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LANE TRANSIT DISTRICT SPECIAL BOARD MEETING

Monday, March 2, 2009
4:30 p.m.

LTD Board Room
3500 E. 17th Avenue, Eugene
(off Glenwood Blvd.)

A G E N D A

- I. CALL TO ORDER
- II. ROLL CALL
Evans _____ Eyster _____ Gaydos _____ Kortge _____
Necker _____ Towery _____ Dubick _____
- III. PRELIMINARY REMARKS BY BOARD PRESIDENT
- IV. ANNOUNCEMENTS AND ADDITIONS TO AGENDA
- V. FISCAL YEAR 2009-2010 BUDGET PLANNING
- VI. ADJOURNMENT

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

LANE TRANSIT DISTRICT BOARD OF DIRECTORS BUDGET PLANNING SESSION

Monday, March 2, 2009

Budget Planning Session Objectives:

- 1. Review most recent revenue and expense information*
- 2. Provide direction on assumptions to be used in the development of the FY 2009-10 budget;*
- 3. Provide direction on assumptions to be used in the Long-Range Financial Plan; and*
- 4. Provide direction on service changes to be implemented in FY 2009-10;*

Detailed Agenda

1. Background Information
 - 2008 fourth quarter payroll tax collections
 - Review of payroll tax history
 - FY 2008-09 expenditure projections
 - Federal stimulus fund apportionment
 - Local economic trends
 - Local construction activity
2. Budgeting Assumptions
 - Payroll tax assumptions for FY 2009-10 and beyond
 - Growth in base
 - Payroll tax acceleration (.007 in 2010)
 - Payroll tax increase (.007 to .008)
 - Allocation of 5307 grant money for preventative maintenance
 - STP-U revenue
 - Additional Elderly and Disabled Transportation funding (including BETC)
 - Payroll tax acceleration/increase
 - Other possible revenue options
 - Pension Plan costs
 - Materials & Services expenditures
 - Additional administrative staff savings
3. Service Level for FY 2009-10 and Beyond

Q:\Reference\Board Packet\2009\03\Special Meeting 3-02-09\Agenda.docx

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 - Pension plan costs
 - Materials & Services Expenditures
 - Fuel
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3. Service Level for FY 2009-10 and beyond

LANE TRANSIT DISTRICT BOARD OF DIRECTORS

BUDGET PLANNING SESSION

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Revised Agenda

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• Payroll taxes	
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○ Local construction activity	03
○ Review of payroll tax history	05
○ 2008 fourth quarter payroll tax collections	
○ Growth in base	06
○ Payroll tax acceleration (.007 in 2010)	
○ Payroll tax increase (.007 to .008)	
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Administrative Staff Savings

The District Leadership Council has considered reductions in administrative costs since the potential budget shortfall was identified last summer. Staff chose not to fill a budgeted position in the Human Resources Department, and have made sure that the maximum allowable time is charged to capital grants by those employees who work on capital projects. This has reduced administrative General Fund costs by approximately \$200,000.

Given the worsening economy and the threat of severe service reductions, staff have considered additional reductions in administrative cost, including wage freezes, wage reductions, furloughs, position eliminations, and reductions in benefits. As it now appears that the service reduction in Fall 2009 may not be as severe as once thought, staff have focused on two potential staff cost savings, recognizing that more significant administrative cost savings may be necessary in the future. The two items are a wage freeze and a 3 percent reduction in the District's contribution to the defined contribution retirement plan.

Staff recommend that a wage freeze for administrative staff be implemented for FY 09-10.

Service Level for FY 2009-10

Anticipating a \$3 million to \$4 million budget shortfall in fiscal year 2009-10, staff began working on a plan to redesign bus service in order to reduce annual service hours by approximately 15 percent. Following extensive public outreach in the summer and fall of 2008, LTD Service Planning staff developed a final package of service reductions for Board review. In November 2008 the LTD Board of Directors adopted a reduction in service totaling 14.43 percent (see attached).

Upon hearing that supplemental funding may be available for service, LTD Service Planning staff met with the LTD Service Advisory Committee and Board Service committee to discuss priorities for service additions. Following a review of the prioritized service reductions, staff developed a list of recommended reductions totaling 3.04 percent (see attached).

The items chosen for elimination are each part of the larger 14.43 percent service reduction package. While there are additional reductions that could be made, staff have evaluated the productivity of the remaining items and feel that they have greater impact to ridership.

Staff recommend the annual service reduction package be reduced to 3.04 percent for Fall 2009.

from blue chip, a Register Guard publication

Feb-09

St. Vincent de Paul managers hope construction of a proposed 43,340 - square foot apartment build and bookstore will begin this summer. The \$7.5 million building will replace the old St Vincent store West 11th Ave near Garfield Street. Construction is expected to take 14 months.

Jan-09

Northwest of the Ferry Street Bridge in Eugene, a three-story medical office building is taking shape. Construction work began on the 37,000 square foot building in April, and it's expected to be complete by June. Mark Jewell, a Eugene plastic surgeon. He and his wife Mary Lind Jewell, along with dentist Mary V Richard Beyerlein and colleagues at Pacific Women's Center are jointly developing the project as an Each occupant will own an office space and jointly own and maintain the building's common space.

Obie to open a boutique hotel at the corner of Fifth and Pearl. The Fifth Street Public Market is gaining momentum. Market owner Brian Obie announced that he will build downtown Eugene's first new hotel since 1982. The hotel will include a Nike Store and some adjacent space, and adding a fourth floor to the entire hotel footprint. The 54 room hotel will have an amenity level "modestly above" any other local hotel, he said. The project -- with a price tag of \$15 million -- is to be under construction by late 2009 or early 2010 and will take as long as 10 months to complete.

Dec-08

After 77 years at its downtown home, the Eugene First Church of the Nazarene is moving to west Eugene. The church purchased a 10.7 acre parcel of land in the Greenhill Technology Park where it hopes to build a 60,000 -square-foot building to house its growing congregation.

Nov-08

Biosciences company Invitrogen brought almost five additional acres near its campus in west Eugene according to Lane County property records. The \$1.15 million purchase comes at a time when Invitrogen is expanding its Eugene site, which has 300 employees. ... a spokeswoman at Invitrogen's headquarters in Carlsbad, CA. Invitrogen develops, manufactures and sells research tools to customers engaged in research, drug discovery, diagnostics, and the commercial manufacture of biological products.

Jerry's Home Improvement Center in Springfield plans to add more than 70,000 square feet of sales space, as competition intensifies among home improvement stores. Jerry's President Dennis Oren says the expansion is meant to address growth, rather than pressure from the impending arrival of Lowe's Home Center, one of the nation's largest home improvement chains.

from John Brown's article "Investments in infrastructure stimulate economic opportunity"; blue chip J
new basketball/performance arena (\$210 million)
numerous University of Oregon buildings, including an alumni center and housing
LTD Bus Rapid Transit in the Gateway area (\$36 million or so)
new fish passage at Leaburg Dam (\$11 million)
Carmen/Smith facilities (\$135 million)

Lane Community College facilities renovation
 conversion of approximately 75 buildings from steam heat to an alternate heat source in downtown Eugene
 a regional Veterans Hospital (\$82 million)
 Junction City prison (\$350 million)
 State Mental Hospital (\$163 million)
 completion of Springfield Justice Center
 UO infrastructure upgrades in excess of \$10 million (Steam and substations)
 EWEB Operations Center (\$82 million)
 Metropolitan Wastewater Management Commission upgrades (\$25.25 million building permits since 2008)
 Lookout Point Dam generator repairs and upgrades (\$30 million)
 Hayden Bridge Water Treatment Facility expansion project (\$7.5 million)
 EWEB water main and reservoir repairs/upgrades (\$6.13 million)

Building Permit information
 from July 2008 to Jan 2009

		08-01943-	
1	10/13/2008	03	410 RIVER AVE
2			Phase 3: New vaults and piping for MWMC
3			Owner: METROPOLITAN WASTEWATER
4			Tenant:
5			Contractor: WILDISH BUILDING CO (541)485-1700
6			
		08-02079-	
7	12/5/2008	02	4200 ROOSEVELT BLVD
8			DO NOT HOLDOVER INSPECTIONS/GREEN PROJECT: Phase 2 - Ope
9			Owner: EWEB
10			Tenant:
11			Contractor: LEASE CRUTCHER LEWIS (503)223-0500
12			
		08-03495-	
206	7/23/2008	01	28801 DOUGLAS DR
207			Expansion of Gate A Terminal at Eugene Airport. Per applica
208			Owner: CITY OF EUGENE - FACILITIES MGT
209			Tenant: CITY OF EUGENE - PW AIRPORT
210			Contractor:
211			
		08-03524-	
224	7/25/2008	01	2825 LEO HARRIS PKWY
225			Baseball field, dugouts, player development area, bull pens,
226			Owner: U OF O - FACILITIES SERVICES
227			Tenant: U OF O - BASEBALL STADIUM
228			Contractor: LEASE CRUTCHER LEWIS (503)223-0500
229			
		08-03645-	
278	7/31/2008	01	165 E 7TH AVE
279			Interior remodel of Eugene State Office Building. DOWNTOWN
280			Owner: STATE OF OREGON
281			Tenant:
282			Contractor: VIK CONSTRUCTION (541)484-1188

283		
	08-03885-	
392	8/13/2008 01	889 E 19TH AVE
393		New 6-unit apartment building. Unit designations 101,102,10
394		Owner: NEAL DAN E
395		Tenant: INDIGO PLACE APARTMENTS
396		Contractor: ESSEX GENERAL CONSTRUCTION (541)342-4509
397		
	08-04023-	
434	8/22/2008 01	1149 FRANKLIN BLVD
435		Phase One: New Chiller building foundation including affecte
436		Owner: U OF O - FACILITIES SERVICES
437		Tenant: U OF O - CENTRAL POWER STATION
438		Contractor: TURNER CONSTRUCTION COMPANY (503)226-9825
439		
	08-04598-	
680	9/30/2008 01	410 RIVER AVE
681		Sodium hypochlorite conversion project.
682		Owner: METROPOLITAN WASTEWATER
683		Tenant:
684		Contractor:
685		
	08-04752-	
758	10/9/2008 02	1255 HILYARD ST
759		Phase II - Seismic Upgrades
760		Owner: PEACEHEALTH
761		Tenant:
762		Contractor: TURNER CONSTRUCTION COMPANY (503)226-9825
763		
	08-04812-	
764	10/13/2008 01	3310 ROOSEVELT BLVD
765		New 31,208 sq ft commercial building for distribution center
766		Owner: LILE RELOCATION SERVICES
767		Tenant:
768		Contractor: CHAMBERS CONSTRUCTION (541)687-9445
769		
	08-05426-	
1040	11/20/2008 01	1776 E 13TH AVE
1041		Phase One: Excavation and shoring
1042		Owner: U OF O - FACILITIES SERVICES
1043		Tenant: U OF O - ARENA
1044		Contractor: HOFFMAN CONSTRUCTION COMPANY (503)221-8811
1045		
	08-05426-	
1046	12/24/2008 03	1776 E 13TH AVE
1047		Phase Three: Structural building shell (including practice
1048		Owner: U OF O - FACILITIES SERVICES
1049		Tenant: U OF O - ARENA
1050		Contractor: HOFFMAN CONSTRUCTION COMPANY (503)221-8811
1051		
	08-05698-	
1136	12/9/2008 01	2880 CRESCENT AVE
1137		New Ledgestone Hotel

1138 Owner: EUGENE RESIDENCES LLC
 1139 Tenant: LEDGESTONE HOTEL
 1140 Contractor:
 1141
 08-05771-
 1178 12/15/2008 01 410 RIVER AVE
 1179 The existing odorous air treatment system at the wastewater
 1180 Owner: METROPOLITAN WASTEWATER
 1181 Tenant:
 1182 Contractor:
 1183

from Feb 2009

08-05426-
 1 2/4/2009 04 1776 E 13TH AVE
 2 Phase Four: Construction Issue #4 (C1#4/4A) - Building Skin,
 3 Owner: U OF O - FACILITIES SERVICES
 4 Tenant: U OF O - ARENA
 5 Contractor:
 6
 08-05426-
 7 2/11/2009 05 1776 E 13TH AVE
 8 Phase 5: Sitework (Civil & Landscape), Interiors
 9 Owner: U OF O - FACILITIES SERVICES
 10 Tenant: U OF O - ARENA
 11 Contractor:
 12
 09-00416-
 43 2/4/2009 01 73 E 19TH AVE
 44 New 3-story 10-unit apartment building. Unit designations a
 45 Owner: CLARKE FAMILY LLC
 46 Tenant:
 47 Contractor: PADDOCK CONSTRUCTION (541)345-4629
 48
 09-00446-
 55 2/5/2009 01 1355 COLUMBIA ST
 56 Three level underground parking garage adjacent to the Arena
 57 Owner: U OF O - FACILITIES SERVICES
 58 Tenant: U OF O - ARENA
 59 Contractor: HOFFMAN CONSTRUCTION COMPANY (503)221-8811
 60

from 2007-2008 Commercial

115 7/10/2007 07-03499-01 1675 COBURG RD
 116 New 14,400 square foot commercial building
 117 Owner: POWELL-COBURG LLC
 118 Tenant: WALGREEN'S
 119 Contractor: POWELL CONSTRUCTION (425)828-4774
 120
 271 7/23/2007 07-03766-01 1109 OLD CAMPUS LN
 272 Two story theater addition Phase I: Demolition, excavation,
 273 Owner: U OF O - FACILITIES SERVICES

274 Tenant: U OF O - ROBINSON THEATER
 275 Contractor: FORTIS CONSTRUCTION INC (503)459-4477
 276
 331 8/1/2007 07-03942-01 3700 WOODFERN LN
 332 EWEB Water reservoir, access road and water utility lines.
 333 Owner: EUGENE WATER & ELEC BOARD
 334 Tenant:
 335 Contractor: WILDISH CONSTRUCTION (541)485-1700
 336
 433 8/3/2007 07-04096-01 1655 ALDER ST
 434 New commercial bldg - Phase 1: Site work, surface paving/par
 435 Owner: U OF O - FACILITIES SERVICES
 436 Tenant: U OF O - COLLEGE OF EDUCATION
 437 Contractor: LEASE CRUTCHER LEWIS (503)223-0500
 438
 559 8/20/2007 07-04298-01 3690 W 1ST AVE
 560 Tenant infill with Change of Occupancy, added impervious sur
 561 Owner: PEARL BUCK CENTER INC
 562 Tenant:
 563 Contractor: CHAMBERS CONSTRUCTION (541)687-9445
 564
 787 9/21/2007 07-04925-01 4186 QUEST DR
 788 New 5,362 sq ft dental office and future office space (Orego
 789 Owner: OREGON FAMILY DENTAL
 790 Tenant:
 791 Contractor: MCINTYRE CONSTRUCTION (541)687-2841
 792
 835 9/27/2007 07-05025-01 95 DIVISION AVE
 836 New multi-tenant building
 837 Owner: SANTA CLARA SQUARE LLC
 838 Tenant:
 839 Contractor: S D DEACON ENTERPRISES INC (503)297-8791
 840
 1075 11/2/2007 07-05676-01 65 W 30TH AVE
 1076 Remodel corridors on the 2nd thru the 7th floor including wa
 1077 Owner: CASCADE MANOR INC
 1078 Tenant:
 1079 Contractor: CHAMBERS CONSTRUCTION (541)687-9445
 1080
 1153 11/14/2007 07-05885-01 1580 KINCAID ST
 1154 Remodel of existing education building (east wing)
 1155 Owner: U OF O - FACILITIES SERVICES
 1156 Tenant: U OF O - COLLEGE OF EDUCATION
 1157 Contractor: LEASE CRUTCHER LEWIS (503)223-0500
 1158
 1159 11/14/2007 07-05887-01 877 E 16TH AVE
 1160 Interior remodel of existing College of Education, Ed.Additi
 1161 Owner: U OF O - FACILITIES SERVICES
 1162 Tenant: U OF O - COLLEGE OF EDUCATION

1163 Contractor: LEASE CRUTCHER LEWIS (503)223-0500
 1164
 1171 11/15/2007 07-05898-01 540 E 14TH AVE
 1172 New 9-unit apartment building. Units 101-109.
 1173 Owner: NEAL DAN E
 1174 Tenant: STEELHEAD TOWNHOUSE APARTMENTS
 1175 Contractor: ESSEX GENERAL CONSTRUCTION (541)342-4509
 1176
 1177 11/15/2007 07-05910-01 3919 W 1ST AVE
 1178 New building with warehouse/office/building materials & supp
 1179 Owner: BECKNELL DEVELOPMENT LLC
 1180 Tenant:
 1181 Contractor: JOHN DONALDSON CONSTRUCTION INC (805)654-135
 1182
 1195 11/16/2007 07-05925-01 1571 ALDER ST
 1196 Interior remodel of existing Education building (the old ori
 1197 Owner: U OF O - FACILITIES SERVICES
 1198 Tenant: U OF O - COLLEGE OF EDUCATION
 1199 Contractor: LEASE CRUTCHER LEWIS (503)223-0500
 1200
 1207 11/19/2007 07-05961-01 160 OAKWAY RD
 1208 Demolition of majority of existing building, and constructio
 1209 Owner: G J INV INC
 1210 Tenant:
 1211 Contractor:
 1212
 1273 11/27/2007 07-06079-01 900 ROBIN HOOD AVE
 1274 Addition to existing church for new sanctuary, and site impr
 1275 Owner: VALLEY RVR ASSEMBLY OF GOD
 1276 Tenant:
 1277 Contractor: CASCADE VIEW CONSTRUCTION INC (541)517-9356
 1278
 1495 12/24/2007 07-06505-01 3780 COBURG RD
 1496 Building 1 shell and sitework including underground utilitie
 1497 Owner: A & A PROPERTIES NORTHWEST L
 1498 Tenant:
 1499 Contractor: MCINTYRE CONSTRUCTION (541)687-2841
 1500
 1507 12/26/2007 07-06520-01 330 S GARDEN WAY 220 220
 1508 Tenant infill - Suite 220 for Oregon Medical Group, OB
 1509 Owner: GARDEN WAY MEDICAL LLC
 1510 Tenant: OREGON MEDICAL GROUP
 1511 Contractor: MEILI CONSTRUCTION (541)485-1417
 1512
 1549 1/4/2008 08-00060-01 300 VALLEY RIVER CENTER
 1550 Interior remodel for existing J C Penny store.
 1551 Owner: VALLEY RIVER CENTER LLC
 1552 Tenant: J C PENNEY CO INC
 1553 Contractor: CSI CONSTRUCTION COMPANY (503)907-0700

1554
1645 1/22/2008 08-00315-01 1221 COBURG RD
1646 Apartment building (Building C), sitework and trash enclosur
1647 Owner: HAMMER JOHN
1648 Tenant:
1649 Contractor:
1650
1675 1/23/2008 08-00362-01 175 W BROADWAY 100 100
1676 Tenant infill / Enterprise Rent a Car
1677 Owner: SPRING PROPERTIES INC
1678 Tenant: ENTERPRISE RENT-A-CAR
1679 Contractor: LEE CONSTRUCTION CO (541)683-3607
1680
1933 3/6/2008 08-00979-01 50 N DANEBO AVE
1934 New un-occupied 31' x 109' concrete basin (with roof) to ser
1935 Owner: FLAKEBOARD AMERICA LTD
1936 Tenant:
1937 Contractor: BATZER CONSTRUCTION INC (541)773-7553
1938
2011 3/12/2008 08-01129-01 10 COBURG RD
2012 New 3-story medical office building
2013 Owner: 10 COBURG LLC
2014 Tenant:
2015 Contractor: JOHN HYLAND CONSTRUCTION (541)726-8081
2016
2275 4/4/2008 08-01527-01 2911 TENNYSON AVE
2276 Tenant infill for Arlie & Company on 4th & 5th floors of Cre
2277 Owner: ARLIE & CO
2278 Tenant:
2279 Contractor: CHAMBERS CONSTRUCTION (541)687-9445
2280
2329 4/14/2008 08-01668-01 50 N DANEBO AVE
2330 Phase I -- Evo-Jet Process Equipment Foundation. Phase II
2331 Owner: FLAKEBOARD AMERICA LTD
2332 Tenant:
2333 Contractor:
2334
2413 4/22/2008 08-01825-01 330 S GARDEN WAY
2414 Tenant infill for Suite 120: Eugene Surgery Center & Suite 1
2415 Owner: GARDEN WAY MEDICAL LLC
2416 Tenant: ORAL & MAXILLOFACIAL SURGEONS
2417 Contractor: MEILI CONSTRUCTION (541)485-1417
2418
2449 4/29/2008 08-01943-01 410 RIVER AVE
2450 Influent pumping and Headworks expansion project.
2451 Owner: METROPOLITAN WASTEWATER
2452 Tenant:
2453 Contractor: WILDISH BUILDING CO (541)485-1700
2454

2545 5/5/2008 08-02079-01 4200 ROOSEVELT BLVD
 2546 Phase 1 for EWEB -Earthwork, Erosion control, utilities, wet
 2547 Owner: EWEB
 2548 Tenant:
 2549 Contractor: LEASE CRUTCHER LEWIS (503)223-0500
 2550
 2677 5/20/2008 08-02319-01 1615 E 13TH AVE
 2678 New Academic Learning Center building on UO campus. - Phase
 2679 Owner: U OF O - FACILITIES SERVICES
 2680 Tenant: U OF O - ACADEMIC LEARNING CENTER
 2681 Contractor: HOFFMAN CONSTRUCTION COMPANY (503)221-8811
 2682
 2683 5/22/2008 08-02332-01 410 RIVER AVE
 2684 MWMC Peak Flow project. Large diameter piping, disinfection
 2685 Owner: METROPOLITAN WASTEWATER
 2686 Tenant:
 2687 Contractor: WILDISH CONSTRUCTION (541)485-1700
 2688
 2797 6/4/2008 08-02563-01 1050 LINCOLN ST
 2798 New 3-story mixed use building
 2799 Owner: EUGENE DOWNTOWN COHOUSING LLC
 2800 Tenant:
 2801 Contractor:
 2802
 2839 6/9/2008 08-02641-01 1888 HARRIS ST
 2840 New 19-unit apartment building
 2841 Owner: HUTTON GENA
 2842 Tenant:
 2843 Contractor: PORTFOLIO BUILDERS (541)484-0070
 2844
 2845 6/11/2008 08-02649-01 1875 ALDER ST
 2846 New 20-unit four story apartment building. Unit address des
 2847 Owner: COMMONS ON ALDER THE
 2848 Tenant:
 2849 Contractor: ESSEX GENERAL CONSTRUCTION (541)342-4509
 2850
 2929 6/12/2008 08-02722-01 1680 E 15TH AVE
 2930 Addition to existing museum
 2931 Owner: U OF O - FACILITIES SERVICES
 2932 Tenant: U OF O - MUSEUM OF NATURAL HISTORY
 2933 Contractor: 2 G CONSTRCUTION (541)689-3850
 2934
 2947 6/16/2008 08-02786-01 859 WILLAMETTE ST
 2948 Tenant infill improvements (4th & 5th Floors) for Lane Counc
 2949 Owner: LANE COUNCIL OF GOVERNMENTS
 2950 Tenant:
 2951 Contractor: LEE CONSTRUCTION CO (541)683-3607
 2952
 2971 6/17/2008 08-02809-01 320 CAP CT

2972 New Building
2973 Owner: COLUMBIA CORRUGATED BOX
2974 Tenant:
2975 Contractor:
2976
3031 6/19/2008 08-02865-01 455 E 14TH ALY
3032 New 7-unit apartment building. (Apartment unit designations
3033 Owner: TWENTY LLC
3034 Tenant:
3035 Contractor: PORTFOLIO BUILDERS (541)484-0070
3036
3073 6/20/2008 08-02895-01 2788 RIVER RD
3074 Building shell and Walgreens tenant improvement (site work
3075 Owner: PHILLIPS EDISON & COMPANY
3076 Tenant: WALGREEN'S
3077 Contractor:
3078
3157 6/27/2008 08-03040-01 1180 JACOBS DR
3158 Complex Four of apartments -- 7 units
3159 Owner: PADDOCK CONSTRUCTION
3160 Tenant:
3161 Contractor: PADDOCK CONSTRUCTION (541)345-4629
3162

ling
on

at 10 Coburg Road
d in early June, said
/endetti, and physicians
i "office condominium."

ng an upscale "boutique" hotel.
?, by converting the now-vacant
room facility -- The Inn at the Market -- will aim for a room price and amenity level "modestly abo
\$8 million to \$9 million -- is expected

rgene.
,

ne,
rogen is looking
rters in
life sciences

; and warehouse
n said that the
ome Improvement

anuary 2009

Eugene

» May 08)

5,300,000.00

10,500,000.00

»rat

1,030,000.00

2,540,000.00

4,000,000.00

1,300,000.00

2,500,000.00

750,000.00

1,421,357.00

1,988,800.00

1,600,000.00

14,275,000.00

9,092,817.00

1,700,000.00

19,940,000.00

17,525,000.00

1,000,000.00

12,063,116.00

1,620,000.00

1,700,000.00

900,000.00

6,000,000.00

1,700,000.00

1,000,000.00

1,000,000.00

1,400,000.00

1,000,000.00

650,000.00

1,500,000.00

1,000,000.00

9

3,400,000.00

1,050,000.00

1,204,538.00

1,100,000.00

2,200,000.00

3,000,000.00

1,635,000.00

1,000,000.00

2,521,000.00

4,760,000.00

1,100,000.00

1,120,000.00

1,872,000.00

4,000,000.00

10,000,000.00

2,625,000.00

13,500,000.00

4,500,000.00

2,350,000.00

3,013,609.00

1,800,000.00

1,100,000.00

3,600,000.00

1,060,000.00

1,700,000.00

1,500,000.00

ive" any other local hotel, he said. The project -- with a price tag

1	08-05426-	1776 E 13TH AVE
2	2/4/2009 04	Phase Four: Construction Issue #4 (C1#4/4A) - Building Sk
3		Owner: U OF O - FACILITIES SERVICES
4		Tenant: U OF O - ARENA
5		Contractor:
6		
7	08-05426-	1776 E 13TH AVE
8	2/11/2009 05	Phase 5: Sitework (Civil & Landscape), Interiors
9		Owner: U OF O - FACILITIES SERVICES
10		Tenant: U OF O - ARENA
11		Contractor:
12		
13	09-00372-	2550 PORTLAND ST
14	2/2/2009 01	Change of occupancy from A to E
15		Owner: SECURITY FIRST CHILD DEVELOP
16		Tenant:
17		Contractor: CONSTRUCTION SYSTEMS 2 (541)747-3554
18		
19	09-00385-	855 SENECA RD
20	2/2/2009 01	Interior demolition of two offices, removal of plumbing fixt
21		Owner: GOODWILL INDUSTRIES OF LANE
22		Tenant:
23		Contractor: B C I CONSTRUCTION (541)344-7600
24		
25	09-00392-	95 DIVISION AVE F F
26	2/2/2009 01	Interior tenant infill for Pacific Cascade Federal Credit Un
27		Owner: ELLIOTT ASSOCIATES INC
28		Tenant: PACIFIC CASCADE FEDERAL CREDIT UNIO
29		Contractor: MCKENZIE COMMERCIAL (541)343-7143
30		
31	09-00402-	90785 LINK RD
32	2/3/2009 01	Pellet stove installation and building insulation
33		Owner: MCLINK ROAD LLC
34		Tenant:
35		Contractor: MCLEAN MASONRY & CONSTRUCTION (541)746
36		
37	09-00414-	2455 WILLAKENZIE RD
38	2/4/2009 01	Replace seven condensing units
39		Owner: EUGENE SCHOOL DISTRICT 4J
40		Tenant: SHELDON HIGH SCHOOL
41		Contractor:
42		
43	09-00416-	73 E 19TH AVE
	2/4/2009 01	

44 New 3-story 10-unit apartment building. Unit designations a
 45 Owner: CLARKE FAMILY LLC
 46 Tenant:
 47 Contractor: PADDOCK CONSTRUCTION (541)345-4629
 48

09-00445-
 49 2/5/2009 01 2402 W 11TH AVE
 50 Replace one antenna, and install two new antennas next to
 51 Owner: MCKAY INVESTMENT CO
 52 Tenant: T-MOBILE
 53 Contractor:
 54

09-00446-
 55 2/5/2009 01 1355 COLUMBIA ST
 56 Three level underground parking garage adjacent to the Are
 57 Owner: U OF O - FACILITIES SERVICES
 58 Tenant: U OF O - ARENA
 59 Contractor: HOFFMAN CONSTRUCTION COMPANY (503)221-
 60

09-00447-
 61 2/5/2009 01 710 MCKINLEY ST
 62 Add additional support under existing first floor framing; R
 63 Owner: SONS OF NORWAY
 64 Tenant: SONJA LODGE
 65 Contractor: MOORE DANIEL (541)338-4008
 66

09-00454-
 67 2/6/2009 01 4047 DONALD ST C C
 68 Remove 32" section of bearing wall, replace w/post and bea
 69 Owner: ROGERS JANET E
 70 Tenant:
 71 Contractor: FORESTAIR WOODWORKING (541)953-3647
 72

09-00456-
 73 2/6/2009 01 50 N DANEBE AVE
 74 Install wood framed structure to provide weather protection
 75 Owner: FLAKEBOARD AMERICA LTD
 76 Tenant:
 77 Contractor: BATZER CONSTRUCTION INC (541)773-7553
 78

09-00467-
 79 2/6/2009 01 2300 WARREN ST
 80 Installation of Wandering Management System. The clinical
 81 Owner: HEALTH CARE REIT INC
 82 Tenant:
 83 Contractor:
 84

09-00469-
 85 2/6/2009 01 1710 CHAMBERS ST
 86 Replace existing roof top unit in same location at Dandelion
 87 Owner: DANDELIONS FLOWERS & GIFTS
 88 Tenant:
 89 Contractor: MARSHALLS OIL & HEATING (541)747-7445

90			
		09-00472-	
91	2/6/2009	01	1020 GREEN ACRES RD 7 7
92			Tenant infill within existing building.
93			Owner: MALLARD II LLC
94			Tenant: MALY'S BEAUTY SUPPLY
95			Contractor:
96			
		09-00509-	
97	2/10/2009	01	1890 OAK ST
98			New 5-plex. Apartment designations are 1,2,3,4,5.
99			Owner: CLARKE FAMILY LLC
100			Tenant:
101			Contractor: PADDOCK CONSTRUCTION (541)345-4629
102			
		09-00518-	
103	2/11/2009	01	3498 W 1ST AVE 6 6
104			Interior remodel - Divide existing conference room into offi
105			Owner: SMITH DAN
106			Tenant:
107			Contractor: G T RENKEN BUILDERS (541)345-6666
108			
		09-00520-	
109	2/11/2009	01	2740 RIVER RD
110			Tenant infill for Papa Murphy's
111			Owner: PHILLIPS EDISON & COMPANY
112			Tenant: PAPA MURPHY'S PIZZA
113			Contractor:
114			
		09-00532-	
115	2/11/2009	01	895 E 13TH AVE
116			Interior demolition of partition and electrical
117			Owner: BOOK STORE INC
118			Tenant:
119			Contractor: MCKENZIE COMMERCIAL (541)343-7143
120			
		09-00534-	
121	2/11/2009	01	895 E 13TH AVE
122			Remodel of the Digital Duck and changing configuration of n
123			Owner: BOOK STORE INC
124			Tenant:
125			Contractor: MCKENZIE COMMERCIAL (541)343-7143
126			
		09-00553-	
127	2/12/2009	01	784 S BERTELSEN RD
128			install partition walls, fan, and electrical in building. N
129			Owner: HARVEY KARL
130			Tenant:
131			Contractor: HARVEY KARL (480)510-9089
132			
		09-00557-	
133	2/12/2009	01	1415 KINCAID ST
134			(2) additional panel antennas and (1) antenna replacement

135 Owner: U OF O - FACILITIES SERVICES
 136 Tenant: T-MOBILE
 137 Contractor:
 138
 139 09-00601- 400 COUNTRY CLUB RD 220 220
 2/18/2009 01
 140 Tenant infill-expansion of current space into existing, unoc
 141 Owner: MCKAY INVESTMENT COMPANY LLC
 142 Tenant: PENTAGON FEDERAL CREDIT UNION
 143 Contractor: LEE CONSTRUCTION CO (541)683-3607
 144
 145 09-00615- 65 W 30TH AVE 3720 3720
 2/18/2009 01
 146 Interior remodel of individual apartment unit
 147 Owner: CASCADE MANOR INC
 148 Tenant:
 149 Contractor: BEREZNIAK PETER (541)514-1268
 150
 151 09-00668- 2484 RIVER RD
 2/23/2009 01
 152 Minor tenant improvements
 153 Owner: PEACEHEALTH
 154 Tenant:
 155 Contractor: CHAMBERS CONSTRUCTION (541)687-9445
 156
 157 09-00738- 90 OAKLEIGH LN
 2/26/2009 01
 158 Convert existing SFD into medical office
 159 Owner: MONES STEWART L
 160 Tenant:
 161 Contractor: MONES STEWART L (541)653-9700
 162
 163
 164
 165

Total Records Reported = 27

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Lane Transit District

Area Building Permits Issued Since May 2008

U of O	Baseball facility	2,540,000
	Academic Learning Center	2,625,000
	Arena (Phase I, III, IV, & V)	53,340,000
	Parking facility for arena	12,063,116
	New chiller building foundation	2,500,000
EWEB	4200 Roosevelt (Phase I & II)	20,500,000
McKenzie-Willamette Medical Center	Various	25,250,000
State of Oregon	Eugene State Office Building	4,000,000
LTD	Gateway Station	1,500,000
Springfield Schools	School addition -- 615 Main	1,600,000
City of Springfield	Fire Station 16	<u>2,081,450</u>
		<u>\$ 127,999,566</u>

**Annual Route Review 2009
Revised Service Reduction Package**

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Change in Annual Hours	Percent Increase or Decrease	Cumulative % Change	Comments
Deleted or Major Reduction Routes								
3x	River Road Station	-684	0	0	-684	-0.25%	-0.25%	run six vs. eleven trips
7x	International Way	-745	0	0	-745	-0.27%	-0.52%	full deletion
8x	Thurston Station	-341	0	0	-341	-0.12%	-0.64%	run two vs. four trips
400 series	Miscellaneous 4-J school routes	-855	0	0	-855	-0.31%	-0.95%	FTA Rules under review
55	River Road Connector	-931	0	0	-931	-0.34%	-1.28%	changes from fewer #3x trips & two low productivity trips deleted
60	Cal Young	-798	0	0	-798	-0.29%	-1.57%	
64	Sheldon Plaza/The Register Guard	-3,787	0	0	-3,787	-1.37%	-2.94%	see #66/#67 added p.m. peak trips
79	UO/Gateway	-4,193	0	0	-4,193	-1.51%	-4.45%	UO/Commons covered by more #79x
81	LCC/Harris (only Saturday service deleted)	0	-314	0	-314	-0.11%	-4.56%	
Routes with Major Changes								
81	Summer frequency reduced from 30 to 60-minute frequency	---	---	---	-775	-0.28%	-4.84%	
85	No summer service	---	---	---	-990	-0.36%	-5.20%	
Routes with Minor Changes								
12	Extra 0815 OB trip & 15. min. frequency from 1400-1730	-275	0	0	-275	-0.10%	-5.30%	less than current longer peak 20 span
27	Delete inbound 6:40 a.m., 7:05 p.m., & 8:05 p.m. trips	-426	0	0	-426	-0.15%	-5.45%	
66/67	Add 7 p.m. peak trips to address capacity issues. No #66 inbound thru 3rd & High and no #67 outbound loop behind Sheldon Plaza	1,785	0	0	1,785	0.64%	-4.81%	
79x	Add 8 more trips to cover loss of #79 route	949	0	0	949	0.34%	-5.11%	not including purchased ASUO service
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-425	0	0	-425	-0.15%	-5.27%	
System-wide changes								
misc.	WK & SA: Move 7:45 p.m. departure to 7:30 p.m. Last departure becomes 10:30 p.m.	-921	0	0	-921	-0.33%	-5.60%	
misc.	Contingency	1,000			1,000	0.36%	-5.24%	
misc.	Adjustments (sum of minor service adjustments)	137	0	0	137	0.05%	-5.19%	will be adjusted even higher
Total Recommended Changes						-3.04%	-5.19%	

**Annual Route Review 2009
2009-10 Service Reduction Package**

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Change in Annual Hours	Percent Increase or Decrease	Cumulative % Change	Cost per Boarding	Comments
Deleted Routes									
00	Breeze	-13,388	0	0	-13,388	-4.83%	-4.83%	\$1.69	covered by #1 & #66/#67 changes
3x	River Road Station	-1,441	0	0	-1,441	-0.52%	-5.35%	\$3.00	
7x	International Way	-745	0	0	-745	-0.27%	-5.62%	\$6.04	
8x	Thurston Station	-681	0	0	-681	-0.25%	-5.87%	\$5.72	
400 series	Miscellaneous 4-J school routes	-855	0	0	-855	-0.31%	-6.18%	\$2.50	Prohibited under new FTA regulations.
25	Amazon	-4,820	-827	-633	-6,279	-2.27%	-8.44%	\$2.60	covered by #24 & #28 changes
30	Bertelsen	-7,013	-1,025	-788	-8,826	-3.19%	-11.63%	\$1.31	most covered by #36/#43 changes
52	Irving	-6,248	-841	-471	-7,560	-2.73%	-14.36%	\$1.24	covered by #51 & #57 changes
55	River Road Connector	-5,197	-500	0	-5,697	-2.06%	-16.41%	\$2.98	covered by #51 & #57 changes
60	Cal Young	-798	0	0	-798	-0.29%	-16.70%	\$5.85	
64	Sheldon Plaza/The Register Guard	-3,787	0	0	-3,787	-1.37%	-18.07%	\$2.23	most covered by new #66/#67
73	UO/Willamette	-6,694	-831	-684	-8,209	-2.96%	-21.03%	\$1.73	partly covered by new #24 & #28
76	UO/Westmoreland	-3,564	0	0	-3,564	-1.29%	-22.32%	\$2.30	most covered by #36/#43 changes
79	UO/Gateway	-4,193	0	0	-4,193	-1.51%	-23.83%	\$1.22	UO/Commons covered by more #79x
81	LCC/Harris (only Saturday service deleted)	0	-314	0	-314	-0.11%	-23.94%	\$3.83	
misc.	school trips on regular routes	-1,434	0	0	-1,434	-0.52%	-24.46%	n/a	most handled by increased peak frequency along corridors
Routes with Major Changes									
13	No connection between Springfield Station & Mohawk area	-3,056	-354	-224	-3,633	-1.31%	-25.77%		covered by new #18 routing
18	Shorter route with no cross-town (Q Street) service	---	---	---	-1,628	-0.59%	-26.36%		
19	Shorter route with no cross-town (Q Street) service	---	---	---	-181	-0.07%	-26.42%		uses Prescott vs. Aspen/Tamarack
41	Shorter route with no service west of Barger & Echo Hollow	---	---	---	-1,118	-0.40%	-26.83%		western portion covered by #44
81	Summer frequency reduced from 30 to 60-minute frequency	---	---	---	-775	-0.28%	-27.11%		
85	No summer service	---	---	---	-990	-0.36%	-27.46%		
Combined routes & 15-minute peak corridor service									
24	Combined 24/73 routing with peak-hour 15-minute frequency	1,687	364	134	2,185	0.79%	-26.67%		peak connect to #28 @ Amazon Sta
28	Combined 25/28 routing with peak-hour 15-minute frequency	3,511	-151	39	3,399	1.23%	-25.45%		peak connect to #24 @ Amazon Sta
36	Combined 30/36/76 routing with peak-hour 15-minute frequency	2,856	0	0	2,856	1.03%	-24.42%		
43	Combined 30/36/76 routing with peak-hour 15-minute frequency	1,727	0	0	1,727	0.62%	-23.79%		also connects to Danebo & Roosevelt
51	Combined 51/52/55 routing with peak-hour 15-minute frequency	2,226	230	280	2,736	0.99%	-22.81%		2nd/Chambers vs. 1st/Railroad Blvd
66	Combined Breeze/64/66 routing with peak-hour 15-minute frequency	5,571	0	0	5,571	2.01%	-20.80%		no 3rd/High--covers Country Club Rd
67	Combined Breeze/64/67 routing with peak-hour 15-minute frequency	6,069	0	0	6,069	2.19%	-18.61%		Country Club Rd & Shadowview but no longer behind Sheldon Plaza
New Connector Routes									
44	WinCo to Terry/Danebo/Roosevelt neighborhood	3,009	1,040	0	4,049	1.46%	-17.14%		connects w. #43 at Danebo & Roosevelt
57	RR Station to River Road north of Irving plus coverage of #51/#52/#55 neighborhood loops	6,714	1,227	0	7,941	2.87%	-14.28%		
Routes with Minor Changes									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-14.28%		
12	WK 15-minute frequency expanded from 0700-0800 to 0700-0830	238	0	0	238	0.09%	-14.19%		
27	Delete inbound 6:40 a.m., 6:40 a.m., 7:05 p.m., & 8:05 p.m. trips	-638	0	0	-638	-0.23%	-14.42%	\$7.95	
40	Routing change: uses Railroad Blvd/1st vs. Chambers/2nd/Blair	0	0	0	0	0.00%	-14.42%		
79x	Add 8 more trips to cover loss of #79 route	401	0	0	401	0.14%	-14.28%		
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-425	0	0	-425	-0.15%	-14.43%	\$7.98	
System-wide changes									
misc.	WK & SA: Move 7:45 p.m. departure to 7:30 p.m. Last departure becomes 10:30 p.m.	-921	0	0	-921	-0.33%	-14.76%		
misc.	Adjustments (sum of minor adjustments made to original proposal)	137	0	0	137	0.05%	-14.71%		
TOTAL							-14.71%		
Tier 2 Concepts									
misc.	Delete Weekday 9:30 p.m. & 10:30 p.m. departures	-6,834	0	0	-6,834	-2.47%			
misc.	Delete Saturday 9:30 p.m. & 10:30 p.m. departures	0	-1,301	0	-1,301	-0.47%			
misc.	Delete Sunday 6:30 p.m. & 7:30 p.m. departures	0	0	-1,155	-1,155	-0.42%			
misc.	Eliminate Sunday service					-4.90%			

Budgeting Assumptions

Lane Transit District
Special Board Meeting
March 2, 2009

Unemployment Trends

	Jan. 2009	Dec. 2008	Jan. 2008
Eugene-Springfield	9.5%	8.4%	5.4%
Oregon	9.9%	8.3%	5.3%
USA	7.6%	7.2%	4.9%

Payroll Tax Assumptions

○ Growth in Base

	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
High Estimate	1%	2%	3%	4%	5%	6%	6%	6%
Middle Estimate	0%	0%	3%	4%	5%	6%	6%	6%
Low Estimate	-2%	0%	3%	4%	5%	6%	6%	6%

- Staff recommend using Middle Estimate in LRFP

Payroll Tax Assumptions

○ Payroll Tax Acceleration

- Would allow LTD to increase to .007 in 2010
- Requires Legislative approval
- **Staff recommend not assuming in LRFP**

○ Payroll Tax Increase

- Would allow LTD to increase from .007 to .008
- Requires Legislative approval
- Requires finding that local economy can support increase
- **Staff recommend not assuming in LRFP**

American Recovery and Reinvestment Act (Stimulus)

- ◉ Total of \$6.47 million for LTD
- ◉ Half (\$3.24 million) can be used for fleet maintenance
- ◉ One-time revenue source
- ◉ **Staff recommend assuming \$3.24 million from ARRA to be used for fleet maintenance within the next year**

Federal Grant (Section 5307)

- ◉ Allocated annually by formula (\$4.7 million per year)
- ◉ Capital funding, but can be used for maintenance
- ◉ Provides major source of funding for bus replacement and miscellaneous capital (computer equipment, passenger shelters, etc.)
- ◉ **Staff recommend assuming \$1 million per year of 5307 funds for fleet maintenance in the LRFP**

Surface Transportation Program-Urban

- Federal Highway funds that can be “flexed” (used for other modes)
- Allocated to metropolitan area annually on formula basis (about \$3 million per year)
- If used for transit, same rules as 5307
- Requires approval by Metropolitan Policy Committee
- **Staff recommend assuming \$.5 million of STP-U funds in FY 10-11, FY 11-12, and FY 12-13**

Elderly & Disabled Transportation

- ◉ Increased Tobacco Tax for Elderly & Disabled Transportation
 - Current tobacco tax 2 cents
 - 2009 State Legislature considering three options: additional 2.5 cents; additional 3 cents; and additional 7 cents
 - Revenue generated between \$400,000 and \$1.1 million per year
 - **Staff recommend that LRFP assumes no additional revenue**

Elderly & Disabled Transportation

◎ State Funds for RideSource

- State funding normally used for vehicle purchase, but received \$700,000 discretionary grant from FTA for RideSource vehicles
- Approval appears assured
- Staff recommend that \$350,000 in State RideSource funding be assumed in FY 09-10 and FY 10-11

Elderly & Disabled Transportation

◉ Business Energy Tax Credit (BETC) for *RideSource*

- Reimbursement of 25.5 percent of costs (approximately \$650,000 per year)
- Will apply for reimbursement this year and subsequent years
- Ongoing revenue source, but subject to changes in BETC rules
- **Staff recommend assuming this reimbursement in LRFP**

Other Revenue Options

◉ Federal Surface Transportation Bill Reauthorization

- Six-year bill expires September 30, 2009
- Determines level of federal transit formula and discretionary funding
- Pressure to increase transit funding, but also pressure to reduce federal deficit
- **Staff recommend not assuming an increase in revenue in the LRFP**

Other Revenue Options

◉ Local Funding Options

- Board considered many options last summer
- Property tax considered in 2008, but not pursued
- Local funding options require a great deal of time and coordination with other public agencies to implement
- Staff recommend not assuming funds from a local tax in the LRFP

Pension Plan Funding

Represented Employee Pension Plan Funding Status

	Jan. 1, 2008	Jan. 1, 2006	Jan. 1, 2004
Asset Value	\$14,578,000	\$12,715,200	\$11,037,400
Liability Value	26,177,300	22,486,000	18,542,100
Unfunded	11,599,300	9,470,800	7,504,700
Funded Ratio	55.7%	57.3%	59.5%

Administrative Employee Pension Plan Funding Status

	June 30, 2007	June 30, 2005	June 30, 2003
Asset Value	\$9,377,540	\$7,517,016	\$6,347,725
Liability Value	12,495,566	10,159,848	7,752,440
Unfunded	3,118,026	2,642,832	1,404,715
Funded Ratio	75.0%	74.0%	81.9%

Pension Costs

- Separate ATU and Administrative Plans
- Actuarial Assessment to be completed in 2010
- Preliminary estimate indicates that both plans require additional contributions
- Estimated additional cost of \$700,000 per year (total for both plans)
- Staff recommend including this additional cost starting in FY 09-10
- Staff also recommend considering structural changes to the retirement plans

Diesel Fuel

○ Prices difficult to predict

January 2008	\$2.60
July 2008	\$4.19
August 2008	\$3.54
October 2008	\$2.93
November 2008	\$1.88
December 2008	\$1.31
February 2009	\$1.23 *

*Lowest per gallon rate since December 17, 2004

Fuel

- ◉ Budgeted at \$3.75 per gallon in FY 08-09
- ◉ Year-to-date average price \$2.45 per gallon
- ◉ Current price \$1.20 per gallon
- ◉ Large quantity purchases may reduce costs and improve budget predictability
- ◉ **Staff recommend assuming \$2.00 per gallon in FY 09-10, with annual 3% increases thereafter**

Materials and Services

- Approximate \$300,000 reduction identified
- Reduction primarily in marketing, security, and energy costs
- Some savings implemented in current year
- **Staff recommend assuming this reduced level of M&S starting in FY 09-10**

Administrative Savings

- Savings already implemented include M&S and savings in personnel (HR position, grant charges)
- Considered two options for additional 3% savings: wage freeze or retirement plan reduction
- **Staff recommend implementing a wage freeze for FY 09-10**



February 4, 2009

Warren Wong

3303 Stoney Ridge Road
Eugene, OR 97405

Dear Warren:

As a citizen member of Lane Transit District's Budget Committee, you have an important role to play in understanding and planning for the revenue and expense challenges with which LTD is faced as we struggle to provide essential transportation services to our community in a time of economic downturn. The LTD Board of Directors will be holding a special work session:

Monday, March 2, 2009
5:30-8:30 p.m.
LTD Board Room

You are invited to participate in this special work session, which will consider revenue projections, new revenue opportunities, long-range financial plan assumptions, and expenditure issues. Dinner will be provided.

Please let Chris Thrasher know if you will be able to attend the March 2 special work session. Chris' direct telephone number is 682-6200, or she can be reached by e-mail at chris.thrasher@ltd.org.

In order to prepare for the special work session and bring citizen Budget Committee members up to date on LTD projects, plans, service issues, and other aspects of operation, there will be a meeting to brief citizen committee members:

Tuesday, February 24, 2009
5:30-7:30 p.m.
LTD Board Room

Dinner also will be provided for this meeting. Chris Thrasher has already notified citizen members of the February meeting, and we hope that you will be able to attend.

There is a third date that will be important--**Wednesday, May 20, 2009**--when the first meeting of the Budget Committee to consider the FY 2009-10 proposed budget will begin at **6:30 p.m.** in the LTD Board Room. Dinner will not be provided for this meeting, but there will be beverages and snacks. If the committee needs additional time or more information, **Thursday, May 21, at 6:30 p.m.**, has also been reserved for the Budget Committee. Please try to schedule these meetings on your calendar. A separate reminder will be sent as the date approaches.

Warren Wong
Page 2
February 4, 2009

As preliminary orientation information, a copy of the FY 2007-08 Comprehensive Annual Financial Report is enclosed for your review. This report includes audited financial statements, as well as project information and performance reports. Staff will be able to answer any questions you may have about this information at the February 24 meeting. Questions will not be limited to the information presented, so please feel free to ask about anything of interest. Thank you for your service. Our volunteers are a much valued part of LTD.

Sincerely,

Diane W. Hellekson
Chief Financial Officer/Budget Officer

DWH/crt

Enclosure

cc: Doris Towery, LTD Board
Ed Necker, LTD Board

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UNEMPLOYMENT TRENDS

		Jan 2009		Dec 2008		Jan 2009
Eug-Spr		9.5%		8.4%		5.4%
Oregon		9.9%		8.3%		5.3%
USA		7.6%		7.2%		4.9%

Lane Transit District and ATU, Local 757 Pension Plan

- Plan Funding Levels
 - 55.7% Funding level as of January 1, 2008
 - 46% Estimated funding level as of January 1, 2010
- Percent of total salary
 - 16.2% for 2008-09
- Recent Investment Returns
 - 2008 investment return -31.47%

Lane Transit District and ATU, Local 757 Pension Plan

- Current LTD contribution \$3.69 per hour
 - \$2,054,000 budgeted in current year
- Estimated LTD contribution increase July 1, 2010
 - \$.75 to \$1.25 per hour contribution increase
 - \$4.44 to \$4.94 total contribution per hour
 - \$420,000 to \$700,000 increase annually

Lane Transit District Salaried Retirement Plan

- Plan Funding Levels
 - 75% as of June 30, 2007
 - 61% estimated as of June 30, 2009
- Percent to total salary
 - 23.2% for 2008-09
- Recent investment returns
 - 2008 investment return -31.47%

Lane Transit District Salaried Retirement Plan

- Current LTD contribution level of 16.80%
 - \$979,000 budgeted in current year
- Estimated LTD contribution increase July 1, 2010
 - 3.05% increase in contribution
 - 19.85% total contribution
 - \$176,256 annual increase

Administrative Employee Pension Plan Funding Status

		6/30/07		6/30/05		6/30/03
Asset Value		\$9,377,540		\$7,517,016		\$6,347,725
Liability Value		12,495,566		10,159,848		7,752,440
Unfunded		3,118,026		2,642,832		1,404,715
Funded Ratio		75.0%		74.0%		81.9%

Represented Employee Pension Plan Funding Status

		1-1-2008		1-1-2006		1-1-2004
Asset Value		\$14,578,000		\$12,715,200		\$11,037,400
Liability Value		26,177,300		22,486,000		18,542,100
Unfunded		11,599,300		9,470,800		7,504,700
Funded Ratio		55.7%		57.3%		59.5%

Elderly and Disabled Transportation Funding

The Americans with Disabilities Act of 1990 (ADA) requires that urban transit systems provide complementary paratransit service for those unable to access the fixed-route system due to a disability. In Eugene-Springfield, this is the RideSource service.

The cost for providing the RideSource service has been increasing dramatically, and the increases have required an ever greater portion of LTD's General Fund revenues. Currently, the service costs approximately \$3 million per year. The State contribution to the service is about \$600,000, and has not increased in many years. The State funding is primarily from a 2 cent tobacco tax, with smaller amounts from the state-issued ID cards and non-vehicle fuel taxes (the so-called lawnmower fund).

Increase in the Tobacco Tax

There are three different proposals in the state legislature to increase the tobacco tax for elderly and disabled transportation. The Governor has proposed an increase of 2.5 cents, the House Revenue Committee has proposed an increase of 3 cents, and Representative Beyer has submitted a bill for a 7 cent increase. These bills would add between \$350,000 and \$1.1 million in annual revenue for LTD.

Staff recommend not assuming revenue from an increase in the Tobacco Tax.

State Funding for RideSource

LTD generally receives funding from the state (federal funds allocated by the state) for the purchase of RideSource vehicles. This year, LTD received a \$1 million discretionary grant from the Federal Transit Administration that can be used for Passenger Boarding Improvements or RideSource vehicles. LTD has proposed using \$700,000 of the FTA grant for RideSource vehicles, and use the state funds for RideSource operations.

Staff recommend assuming that \$350,000 in state funds is used for RideSource operation in FY 09-10 and FY 10-11.

Business Energy Tax Credit

Staff have recently learned that expenditures for the RideSource program may qualify for a Business Energy Tax Credit (BETC). This would result in approximately \$600,000 per year in pass-through tax credit. It should be noted that there is some discussion at the State Legislature on putting a cap on BETC tax credits.

Staff recommend assuming \$650,000 per year in BETC tax credits.

Federal Grant Funds (5307)

The District receives an annual allocation of funds from the Federal Transit Administration (FTA) that are distributed on a formula basis. The annual allocation of these funds (known as Section 5307 funds) has varied somewhat, and is now at about \$4.7 million per year.

For communities over 200,000 in population, including the Eugene-Springfield area, the funds are restricted to capital expenditures. LTD has generally used the Section 5307 formula funds for bus replacement and for smaller capital items, such as bus shelters, computers, security systems, and support vehicles. However, the funds can also be used for fleet maintenance, facilities maintenance, and paratransit service, items which are generally thought of as operating expenses and for which LTD currently uses General Fund money.

The District generally uses discretionary federal funds (Section 5309) for major projects such as EmX and large passenger and support facilities.

The District's capital expenditures are guided by the Capital Improvements Program (CIP). Staff have carefully evaluated projects in the CIP and have determined that some of the Section 5307 funds can be used for maintenance without jeopardizing mission-critical capital items, such as bus replacement.

<u>Federal 5307 Funding</u>	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
	<u>FY 09-10</u>	<u>FY 10-11</u>	<u>FY 11-12</u>	<u>FY 12-13</u>	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>
Prior Year Balance	2,618,735	4,312,335	3,893,655	3,638,615	2,794,871	2,771,911	2,506,671	2,286,671
Apportionment	<u>4,700,000</u>	<u>4,820,000</u>	<u>4,940,000</u>	<u>5,060,000</u>	<u>5,190,000</u>	<u>5,320,000</u>	<u>5,450,000</u>	<u>5,590,000</u>
5307 Funding Available	7,318,735	9,132,335	8,833,655	8,698,615	7,984,871	8,091,911	7,956,671	7,876,671
Project Total	<u>(3,006,400)</u>	<u>(5,238,680)</u>	<u>(5,195,040)</u>	<u>(5,903,744)</u>	<u>(5,212,960)</u>	<u>(5,585,240)</u>	<u>(5,670,000)</u>	<u>(5,318,000)</u>
Remaining for Next FY	4,312,335	3,893,655	3,638,615	2,794,871	2,771,911	2,506,671	2,286,671	2,558,671

Staff recommend allocating \$1.2 million in FY 08-09 Section 5307 funds for fleet maintenance, and \$1 million per year thereafter starting in FY 09-10.

Fuel

The price of fuel has been extremely volatile and, therefore, very hard to predict. In FY 07-08 the price skyrocketed during the second half of the year, resulting in the costs for fuel far exceeding the budget. In FY 08-09 fuel was budgeted at \$3.75 per gallon. After a period in which the cost was more than \$4.00 per gallon, the price has dropped to as low as \$1.19 per gallon. The District will spend considerably less than budget for fuel this year.

In an effort to take advantage of the low current price, staff are considering a bulk fuel purchase of approximately 400,000 gallons, which is approximately five month's worth of fuel. The fuel would be stored in an available tank in Coos Bay. Delivery and storage costs are expected to be about 14 cents per gallon. Diesel fuel has a storage life of 12 to 18 months. LTD will still be able to buy fuel off of the existing contract as well. This will help LTD to take advantage of any lower prices throughout the entire budget year. The stored fuel should act as an efficient insurance tool to help offset and manage fuel price spikes.

Predicting fuel costs for next year and the out years is extremely difficult. This will no doubt be a budget item that requires constant attention.

Staff recommend that the FY 09-10 budget assume \$2.00 per gallon, and that the cost increase by 3 percent per year.

Lane Transit District

Future Major Construction Projects

University of Oregon Basketball Arena	\$210 million
Other University of Oregon Buildings	TBD
Alumni Center	
Student Housing	
Other	
LTD Gateway EmX Extension	\$36 million
Leaburg Dam Fish Passage	\$11 million
Carmen-Smith Hydroelectric Power Improvements	\$135 million
Lane Community College Facilities Improvements	TBD
Eugene Downtown Steam Conversion	TBD
Regional Veterans Hospital	\$82 million
Junction City Prison	\$350 million
Junction City State Mental Hospital	\$163 million
Springfield Justice Center Completion	TBD
U of O Infrastructure Upgrades (Steam and Substations)	\$10+ million
EWEB Operations Center	\$82 million
Metropolitan Wastewater Management Commission Repairs and Upgrades	TBD
Lookout Point Dam Generator Repairs and Upgrades	\$30 million
Hayden Bridge Water Treatment Facility Expansion	\$7.5 million
EWEB Water Main and Reservoir Repairs and Upgrades	\$6.13 million
Seneca Sawmill Energy Conversion	\$45 million

Materials and Services

Last fall, the Leadership Council went through an exercise of carefully evaluating all materials and services (M&S) expenditures. As a result, approximately \$300,000 in current M&S costs were eliminated. Some of those cost reductions were implemented right away, while some are to be implemented in the next fiscal year.

The most significant M&S cost reductions were in marketing (reduced advertising), security, and utilities costs.

Staff recommend that these reductions in M&S costs are assumed to continue throughout the eight-year LRFP.

Other Revenue Options

Last summer staff provided the Board with a list of possible revenue sources for transit. Attached is a document prepared for the July 16, 2008, Board meeting that lists the revenue options. Some of these, such as increased fares and additional State funding for Elderly and Disabled Transportation, are being pursued. Most, including several local revenue options, are not being pursued at this time. The local revenue option that was considered most seriously by the Board was a property tax measure. After receiving feedback from community leaders, the Board ultimately decided not to place the measure on the November 2008 ballot.

The implementation of a new local revenue source for transit is expected to be a very challenging endeavor and one that would take considerable time and effort.

Staff recommend not assuming revenue from these other possible revenue options in the LRFP.

<u>Fiscal Year</u>	<u>Payroll Taxes</u>	<u>fee to state</u>	<u>net PR taxes</u>	
FY 1970-1971	150,000	-	150,000	
FY 1971-1972	798,500	44,688	753,812	4/1/1972
FY 1972-1973	794,516	52,977	741,539	
FY 1973-1974	1,398,887	54,161	1,344,726	7/1/1973
FY 1974-1975	1,906,143	66,748	1,839,395	10/1/1974
FY 1975-1976	2,329,455	103,883	2,225,572	
FY 1976-1977	2,842,998	62,880	2,780,118	
FY 1977-1978	3,451,067	73,972	3,377,095	
FY 1978-1979	4,130,468	102,973	4,027,495	1/1/1979
FY 1979-1980	4,162,551	98,575	4,063,976	1/1/1980
FY 1980-1981	4,755,909	110,012	4,645,897	
FY 1981-1982	4,974,551	115,345	4,859,206	
FY 1982-1983	4,845,120	125,866	4,719,254	
FY 1983-1984	4,902,853	129,739	4,773,114	10/1/1983
FY 1984-1985	4,779,747	157,458	4,622,289	
FY 1985-1986	4,975,650	134,754	4,840,896	
FY 1986-1987	5,275,919	129,231	5,146,688	7/1/1987
FY 1987-1988	5,572,525	138,639	5,433,886	
FY 1988-1989	6,110,231	177,927	5,932,304	
FY 1989-1990	6,811,315	208,780	6,602,535	
FY 1990-1991	7,060,955	150,721	6,910,234	
FY 1991-1992	7,656,158	208,934	7,447,224	1/1/1992
FY 1992-1993	9,032,416	137,078	8,895,338	
FY 1993-1994	9,662,068	204,704	9,457,364	
FY 1994-1995	11,002,928	233,025	10,769,903	10/1/1994
FY 1995-1996	11,909,721	200,050	11,709,671	
FY 1996-1997	13,164,266	225,951	12,938,315	
FY 1997-1998	14,456,313	269,001	14,187,312	
FY 1998-1999	15,447,130	268,143	15,178,987	
FY 1999-2000	16,326,025	285,939	16,040,086	
FY 2000-2001	16,791,064	381,920	16,409,144	
FY 2001-2002	16,424,265	303,155	16,121,110	
FY 2002-2003	16,506,063	291,069	16,214,994	
FY 2003-2004	17,437,433	299,091	17,138,342	
FY 2004-2005	20,527,316	358,340	20,168,976	
FY 2005-2006	21,827,551	411,530	21,416,021	
FY 2006-2007	22,579,799	417,209	22,162,590	1/1/2007
FY 2007-2008	23,760,342	456,771	23,303,571	1/1/2008

fee state net
Self-Employment Taxes

0.003
0.0025

0.0047
0.0054

0.005
0.006

0.005

0.005
0.0049

0.0056

0.006

46,389	695,104
31,990	893,555
40,507	959,837
63,531	980,861
172,482	876,048
81,090	972,902
58,256	1,014,874
51,439	1,028,534
50,919	1,119,274
51,352	1,153,652
88,292	1,512,419
127,579	1,543,520
100,486	1,618,655

0.0062
0.0064

Lane Transit District

Payroll Tax Growth History

Fiscal Year	Gross Payroll Taxes	Effective Date	Tax Rate	Annual Change	3-Year Rolling Average	5-Year Rolling Average	8-Year Rolling Average
FY 1970-1971	150,000	1/1/1970	0.003				
FY 1971-1972	798,500	4/1/1972	0.0025				
FY 1972-1973	794,516			15.4%			
FY 1973-1974	1,398,887	7/1/1973	0.0047	-6.3%			
FY 1974-1975	1,906,143	10/1/1974	0.0054	23.3%	10.8%		
FY 1975-1976	2,329,455			17.7%	11.6%		
FY 1976-1977	2,842,998			22.0%	21.0%	14.4%	
FY 1977-1978	3,451,067			21.4%	20.4%	15.6%	
FY 1978-1979	4,130,468	1/1/1979	0.005	24.3%	22.6%	21.7%	
FY 1979-1980	4,162,551	1/1/1980	0.006	-4.7%	13.7%	16.1%	14.1%
FY 1980-1981	4,755,909			4.7%	8.1%	13.5%	12.8%
FY 1981-1982	4,974,551			4.6%	1.5%	10.1%	14.2%
FY 1982-1983	4,845,120			-2.6%	2.2%	5.3%	10.9%
FY 1983-1984	4,902,853	10/1/1983	0.005	15.6%	5.9%	3.5%	10.7%
FY 1984-1985	4,779,747			2.4%	5.1%	4.9%	8.2%
FY 1985-1986	4,975,650			4.1%	7.4%	4.8%	6.1%
FY 1986-1987	5,275,919			6.0%	4.2%	5.1%	3.8%
FY 1987-1988	5,572,525	7/1/1987	0.0049	7.8%	6.0%	7.2%	5.3%
FY 1988-1989	6,110,231			9.6%	7.8%	6.0%	5.9%
FY 1989-1990	6,811,315			11.5%	9.6%	7.8%	6.8%
FY 1990-1991	7,060,955			3.7%	8.3%	7.7%	7.6%
FY 1991-1992	7,656,158	1/1/1992	0.0056	2.2%	5.8%	7.0%	5.9%
FY 1992-1993	9,032,416			9.5%	5.1%	7.3%	6.8%
FY 1993-1994	9,662,068			7.0%	6.2%	6.8%	7.2%
FY 1994-1995	11,002,928	10/1/1994	0.006	8.1%	8.2%	6.1%	7.4%
FY 1995-1996	11,909,721			6.4%	7.2%	6.6%	7.3%
FY 1996-1997	13,164,266			10.5%	8.3%	8.3%	7.4%
FY 1997-1998	14,456,313			9.8%	8.9%	8.4%	7.2%
FY 1998-1999	15,447,130			6.9%	9.1%	8.3%	7.6%
FY 1999-2000	16,326,025			5.7%	7.5%	7.9%	8.0%
FY 2000-2001	16,791,064			2.8%	5.1%	7.1%	7.2%
FY 2001-2002	16,424,265			-2.2%	2.1%	4.6%	6.0%
FY 2002-2003	16,506,063			0.1%	0.2%	2.7%	5.0%
FY 2003-2004	17,437,433			5.6%	1.2%	2.4%	4.9%
FY 2004-2005	20,527,316			17.7%	7.8%	4.8%	5.8%
FY 2005-2006	21,827,551			6.3%	9.9%	5.5%	5.4%
FY 2006-2007	22,579,799	1/1/2007	0.0062	1.8%	8.6%	6.3%	4.7%
FY 2007-2008	23,760,342	1/1/2008	0.0064	1.9%	3.3%	6.7%	4.2%

Payroll Taxes

Payroll taxes are collected quarterly, one month after the end of the quarter. For example, LTD collected in February 2009 the taxes from the October-December 2008 quarter. There is, therefore, a very quick impact in tax collections from changes in the local economy.

Thus far in FY 2008-09, tax receipts are approximately 102% of the previous year. This is well under the 107.9% assumed in the budget, but considerably better than anticipated given the information on local unemployment and job losses. At this point, we are projecting that taxes for the fiscal year will be 101% of last year's receipts.

The previous chart shows the historic payroll tax receipts. Excluding the early years when there were increases of more than 20 percent during some years, the LTD payroll tax has increased by an average of about 6 percent per year. The current payroll tax rate is .0065, and it will increase by .0001 each year until it reaches the current legislative maximum of .007 on January 1, 2014.

Information on local construction activity was also previously listed. Payroll taxes from construction projects can have an important impact on total payroll tax receipts. The high level of construction activity over the next couple of years can help keep payroll tax receipts higher during the recession.

Payroll Tax Base

A key question is the assumption used in the budget and in the Long-Range Financial Plan (LRFP) for the growth in the payroll tax base. Economists vary in their predictions on the depth and length of the current recession. Staff have generated three options:

- High Option: Annual growth between FY 09-10 and FY 16-17: 1%, 2%, 3%, 4%, 5%, 6%, 6%, 6%
- Middle Option: Annual growth between FY 09-10 and FY 16-17: 0%, 0%, 3%, 4%, 5%, 6%, 6%, 6%
- Low Option: Annual growth between FY 09-10 and FY 16-17: -2%, 0%, 3%, 4%, 5%, 6%, 6%, 6%

Staff Recommend the Middle Option for the LRFP

Payroll Tax Acceleration

The Governor has proposed, as part of his Jobs and Transportation Act (JTA), that the payroll tax be allowed to increase to the statutory maximum of .007 on January 1, 2010. This would generate an estimated \$4.5 million in additional revenue for LTD between 2010 and 2014, the date when the rate is currently programmed to reach .007.

Staff Recommend not assuming this additional revenue in the LRFP

Payroll Tax Increase

The Governor's JTA also recommends that the maximum rate for the payroll tax be allowed to increase from .007 to .008 over a ten-year period. This increase would require a finding that "the economy in the District has recovered to an extent sufficient to warrant the increase in tax."

Staff Recommend not assuming this additional revenue in the LRFP

Pension Plan Costs

Lane Transit District has separate defined benefit retirement plans for contract employees and administrative employees. Every two years, an actuarial assessment is conducted to determine the two plans financial situations and whether there is a need to alter the contribution rate.

The next actuarial assessment is not scheduled until early 2010, with the results of that assessment implemented in the FY 10-11 budget. However, given the changes in the stock market, staff asked for an early estimate of the status of the plans, expecting that there would be a need to significantly increase the contribution to the plans. The assessment did indeed indicate that the plans are underfunded, and suggested that an increase in LTD's contribution would certainly need to occur for the FY 10-11 budget. The estimate is that the two plans would require at least \$700,000 more per year.

Local 757 Pension Plan Funding Status:

	1-1-2008	1-1-2006	1-1-2004
Asset Value	\$14,578,000	\$12,715,200	\$11,037,400
Liability Value	26,177,300	22,486,000	18,542,100
Unfunded	11,599,300	9,470,800	7,504,700
Funded Ratio	55.7%	57.3%	59.5%

Salaried Retirement Plan Funding Status:

	6/30/07	6/30/05	6/30/03
Asset Value	\$9,377,540	\$7,517,016	\$6,347,725
Liability Value	12,495,566	10,159,848	7,752,440
Unfunded	3,118,026	2,642,832	1,404,715
Funded Ratio	75.0%	74.0%	81.9%

Staff recommend increasing the contribution to the retirement plans by \$700,000 starting in FY 09-10, rather than waiting for completion of the actuarial analysis.

Staff also recommend that the Trustees consider structural changes to the retirement plans, including the possibility of a two-tiered system. Staff can develop options for consideration by the Trustees.

Lane Transit District
Retirement Plan Information

	LTD/ATU Plan	LTD Salaried Plan
<u>Current Information</u>		
Current contribution rate:		
Hourly Rate	\$3.69	N/A
% of Salary	N/A	16.80%
Contribution budget FY 2008-09	\$2,054,000	\$979,000
Contribution as % of salary	16.20%	16.80%
Funding Level (most recent valuation)	55.70%	75.00%
2008 Investment Return	-31.47%	-31.47%
<u>FY 2010-11 Projections</u>		
Funding level	46.00%	61.00%
Minimum contribution rate increase:		
Hourly Rate	\$0.75	
% of Salary		3.05%
Minimum contribution increase	\$420,000	\$176,300

Transit Revenue Options

July 16, 2008

This document provides an overview of some options for increasing LTD revenues. This is not an exhaustive list, nor have these options been fully investigated, and the political feasibility varies among the choices. The Board is asked to provide staff with direction that can guide further research and investigation.

1. Increase Fares

Fare increases are in progress. The Board has approved a cash fare and group pass increase, and will soon be taking final action on an increase in monthly passes. The increases will take effect between July 1, 2008, and January 1, 2009. It is expected that the fare increases will generate more than \$500,000 per year in additional revenue. Future adjustments to fares will be considered on an annual basis.

2. Additional State Funding for E&D Transportation

Under the leadership of the Oregon Transit Association, LTD and other transit systems in the state are pursuing a request to the 2009 State Legislature for increased funding for transportation services for the elderly and people with disabilities (E&D). An increase in state funding for E&D transportation services would reduce the required transfer from the LTD General Fund to the Accessible Services Fund, making those funds available for fixed-route service. The amount to be requested is being determined by a statewide process that includes a steering committee, a small team of graduate students working under a lead researcher at Portland State University, and a working group of transit providers and users. A draft report will be available for public comment by mid-summer, with the final report due to the Legislature by September.

While the source of the funding has not been determined, the tobacco tax is a likely source since it is the primary source for current state funding for E&D transportation.

- ◆ Action by Others: Requires state legislative action
- ◆ Potential Funding: Each 1 cent per pack increase in the tobacco tax yields approximately \$200,000 of revenue per year for LTD.
- ◆ Timing: Assuming action by the State Legislature in the 2009 session, it is likely that the additional funds would be available to LTD in FY 2009-10.

3. Federal Funding for E&D Transportation

LTD is working with the American Public Transportation Association and directly with our congressional representatives to discuss a possible federal role in funding E&D transportation. While this appears to be a long shot given the federal government's reluctance to fund operations, the proposal has been gaining momentum.

- ◆ Action by Others: Requires congressional action
- ◆ Potential Funding: Expansion of New Freedom Initiative; Section 5310A; or a new program
- ◆ Timing: Assuming the reauthorization of SAFETEA-LU occurs as scheduled in September 2009 (an unlikely scenario), funds would be available in FY 2009-10. Note that that is a very optimistic schedule given that the reauthorization of federal surface transportation bills is notoriously late.

4. Carbon Cap and Trade Funds

Congress has been considering establishing a program to cap and trade carbon emissions. This system could allow for transit to benefit from receiving a portion of the sale of carbon credits. A bill was recently defeated in congress, but the issue is expected to be raised again next year. If approved, this could generate a considerable amount of funding for transit nationally, some of which would be allocated to LTD.

- ◆ Action by Others: Requires congressional action
- ◆ Potential Funding: TBD
- ◆ Timing: Could be reconsidered in 2009, which means that funds could be available in 2010.

5. Local Income Tax

The District may impose an income tax (as allowed in ORS267.370) on individuals and/or on business income. However, the statute limits that tax rate to 1 percent and requires that if such a tax is levied, the District must credit the amount of the employer's payroll tax paid to the District.

- ◆ Action by Others: Requires voter approval
- ◆ Potential Funding: Information on which to base a revenue estimate is not readily available. The 2006 Lane County income tax proposal calculated that a 1.1 percent tax on personal and business income would raise \$32.5 million.
- ◆ Timing: Would be implemented the year following a positive vote.

6. Property Tax

The District may ask voters to approve a permanent property tax or a local option rate, which is limited to lasting five years for operating revenues and ten years for capital construction or acquisition. While the District could enact a property tax, the total amount of taxes individual properties are required to pay is constitutionally limited. As a result, some taxable areas may be in compression. That is, if all taxing districts total more than the allowable amount, each district's rate could be reduced. Local option taxes are reduced first. If still compressed after eliminating all local option taxes, permanent rates are reduced proportionally until the total falls below the maximum amount. This could mean that by enacting a property tax, LTD might affect the total tax revenues to some other political subdivision within its boundaries. If the Board chooses to pursue a property tax, an analysis of compression and other possible barriers would be required.

- ◆ Action by Others: Requires voter approval of either permanent property tax rate or local option property tax rate. Election results subject to double majority rules.
- ◆ Potential Funding: LTD would need to seek assistance to determine electoral boundaries of the District and the property values. Using the published Taxable Value After Urban Renewal for the cities of Eugene, Springfield, Cottage Grove, Creswell, Junction City and Veneta, an approximated property value for the District would be \$15,330,900,000. A tax rate of \$.3261 would generate approximately \$5.0 million dollars in property taxes.
- ◆ Timing: Would be implemented the year following a positive vote.

7. Increase Payroll Tax Immediately to Statutory Maximum

The State Legislature sets the maximum payroll tax rate for TriMet and LTD. In 2003 the Legislature increased the maximum rate from .006 (0.6 percent) to .007 (0.7 percent), with the increase to be phased in over a ten-year period. LTD is currently implementing that increase. If the 2009 Legislature agreed to allow LTD to increase the tax to the .007 rate in January 2010, this would generate additional funding for a four-year period. Note that this option does not generate additional revenues beyond 2014.

- ◆ Action by Others: Action by the State Legislature
- ◆ Potential Funding: The District would generate an additional \$4.8 million over the four-year period with the immediate jump to 0.7 percent instead of the phased-in rate increases.
- ◆ Timing: If approved by the Legislature, LTD could move to the maximum 0.7 percent rate in January 2010.

8. Increase in the Maximum Payroll Tax Rate

The State Legislature sets the maximum payroll tax rate for TriMet and LTD. In 2003, the Legislature increased the maximum rate from .006 (0.6 percent) to .007 (0.7 percent), with the increase to be phased in over a ten-year period. LTD is currently implementing that increase. The Legislature could increase the maximum rate further.

- ◆ Action by Others: Action by the State Legislature
- ◆ Potential Funding: Each 0.01 percent increase in the payroll tax rate would generate approximately \$400,000 in funding. Thus, an increase from the current maximum of 0.7 percent (to be reached in 2014) to 0.8 percent would add approximately \$4 million in annual funding for the District. This revenue estimate is based on current payroll tax receipts and would be greater in future years.
- ◆ Timing: The implementation schedule for the new rate would be determined by the legislation and would require action by the LTD Board to implement.

9. Expand the Payroll Tax

Lane Transit District is not authorized to collect the employer payroll tax from local governments, but TriMet has included local governments (with the exception of schools) in its employer base since 1989. LTD could seek a legislative bill to give it the same authority. Because the City of Eugene and Lane County are among the largest employers in the area, this would add significantly to the current payroll tax revenue.

- ◆ Action by Others: Action by the State Legislature
- ◆ Potential Funding: The total number of City of Eugene, Lane County, and City of Springfield employees reported in 2007 financial information totals 3,687; the average pay for NAICS (North American Industry Classification System) classification Local Governments for Lane County for 2007 is \$37,105. Based on these published numbers, newly covered payroll would be \$136.8 million, with a resulting payroll tax of approximately \$875,000.
- ◆ Timing: The option to expand the payroll tax would take effect on January 1 in the year following legislative action. LTD Board action to implement the change would likely be required.

10. Vehicle Registration Fees

TriMet is the only transit district authorized to impose vehicle registration fees. That power is articulated in ORS 801.237, which defines “district” as: “a mass transit district or transportation district of over 400,000 persons established under ORS 267 and a metropolitan service district of over 400,000 persons established under ORS 268.”

Vehicle registration fees are limited to the amount of the state’s fees, which currently is \$27/year for passenger cars. The Driver and Motor Vehicles Services branch of ODOT reports that there were 301,915 passenger vehicles registered in Lane County in 2007 (multiplied by \$27 equals \$8,151,705). Voter approval is required in order for TriMet to impose a vehicle registration fee.

LTD could seek a legislative act to amend that statute, but such an amendment would probably include Salem Keizer Mass Transportation District, which may or may not help its passage. Because this provision is part of the motor vehicle code, the District would need agreement from ODOT to be successful. It is possible that these funds would be limited to capital expenditures within the right-of-way.

- ◆ Action by Others: Action by the State Legislature
- ◆ Potential Funding: TBD
- ◆ Timing: With legislative approval in 2009, implementation could occur in 2010.

11. Parking Space Fee

This would be a fee on every off-street parking space in the LTD area, with the fee collected by the County and dedicated for transit. This could also be implemented by Eugene or Springfield, though then different portions of the LTD service area would be treated differently, which could possibly run afoul of the uniformity clause of the constitution that states that taxpayers have to be comparably treated.

- ◆ Action by Others: TBD
- ◆ Potential Funding: TBD
- ◆ Timing: TBD

12. Congestion Fee

It is not clear how this fee would be assessed and collected. There is new technology emerging that could allow for fees to be charged based on vehicle miles traveled. There are also congestion pricing demonstration projects that are being tested in some cities.

- ◆ Action by Others: TBD
- ◆ Potential Funding: TBD
- ◆ Timing: TBD

13. Systems Development Charge (SDC) for Transit

SDCs are charges on development imposed by general purpose governments. Eugene and Springfield charge SDCs, with the funds used to provide capacity-increasing infrastructure required by development. Transit is an eligible use of SDC funds, though the funds could only be used for capital expenditures. If LTD received SDC funding, those funds could be used as the local match for federal funds, reducing the need to transfer General Fund dollars to the Capital Fund.

- ◆ Action by Others: Action by Eugene, Springfield, and/or Lane County
- ◆ Potential Funding: TBD
- ◆ Timing: Implementation would occur soon after action by the local government.

14. Mass Transit Utility Fee

An option under consideration by both cities is to use a Transportation Utility Fee to pay for road maintenance. A similarly structured fee for mass transit, generally allocated per household and possibly included on utility bills, could be added to provide some funding for transit operations.

- ◆ Action by Others: Action by Eugene, Springfield, and/or Lane County
- ◆ Potential Funding: TBD
- ◆ Timing: Implementation would occur soon after action by the local government.

15. General Obligation Bonds

The District could seek voter approval of general obligation bonds, to be repaid by property taxes. A vote of the District electorate would be required. Such bonds can be used for operating as well as capital, and can be repaid over a relatively long period, up to 30 years.

The total of all general obligation bonds can not exceed 2.5 percent of the real market value of the taxable property of the District. Such bonds would fall outside the limits on general property taxes.

- ◆ Action by Others: Voter approval
- ◆ Potential Funding: TBD
- ◆ Timing: TBD

16. Options Not Identified in ORS 267.300

The list of revenue sources in the statute has historically been considered limiting. That is, LTD would not be authorized to collect revenue from a source not listed, other than an appropriate user fee, as explained below. However, the District has general powers to "do such other acts or things as may be necessary for the proper exercise of the powers granted to a district by ORS 267.010 50 267.390" (ORS 267.200[11]). If the District determined that ORS 267.300 was a general, not finite, list, it could attempt to impose some other tax or revenue source and wait to see if it were challenged. The safer course would be to determine what revenue source was to be explored, and as in the case of vehicle registration fees, LTD could seek a legislative act to amend or expand the list.

ORS 267.320 limits user charges, fees, and tolls to those "who are served by or use the transit system and other facilities and services of the district."

Annual Route Review 2009
Revised Summary for FY 09-10

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Change in Annual Hours	Percent Increase or Decrease	Cumulative % Change	Comments
Deleted or Major Reduction Routes								
3x	River Road Station	-684	0	0	-684	-0.25%	-0.25%	run six vs. eleven trips
7x	International Way	-745	0	0	-745	-0.27%	-0.52%	full deletion
8x	Thurston Station	-341	0	0	-341	-0.12%	-0.64%	run two vs. four trips
400 series	Miscellaneous 4-J school routes	-855	0	0	-855	-0.31%	-0.95%	FTA Rules under review
55	River Road Connector	-931	0	0	-931	-0.34%	-1.28%	changes from fewer #3x trips & two low productivity trips deleted
60	Cal Young	-798	0	0	-798	-0.29%	-1.57%	
64	Sheldon Plaza/The Register Guard	-3,787	0	0	-3,787	-1.37%	-2.94%	see #66/#67 added p.m. peak trips
79	UO/Gateway	-4,193	0	0	-4,193	-1.51%	-4.45%	UO/Commons covered by more #79x
81	LCC/Harris (only Saturday service deleted)	0	-314	0	-314	-0.11%	-4.56%	
Routes with Major Changes								
81	Summer frequency reduced from 30 to 60-minute frequency	---	---	---	-775	-0.28%	-4.84%	
85	No summer service	---	---	---	-990	-0.36%	-5.20%	
Routes with Minor Changes								
12	Extra 0815 OB trip & 15. min. frequency from 1400-1730	-275	0	0	-275	-0.10%	-5.30%	less than current longer peak 20 span
27	Delete inbound 6:40 a.m., 7:05 p.m., & 8:05 p.m. trips	-426	0	0	-426	-0.15%	-5.45%	
66/67	Add 7 p.m. peak trips to address capacity issues. No #66 inbound thru 3rd & High and no #67 outbound loop behind Sheldon Plaza	1,785	0	0	1,785	0.64%	-4.81%	
79x	Add 8 more trips to cover loss of #79 route	949	0	0	949	0.34%	-5.11%	not including purchased ASUO service
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-425	0	0	-425	-0.15%	-5.27%	
System-wide changes								
misc.	WK & SA: Move 7:45 p.m. departure to 7:30 p.m. Last departure becomes 10:30 p.m.	-921	0	0	-921	-0.33%	-5.60%	
misc.	Contingency	1,000			1,000	0.36%	-5.24%	
misc.	Adjustments (sum of minor service adjustments)	137	0	0	137	0.05%	-5.19%	will be adjusted even higher
Total Recommended Changes						-3.04%	-5.19%	

Annual Route Review 2009 -- Service Change Summary for FY 09-10

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Change in Annual Hours	Percent Increase or Decrease	Cumulative % Change	Cost per Boarding	
Deleted Routes									
00	Breeze	-13,388	0	0	-13,388	-4.83%	-4.83%	\$1.69	
3x	River Road Station	-1,441	0	0	-1,441	-0.52%	-5.35%	\$3.00	
7x	International Way	-745	0	0	-745	-0.27%	-5.62%	\$6.04	
8x	Thurston Station	-681	0	0	-681	-0.25%	-5.87%	\$5.72	
400 series	Miscellaneous 4-J school routes	-855	0	0	-855	-0.31%	-6.18%	\$2.50	
25	Amazon	-4,820	-827	-633	-6,279	-2.27%	-8.44%	\$2.60	
30	Bertelsen	-7,013	-1,025	-788	-8,826	-3.19%	-11.63%	\$1.31	
52	Irving	-6,248	-841	-471	-7,560	-2.73%	-14.36%	\$1.24	
55	River Road Connector	-5,197	-500	0	-5,697	-2.06%	-16.41%	\$2.98	
60	Cal Young	-798	0	0	-798	-0.29%	-16.70%	\$5.85	
64	Sheldon Plaza/The Register Guard	-3,787	0	0	-3,787	-1.37%	-18.07%	\$2.23	
73	UO/Willamette	-6,694	-831	-684	-8,209	-2.96%	-21.03%	\$1.73	
76	UO/Westmoreland	-3,564	0	0	-3,564	-1.29%	-22.32%	\$2.30	
79	UO/Gateway	-4,193	0	0	-4,193	-1.51%	-23.83%	\$1.22	
81	LCC/Harris (only Saturday service deleted)	0	-314	0	-314	-0.11%	-23.94%	\$3.83	
misc.	school trips on regular routes	-1,434	0	0	-1,434	-0.52%	-24.46%	n/a	
Routes with Major Changes									
13	No connection between Springfield Station & Mohawk area	-3,056	-354	-224	-3,633	-1.31%	-25.77%		
18	Shorter route with no cross-town (Q Street) service	---	---	---	-1,628	-0.59%	-26.36%		
19	Shorter route with no cross-town (Q Street) service	---	---	---	-181	-0.07%	-26.42%		
41	Shorter route with no service west of Barger & Echo Hollow	---	---	---	-1,118	-0.40%	-26.83%		
81	Summer frequency reduced from 30 to 60-minute frequency	---	---	---	-775	-0.28%	-27.11%		
85	No summer service	---	---	---	-990	-0.36%	-27.46%		
Combined routes & 15-minute peak corridor service									
24	Combined 24/73 routing with peak-hour 15-minute frequency	1,687	364	134	2,185	0.79%	-26.67%		
28	Combined 25/28 routing with peak-hour 15-minute frequency	3,511	-151	39	3,399	1.23%	-25.45%		
36	Combined 30/36/76 routing with peak-hour 15-minute frequency	2,856	0	0	2,856	1.03%	-24.42%		
43	Combined 30/36/76 routing with peak-hour 15-minute frequency	1,727	0	0	1,727	0.62%	-23.79%		
51	Combined 51/52/55 routing with peak-hour 15-minute frequency	2,226	230	280	2,736	0.99%	-22.81%		
66	Combined Breeze/64/66 routing with peak-hour 15-minute frequency	5,571	0	0	5,571	2.01%	-20.80%		
67	Combined Breeze/64/67 routing with peak-hour 15-minute frequency	6,069	0	0	6,069	2.19%	-18.61%		
New Connector Routes									
44	WinCo to Terry/Danebo/Roosevelt neighborhood	3,009	1,040	0	4,049	1.46%	-17.14%		
57	RR Station to River Road north of Irving plus coverage of #51/#52/#55 neighborhood loops	6,714	1,227	0	7,941	2.87%	-14.28%		
Routes with Minor Changes									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-14.28%		
12	WK 15-minute frequency expanded from 0700-0800 to 0700-0830	238	0	0	238	0.09%	-14.19%		
27	Delete inbound 6:40 a.m., 6:40 a.m., 7:05 p.m., & 8:05 p.m. trips	-638	0	0	-638	-0.23%	-14.42%	\$7.95	
40	Routing change: uses Railroad Blvd/1st vs. Chambers/2nd/Blair	0	0	0	0	0.00%	-14.42%		
79x	Add 8 more trips to cover loss of #79 route	401	0	0	401	0.14%	-14.28%		
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-425	0	0	-425	-0.15%	-14.43%	\$7.98	
System-wide changes									
misc.	WK & SA: Move 7:45 p.m. departure to 7:30 p.m. Last departure becomes 10:30 p.m.	-921	0	0	-921	-0.33%	-14.76%		
misc.	Adjustments (sum of minor adjustments made to original proposal)	137	0	0	137	0.05%	-14.71%		
							TOTAL	-14.71%	
Tier 2 Concepts									
misc.	Delete Weekday 9:30 p.m. & 10:30 p.m. departures	-6,834	0	0	-6,834	-2.47%			
misc.	Delete Saturday 9:30 p.m. & 10:30 p.m. departures	0	-1,301	0	-1,301	-0.47%			
misc.	Delete Sunday 6:30 p.m. & 7:30 p.m. departures	0	0	-1,155	-1,155	-0.42%			
misc.	Eliminate Sunday service					-4.90%			

Annual Route Review 2009 -- Service Change Summary for FY 09-10

Comments
covered by #1 & #66/#67 changes
Prohibited under new FTA regulations.
covered by #24 & #28 changes
most covered by #36/#43 changes
covered by #51 & #57 changes
covered by #51 & #57 changes
most covered by new #66/#67
partly covered by new #24 & #28
most covered by #36/#43 changes
UO/Commons covered by more #79x
most handled by increased peak frequency along corridors
covered by new #18 routing
uses Prescott vs. Aspen/Tamarack
western portion covered by #44
peak connect to #28 @ Amazon Sta
peak connect to #24 @ Amazon Sta
also connects to Danebo & Roosevelt
2nd/Chambers vs. 1st/Railroad Blvd
no 3rd/High--covers Country Club Rd
Country Club Rd & Shadowview but no longer behind Sheldon Plaza
connects w. #43 at Danebo & Roosevelt

ARR 2009

TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

SUMMARY OF CHANGES	
CURRENT ANNUAL HOURS	277,076 all day types
TOTAL ADDITIONS	32,557
TOTAL REDUCTIONS	73,328
TOTAL PROPOSED ANNUAL HRS	236,305 -14.7%

-40,771

Reduced Hours	Increased Hours	DELETED ROUTES		ANNUAL HRS			% of service
				WKDY	SAT	SUN	
13,388		Breeze		13,388			4.8%
1,441		3x		1,441			0.5%
745		7x		745			0.3%
681		8x		681			0.2%
855		400 series		855			0.3%
6,279		25		4,820	827	633	2.3%
8,826		30		7,013	1,025	788	3.2%
7,560		52		6,248	841	471	2.7%
5,697		55		5,197	500		2.1%
798		60		798			0.3%
3,787		64		3,787			1.4%
8,209		73		6,694	831	684	3.0%
0		75x		0			0.0%
3,564		76		3,564			1.3%
4,193		79		4,193			1.5%
314		81			314		0.1%
1,434		school trips on reg. rte.		1,434			0.5%
				60,857	4,339	2,576	67,771 subtotal
							73,328 TOTAL REDUCTION IN HOURS
ROUTES WITH 15 MINUTE HEADWAYS (MAIN CORRIDORS) Using a 4 pulse system at Euger							
		ANNUAL HRS	WKDY	proposed			
				Current	Proposed	Turnaround point	# of trips
						Cycle Time	
238		12 Harlow		16,550	16,787	Springfield Station	+1
3,056		13 Cent/ssta		10,889	7,833	Mohawk area	31
		24 Will/Donald		5,801	7,488	Fox Hollow & Donald	39
1,687		28 Hily/Amaz		5,687	9,197	West Amazon & Martin	40
3,511		36 18th Ave		6,260	9,116	West 11th Wal-mart	40
2,856		41 Hwy 99/Brg		8,747	7,629	Cubit & Wagner	30
1,118		43 11th Ave		8,466	10,193	West 11th Wal-mart	52.5
1,727		51 River Rd		8,925	11,151	River Road & Hunsaker	49
2,226		66 VRC/Cbrg		6,541	12,112	Loop route	39
5,571		67 Cbrg/VRC		6,681	12,750	Loop route	41
6,069				84,545	104,256	19,711 INCREASE IN HOURS	
				(There would be a gain in interlining efficiencies with 45 and 60 min cycle times)			
SAT							
				30 MIN HDW	60 MIN HDWY		
				proposed	Current hrs	Proposed hrs	# of trips
354		12 Harlow		2,366	2,366		31
		13 Cent/ssta		1,654	1,300		25
		24* Will/Donald		494	858		22
364		28*^ Hily/Amaz		827	676		16
151		36 18th Ave		1,013	1,013		NC
		41 Hwy 99/Brg		1,456	1,456		NC
		43 11th /13Ave		1,383	1,383		NC
230		51 River Rd		1,191	1,421		28
		66 VRC/Cbrg		1,420	1,420		NC
		67 Cbrg/VRC		905	905		NC
				12,708	12,797	89 INCREASE IN HOURS	
		^ based on route 25 - no 28 Sat service now			+ based on route 66		

ARR 2009

TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

Reduced Hours	Increased Hours	SUN	60 MIN HDWY	30 MIN				
			Current hrs	Proposed hrs	# of trips			
224	134 39	12	Harlow 1747	1747	21			
		13	Cent/ssta 896	672	12			
		24*	Will/Donald 370	504	12			
		28**	Hily/Amaz 633	672	12			
		36	18th Ave 487	487	12			
		41	Hwy 99/Brg 1000	1000	12			
		43	11th /13Ave 920	920	12			
	280	51	River Rd 671	951	17	plus 30-minute peak SU frequency -->		
		66	VRC/Cbrg 586	586	12			
		67	Cbrg/VRC 491	491	12			
			7801	8030	230	INCREASE IN HOURS		
		NEW CONNECTOR ROUTES			WEEKDAY	# of Trips	SAT	SUN
	4,049	44	WalMart to Barger (WinCo) 30 min ct		3,009	24	1040	NA
	7,941	57	RR Station to Irving/Wilkes 60 min ct		6,714	30	1227.2	NA
			Total		9,723		2267.2	0
		TOTAL PROPOSED ADDITIONS			32,557 INCREASE IN HOURS			
		ROUTES WITH MINOR CHANGES			WEEKDAY	Hdwy	SAT	
638		27 fewer trips		-638	NC	IB 640, 640, 1905 and 2005		
		40 Routing change		0		0		
	401	79X more trips		401	NA	8 more WK trips		
425		92 fewer trips		-425	NA	2 UO trips		
		Change in hours			-1,063 reduced hours			
		ROUTES WITH MAJOR CHANGES			WEEKDAY	SAT	SUN	
			Current hrs	Proposed hrs				
1,628		18 become shorter routes (no 'Q' St.)		2652	1326	-140	-162	-0.6%
181		19 become shorter routes (no 'Q' St.)		2601	2081	31	308	-0.1%
775		81 summer --> 30 to 60 min. frequency			-775	NA	NA	-0.3%
990		85 no summer service			-990	NA	NA	-0.4%
					reduced hours		TOTAL	3,574
		Miscellaneous System Changes						
		WK & SA: Move 7:45 p.m. departure to 7:30 p.m. & last departure becomes 10:30 p.m.				% of service		Hours
921						0.33%		921
								Reduced
		ROUTES WITH NO CHANGE						
		11	91					
		32	93					
		33	95					
		78	96					
		82	98					
			101					
		Miscellaneous Adjustments						
	137	Route 36: add tripper to service students at Churchill H.S.						
		Route 66/67: Use 60-minute cycle time on 5 trips per route in off-peak morning (total = 10 trips) (already accounted for above)						
78,230	37,459	277,076	CURRENT ANNUAL HOURS					
	-40,771	-40,771	TOTAL REDUCTIONS					
		236,305	-14.7%	Service Reduction				

ARR 2009
TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

ie Station

0700-0800)

1400 - 1730

1400 - 1730

1400 - 1730

1400 - 1730

1300 - 1730

1400 - 1730

1400 - 1730

ARR 2009
TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

0630 - 1830
0630 - 1830

5

hours

ve)

ARR 2009

TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

SUMMARY OF CHANGES	
CURRENT ANNUAL HOURS	277,076 all day types
TOTAL ADDITIONS	32,074
TOTAL REDUCTIONS	61,874
TOTAL PROPOSED ANNUAL HRS	247,276 -12.1%

Reduced Hours	Increased Hours	DELETED ROUTES ANNUAL HRS			% of service	
		WKDY	SAT	SUN		
1,441		3x	1,441		0.5%	
745		7x	745		0.3%	
681		8x	681		0.2%	
855		400 series	855		0.3%	
6,279		25	4,820	827	633	2.3%
8,826		30	7,013	1,025	788	3.2%
7,560		52	6,248	841	471	2.7%
5,697		55	5,197	500		2.1%
798		60	798			0.3%
3,787		64	3,787			1.4%
8,209		73	6,694	831	684	3.0%
1,619		75x	1,619			0.6%
3,564		76	3,564			1.3%
4,193		79	4,193			1.5%
314		81		314		0.1%
1,434		school trips on reg. rte.	1,434			0.5%
		49,088 4,339 2,576			56,003 subtotal	
						61,874 TOTAL REDUCTION IN HOURS

		ROUTES WITH 15 MINUTE HEADWAYS (MAIN CORRIDORS)				Using a 4 pulse system at Eugene Station	
		ANNUAL HRS	WKDY	proposed			
			Current	Proposed	turnaround point	# of trips	Cycle Time
	238	12 Harlow	16,550	16,787	Springfield Station	+1	NC add (15) 0800 - 0830 (now 0700-0800)
3,056		13 Cent/ssta	10,889	7,833	Mohawk area	31	60 no 15-min. service
	1,687	24 Will/Donald	5,801	7,488	Fox Hollow & Donald	39	45 (15) 0700 - 0830 and 1400 - 1730
	3,511	28 Hily/Amaz	5,687	9,197	West Amazon & Martin	40	60 (15) 0700 - 0830 and 1400 - 1730
	2,856	36 18th Ave	6,260	9,116	West 11th Wal-mart	40	45 (15) 0700 - 0830 and 1400 - 1730
1,118		41 Hwy 99/Brg	8,747	7,629	Cubit & Wagner	30	60 no 15-min. service
	4,532	43 11th Ave	8,466	12,998	West 11th Wal-mart	52.5	60 (15) 0700 - 1730
	4,521	51 River Rd	8,925	13,446	River Road & Hunsaker	49	60 (15) 0700 - 1730
	3,081	66 VRC/Cbrg	6,541	9,622	Loop route	39	60 (15) 0700 - 0830 and 1400 - 1730
	2,873	67 Cbrg/VRC	6,681	9,554	Loop route	41	60 (15) 0700 - 0830 and 1400 - 1730
		84,545		103,670	19,125 INCREASE IN HOURS		
(There would be a gain in interlining efficiencies with 45 and 60 min cycle times)							

		SAT 30 MIN HDWY			
		proposed	Current hrs	Proposed hrs	# of trips
		12 Harlow	2,366	2,366	31
354		13 Cent/ssta	1,654	1,300	25
	364	24* Will/Donald	494	858	22
	317	28*^ Hily/Amaz	827	1,144	22
		36 18th Ave	1,013	1,013	NC
		41 Hwy 99/Brg	1,456	1,456	NC
		43 11th /13Ave	1,383	1,383	NC
	230	51 River Rd	1,191	1,421	28
		66 VRC/Cbrg	1,420	1,420	NC
		67 Cbrg/VRC	905	905	NC
		12,708		13,265	557 INCREASE IN HOURS

^ based on route 25 - no 28 Sat service now + based on route 66

ARR 2009

TIER 1: PROPOSED SERVICE REDUCTION/REDESIGN

Reduced Hours	Increased Hours						
Hours	Hours	SUN	60 MIN HDWY	30 MIN			
			Current hrs	Proposed hrs	# of trips		
224	134 39	12	Harlow	1747	1747	21	
		13	Cent/ssta	896	672	12	
		24*	Will/Donald	370	504	12	
		28*^	Hily/Amaz	633	672	12	
		36	18th Ave	487	487	12	
		41	Hwy 99/Brg	1000	1000	12	
		43	11th /13Ave	920	920	12	
		51	River Rd	671	671	12	
		66	VRC/Cbrg	586	586	12	increase in hours for Sat & Sun
		67	Cbrg/VRC	491	491	12	
			7801	7750	507		
		NEW CONNECTOR ROUTES		WEEKDAY	Frequency in minutes	SAT	SUN
4,100 7,941		1 Barger, Terry, Royal, Roosevelt, Danebo		3,060	30	1040	NA 0630 - 1830
		2 RR Station to Irving/Wilkes/Park areas		6,714	30	1227.2	NA 0630 - 1830
		Total		9,774		2267.2	0
		TOTAL PROPOSED ADDITIONS		31,567 INCREASE IN HOURS			
		ROUTES WITH MINOR CHANGES		WEEKDAY	Hdwy	SAT	
638 425	401	27 fewer trips		-638	NC	IB 640, 640, 1905 and 2005	
		79X more trips		401	NA	8 more WK trips	
		92 fewer trips		-425	NA	2 UO trips	
		Change in hours		-1,063 reduced hours			
		ROUTES WITH MAJOR CHANGES		WEEKDAY	SAT	SUN	
1,628 181 1,089 990		18 become shorter routes (no 'Q' St.)		-1,326	-140	-162	-0.6%
		19 become shorter routes (no 'Q' St.)		-520	31	308	-0.1%
		81 summer --> 30 to 60 min. frequency		-775	no Sat	NA	-0.4%
		85 no summer service		-990	NA	NA	-0.4%
				reduced hours		TOTAL	3,888
		Miscellaneous System Changes					
921		WK & SA: Move 7:45 p.m. departure to 7:30 p.m. & last departure becomes 10:30 p.m.				% of service 0.33%	Hours 921
		ROUTES WITH NO CHANGE					
		11	91				
		32	93				
		33	95				
		40	96				
		78	98				
		82	101				
66,625	36,825 -29,801	277,076	CURRENT ANNUAL HOURS				
		-29,801	TOTAL REDUCTIONS				
		247,275	-12.1%		Service Reduction		

ARR 2009

TIER 2: ADDITIONAL ITEMS TO REDUCE HOURS/COST

Category	Specific Items	Annual Boardings			Service Savings	Comments	RideSource Impact
SPAN							
	Delete WK 10:45 p.m. departures	58,076			1.09%	11h53	
	Delete WK 9:45 p.m. & 10:45 p.m. departures	198,276			2.47%	26h48 (includes the previous line) 140,207	
	Delete WK pre 6:30 a.m. arrivals	124,550			1.05%	11h22	
	Delete WK 6:30 a.m. departures (OB on)	221,500			1.77%	19h13 (includes the previous line: pre - 6:30 arrivals) 96,950	
	Delete SA 10:45 p.m. departures	10,921			0.21%	11h04	
	Delete SA 9:45 p.m. & 10:45 p.m. departures	38,721			0.47%	25h02 (includes the previous line) 27,800	
	Delete SA pre-7:30 a.m. arrivals	13,935			0.12%	6h14	
	Delete SA 7:30 a.m. departures (OB on)	23,255			0.23%	12h07 (includes the previous line pre - 7:30 arrivals) 9,320	
	Delete SU 7:30 p.m. departures	12,919			0.27%	13h28	
	Delete SU 6:30 p.m. & 7:30 p.m. departures	53,159			0.42%	20h37 (includes the previous line) 40,240	
	Delete SU 8:30 a.m. departures	20,770			0.26%	12h47	
DAYS OF SERVICE							
	Eliminate Sunday service	556,777			4.90%		
	Eliminate Saturday service	960,175			6.40%		
	No Holiday Service Christmas Eve & New Year's Eve, July 4, Memorial Day, and Labor Day				0.03%	70.2	
	Eliminate Sunday Rural service				0.19%	535.4	
	Eliminate Saturday Rural service				0.32%	888.2	
	EARLIER WK EVENING DEPARTURES				0.79%		

USING ROUTES 25 AND 73 INSTEAD OF 24 AND 28

SUMMARY OF CHANGES	
CURRENT ANNUAL HOURS	277,076 all day types
TOTAL ADDITIONS	33,409
TOTAL REDUCTIONS	70,532
TOTAL PROPOSED ANNUAL HR	239,953 -15.47%

Reduced Hours	Increased Hours	DELETED ROUTES ANNUAL HRS			% of service	
		WKDY	SAT	SUN		
13,388		Breeze	13,388		4.8%	
1,441		3x	1,441		0.5%	
745		7x	745		0.3%	
681		8x	681		0.2%	
855		400 series	855		0.3%	
6,666		24	5,801	494	371	2.4%
8,826		30	7,013	1,025	788	3.2%
7,560		52	6,248	841	471	2.7%
5,697		55	5,197	500		2.1%
798		60	798			0.3%
3,787		64	3,787			1.4%
5,687		28	5,687			2.1%
0		75x	0			0.0%
3,564		76	3,564			1.3%
4,193		79	4,193			1.5%
314		81		314		0.1%
1,434		school trips on reg. rte.	1,434			0.5%
			60,831	3,175	1,630	65,636 subtotal
						70,532 TOTAL REDUCTION IN HOURS

ROUTES WITH 15 MINUTE HEADWAYS (MAIN CORRIDORS)		Using a 4 pulse system at Eugene						
ANNUAL HRS		WKDY		proposed				
		Current	Proposed	Turnaround point	# of trips	Cycle Time		
3,056	238	12 Harlow	16,550	16,787	Springfield Station	+1	NC	add (15) 0800 - 0830 (now
		13 Cent/ssta	10,889	7,833	Mohawk area	31	60	no 15-min. service
	3,239	25 Will/Amazo	6,707	9,945	donfox	39	60	(15) 0700 - 0830 and
	2,499	73 Hily/Donald	7,064	9,563	martin	37.5	60	(15) 0700 - 0830 and
1,118	2,856	36 18th Ave	6,260	9,116	West 11th Wal-ma	40	60	(15) 0700 - 0830 and
		41 Hwy 99/Brg	8,747	7,629	Cubit & Wagner	30	60	no 15-min. service
	1,727	43 11th Ave	8,466	10,193	West 11th Wal-ma	52.5	60	(15) 0700 - 1730
	2,226	51 River Rd	8,925	11,151	River Road & Hunsa	49	60	(15) 0700 - 1730
	5,571	66 VRC/Cbrg	6,541	12,112	Loop route	39	75	(15) 0700 - 0830 and
	6,069	67 Cbrg/VRC	6,681	12,750	Loop route	41	75	(15) 0700 - 0830 and
			86,828	107,079	20,251	INCREASE IN HOURS		
		(There would be a gain in interlining efficiencies with 45 and 60 min cycle times)						

SAT		30 MIN HDWY				
		proposed	Current hrs	Proposed hrs	# of trips	
354		12 Harlow	2,366	2,366	31	
		13 Cent/ssta	1,654	1,300	25	
	266	25 Will/Donald	826	1092	28	45 m
	625	73 Hily/Amaz	831	1456	28	60 m
		36 18th Ave	1,013	1,013	NC	
		41 Hwy 99/Brg	1,456	1,456	NC	
		43 11th /13Ave	1,383	1,383	NC	
	230	51 River Rd	1,191	1,421	28	
		66 VRC/Cbrg	1,420	1,420	NC	
		67 Cbrg/VRC	905	905	NC	
			13,044	13,811	767	INCREASE IN HOURS

^ based on route 25 - no 28 Sat service now + based on route 66

| |

Reduced Hours	Increased Hours	SUN	60 MIN HDWY	30 MIN			
			Current hrs Proposed hrs		# of trips		
224			12 Harlow	1747	1747	21	
			13 Cent/ssta	896	672	12	
0	0		25 Will/Donald	633	633	12	
			73 Hily/Amaz	684	684	12	
			36 18th Ave	487	487	12	
			41 Hwy 99/Brg	1000	1000	12	
			43 11th /13Ave	920	920	12	
			51 River Rd	671	951	12	
			66 VRC/Cbrg	586	586	12	
			67 Cbrg/VRC	491	491	12	
				8115	8171	-56	
			NEW CONNECTOR ROUTES			WEEKDAY	# of Trips
	4,049		44 WalMart to Barger (WinCo) 30 min c		3,009	24	
	7,941		57 RR Station to Irving/Wilkes 60 min c		6,714	30	
			Total		9,723		
						SAT	
						SUN	
						1040	
						1227.2	
						0	
			TOTAL PROPOSED ADDITIONS			33,409 INCREASE IN HOURS	
			ROUTES WITH MINOR CHANGES			WEEKDAY	Hdwy
						SAT	
638			27 fewer trips		-638	NC	
			40 Routing change		0		
	401		79X more trips		401	NA	
425			92 fewer trips		-425	NA	
						IB 640, 640, 1905 and 200	
						0	
						8 more WK trips	
						2 UO trips	
			Change in hours			-1,063 reduced hours	
			ROUTES WITH MAJOR CHANGES			WEEKDAY	SAT
						SUN	
				Current hrs	Proposed hrs		
1,024			18 become shorter routes (no 'Q' St.)	2652	1326	-140	
181			19 become shorter routes (no 'Q' St.)	2601	2081	31	
775			81 summer --> 30 to 60 min. frequency		-775	NA	
990			85 no summer service		-990	NA	
						NA	
	137		36 tripper				
						reduced hours	
						TOTAL	
						2,969	
			Miscellaneous System Changes				
						% of service	
921			WK & SA: Move 7:45 p.m.departure to 7:30 p.m. & last departure becomes 1C			0.33%	
						Hours	
						921	
			ROUTES WITH NO CHANGE				
			11	91			
			32	93			
			33	95			
			78	96			
			82	98			
				101			
75,339	38,073		277,076	CURRENT ANNUAL HOURS			
	-37,266		-37,266	TOTAL REDUCTIONS			
			239,810	-15.5% Service Reduction			

Annual Route Review 2009

Possible Add-Backs

	Item	%	Priority Points	Comment
a	15-min. from 1200-1730 (current = 1400-1730)	3.59%	_____	
b	15-min. from 0900-1730* (current = 1400-1730)	8.97%	_____	*a little less because of 60-min. cycle time of 66/67 between 0830 & 1030
c	Restore 3x & 8x	0.77%	_____	(3x = 0.52% -- 8x = 0.25%)
d	Restore Breeze (includes 66/67 savings)	3.27%	_____	
e	Restore Breeze-30 min. (incl. 66/67 savings)	1.24%	_____	
f	Do 25/73 vs. 24/28	1.00%	_____	
g	Add 10 peak trips of #73	0.61%	_____	
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%	_____	
i	Restore current 51/52/55	0.93%	_____	
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%	_____	
k	#76 same -- but peak hour only (12 trips)	0.62%	_____	
l	Make #78 year-round & add four new trips	0.57%	_____	
m	79x evening service (1900 - 2200)	0.18%	_____	
n	Keep 30-minute headway on #81 in summer	0.28%	_____	
o	Keep Saturday service on #81	0.11%	_____	
p	Keep summer service on #85	0.36%	_____	
q	Restore school trips on #13, #41, #51 & #67	0.23%	_____	
r	Contingency	1.00%	_____	
s	Restore slimmed down 3x/8x	0.50%	_____	
t	Restore 18/19	1.06%	_____	

Annual Route Review 2009

Possible Add-Backs SAC Vote

Issue	Priority	Voter	KA	RB	DB	JC	HL	RL	MM	WM	EM	TP	CR	AS	TT	LV	AV	Issue	Total
a	_____				5	8		12		2		7		9	6	3		a	52
b	_____					7		2			2	6		3				b	20
c	_____				12	9					8	5						c	34
d	_____					3	1											d	4
e	_____		6	9	4	11				4	6	3	8			1	5	e	57
f	_____			10				4	3	9	7	2		4	11		10	f	60
g	_____		12	3	8	10	11	10	2	8		1	11	1	1	11		g	89
h	_____			12	10	12	10		6	7	3	9		11		10	11	h	101
i	_____		2	2	6	2	8	11	10		5	8		10		8	12	i	84
j	_____			11	7	4	3				11	10			7	6		j	59
k	_____		11					9					10	2	5			k	37
l	_____		8				9	7	7				7		4	9	2	l	53
m	_____		10	8		6	5	3	9	10	4		5		9	7	3	m	79
n	_____		4	7		5	7	6	4	6			4		3	5	4	n	55
o	_____				1		6	1		5			2	6		4		o	25
p	_____		7	1	2	1	2		5				3	5	2		1	p	29
q	_____		9	5	3		4		8	1	1		6				6	q	43
r	_____		1	6	9		12	8	12	12	12	12	12	12	8	12	7	r	135
s	_____		5	4	11				11	11	9	11	1	8	12		9	s	92
t	_____		3					5	1	3	10	4	9	7	10	2	8	t	62

SAC vote 1

Annual Route Review 2009

**Possible Add-Backs
SAC Vote**

Priority	Comments
a	
b	
c	
d	
e	
f	
g	
h	
i	
j	
k	
l	
m	
n	
o	
p	
q	
r	
s	
t	

Name _____

Annual Route Review 2009

Possible Add-Backs SAC Vote 2

Item		%	4% Priority		8% Priority	Item
a	15-min. major corridor frequency from 1200-1730 (current = 1400-1730)	3.59%				a
b	15-min. major corridor frequency from 0900 - 1730 (current = 1400-1730)	8.97%				b
c	Restore 3x & 8x to original winter bid proposal	0.77%				c
d	Restore Breeze to 15-minute daytime frequency (includes 66/67 savings)	3.27%				d
e	Restore Breeze to 30-minute daytime frequency (includes 66/67 savings)	1.24%				e
f	Do 25/73 versus 24/28	1.00%				f
g	Add 10 peak trips of #73	0.61%				g
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%				h
i	Restore current 51/52/55	0.93%				i
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%				j
k	#76 same -- but peak hour only (12 trips)	0.62%				k
l	Make #78 year-round & add four new trips	0.57%				l
m	79x evening service (1900 - 2200)	0.18%				m
n	Keep 30-minute headway on #81 in summer	0.28%				n
o	Keep Saturday service on #81	0.11%				o
p	Keep summer service on #85	0.36%				p
q	Restore school trips on #13, #41, #51 & #67	0.23%				q
r	Contingency	1.00%				r
s	Restore slimmed down 3x/8x	0.50%				s
t	Restore current 18/19	1.06%				t

Name _____

Return to Will Mueller by 1/21 @ Noon

Annual Route Review 2009

Possible Add-Backs SAC VOTE 1

Item	Item	%	SAC Priority Points	Item
r	Contingency	1.00%	135	r
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%	101	h
s	Restore slimmed down 3x/8x	0.50%	92	s
g	Add 10 peak trips of #73	0.61%	89	g
i	Restore current 51/52/55	0.93%	84	i
m	79x evening service (1900 - 2200)	0.18%	79	m
t	Restore 18/19	1.06%	62	t
f	Do 25/73 vs. 24/28	1.00%	60	f
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%	59	j
e	Restore Breeze-30 min. (incl. 66/67 savings)	1.24%	57	e
n	Keep 30-minute headway on #81 in summer	0.28%	55	n
l	Make #78 year-round & add four new trips	0.57%	53	l
a	15-min. from 1200-1730 (current = 1400-1730)	3.59%	52	a
q	Restore school trips on #13, #41, #51 & #67	0.23%	43	q
k	#76 same -- but peak hour only (12 trips)	0.62%	37	k
c	Restore 3x & 8x	0.77%	34	c
p	Keep summer service on #85	0.36%	29	p
o	Keep Saturday service on #81	0.11%	25	o
b	15-min. from 0900-1730* (current = 1400-1730)	8.97%	20	b
d	Restore Breeze (includes 66/67 savings)	3.27%	4	d

Annual Route Review 2009

Possible Add-Backs SAC Vote 2

Item		%	4% Priority	Item
r	Contingency	1.00%	10	r
m	79x evening service (1900 - 2200)	0.18%	7	m
g	Add 10 peak trips of #73	0.61%	6	g
s	Restore slimmed down 3x/8x	0.50%	6	s
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%	5	h
q	Restore school trips on #13, #41, #51 & #67	0.23%	5	q
i	Restore current 51/52/55	0.93%	4	i
o	Keep Saturday service on #81	0.11%	4	o
e	Restore Breeze to 30-minute daytime frequency (includes 66/67 savings)	1.24%	3	e
f	Do 25/73 versus 24/28	1.00%	3	f
l	Make #78 year-round & add four new trips	0.57%	3	l
n	Keep 30-minute headway on #81 in summer	0.28%	3	n
p	Keep summer service on #85	0.36%	3	p
t	Restore current 18/19	1.06%	3	t
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%	2	j
k	#76 same -- but peak hour only (12 trips)	0.62%	2	k
a	15-min. major corridor frequency from 1200-1730 (current = 1400-1730)	3.59%	1	a
c	Restore 3x & 8x to original winter bid proposal	0.77%	1	c
b	15-min. major corridor frequency from 0900 - 1730 (current = 1400-1730)	8.97%		b
d	Restore Breeze to 15-minute daytime frequency (includes 66/67 savings)	3.27%		d

Item		%	8% Priority	Item
r	Contingency	1.00%	11	r
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%	10	h
i	Restore current 51/52/55	0.93%	10	i
m	79x evening service (1900 - 2200)	0.18%	8	m
o	Keep Saturday service on #81	0.11%	8	o
p	Keep summer service on #85	0.36%	8	p
f	Do 25/73 versus 24/28	1.00%	7	f
q	Restore school trips on #13, #41, #51 & #67	0.23%	7	q
s	Restore slimmed down 3x/8x	0.50%	7	s
e	Restore Breeze to 30-minute daytime frequency (includes 66/67 savings)	1.24%	6	e
g	Add 10 peak trips of #73	0.61%	6	g
l	Make #78 year-round & add four new trips	0.57%	6	l
n	Keep 30-minute headway on #81 in summer	0.28%	6	n
t	Restore current 18/19	1.06%	5	t
a	15-min. major corridor frequency from 1200-1730 (current = 1400-1730)	3.59%	4	a
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%	3	j
k	#76 same -- but peak hour only (12 trips)	0.62%	3	k
b	15-min. major corridor frequency from 0900 - 1730 (current = 1400-1730)	8.97%	1	b
c	Restore 3x & 8x to original winter bid proposal	0.77%	1	c
d	Restore Breeze to 15-minute daytime frequency (includes 66/67 savings)	3.27%		d

Annual Route Review 2009

Possible Add-Backs SAC Vote 2

Item		%	4% Priority		8% Priority
a	15-min. major corridor frequency from 1200-1730 (current = 1400-1730)	3.59%	1		4
b	15-min. major corridor frequency from 0900 - 1730 (current = 1400-1730)	8.97%			1
c	Restore 3x & 8x to original winter bid proposal	0.77%	1		1
d	Restore Breeze to 15-minute daytime frequency (includes 66/67 savings)	3.27%			
e	Restore Breeze to 30-minute daytime frequency (includes 66/67 savings)	1.24%	3		6
f	Do 25/73 versus 24/28	1.00%	3		7
g	Add 10 peak trips of #73	0.61%	6		6
h	Restore current 41/43 service (includes 15-min. peak service)	2.20%	5		10
i	Restore current 51/52/55	0.93%	4		10
j	Current #76 except clockwise routing on Bailey Hill/Oak Patch	1.30%	2		3
k	#76 same -- but peak hour only (12 trips)	0.62%	2		3
l	Make #78 year-round & add four new trips	0.57%	3		6
m	79x evening service (1900 - 2200)	0.18%	7		8
n	Keep 30-minute headway on #81 in summer	0.28%	3		6
o	Keep Saturday service on #81	0.11%	4		8
p	Keep summer service on #85	0.36%	3		8
q	Restore school trips on #13, #41, #51 & #67	0.23%	5		7
r	Contingency	1.00%	10		11
s	Restore slimmed down 3x/8x	0.50%	6		7
t	Restore current 18/19	1.06%	3		5

Name KA, RB, DB, JC, HL, RL, MM, WM, EM, TP, AS, TT

Annual Route Review 2009

**Possible Add-Backs
SAC Vote 2**

Item
a
b
c
d
e
f
g
h
i
j
k
l
m
n
o
p
q
r
s
t

r, LV, AV

13,388	Breeze	13,388		
1,441	3x	1,441		
745	7x	745		
681	8x	681		
855	400 series	855		
6,666	24	5,801	494	371
8,826	30	7,013	1,025	788
7,560	52	6,248	841	471
5,697	55	5,197	500	
798	60	798		
3,787	64	3,787		
5,687	28	5,687		
1,619	75x	1,619		
3,564	76	3,564		
4,193	79	4,193		
314	81		314	
1,252	school trips on reg. rte.	1,252		
		61,016	2,861	1,630
				65,507
				65,507

ROUTES WITH 15 MINUTE HEADWAYS (MAIN CORRIDORS)

		ANNUAL HRS	WKDY	proposed		
			Current	Proposed	turnaround	# of trips
-7,833	16,787	12 Harlow	0	16,787	springfield	+1
		13 Cent/ssta	0	7,833	springfield	31
	9,945	25 Will/Amazc	0	9,945	donfox	39
	9,945	73 Hily/Donak	0	9,945	martin	39
	9,116	36 18th Ave	0	9,116	Walmart	42
-7,629		41 Hwy 99/Brç	0	7,629	Cubit	30
	12,998	43 11th Ave	0	12,998	terry/arrow	46
	13,446	51 River Rd	0	13,446	santa clara	49
	9,622	66 VRC/Cbrg	0	9,622	Loop	39
	9,554	67 Cbrg/VRC	0	9,554	Loop	41
			0	106,875	106,875 INCREASE	

(There would be a gain in interlining efficiencies with 45

SAT 30 MIN HDWY

		proposed	Current hrs	Proposed	# of trips
354	0	12 Harlow	2366	2366	31
		13 Cent/ssta	1654	1300	25
	318	25 Will/Donak	826	1144	22
	313	73 Hily/Amaz	831	1144	22
	0	36 18th Ave	1013	1013	NC
	0	41 Hwy 99/Brç	1456	1456	NC

0	43	11th /13Av	1383	1383	NC
0	51	River Rd	1191	1191	23
0	66	VRC/Cbrg	1420	1420	NC
0	67	Cbrg/VRC	905	905	NC

13,044.0 13,321.4 **INCREASE IN HOURS**

^ based on route 25 - no 28 Sat service now + based on route 66

SUN 60 MIN HDWY 30 MIN

Current hrs Proposed hrs # of trips

12	12	Harlow	1747	1747	21		
224		13	Cent/ssta	896	672	12	
	39	25	Will/Donak	633	672	12	
12		73	Hily/Amaz	684	672	12	
		36	18th Ave	487	487	12	
		41	Hwy 99/Br	1000	1000	12	
		43	11th /13Av	920	920	12	
		51	River Rd	671	671	12	
		66	VRC/Cbrg	586	586	12	increase
		67	Cbrg/VRC	491	491	12	in hours
				8115	7918		80.4

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subtotal

TOTAL REDUCTION IN HOURS

Using a 4 pulse system at ES

Cycle Time

NC	add (15) 0800 - 0830
60	no 15-min. service
60	(15) 0700 - 0830 and 1400 - 1730
60	(15) 0700 - 0830 and 1400 - 1730
45	(15) 0700 - 0830 and 1400 - 1730
60	no 15-min. service
60	(15) 0700 - 1730
60	(15) 0700 - 1730
60	(15) 0700 - 0830 and 1400 - 1730
60	(15) 0700 - 0830 and 1400 - 1730

IN HOURS

and 60 min cycle times)

S

for Sat & Sun

Budget Assumptions Summary of Staff Recommendations

Payroll Taxes

- Growth in Tax Base: 0% in FY 09-10
0% in FY 10-11
3% in FY 11-12
4% in FY 12-13
5% in FY 13-14
6% in FY 14-15 and thereafter
- Payroll Tax Acceleration to .007 in 2010: Not assumed
- Payroll Tax Increase from .007 to .008: Not assumed

American Recovery and Reinvestment Act (Stimulus Fund)

- Assume \$3.24 million for fleet maintenance in FY 2009-10

Federal Grant Funds (5307)

- Use \$1.2 million for preventative maintenance in FY 08-09 and \$1 million per year thereafter

Surface Transportation Program – Urban (STP-U) Funds

- Assume \$.5 million for preventative maintenance in FY 10-11, FY 11-12, and FY 12-13

Elderly and Disabled Transportation Funding

- Costs increase 5 percent per year
- BETC available (approximately \$650,000 per year)
- Approximately \$350,000 in State support for RideSource operations in FY 09-10 and FY 10-11

Other Revenue Options

- None assumed

Pension Plan Costs

- Additional \$700,000 in Pension Plan contribution starting in FY 09-10

Fuel

- Assume \$2.00 per gallon in FY 09-10; with annual increases of 3 percent

Materials & Services

- \$300,000 reduction in costs in FY 09-10 and continuing at that lower level for the remaining years in plan (includes annual inflationary increases)

Administrative Staff Savings

- Administrative wage freeze in FY 09-10 (saves approximately \$230,000)

Service Level for FY 2009-10

Annual service reduction package be reduced to 3.04 percent for Fall 2009

American Recovery and Reinvestment Act

The American Recovery and Reinvestment Act (ARRA), also known as stimulus funding, was signed into law last month. ARRA includes approximately \$8.4 billion in transit funding, of which a majority is distributed by formula. The distribution formula is the same as for Section 5307 funds that LTD receives on an annual basis. LTD will receive \$6,467,817 in formula distribution. There are also some discretionary funds, both within the transit portion and elsewhere in the bill, that LTD will be seeking for building energy upgrades.

The spending requirements for the ARRA formulas funds are also the same as for Section 5307 funds, with the exception that: 1) There is no local match requirements; and 2) Half of the funding must be obligated within 180 days, and the entire funding must be obligated within one year.

As discussed with the Board at the February 18, 2009, meeting, staff recommend that half of the funds be used for an expansion and remodel of the fleet maintenance facility. This will provide maintenance capacity to allow LTD to add articulated coaches to the fleet. These larger buses provide operational efficiency on high ridership corridors. This project will be under contract within the 180-day obligation deadline and will provide approximately 40 jobs.

Staff propose to use the other half of the formula funds for fleet maintenance, which will offset an operating expenditure. This money can all be spent within the one year obligation deadline in the ARRA.

Staff recommend that the LRFP assume \$3.24 million for fleet maintenance in FY 2009-10.

Surface Transportation Program – Urban (STP-U) Funds

STP-U funds are allocated annually by the Federal Highway Administration to Transportation Management Areas (TMAs). Our area has, in recent years, received approximately \$2.5 to \$3 million per year. Current indications are that our area can expect to receive approximately \$2.475 million per year during the next two years. The funds are to be used for surface transportation planning and capital expenditures, with no modal restrictions. Our community has a long history (going back at least 30 years when the funds were then called Federal Aid Urban) of using the funds in a multi-modal manner. During the seven years from FY 2003 through FY 2009, LTD received approximately 11 percent (\$2,022,709) of the available STP-U funds. When LTD uses STP-U funds, they are administered by the Federal Transit Administration and are treated as if they are Section 5307 formula funds.

The Metropolitan Policy Committee (MPC) directed staff to develop a proposal for transit use of STP-U funds in order to avoid service reductions. A proposal has been developed that allocate to LTD \$1.5 million in STP-U funds over the next four years. The MPC has not yet considered this proposal.

Staff recommend assuming the \$1.5 million in STP-U funds in the LRFP.

Lane Transit District
Unemployment Trends

	Jan-09	Dec-08	Jan-08
Eugene-Springfield	9.50%	8.40%	5.40%
Oregon	9.90%	8.30%	5.30%
USA	7.60%	7.20%	4.90%