500 5307	80.00% 991,500	4,957,500
80.00%	800,600 5307	80.00% 800,600 5307	80.00% 800,600	2,401,800
	5307	80.00% 591,700 5307	80.00% 591,700	1,183,400
				-
	<u>2,092,100</u>	<u>2,383,800</u>	<u>2,683,800</u>	<u>9,442,700</u>
	<u>17,185,500</u>	<u>14,775,100</u>	<u>21,944,800</u>	<u>92,222,700</u>
				92,222,700

FY 05-06 Year Three			FY 06-07 Year Four			FY 07-08 Year Five			Five Year Total
80.00%	4,476,300	5307	80.00%	4,701,200	5307	80.00%	3,817,900	26,001,800	
89.73%	310,000	5307 græ	89.73%	295,000	5307 græ	89.73%	265,000	1,445,000	
								-	
80.00%	-	BRT1	80.00%	-	BRT1	80.00%	-	7,932,500	
								-	
89.73%	-	SpSt 1	89.73%	-	SpSt 1	89.73%	-	-	
80.00%	-	SpSt 2	80.00%	-	SpSt 2	80.00%	-	571,100	
								-	
80.00%	-	UF 1	80.00%	-	UF 1	80.00%	-	3,978,900	
60.00%	6,600,000	BRT2	60.00%	9,050,000	BRT2	60.00%	7,500,000	24,700,000	
								-	
89.73%	-	State græ	89.73%	-	State græ	89.73%	-	1,000,000	
								-	
89.73%	299,200	STF Sta	89.73%	328,900	STF Sta	89.73%	361,900	1,693,400	
								-	
89.73%	200,000	STiP	89.73%	200,000	STiP	89.73%	200,000	1,000,000	
89.73%	-	STiP - T	89.73%	-	STiP - T	89.73%	-	-	
								-	
	5,100,000	Debt		-	Debt		9,600,000	21,600,000	
	200,000	Local		200,000	Local		200,000	2,300,000	
								-	
	<u>17,185,500</u>			<u>14,775,100</u>			<u>21,944,800</u>	<u>92,222,700</u>	
	-			-			-	-	
80.00%	3,581,040	5307	80.00%	3,760,960	5307	80.00%	3,054,320	20,801,440	
80.00%	248,000	5307 græ	80.00%	236,000	5307 græ	80.00%	212,000	1,156,000	
								-	
80.00%	-	BRT1	80.00%	-	BRT1	80.00%	-	6,346,000	
89.73%	-	SpSt 1	89.73%	-	SpSt 1	89.73%	-	-	
80.00%	-	SpSt 2	80.00%	-	SpSt 2	80.00%	-	456,880	
80.00%	-	UF 1	80.00%	-	UF 1	80.00%	-	3,183,120	
60.00%	3,960,000	BRT2	60.00%	5,430,000	BRT2	60.00%	4,500,000	14,820,000	
								-	
89.73%	-	State græ	89.73%	-	State græ	89.73%	-	897,300	
89.73%	268,472	STF Sta	89.73%	295,122	STF Sta	89.73%	324,733	1,519,488	
								-	
89.73%	179,460	STiP	89.73%	179,460	STiP	89.73%	179,460	897,300	
89.73%	-	STiP - T	89.73%	-	STiP - T	89.73%	-	-	
								-	
	<u>8,236,972</u>			<u>9,901,542</u>			<u>8,270,513</u>	<u>50,077,528</u>	
100.00%	<u>5,100,000</u>	Debt	100.00%	-	Debt	100.00%	<u>9,600,000</u>	<u>21,600,000</u>	

FY 05-06 Year Three			FY 06-07 Year Four			FY 07-08 Year Five		Five Year Total
100.00%	200,000	Local	100.00%	200,000	Local	100.00%	200,000	2,300,000
80.00%	895,260	5307	80.00%	940,240	5307	80.00%	763,580	5,200,360
89.73%	20,540	STiP	89.73%	20,540	STiP	89.73%	20,540	102,700
80.00%	-	BRT1	80.00%	-	BRT1	80.00%	-	1,586,500
89.73%	-	SpSt 1	89.73%	-	SpSt 1	89.73%	-	-
80.00%	-	SpSt 2	80.00%	-	SpSt 2	80.00%	-	114,220
80.00%	-	UF 1	80.00%	-	UF 1	80.00%	-	795,780
60.00%	1,320,000	BRT2	60.00%	1,810,000	BRT2	60.00%	1,500,000	4,940,000
89.73%	-	State gra	89.73%	-	State gra	89.73%	-	102,700
	<u>2,435,800</u>			<u>2,970,780</u>			<u>2,484,120</u>	<u>15,142,260</u>

FY 05-06 Year Three	FY 06-07 Year Four	FY 07-08 Year Five	Five Year Total
-	-	-	
<u>(2,435,800)</u>	<u>(2,970,780)</u>	<u>(2,484,120)</u>	
<u>3,889,466</u>	<u>918,686</u>	<u>(1,565,434)</u>	



LTD General Manager's Report

February – March 2003

Prepared by Ken Hamm, General Manager

Future Dates to Remember

April 14, 2003	Board Work Session (tentative)
April 16, 2003	Regular Board Meeting
April 23, 2003	First Budget Committee Meeting
April 24, 2003	Second Budget Committee Meeting
April 30, 2003	Third Budget Committee Meeting (if necessary)

Internal Activities

February 26 & 27

TEAM LTD Meetings

Four meetings were held, two in Operations and two in Maintenance, at different times of the day. This quarter the focus was on employee issues, concerns, suggestions, and such. The general manager fielded whatever input employees had. There were thoughts shared about BRT vehicles, employee morale, facilities and supplies, and much more.

March 3, 2003

Employee Appreciation Breakfast

March is Employee Appreciation Month. Mark Johnson, Joyce Ziemiak, and others provided breakfast in the Operators' Lounge beginning at 4:30 a.m. It was one of many activities planned to thank employees for the great job they do day-in and day-out.

External Activities

February 20, 2003

Video Conference with APTS

LTD staff negotiated with APTS via the UO's conferencing facility. Discussions centered on delivery bonds, supplier costs, power system options, and the bottom line. Negotiations are continuing.

February 21, 2003

ATU Discussions

Jackie Damm and I went to Portland to meet with the ATU to try to find a settlement to the pending arbitration. LTD offered potential solutions, but the ATU indicated no interest in any solution offered.

February 24, 2003

FTA Administrator Visit

Federal Transit Administrator Jenna Dorn visited LTD to be briefed on bus rapid transit. Reauthorization of the transportation bill also was discussed. Thank you to Linda Lynch for her efforts to get Ms. Dorn here.

March 2-5, 2003

United Front

Gerry Gaydos, Linda Lynch, and I traveled to Washington, D.C., with the United Front. Smith Dawson Andrews, the contract lobbying team, did a great job of getting area representatives appointments with the correct people on the Hill. Again, Linda Lynch did a yeomen's job of gathering the priorities list, coordinating the packet production, orchestrating the moves of the team with the calendared appointments, and more. For LTD, we saw the right people, gave them a clear understanding of our needs, and provided follow-up materials as required. We built the foundation from which we continue to make our case for the current appropriations request and for reauthorization.

Gerry Gaydos, Tammy Fitch, and Peter Sorenson attended a meeting with Linda Lynch and me with the FTA staff and Deputy Administrator Barbara Sisson.

March 9-12, 2003

APTA Legislative Conference

I attended the APTA Legislative Conference in D.C., which followed the day after the last United Front appointments. As an APTA Board Member, I attended two task force meetings, the APTA Board Meeting, and the Legislative Committee Meeting before flying home. LTD's messages during our visits the previous week were in concert with APTA's legislative positions.

Q:\Reference\Board Packet\2003\03\Regular Mtg\GM Report to Bd March 2003.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: BOARD HR COMMITTEE RECOMMENDATION

PREPARED BY: Gerry Gaydos, Committee Chair

ACTION REQUESTED: Approval of General Manager Employment Contract and Committee Charge

BACKGROUND: The Board HR Committee (Chair Gerry Gaydos, Susan Ban, and David Gant) met on March 10, 2003, and are forwarding a recommended employment contract for the general manager to the full Board for approval. Other topics will be discussed again at the Committee's next meeting and forwarded to the Board in April.

Proposed General Manager Employment Agreement: Since the fall of 2002, Committee Chair Gerry Gaydos has worked with District counsel and the general manager in preparing an employment contract to replace the current letter of agreement, which has been in place since Mr. Hamm was hired in 2000. The proposed Employment Agreement is attached for the Board's review. The Board is asked to approve the contract so that it can be signed as soon as the general manager's compensation for FY 2003-04 has been approved. At the meeting, the Committee members can highlight the sections of the employment contract and answer any questions the Board members may have. After the Board's evaluation of the general manager's performance and a salary recommendation, the employment agreement will be signed by the Board president and the general manager.

HR Committee Charge: The HR Committee is in the process of developing a "committee charge" outlining the recommended responsibilities and areas of involvement for the committee. This charge will be brought to the full Board for approval in April.

General Manager Evaluation: Because several of the evaluation forms were not returned in time to collate them for discussion by the Board in March, the executive session to evaluate the general manager's performance will be scheduled for the April 16, 2003, Board meeting. A recommendation for the general manager's compensation for FY 2003-04 will be made at that time, as well.

ATTACHMENT: General Manager Employment Agreement

PROPOSED MOTION: I move the following resolution:
LTD Resolution No. 2003-015: It is hereby resolved that the LTD Board of Directors approves the recommended General Manager Employment Agreement as proposed by the Board HR Committee and discussed at the March 19, 2003, Board meeting, with the understanding that the general manager's fiscal year 2003-04 compensation is still to be determined.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: YEAR-TO-DATE LEGAL EXPENSES FOR LTD

PREPARED BY: Mark Pangborn, Assistant General Manager

ACTION REQUESTED: None. Information Only.

BACKGROUND: At the February 19, 2003, Board meeting, Pat Hocken asked for information on the legal costs expended "year-to-date" by LTD. Attached is a spreadsheet with that information, broken down by category. Staff are prepared to address the categories in greater detail if the Board is interested.

ATTACHMENT: Spread sheet of LTD-incurred legal expenses, July 1, 2002, through February 20, 2003

Q:\Reference\Board Packet\2003\03\Regular Mtg\LTD legal expenses 02-03.doc

H:\Board Packet\agendasum.doc

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: MAINTENANCE BUILDING EXPANSION

PREPARED BY: Stefano Viggiano, Director of Development Services

ACTION REQUESTED: None. Information and discussion only.

BACKGROUND: The District currently has five older articulated buses that are used for special events and is in the process of purchasing ten or eleven new articulated buses. Five of these buses would be used in conventional service, while the other five or six vehicles would be used for bus rapid transit (BRT) service. Once the purchases are complete, the District will have 15 or 16 articulated buses.

The maintenance building was not designed to accommodate the 60-foot, articulated vehicles. The bus repair bays, tire bay, and other vehicle spaces are designed for the standard 40-foot bus. In addition, the maintenance building, which was built with a 10-year planning horizon (which was the maximum planning range that the Federal Transit Administration allowed), is now 13 years old.

The District's Capital Improvements Plan includes \$1.2 million for expansion of the maintenance building. This expansion is designed to accommodate the articulated coaches as well as general space needs for the facility. Approximately \$100,000 is being spent for expansion of the parts area. The remainder of the budgeted funds is available for other building improvements.

A design team headed by Robertson/Sherwood Architects has been developing a master plan for expansion of the maintenance building, and soon will be working on detailed construction documents for the facility improvements that have been deemed the highest priority. It is expected that the work will occur during the summer and fall of this year.

Staff will be available at the meeting to respond to questions about the project.

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 19, 2003
- ITEM TITLE:** ORDINANCE 36 REVISION
- PREPARED BY:** Mark Johnson, Director of Transit Operations
- ACTION REQUESTED:** Hold first reading of LTD Ordinance 36, 2002 revision.
- BACKGROUND:** Under Oregon law, LTD can pass, by ordinance, legally-binding restrictions that govern behavior on buses and at bus stations, bus stops, and shelters. Ordinance 36 is the ordinance that governs behavior on the LTD system. This ordinance includes restrictions on activities that can take place at the Eugene Station. In part as a result of the recent Court of Appeals decision striking down portions of the existing ordinance, staff, together with legal counsel, have reviewed Ordinance 36 in an effort to ensure the protection and promotion of the safety and convenience of District patrons.
- Staff recommended limiting access to certain District property to District patrons, employees, and those transacting District-related business. Our goal is to avoid a repetition of the public safety problems experienced by the District at its prior downtown Eugene station.
- The Board may vote to read the ordinance by title only. Extra copies of the entire ordinance will be available at the meeting for anyone who wishes a copy.
- ATTACHMENTS:** Lane Transit District Ordinance 36, 2002 Revision (redline revised version and “clean” revised version), written testimony concerning safety and security at the Eugene station.
- RESULTS OF RECOMMENDED ACTION:** The revised ordinance will be placed on the April 16, 2003, Board meeting agenda for the second reading and adoption of the ordinance. The ordinance would then take effect 30 days after adoption.
- PROPOSED MOTION:** I move that Ordinance 36, 2002 Revision, be read by title only.
- Following an affirmative vote, the title should be read:
- “Lane Transit District Ordinance 36, 2002 Revision,
Regulations Governing Conduct on District Property”**

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

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 provided for the Board's information. The February 2003 performance reports are included in the agenda packet.

Staff will be available at the meeting to respond to any questions the Board may have.

ATTACHMENTS: February 2003 Performance Reports

PROPOSED MOTION: None

AGENDA ITEM SUMMARY

- DATE OF MEETING:** March 19, 2003
- ITEM TITLE:** BRT PIONEER PARKWAY – HARLOW/GATEWAY SEGMENT
- PREPARED BY:** Stefano Viggiano, Director of Development Services
- ACTION REQUESTED:** Approve a preferred design for the Harlow/Gateway segment of the Pioneer Parkway BRT corridor.
- BACKGROUND:** Staff have been proceeding with the design of the Pioneer Parkway corridor on a segment-by-segment basis. The corridor has been divided into three planning segments. In December 2002, the Board took action on a preferred alignment for the south segment, which is from downtown Springfield to Hayden Bridge Road. The Board is now asked to take action on a preferred alignment for the Harlow and Gateway segment of the corridor. A stakeholder group worked with LTD and Springfield staff to consider various options and to identify a preferred design for that segment. On March 13, 2003, the BRT Steering Committee was scheduled to review the design recommended by the stakeholders and make a recommendation to the Board. Their recommendation will be provided at the meeting.
- The Board is asked to approve the recommended design as the “preferred” design for this corridor segment. This action is by no means final, as additional engineering work, public comment, environmental review, and partner agency approvals will be required before the design is finally approved. Other designs will remain as options through this process. However, by identifying a preferred design, the Board is providing some direction to staff and to the public on its current preference for the corridor.
- Included as an attachment is the material reviewed by the BRT Steering Committee regarding this issue.
- ATTACHMENT:** BRT Steering Committee material from March 13, 2003, meeting.
- PROPOSED MOTION:** I move the following resolution:
- LTD Resolution No. 2002-014: Resolved, that the LTD Board of Directors approves the recommended design for the Pioneer Parkway Harlow/Gateway Segment BRT corridor as the preferred design for that segment.

AGENDA ITEM SUMMARY

DATE OF MEETING: March 19, 2003

ITEM TITLE: FISCAL YEAR 2003-2004 PRICING PLAN PROPOSAL

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PREPARED BY: Andy Vobora, Service Planning and Marketing Manager

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ACTION REQUESTED: Approval of the 2003-04 Pricing Proposal

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BACKGROUND: On February 19, 2003, the LTD Board discussed the following proposed pricing plan changes proposed by staff:

- No changes to LTD cash, token, day pass, monthly pass, or three-month pass fares
- No changes to LTD RideSource fares
- Maintaining the Lane Community College term pass price
- Increasing the group pass contract prices by 3.65 percent for 2004
- Maintaining the Breeze cash fare of 25 cents
- Offering a summer youth pass (July – September) for \$34.95

The Board supported the proposal and asked staff to provide additional data relating to the amount of revenue to be gained by a 3.65 percent increase in group pass prices. Staff calculated these revenues to be approximately \$8,930.00. This was discussed with the Board Finance Committee on March 12, 2003. The Finance Committee supported eliminating the proposed group pass price increase for 2004.

Following a public hearing, staff will ask the Board to approve the 2003-04 pricing plan proposal. This action will be handled through resolution rather than the ordinance process due to fact that none of the proposed changes result in a 25 percent increase over current rates.

ATTACHMENT: Fiscal Year 2002-2003 Pricing Plan Proposal

Deleted: ¶
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PROPOSED MOTION: I move the following resolution:

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¶

LTD Resolution No. 2003-010: Resolved, that the LTD Board of Directors approves the 2003-04 pricing plan as presented, and as recommended by the LTD Finance Committee.

Comparison of Fare Media Prices
UNCC Peer Group
Sorted by Cash Fare

	Adult Cash Fare	Token or Single Ride Fare	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$1.50	\$1.50	\$4.00	\$60.00	n/a
Tacoma, Washington	\$1.25	\$1.14	n/a	\$45.00	n/a
Lane Transit District	\$1.25	\$1.00	\$2.50	\$35.00	\$85 (3 month)
Vancouver, Washington	\$1.00	n/a	\$3.50	\$28.00	\$308 (annual)
Spokane, Washington	\$1.00	\$1.00	n/a	\$33.00	n/a
Santa Cruz, California	\$1.00	n/a	\$3.00	\$40.00	n/a
Santa Barbara, California	\$1.00	\$1.00	n/a	n/a	n/a
Lansing, Michigan	\$1.00	\$0.85	n/a	\$30.00	n/a
Fresno, California	\$1.00	\$0.85	n/a	\$35.00	n/a
Charelston, South Carolina	\$1.00	\$0.80	\$3.00	\$22.00	\$28 (40 rides)
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Average	\$0.96	\$0.91	\$2.75	\$32.03	
South Bend, Indiana	\$0.75	n/a	n/a	\$30.00	n/a
Salem, Oregon	\$0.75	\$0.68	n/a	\$20.00	n/a
Olympia, Washington	\$0.75	n/a	\$1.50	\$25.00	n/a
Boise, Idaho	\$0.75	\$0.70	n/a	\$27.00	n/a
Bakersfield, California	\$0.75	\$0.75	\$1.75	\$25.00	n/a
Corpus Christi, Texas	\$0.50	\$0.50	n/a	\$20.00	n/a

Data collected through transit district Web site information.

Year-to-Date Revenue Projections Based on 2002/2003 Fare Changes

	Annual Sales	Current Price	Revenue	Projected Sales		Proposed Price	Projected Revenue	Difference
Adult Monthly	32515	\$28	\$910,420	26662	-18%	\$35	\$933,181	\$22,761
Youth Monthly	18092	\$14	\$253,288	16283	-10%	\$17.50	\$284,949	\$31,661
Reduced Fare Monthly	5984	\$14	\$83,776	5745	-4%	\$17.50	\$100,531	\$16,755
Senior Monthly	2113	\$14	\$29,582	1859	-12%	\$17.50	\$32,540	\$2,958
Adult 3 Month	1287	\$65	\$83,655	1236	-4%	\$85	\$105,019	\$21,364
Youth 3 Month	2392	\$32.50	\$77,740	1794	-25%	\$42.50	\$76,245	-\$1,495
Reduced Fare 3 Month	1153	\$32.50	\$37,473	1176	+2%	\$42.50	\$49,983	\$12,510
Senior 3 Month	628	\$32.50	\$20,410	534	-15%	\$42.50	\$22,687	\$2,277
Adult Tokens	157435	\$0.85	\$133,820	181050	+15%	\$1	\$181,050	\$47,231
Reduced Tokens	71418	\$0.42	\$29,996	78560	+10%	\$0.50	\$39,280	\$9,284
LCC Term Pass	7754	\$43	\$333,422	7521	-7%	\$54	\$406,155	\$72,733
Group Pass Revenue			\$375,000				\$457,000	\$82,000
			\$2,368,581				\$2,688,619	
Estimated Additional Revenue								\$320,038

LANE TRANSIT DISTRICT

**Pricing Proposal Summary
2003-2004**

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:	\$35.00	\$35.00
3-Month:	\$85.00	\$85.00

Youth, Senior, Reduced

1-Month:	\$17.50	\$17.50
3-Month:	\$42.50	\$42.50

Day Pass

Adult	\$2.50	\$2.50
Youth, Senior, Reduced	\$1.25	\$1.25

Tokens

Adult	\$1.00	\$1.00
Other	\$0.50	\$0.50

RideSource (Staff Proposal)

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

RideSource (STAC Proposal)

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

*Round-trip fare

Sales Outlet Discount

	Current:	Proposed:
Passes		
0-500+	5.0%	5.0%
Tokens		
0-500+	5.0%	5.0%

Special Programs - not covered by ordinance

Breeze Fare	25 cents	25 cents
Group Pass	6%	0.00%
LCC Term Pass	\$54.00	\$54.00
Summer Youth Pass - July/Aug/Sept		\$34.95

Projected Revenues Based on 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	157435	\$0.85	\$133,820	147989	\$1	\$147,989	\$14,169
Reduced Tokens	70418	\$0.42	\$29,576	66193	\$0.50	\$33,096	\$3,521
LCC Term Pass	7754	\$43	\$333,422	6513	\$54	\$351,721	\$18,299
Group Pass Revenue			\$375,000			\$535,800	\$160,800
Estimated Additional Revenue							\$395,218

Comparison of Fare Media Prices
UNCC Peer Group
Sorted by Pass Fare

	Adult Cash Fare	Token or Single Ride Fare	Daily Pass	Adult Monthly Pass	Adult Multi-Month Pass
Reno, Nevada	\$1.50	\$1.50	\$4.00	\$60.00	n/a
Tacoma, Washington	\$1.25	\$1.14	n/a	\$45.00	n/a
Santa Cruz, California	\$1.00	n/a	\$3.00	\$40.00	n/a
Ann Arbor, Michigan	\$1.00	\$1.00	n/a	\$37.50	n/a
Lane Transit District	\$1.25	\$1.00	\$2.50	\$35.00	\$85 (3 month)
Fresno, California	\$1.00	\$0.85	n/a	\$35.00	n/a
Spokane, Washington	\$1.00	\$1.00	n/a	\$33.00	n/a
Average	\$0.96	\$0.91	\$2.75	\$32.03	
Lansing, Michigan	\$1.00	\$0.85	n/a	\$30.00	n/a
South Bend, Indiana	\$0.75	n/a	n/a	\$30.00	n/a
Vancouver, Washington	\$1.00	n/a	\$3.50	\$28.00	\$308 (annual)
Boise, Idaho	\$0.75	\$0.70	n/a	\$27.00	n/a
Bakersfield, California	\$0.75	\$0.75	\$1.75	\$25.00	n/a
Olympia, Washington	\$0.75	n/a	\$1.50	\$25.00	n/a
Charelston, South Carolina	\$1.00	\$0.80	\$3.00	\$22.00	\$28 (40 rides)
Salem, Oregon	\$0.75	\$0.68	n/a	\$20.00	n/a
Corpus Christi, Texas	\$0.50	\$0.50	n/a	\$20.00	n/a
Santa Barbara, California	\$1.00	\$1.00	n/a	\$0.00	n/a

Data collected through transit district Web site information.

Fare Media Relationships

03/04	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%

04/05	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.35	\$1.35	\$54.00	0%
	Tokens	\$1.00	\$1.00	\$40.00	26%
	Monthly Pass	\$35.00	\$0.88	\$35.00	35%
	3-Month Pass	\$85.00	\$0.71	\$28.33	48%

05/06	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.35	\$1.35	\$54.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	19%
	Monthly Pass	\$35.00	\$0.88	\$35.00	35%
	3-Month Pass	\$85.00	\$0.71	\$28.33	48%

06/07	Media Type	Adult Price	Cost per Trip*	Monthly Cost*	Percent Discount
	Cash	\$1.35	\$1.35	\$54.00	0%
	Tokens	\$1.10	\$1.10	\$44.00	19%
	Monthly Pass	\$38.00	\$0.88	\$38.00	30%
	3-Month Pass	\$90.00	\$0.71	\$30.00	44%

* Based on 40 trips per month

LTD Pricing History

Year	Consumer Price Index		Adult Cash Price		Adult Token Price		Adult Pass Price	
	Yearly Increase	Cumulative Increase	Actual Price	Percent Change	Actual Price	Percent Change	Actual Price	Percent Change
1981-82	0.00	0.00	\$0.50	0.00	\$0.40	0.00	\$18.00	0.00
1982-83	-0.62%	-0.62%	\$0.55	10.00%	\$0.45	12.50%	\$20.00	11.11%
1983-84	2.97%	2.34%	\$0.55	0.00%	\$0.50	11.11%	\$20.00	0.00%
1984-85	3.59%	5.93%	\$0.55	0.00%	\$0.50	0.00%	\$20.00	0.00%
1985-86	3.53%	9.47%	\$0.60	9.09%	\$0.50	0.00%	\$20.00	0.00%
1986-87	0.32%	9.78%	\$0.60	0.00%	\$0.50	0.00%	\$20.00	0.00%
1987-88	2.52%	12.30%	\$0.65	8.33%	\$0.50	0.00%	\$20.00	0.00%
1988-89	3.69%	15.99%	\$0.65	0.00%	\$0.55	10.00%	\$20.00	0.00%
1989-90	3.61%	19.60%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	5.00%
1990-91	4.58%	24.18%	\$0.65	0.00%	\$0.55	0.00%	\$21.00	0.00%
1991-92	6.26%	30.44%	\$0.75	15.38%	\$0.55	0.00%	\$21.00	0.00%
1992-93	4.58%	35.02%	\$0.75	0.00%	\$0.65	18.18%	\$22.00	4.76%
1993-94	3.42%	38.44%	\$0.75	0.00%	\$0.65	0.00%	\$23.00	4.55%
1994-95	2.88%	41.32%	\$0.80	6.67%	\$0.65	0.00%	\$23.00	0.00%
1995-96	3.24%	44.56%	\$0.80	0.00%	\$0.65	0.00%	\$24.00	4.35%
1996-97	3.09%	47.65%	\$0.80	0.00%	\$0.65	0.00%	\$26.00	8.33%
1997-98	1.72%	49.37%	\$1.00	25.00%	\$0.65	0.00%	\$26.00	0.00%
1998-99	1.89%	51.26%	\$1.00	0.00%	\$0.75	15.38%	\$26.00	0.00%
1999-2000	2.40%	53.66%	\$1.00	0.00%	\$0.75	0.00%	\$28.00	7.69%
2000-01	3.50%	57.16%	\$1.00	0.00%	\$0.85	13.33%	\$28.00	0.00%
2001-02	2.60%	59.76%	\$1.25	25.00%	\$0.85	0.00%	\$28.00	0.00%
2002-03	3.65%	63.41%	\$1.25	0.00%	\$1.00	17.65%	\$35.00	25.00%
Total % Change								
Since 1981-82 --->		63.4%	99.5%		98.2%		70.8%	
2003-04	3.00%	66.41%	\$1.25	0.00%	\$1.00	0.00%	\$35.00	0.00%
2004-05	3.00%	69.41%	\$1.35	8.00%	\$1.00	0.00%	\$35.00	0.00%
2005-06	3.00%	72.41%	\$1.35	0.00%	\$1.10	10.00%	\$35.00	0.00%
2006-07	3.00%	75.41%	\$1.35	0.00%	\$1.10	0.00%	\$40.00	14.29%
2007-08	3.00%	78.41%	\$1.50	11.11%	\$1.10	0.00%	\$40.00	0.00%
Projected % Change --->		78.41%	118.6%		108.16%		85.08%	

Lane Transit District

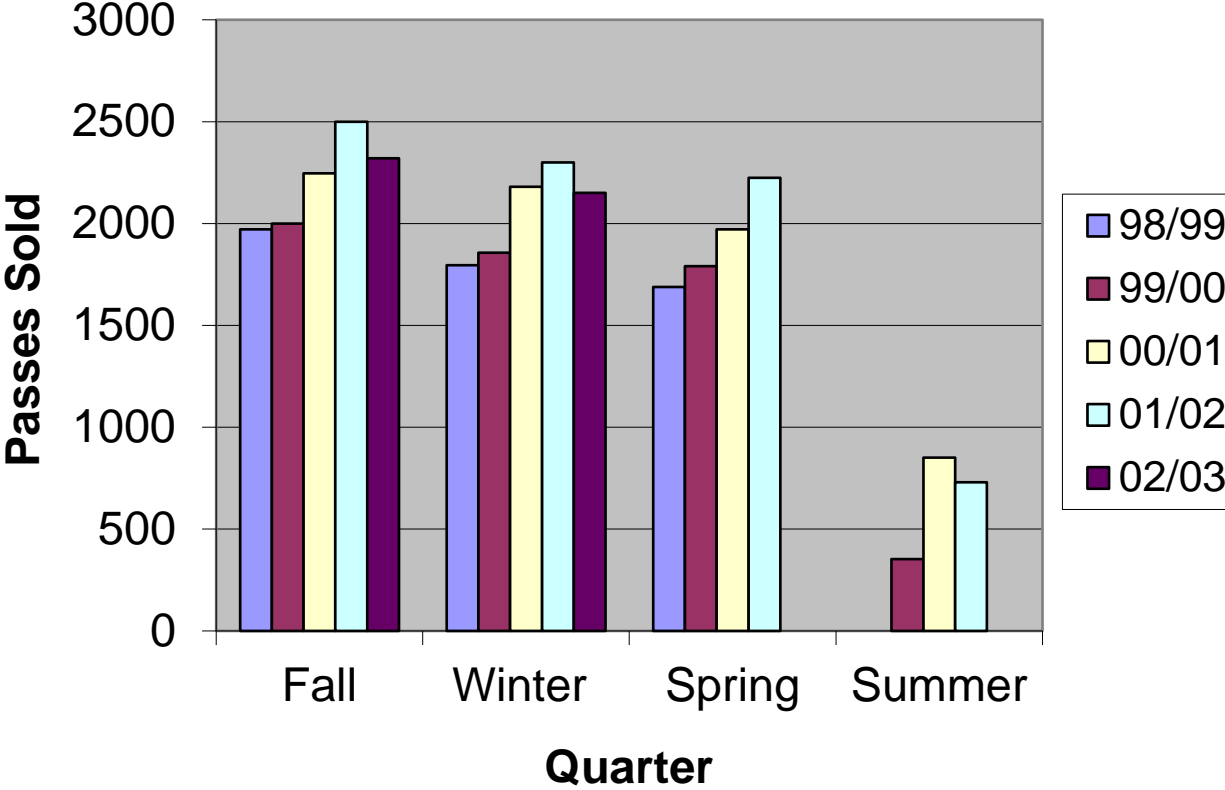
Direct Service Cost per Service Hour by Fiscal Year

For use as inflationary increase for group pass contracts.

Prepared from the Fully Allocated Cost Plan based on audited expenses for the fiscal year ending June 30, 2002

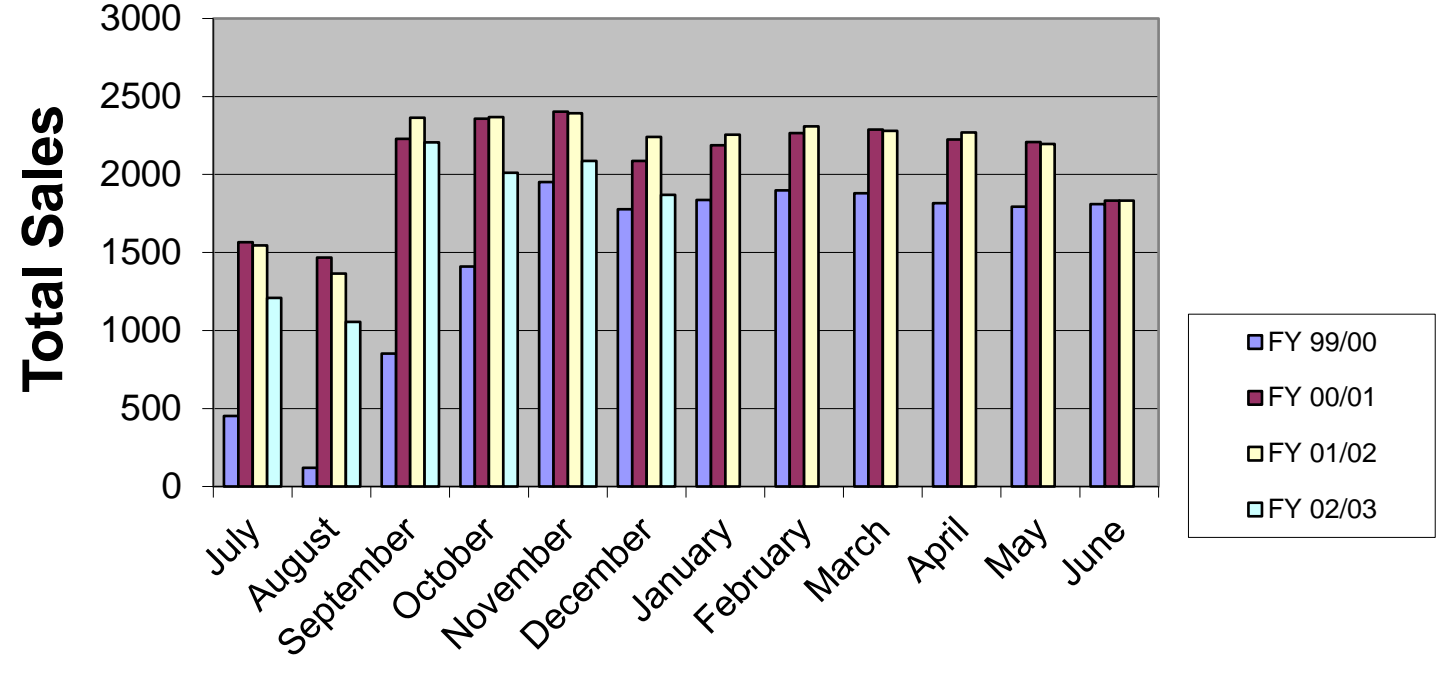
Direct Variable Costs						
Fiscal Year	Operator Cost per Service Hour	Percent Increase	Maintenace Cost per Service Hour	Percent Increase	Total Direct Service Cost	Percent Increase
FY 1994 - 1995	23.00		9.87		32.87	
FY 1995 - 1996	23.97	4.2%	10.10	2.3%	34.07	3.7%
FY 1996 - 1997	24.08	0.5%	10.89	7.8%	34.97	2.6%
FY 1997 - 1998	25.64	6.5%	10.09	-7.3%	35.73	2.2%
FY 1998 - 1999	26.63	3.9%	10.77	6.7%	37.40	4.7%
FY 1999 - 2000	27.58	3.6%	11.84	9.9%	39.42	5.4%
FY 2000 - 2001	30.84	11.8%	13.65	15.3%	44.49	12.9%
FY 2001 - 2002	31.97	3.7%	11.02	-19.2%	42.99	-3.4%
Three-Year Average FY 1997-1998, 1998-1999, 1999-2000						4.1%
Three-Year Average FY 1998-1999, 1999-2000, 2000-2001						7.6%
Three-Year Average FY 1999-2000, 2000-2001, 2001-2002						5.0%

LCC Term Bus Pass Sales





LTD Youth Pass Sales



Breeze Fare Analysis

Fall 2002

Date	CASH	TOKEN	Display DAY PASS	Purchase DAY PASS	UO PASS	GROUP PASS	LTD Monthly 3-Month Pass	OTHER	Total
10/22/2002	13	1	16	5	101	10	39	14	199
10/23/2002	13	0	19	1	62	11	20	1	127
10/24/2002	15	0	18	7	79	24	41	0	184
10/25/2002	13	0	16	0	60	9	14	0	112
Totals	54	1	69	13	302	54	114	15	622
Percentage	8.7%	0.2%	11.1%	2.1%	48.6%	8.7%	18.3%	2.4%	
	CASH	TOKEN	Display DAY PASS	Purchase DAY PASS	UO PASS	GROUP PASS	LTD Monthly 3-Month Pass	OTHER	