



Public notice was given to *The Register-Guard* for publication on January 21, 2017.

# LANE TRANSIT DISTRICT BOARD OF DIRECTORS FINANCE COMMITTEE MEETING

Thursday, January 26, 2017  
1:00 p.m.

LTD Board Room  
3500 East 17<sup>th</sup> Avenue, Eugene (in Glenwood)

*(No public testimony will be heard at this meeting.)*

## AGENDA

	<u>Page</u>
I. CALL TO ORDER	
II. ROLL CALL	
<input type="checkbox"/> Wildish <input type="checkbox"/> Necker <input type="checkbox"/> Yeh	
III. APPROVAL OF MEETING MINUTES ( 1 minute)	
• Minutes of the December 16, 2015, LTD Board Finance Committee meeting	2
IV. FISCAL YEAR 2017-18 BUDGET PROCESS AND TIMELINE (10 minutes) [Christina Shew]	7
V. EVALUATION OF FARES AND FARE POLICY (10 minutes) [Tom Schwetz]	9
VI. GOVERNMENT EMPLOYEE COST COMPARISONS (15 minutes) [Christina Shew]	13
VII. FORMAT OF MONTHLY FINANCIAL REPORTS (10 minutes) [Christina Shew]	14
VIII. NEXT MEETING	
IX. ADJOURNMENT	

**The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments.**

MINUTES OF FINANCE COMMITTEE MEETING  
LANE TRANSIT DISTRICT BOARD OF DIRECTORS

December 16, 2015

Pursuant to notice given to *The Register-Guard* for publication on December 13, 2015, and distributed to persons on the mailing list of the District, a meeting of the Lane Transit District Board of Directors Finance Committee was held on December 16, 2015, at Lane Transit District, 3500 East 17th Avenue, Eugene.

**PRESENT** – Gary Wildish, Carl Yeh (Chair)

**ABSENT** – Ed Necker

**CALL TO ORDER** – Mr. Yeh called the meeting to order at 3:35 p.m.

**ROLL CALL** – Committee members Carl Yeh and Gary Wildish were present; committee member Ed Necker was absent. The following LTD staff also were present: CFO Todd Lipkin, Controller Tom Schamber, General Manager Aurora Jackson, Director of Customer Services and Planning Andy Vobora, and Administrative Secretary/Minutes Recorder Chris Thrasher.

**MINUTES** – Minutes from the February 4, 2015, meeting of the Board Finance Committee were approved by unanimous vote.

**FARES AND FARE POLICY** – Mr. Vobora stated that staff had been working with attorneys to make administrative changes to the Policy and to add threshold language required by the Federal Transit Administration. Over the past six months, staff determined, and distributed for review by area agencies, a suggested threshold for evaluating disparate or disproportionate impacts on populations protected by Title VI of the Civil Rights Act and the Environmental Justice orders signed by President Clinton. Once the outreach process is finished, staff will present the changes to the full Board.

Mr. Vobora asked the Committee for its recommendation regarding fare increases for Fiscal Year (FY) 2016-17. If fare increases are recommended, staff would start analysis using information gathered from the Origin & Destination Study, which is expected to be completed in January 2016.

The District's Fare Policy outlines a process for rotating fare price increases to allow customers an opportunity to select the fare that works best for their situation. Last year the rotation was to look at ticket prices. For a variety of reasons, the Board chose not to increase any fares for FY 2015-16. Maintaining the rotation would mean that the District should evaluate a modest increase in the price of ten-ride tickets for the coming year; however, staff noted that a change in ticket prices would reduce the price differential between the cash fare and ticket prices and thereby reduce the incentive for customers to purchase tickets.

Mr. Vobora stated that the Committee might consider an adjustment in cash fares followed by a ticket price change in the future. This would allow the price differential and the incentive to buy tickets to be maintained. Another option would be to maintain the current fare prices since

ridership is down; however, the District was beginning to invest in service again, which was asking the taxpayers to pay more.

Mr. Yeh asked what would happen if ticket prices were held flat. Mr. Vobora stated that the single-ride ticket was reintroduced a few years ago after years of having tokens. He said that he believed that there would not be a significant revenue change. Fifty percent of ten-ride ticket book purchases are by agencies for use in their programs.

Mr. Vobora stated that staff are developing a Request for Proposal for the management part of the electronic fare management program. The timeline is for a soft launch by Spring 2017 with full implementation by Fall 2017. Once that system is in place, there should be more options in terms of fare pricing, both for the group pass rider and the general public.

In response to a question from Mr. Wildish, Mr. Vobora stated that the difference between the ticket price and the cash fare is 10 percent.

Mr. Wildish asked what the impact would be by not increasing the \$1.60 ticket fare. Mr. Lipkin replied that there would be minimal impact on the revenue budget and that last fiscal year's revenue was approximately \$270,000. Mr. Vobora stated his belief that agencies would continue to buy the ten-ride ticket books if the fare were to increase because it is more convenient for their programs.

Mr. Vobora said that, historically, cash fare increases were in small increments of 5 cents; but in 2000, the increases started to be larger (25 cents). The last cash fare increase occurred in July 2012 when the adult fare was increased from \$1.50 to \$1.75.

Mr. Vobora asked the Committee, in light of ridership being down and where the District is with investment in service, if it was the right time to make an adjustment in fares. If there is a big change in cash fares, the Title VI issue could come into play more to see if there is disparate impact.

Ms. Jackson stated that sometimes there is a cost to accepting the fare. There is a desire to incentivize the purchase of longer term media. There are different models that can be used by looking at ridership trends and by looking at the cost to take fares.

Mr. Yeh asked about the reason the other 50 percent (other than the agencies) are buying ticket books. Mr. Vobora stated that, historically, it has been parents who buy them for their children instead of giving cash or for the occasional rider who wants a cheaper fare.

Mr. Lipkin added that low fuel prices have an impact on people's decisions to ride the bus.

Mr. Vobora stated that the Origin & Destination Survey would show the types of fare media people are using. In larger metro systems, cash users are sometimes 50 percent or more; LTD's cash users have been around 33-35 percent. Mr. Vobora said that he would reach out to LTD's peer group of agencies.

Mr. Yeh asked that if ticket prices were to increase, would the District feel obligated to increase the cash fare. Leaving it as is would give options to raise at a later time.

Mr. Vobora stated that the electronic fare management system could open doors in terms of differential pricing structures.

Mr. Lipkin added that the real modeling of scenarios would be when looking at options to manage this project--the flexibility in establishing fare structure.

Mr. Vobora announced that the University of Oregon wants both their staff and student group pass contracts to renew at the same time. The UO would be interested in knowing how many of their employees and students are riding the bus.

In response to a question from Mr. Wildish, Mr. Lipkin stated that LTD has budgeted \$2.8 million for the electronic fare management system, which includes replacing fareboxes.

Mr. Vobora stated that staff have been looking at a reloadable "stored value card" system. TriMet is implementing a regional model with C-Tran, and Oregon Department of Transportation would like the whole state to use the same system. It could be possible to have a statewide card if all the other systems buy into that. What LTD decides to do will be compatible with other systems.

Mr. Vobora added that staff would gather more information and data to continue the conversation. If the Board chooses to increase fares, that would be included in the public hearing process through the spring.

**RESERVE POLICY** – Mr. Lipkin referred the Committee to the Reserve Policy that was included in the agenda packet. Staff recommended a revision of the policy. He noted that the policy states that the total General Fund reserve shall never be less than 7 percent of the base expense total and shall not exceed 13 percent of this total. Current policy states that excess funds shall be transferred to the Capital Projects Fund. Through the Long-Range Financial Plan process, the Board in the past has directed that the excess be put into service and invested in the community.

At the time the policy was adopted by the Board in April 2000, bus rapid transit discussions were starting and there was a push to build capital funding. Staff would like feedback from the Board on what is important now in terms of the excess.

Ms. Jackson noted that transferring excess funds into a capital fund allows for a one-time purchase only.

Mr. Vobora added that had there been a more robust reserve during the 2001 and 2008 recessions, there might not have been the need for such dramatic service cuts.

Mr. Yeh asked if it would be possible to have a discretionary fund.

Mr. Schamber, controller, suggested a reserve for economic downturn.

Mr. Lipkin believed changes to the policy need to be made to define the situations when to spend the reserves, such as for emergencies and economic downturns.

Mr. Lipkin distributed copies of a chart that showed reserve estimates based on operating costs out through FY 2024-25. Operating costs included transfers to the Accessible Services and Medicaid Funds. In response to a question from Mr. Wildish, Mr. Lipkin stated that the chart represents a 3.5 percent to 4 percent growth rate.

The Government Financial Officers Association (GFOA) recommends a reserve of two months' general fund operating expenses. Ms. Jackson would see if APTA has a best practice.

Mr. Lipkin suggested adding language that governs how reserve funds would be replenished if you should have to dip into it.

Staff asked for guidance as to what the Board might want to see as far as Long-Range Financial Plan scenarios.

Mr. Wildish liked some of the suggestions for modification. He believed a 13 percent maximum was too low.

Ms. Jackson also recommended looking at transferring reserve funds to other liabilities or self-insurance funds to make the funds more accessible.

Mr. Wildish would like to avoid dipping into service, which could take several years to add back.

Staff would develop different scenarios and recommendations for changes to the reserve policy.

**LONG-RANGE FINANCIAL PLAN (LRFP)** – Mr. Lipkin referred the committee to last year's Long-Range Financial Plan, which was included in the agenda packet. The LRFP is staff's 10-year strategic and financial projection that informs the District's budget. Highlights included the following:

- Planned for a three-year strategy to increase investment in the community.
- Planned for \$800,000 in payroll taxes; due to payroll tax increase, will update the plan to start with \$1.2 million.
- Starting working capital will be between \$19 million to \$20 million.
- Budget revenue low and expenditures high.
- Fuel prices have been low.
- Budget personnel as fully staffed, but we never are fully staffed.
- Payroll tax revenue has been higher than budget.
- Transfer to Accessible Services Fund has been below budget.
- Increasing the reserve level may impact some of the other plans.

In response to a question from Ms. Jackson, Mr. Lipkin stated that cost per revenue hour was \$151 last year.

Mr. Wildish suggested that the Board could use a more in depth discussion to better understand the LRFP.

Staff would develop three preferred scenarios as well as a live working model. The goal would be to finalize LRFP assumptions by the March 2016 Board meeting.

Mr. Lipkin added that the Capital Improvements Program (CIP) process would start in January 2016 with a public review period in February 2016 and approval of the CIP by the Board in March 2016 or April.

**NEXT MEETING** – No meeting was scheduled at this time. There was discussion about a possible committee meeting at the end of January or a full Board work session.

**ADJOURNMENT** – There was no further discussion, and the meeting adjourned at 4:51 p.m.

(Recorded and transcribed by Chris Thrasher, Lane Transit District)

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## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 26, 2017

**ITEM TITLE:** FISCAL YEAR 2017-18 BUDGET PROCESS AND TIMELINE

**PREPARED BY:** Christina Shew, Director of Finance

**ACTION REQUESTED:** Information and direction.

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**BACKGROUND:**

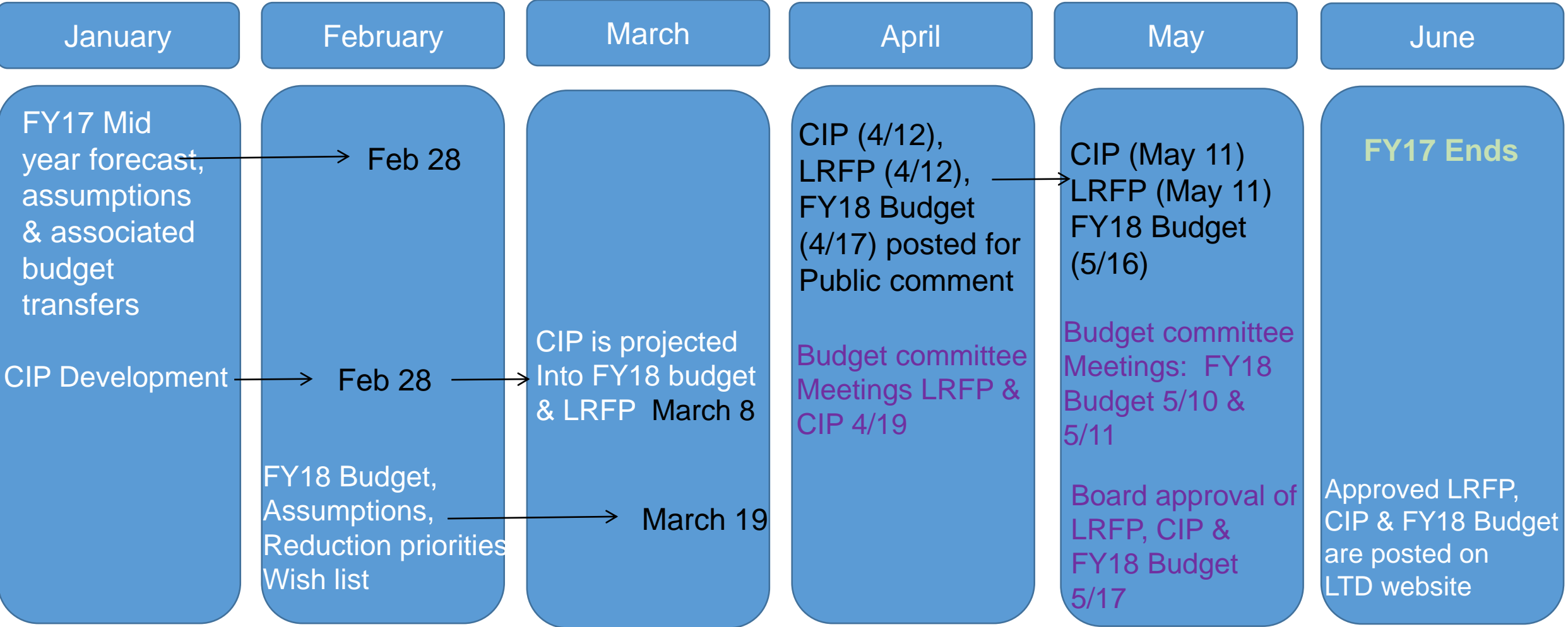
This agenda item is presented for the purpose of engaging the Board Finance Committee in a discussion regarding the process and recommended timeline for the Fiscal Year 2017-2018 Budget. The process includes a compilation of projections for Fiscal Year 2017-2018 revenues and expenditures, an analysis of the current year's revenues and expenditures, a public engagement process, a convening of the Budget Committee, and the final adoption of the budget.

**ATTACHMENT:** FY 2017-18 Budget Process and Timeline

**PROPOSED MOTION:** None.

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# Budget Process & Timeline





## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 26, 2017

**ITEM TITLE:** EVALUATION OF FARES AND FARE POLICY

**PREPARED BY:** Aurora Jackson, General Manager

**ACTION REQUESTED:** Information and direction.

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### BACKGROUND:

In accordance with Ordinance No. 49, LTD evaluates fare rates on an annual basis. Traditionally, fare rates have been evaluated by a process of rotating fare price increases among fare instruments to allow customers an opportunity to select the fare that works best for their situations.

In accordance with LTD's fare procedures, when deliberating changes to the fare structure, the Board will consider:

1. The effects of the change on Title VI populations
2. The inflation rate
3. Ridership and revenue trends
4. Local economic trends
5. Trends in automobile-related costs, such as gas
6. Service changes
7. Economic impacts on customers
8. Market conditions and opportunities
9. The District's financial situation
10. The District's goals and objectives

Last year, staff did not recommend an increase in price to the Board Finance Committee for any of its fare instruments. Once again, LTD staff are not recommending a fare rate change for any of the fare options available. This will allow the District to evaluate its long-term vision that includes service level appropriateness, financial stability, and implementation of operational efficiencies.

Currently, staff are evaluating fare pricing during major events against LTD's service levels, with the goal of encouraging citizens to take public transportation. Improving ridership during major events reduces congestion and green-house emissions from idling cars.

**ATTACHMENT:** Ordinance No. 49

**PROPOSED MOTION:** None.

Q:\Reference\Board Packet\2017\January\Finance Committee 1-26-17\AIS Evaluation of Fares.doc

ORDINANCE NO. 49

AN ORDINANCE SETTING FARES FOR THE USE OF DISTRICT SERVICES, AND AMENDING AND RESTATING ORDINANCE NO. 48.

WHEREAS the Lane Transit District fare rates are evaluated on an annual basis;

WHEREAS the proposed Monthly Pass, Three-Month Pass, and Group Pass fare rates were recently presented at a public hearing, and written comment having been received;

BE IT ENACTED BY LANE TRANSIT DISTRICT:

Lane Transit District Ordinance No. 48 is amended and restated in its entirety to read as follows:

1.01 Definitions. As used in this ordinance, unless the context requires otherwise:

- (1) "District" means Lane Transit District.
- (2) "Service Area" means the area designated in Lane Transit District Ordinance No. 42, as such area is now constituted and as it may be altered from time to time hereafter by ordinance of this District.

1.02 Fares.

- (1) Fares on the District transit system shall vary according to the status of the rider and method of payment and shall be in accordance with the following schedule:

(a) Cash Fare (Effective 7/01/12)

	<b>Monday-Sunday</b>
Adult (ages 19-64)	\$1.75
Youth (ages 6-18)*	\$ .85
Half-Fare**	\$ .85
Senior (ages 65 and older)	Free

(b) Ten-Ride Ticket Books (Effective 9/01/12)

	<b>Monday-Sunday</b>
Adult (ages 19-64)	\$16.00
Youth (ages 6-18)*	\$ 8.00
Half-Fare**	\$ 8.00

**FILED**

MAY 14 2014

COUNTY CLERK  
BY *[Signature]*

(c) Monthly Pass (Effective 7/01/14)

<b>Pass Type</b>	<b>Monthly Price</b>	<b>Three-Month Price</b>
Adult (ages 19-64)	\$50.00	\$135.00
Youth (ages 6-18)*	\$25.00	\$ 67.50
Half-Fare**	\$25.00	\$ 67.50
Senior (ages 65 and older)	Free	Free

\* Youth fare applies to ages 6-18. Children age five and under ride free with parent or guardian.

\*\* LTD's EZ Access Program provides a Half-Fare Program for persons with disabilities and Medicare cardholders. The EZ Access Program also provides the Honored Rider pass, which provides free rides for persons 65 years of age and older. The Half-Fare and Honored Rider photo identification cards may be obtained at the LTD Customer Service Center.

(d) Day Pass (Effective 7/01/12)

Adult (ages 19-64)	\$3.50
Youth (ages 6-18)*	\$1.75
Half-Fare**	\$1.75

- (2) Group Pass Program. The general manager, or his/her designated representative, is authorized to sign contracts on behalf of the District to provide transit service to groups of riders at reduced rates pursuant to policies established by the Board at its May 2, 1990, meeting, as amended, or pursuant to such policies as the Board may hereafter adopt by resolution or ordinance.

Group Pass (Effective 1/01/15)

<b>Pass Type</b>	<b>Monthly Rate</b>
Taxpayer	\$5.42 taxpayer
Non-Taxpayer	\$6.30 non-taxpayer

- (3) Special Event Discounts. The promotional distribution of free tickets from time to time is necessary or convenient for the provision of a public transit system. The general manager, or his/her designated representative, is authorized to reduce or eliminate fares, or to approve the distribution of free tickets for use of District facilities during special events, or at specified times, on a finding by the general manager, or his/her designated representative, that the fare reduction or elimination will promote

increased use of the District's public transit system or will otherwise further the provision of a public transit system.

(4) Reduced Fares for Low-Income Persons. The general manager, or his/her designated representative, is authorized to sign contracts with local nonprofit agencies whereunder the District may agree to provide transit fare instruments at reduced prices to such agencies, for distribution to low-income persons within the service area who need transportation assistance. Definitions of those who are "low income persons" and "who need transportation assistance" shall be part of such contracts, verbatim or by reference.

(5) Paratransit. Fare structure (*Effective 7/01/12*):

RideSource	\$3.50 one way
Escort*	\$3.50 one way
RideSource Shopper**	\$2.00 round trip
Social Service Agencies***	100 percent
Book of Ten Tickets	\$35.00

\* Escort is limited to door-to-door transportation for medical rides.

\*\* RideSource Shopper is specialized transportation service for grocery shopping. RideSource Shopper fares are based on round-trip rides. All other fares are one-way rides.

\*\*\* Social service agencies will contract for service and pay 100 percent of the marginal cost of service.

2.01 Large-quantity Pass Purchases. The District will provide a discount of five (5) percent to private sales organizations authorized by the District to sell passes to the general public.

ADOPTED this 12<sup>th</sup> day of May, 2014.

  
\_\_\_\_\_  
President and Presiding Officer

ATTEST:

\_\_\_\_\_  
Secretary

  
\_\_\_\_\_  
Recording Secretary

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 26, 2017

**ITEM TITLE:** GOVERNMENT EMPLOYEE COST COMPARISONS

**PREPARED BY:** Christina Shew, Director of Finance

**ACTION REQUESTED:** Information and direction.

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**BACKGROUND:**

This agenda item is presented for the purpose of providing the Board Finance Committee with a presentation on an analysis of government employees' costs as compared with LTD employee costs. One factor to note in this analysis is that the presentation includes information provided by each *participating* agency. LTD is unable to verify the manner in which those agencies compile costs; however, this presentation will provide a clear picture about LTD's process for calculating costs, which may be valuable to the Board of Directors when making financial decisions.

**ATTACHMENT:** None.

**PROPOSED MOTION:** None.

Q:\Reference\Board Packet\2017\January\Finance Committee 1-26-17\AIS FY2018 Government Employee Cost Comparison.doc

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** January 26, 2017

**ITEM TITLE:** FORMAT OF MONTHLY FINANCIAL REPORTS

**PREPARED BY:** Christina Shew, Director of Finance

**ACTION REQUESTED:** Information and direction.

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### BACKGROUND:

This agenda item is presented for the purpose of engaging the Board Finance Committee in a discussion regarding the monthly financial reports. Over the last three months, the format for the monthly financial reports changed for the purpose of drawing the Board's attention to sections of financial statements that could be useful in making decisions. The new condensed reports provide explanations regarding monthly and annual variances against the adopted current year's budget.

Copies of current and prior monthly financial report formats will be reviewed with Committee members so that staff can gather input and develop financial reports for the Board of Directors that are timely, accurate, and easy to read.

**ATTACHMENTS:**

- 1) FY 2016-25 Long-Range Financial Plan
- 2) Sample Monthly Financial Reports:
  - a) Old Grant Report (January 2016)
  - b) New Grant Report (January 2017, Period Ending December 2016)
  - c) Old Financial Report (March 2016, Period Ending January 2016)
  - d) New Financial Report (Period Ending October 2016)

**PROPOSED MOTION:** None.

Q:\Reference\Board Packet\2017\January\Finance Committee 1-26-17\AIS Format for Monthly Financial Reports.doc

**Lane Transit District**  
**FY 2016-25 Long-Range Financial Plan Draft**

Payroll Tax Base: 5% Annual Increase

	FY 2014-15 Estimated Current Year	Year 1 Projected FY 2015-16	Year 2 Projected FY 2016-17	Year 3 Projected FY 2017-18	Year 4 Projected FY 2018-19	Year 5 Projected FY 2019-20	Year 6 Projected FY 2020-21	Year 7 Projected FY 2021-22	Year 8 Projected FY 2022-23	Year 9 Projected FY 2023-24	Year 10 Projected FY 2024-25
1 Beginning Working Capital	17,234,700	16,732,300	14,479,200	11,955,100	9,383,600	7,344,400	5,861,600	4,556,900	3,815,000	3,433,300	3,821,100
2											
3 <b>General Fund Revenues</b>											
4 Passenger Fare Operating Revenues	7,267,000	7,382,000	7,751,200	8,138,700	8,545,600	8,972,900	9,421,600	9,892,700	10,387,300	10,906,600	11,451,900
5 Advertising	310,000	310,000	319,300	328,900	338,800	349,000	359,500	370,300	381,400	392,800	404,600
6 Purchased Service	161,300	161,300	169,400	177,900	186,800	196,100	205,900	216,200	227,000	238,400	250,300
7 <b>Total Operating Revenues</b>	7,738,300	7,853,300	8,239,900	8,645,500	9,071,200	9,518,000	9,987,000	10,479,200	10,995,700	11,537,800	12,106,800
8											
9 Payroll/Self-Employment Taxes (.007)	29,731,000	31,780,200	33,369,200	35,037,700	36,789,600	38,629,000	40,560,500	42,588,500	44,718,000	46,953,900	49,301,600
10 Payroll/Self-Employment Taxes (Rate Increase 1/1/2017)	-	-	225,600	713,900	1,250,100	1,837,600	2,479,800	3,180,600	3,943,700	4,778,300	5,684,500
11 <b>Payroll/Self-Employment Tax Total</b>	29,731,000	31,780,200	33,594,800	35,751,600	38,039,700	40,466,600	43,040,300	45,769,100	48,661,700	51,732,200	54,986,100
12											
13 <b>State In Lieu</b>	570,000	200,000	206,000	212,200	218,600	225,200	232,000	239,000	246,200	253,600	261,200
14											
15 Preventive Maintenance (Federal 5307)	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000
16 Point2point Funding (STP & STP-U)	726,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100
17 Other Operating Grants	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
18 <b>Total Grants</b>	4,951,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100	4,636,100
19 <b>Miscellaneous</b>	263,600	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
20 <b>Interest</b>	84,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
21											
22 <b>Total General Fund Revenues</b>	43,338,000	44,669,600	46,876,800	49,445,400	52,165,600	55,045,900	58,095,400	61,323,400	64,739,700	68,359,700	72,190,200
23											
24 <b>General Fund Expenditures</b>											
25											
26 <b>Fixed-Route Services</b>											
27 Personnel Services	28,862,600	30,849,000	32,417,300	33,850,000	35,385,900	37,006,300	38,731,000	40,568,800	42,528,900	44,621,700	46,858,700
28 Materials and Services less Fuel	6,585,700	6,717,400	6,851,700	6,988,700	7,128,500	7,271,100	7,416,500	7,564,800	7,716,100	7,870,400	8,027,800
29 Fuel	2,600,000	3,000,000	3,150,000	3,307,500	3,472,900	3,646,500	3,828,800	4,020,200	4,221,200	4,432,300	4,653,900
30 Insurance	1,064,900	1,100,000	1,122,000	1,144,400	1,167,300	1,190,600	1,214,400	1,238,700	1,263,500	1,288,800	1,314,600
31 <b>Total Fixed-Route Operating Costs Before Adjustments</b>	39,113,200	41,666,400	43,541,000	45,290,600	47,154,600	49,114,500	51,190,700	53,392,500	55,729,700	58,213,200	60,855,000
32											
33 FY 2016 Community Investment	-	666,700	833,900	870,800	910,300	952,000	996,400	1,043,700	1,094,100	1,147,900	1,205,400
34 FY 2017 Community Investment	-	-	579,200	720,600	753,300	787,800	824,500	863,600	905,300	949,800	997,400
35 West Eugene EmX Service & Other Community Investments	-	-	-	916,700	1,141,600	1,193,900	1,249,500	1,308,800	1,372,000	1,439,500	1,511,700
36											
37 <b>Transfer to Accessible Services Fund</b>	1,500,000	2,750,000	2,956,300	3,104,100	3,259,300	3,422,300	3,593,400	3,773,100	3,961,800	4,159,900	4,367,900
38 <b>Transfer to Medicaid Fund</b>	172,000	172,000	177,200	182,500	188,000	193,600	199,400	205,400	211,600	217,900	224,400
39 <b>Transfer to Capital Projects Fund</b>	3,055,200	1,667,600	1,313,300	931,600	797,700	864,600	1,346,200	1,478,200	1,846,900	1,843,700	1,826,900
40											
41 <b>Total General Fund Expenditures</b>	43,840,400	46,922,700	49,400,900	52,016,900	54,204,800	56,528,700	59,400,100	62,065,300	65,121,400	67,971,900	70,988,700
42 <b>Ending Working Capital</b>	16,732,300	14,479,200	11,955,100	9,383,600	7,344,400	5,861,600	4,556,900	3,815,000	3,433,300	3,821,100	5,022,600



30136 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
City of Eugene Pedestrian Bridge	-	1,543,306.00	56,361.24	1,486,944.76
WEEE Pedestrian Bridges	-	2,040,000.00	-	2,040,000.00
	-	3,583,306.00	56,361.24	3,526,944.76

30139 ODOT - ODOT ConnectOregon	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
Franklin Transit Stations	-	648,000.00	15,168.54	632,831.46

OR-03-0122 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	1,555,073.75	1,555,073.75	-
14.01.10 Guideway	-	4,300,805.32	3,398,470.97	902,334.35
14.02.20 Stations & Stops	-	743,703.39	855,285.99	(111,582.60)
14.04.40 Sitework & Special Conditions	-	11,241,013.34	11,423,217.42	(182,204.08)
14.05.50 Systems	-	2,229,930.78	1,909,072.09	320,858.69
14.06.60 ROW, Land, Existing Improvements	-	1,929,027.42	1,503,670.42	425,357.00
14.08.80 Professional Services	-	7,721,200.00	8,468,118.82	(746,918.82)
14.09.90 Unallocated Contingency	-	1,088,113.00	-	1,088,113.00
	-	30,808,867.00	29,112,909.46	1,695,957.54

OR-03-0127 - FTA 5309 Small Starts	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
14.01.10 Guideway	105,083.00	7,447,094.00	3,153,973.31	4,293,120.69
14.02.20 Stations & Stops	202,062.00	7,978,019.00	2,928,464.64	5,049,554.36
14.03.30 Support Facilities	-	50,000.00	937.31	49,062.69
14.04.40 Sitework & Special Conditions	1,157,317.00	38,770,734.00	15,794,478.21	22,976,255.79
14.04.40 Sitework & Special Conditions Ped Bridges	-	2,040,000.00	95,000.00	1,945,000.00
14.05.50 Systems	-	4,910,219.00	408,723.43	4,501,495.57
14.06.60 ROW, Land, Existing Improvements	360,128.00	3,208,620.00	1,027,413.95	2,181,206.05
14.09.90 Unallocated Contingency	-	1,372,533.00	-	1,372,533.00
	1,824,590.00	65,777,219.00	23,408,990.85	42,368,228.15

OR-03-0128 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	132.00	1,672,925.00	996,294.99	676,630.01
14.05.50 Systems	-	260,281.00	260,281.00	-
	132.00	1,933,206.00	1,256,575.99	676,630.01

OR-04-0030 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Paratransit replacement vehicles	-	700,000.00	700,000.00	-
11.13.04 Paratransit expansion vehicles	-	140,000.00	140,000.00	-
11.32.20 Misc Passenger Boarding Improvements	-	410,000.00	410,000.00	-
Rounding adjustment	-	-	(10.00)	10.00
	-	1,250,000.00	1,249,990.00	10.00





OR-04-0038 - FTA 5309 Bus and Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid Electric 40' Buses	117.00	3,875,000.00	12,645.39	3,862,354.61
11.12.06 Hybrid Electric Articulated Buses	-	3,000,000.00	2,970,327.78	29,672.22
	<u>117.00</u>	<u>6,875,000.00</u>	<u>2,982,973.17</u>	<u>3,892,026.83</u>

OR-04-0041 - FTA 5309 VTCLI	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.42.08 Call Center Software	343.00	1,062,000.00	534,296.65	527,703.35
11.62.02 Call Center Telephone System	(33,204.00)	298,000.00	298,000.00	-
	<u>(32,861.00)</u>	<u>1,360,000.00</u>	<u>832,296.65</u>	<u>527,703.35</u>

OR-04-0048 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
13.13.06 EmX Vehicles	-	6,527,075.00	6,527,075.00	-

OR-04-0049 - FTA 5309 Bus & Bus Facilities	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Accessible Services Vehicles	-	746,400.00	662,088.58	84,311.42
11.12.15 Accessible Services Vehicles	139,146.00	160,500.00	139,146.10	21,353.90
11.42.09 Security Cameras	-	366,600.00	194,874.89	171,725.11
	<u>139,146.00</u>	<u>1,273,500.00</u>	<u>996,109.57</u>	<u>277,390.43</u>

OR-16-X045 - FTA 5310 Elderly & Disabled	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.04 Accessible Services Vehicles	-	558,068.00	199,396.05	358,671.95

OR-37-X024 - FTA 5316 Job Access/Reverse Commute	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	214,774.00	137,651.64	77,122.36

OR-39-0007 - FTA 5339 Alternatives Analysis Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
44.23.02 Main St/McVay Planning Study	15,311.00	937,500.00	807,917.14	129,582.86

OR-39-0008 - FTA 5339 Alternatives Analysis	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
14.06.60 ROW, Land, Existing Improvements	-	2,291,966.00	2,291,966.00	-
14.08.80 Professional Services	228,851.00	18,750,534.00	15,501,408.62	3,249,125.38
	<u>228,851.00</u>	<u>21,042,500.00</u>	<u>17,793,374.62</u>	<u>3,249,125.38</u>



OR-57-X012 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management-Assessments	-	97,026.00	-	97,026.00
11.7L.00 Transportation Assessments	-	96,528.00	96,528.00	-
	-	193,554.00	96,528.00	97,026.00

OR-57-X014 - FTA 5317 New Freedom	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.7L.00 Mobility Management	-	98,155.00	-	98,155.00

OR-90-X179 - FTA 5307 Urbanized Area Formula Funds	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 Pavilion Station	-	196,800.00	196,800.00	-
11.42.07 Computer_Hardware_02	-	250,000.00	250,000.00	-
11.42.07 Computer_Hardware_03	48,012.00	500,000.00	62,032.47	437,967.53
11.42.07 Hardware	-	300,000.00	300,000.00	-
11.42.08 Computer Software_01	-	150,000.00	150,000.00	-
11.42.08 Computer_Software_02	49.00	350,000.00	285,707.15	64,292.85
11.42.08 Software	-	289,200.00	289,200.00	-
11.42.09 Security Improvements	-	431,600.00	431,600.00	-
11.42.09 Security_01	-	73,375.00	73,375.00	-
11.42.09 Security_Improvements_02	-	630,000.00	464,701.12	165,298.88
11.42.11 Support Vehicles	-	144,500.00	144,500.00	-
11.42.11 Support_Vehicles_01	-	100,000.00	100,000.00	-
11.42.11 Support_Vehicles_02	35,891.00	100,000.00	69,601.39	30,398.61
11.42.20 Miscellaneous equipment	-	105,100.00	47,057.87	58,042.13
11.43.03 Facility_Staff_Building_Parking_Lot_Exp_02	27,187.00	270,000.00	87,984.04	182,015.96
11.43.03 Improvements	-	230,200.00	230,200.00	-
11.44.03 Facilities Improvements_01	-	184,000.00	184,000.00	-
11.44.03 Facilities_Improvements_02	14,220.00	500,000.00	500,000.00	-
11.7A.00 Preventive Maintenance 13-14	-	1,900,000.00	1,900,000.00	-
11.7A.00 Preventive Maintenance 14-15	-	1,211,583.00	1,211,583.00	-
11.7A.00 Preventive Maintenance_14-15_01	-	4,080,650.00	4,080,650.00	-
11.7A.00 Preventive Maintenance_15-16_01	4,450.00	2,696,975.00	2,696,975.00	-
11.7A.00 Preventive_Maintenance_15-16_02	563,056.00	2,553,025.00	904,702.50	1,648,322.50
11.92.02 Shelters	69,125.00	74,818.00	74,818.00	-
	761,990.00	17,321,826.00	14,735,487.54	2,586,338.46

OR-95-X030 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.33.02 U of O Station Construction	80.00	2,340,354.00	2,043,901.30	296,452.70
11.7F.00 Gateway SmartTrips	-	100,301.00	100,301.00	-
	80.00	2,440,655.00	2,144,202.30	296,452.70



OR-95-X035 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.72.11 Rideshare	-	358,633.71	358,633.71	-
11.72.11 Safe Routes to School	-	83,584.00	40,734.24	42,849.76
11.72.11_Rideshare_Bike_Sharing	-	3,596.95	3,596.95	-
11.72.11_Rideshare_Carpool	-	922.03	922.03	-
11.72.11_Rideshare_CMP	-	905.57	905.57	-
11.72.11_Rideshare_ETC	-	5,956.88	5,956.88	-
11.72.11_Rideshare_Group Pass	-	35,212.82	35,212.82	-
11.72.11_Rideshare_Park and Ride	-	1,872.04	1,872.04	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
	-	1,047,911.00	1,005,061.24	42,849.76

OR-95-X055 - Federal Surface Transportation Program	Current Month Expenditures	Grant Totals (Including Match)		
		Budget	Expenditures	Balance
11.12.01 Hybrid 40' Bus Replacement_01	-	1,878,998.00	-	1,878,998.00
11.33.02 Pavilion Station Construction_01	-	445,782.00	445,782.00	-
11.7A.00 Preventive Maintenance	-	557,227.00	557,227.00	-
11.7L.00 Rideshare_00	-	441,436.00	441,436.00	-
11.7L.00 Rideshare_01	-	453,694.00	453,694.00	-
11.7L.00 Rideshare_02	637.00	454,336.00	454,336.00	-
11.7L.00 Safe Routes-School Districts_00	-	129,834.00	129,834.00	-
11.7L.00 Safe Routes-School Districts_01	-	135,421.00	135,421.00	-
11.7L.00 Safe Routes-School Districts_02	-	135,421.00	12,721.77	122,699.23
11.7L.00 SmartTrips 2	176.00	384,487.00	384,304.28	182.72
11.7L.00 SmartTrips_02	-	415,472.00	-	415,472.00
44.23.02 Bike Parking Study	-	100,301.00	100,301.00	-
44.23.02 Bike Share Study_01	121.00	111,445.00	95,855.82	15,589.18
44.23.02 NW Eugene-LCC Transit Corridor Plan_01	-	651,711.00	651,711.00	-
	934.00	6,295,565.00	3,862,623.87	2,432,941.13

## AGENDA ITEM SUMMARY

**DATE:** January 18, 2017

**ITEM TITLE:** MONTHLY GRANT REPORT

**PREPARED BY:** Christina Shew, Director of Finance

**ACTION REQUESTED:** None; information only.

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### BACKGROUND:

The Grant Report contains financial data for all Federal Transit Administration (FTA) and Oregon Department of Transportation (ODOT) grants that have a remaining balance or that have had activity within the last six months. The sources of the information are Transit Award Management System (TrAMS) and Oregon Public Transit Information System (OPTIS). All grant totals are reported as of December 31, 2016. A drawdown was made on December 8, 2016.

1. [OR-03-0128-00 | FY14 5309 B West Eugene EmX Extension](#)

Current Status: Active (Executed)

This grant was awarded for \$1,546,565 using FY 2014 Section 5309 funds for the purchase of systems and rolling stock for the West Eugene EmX Extension (WEEE) project. The bus under this grant was purchased in tandem with OR-04-0048 (October 2015) and is currently in service. This grant is in tandem with OR-03-0127, OR-04-0048 (purchase of six articulated, hybrid-electric buses), and OR-39-0008.

49 USC 5309 - Bus and Bus Facilities (FY 2005 and prior)	\$1,546,565
Local	\$ 386,641
Total Eligible Amount	\$1,933,206
Funds Remaining	\$ 541,233

2. [OR-04-0048-00 | FY14 5309 B West Eugene EmX Extension](#)

Current Status: Grant Closed on December 25, 2016

This grant was awarded for \$5,221,660 using FY 2014 Section 5309 funds for the acquisition of rolling stock for the West Eugene EmX Extension (WEEE) project. This grant is in tandem with OR-03-0127, OR-03-0128 (purchase of one bus), and OR-39-0008. The grant closeout will be validated once TrAMS has reopened for FY 2017.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$5,221,660
Local	\$1,305,415
Total Eligible Amount	\$6,527,075
Funds Remaining	\$0

3. [OR-39-0008-00 | FY14 5339 AA for West Eugene EmX Extension](#)

Current Status: Active (Executed)

This grant was awarded for \$1,834,000 using FY 2014 Section 5339 Alternatives Analysis funds and \$15,000,000 in FY 2014 using Section 5339 Alternatives Analysis funds. The grant funds right-of-way acquisition and professional services for the West Eugene EmX Extension (WEEE) project. This grant is in tandem with OR-03-0127, OR-03-0128 (purchase of one bus), and OR-04-0048 (purchase of six articulated, hybrid-electric buses).

49 USC 5339 - Alternatives Analysis Program (FY 2012 and Prior)	\$16,834,000
Local	\$ 4,208,500
Total Eligible Amount	\$21,042,500
Funds Remaining	\$ 2,086

4. [OR-03-0127-00 | FY14 & 15 5309 CIG for West Eugene EmX Extension](#)

Current Status: Active (Executed)

This grant was awarded for \$821,254 using FY 2014 Section 5309 Capital Investment Grant (CIG) funds and \$50,576,520 in FY 2015 using Section 5309 CIG funds. These funds will be used for project development (including design, right-of-way acquisition, and utility relocation) and construction and implementation of the West Eugene EmX Extension (WEEE) project. This grant is in tandem with OR-03-0128 (purchase of one bus), OR-04-0048 (purchase of six buses), and OR-39-0008.

49 USC 5309 - New Starts	\$51,397,774
Local	\$12,849,445
Total Eligible Amount	\$64,247,219
Funds Remaining	\$13,916,739

5. [OR-90-X179-02 | 13/14/15 5307 PM/Equipment/Construction/Security](#)

Current Status: Active (Executed)

This grant was awarded for computer software, facility improvements, security improvements, and support vehicles. Preventive Maintenance activities also were funded for FY 2014-15 and FY 2015-16. Other than Preventive Maintenance, the project is ongoing.

49 USC 5307 - (MAP 21) Urbanized Area Formula (FY 2013 and forward)	\$13,457,460
Local	\$ 3,364,366
Total Eligible Amount	\$16,821,826
Funds Remaining	\$ 125,116

6. [OR-04-0049-00 | FY14 5309 Ladders - Vehicles and Equipment](#)

Current Status: Active (Executed)

This grant was awarded for the purchase of eleven (11) replacement accessible services vehicles [eight (8) Eldorado Aerotechs and three (3) minivans] utilizing the State of Oregon Pricing Agreement #4729. The grant also funds security cameras for existing Accessible Services vehicles. LTD anticipates that the necessary equipment for the video surveillance upgrades will be received and installed by the end of this year, at which time grant closeout activities will be initiated.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$1,064,145
Local	\$ 209,355
Total Eligible Amount	\$1,273,500
Funds Remaining	\$ 219,645

7. [OR-16-X045-00 | 13/14 5310 Accessible Services Vehicles](#)

Current Status: Active (Executed)

This grant was awarded for the purchase of six (6) Accessible Services vehicles [five (5) Eldorado Aerotechs and one (1) EK Coaches vehicle]. Two vehicles have been purchased, and the procurement of the remaining vehicles should be completed by the end of the year.

49 USC 5310 - (MAP 21) Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities	\$474,358
Local	\$ 83,710
Total Eligible Amount	\$558,068
Funds Remaining	\$304,871

8. [OR-37-X024-00 | 12 5316 JARC Mobility Management](#)

Current Status: Active (Executed)

This Job Access and Reverse Commute (JARC) grant funds ongoing Mobility Management (transportation assessments and transit training and host services).

49 USC 5316 - JARC/TEA-21 3037	\$171,819
Local	\$ 42,955
Total Eligible Amount	\$214,774
Funds Remaining	\$ 45,941

9. [OR-57-X014-00 | 12 5317 New Freedom Mobility Management](#)

Current Status: Active (Executed)

This New Freedom grant funds ongoing Mobility Management (in-person transportation assessments and transit training and host services).

49 USC 5317 - New Freedom	\$78,524
Local	\$19,631
Total Eligible Amount	\$98,155
Funds Remaining	\$22,289

10. [OR-57-X012-01 | FY 10, 11 New Freedom](#)

Current Status: Active (Executed)

This New Freedom grant funds Mobility Management (in-person transportation assessments and transit training and host services). Grant closeout activities are in progress.

49 USC 5317 - New Freedom	\$154,843
Local	\$ 38,711
Total Eligible Amount	\$193,554
Funds Remaining	\$1

11. [OR-04-0038-00 | 2011/2012 5309 SGR Bus Replacement](#)

Current Status: Active (Executed)

This grant was awarded for the purchase of three (3) replacement articulated, hybrid-electric buses and five (5) replacement 40-foot, hybrid-electric buses. Four of the five 40-foot, hybrid electric buses have been delivered but not yet accepted, and one remaining bus will be delivered by the end of January. The three articulated, hybrid-electric buses were procured in 2014.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$5,500,000
Local	\$1,375,000
Total Eligible Amount	\$6,875,000
Funds Remaining	\$3,100,883

12. [OR-39-0007-00 | 2011 5339 Main Street-McVay Planning](#)

Current Status: Active (Executed)

This grant funds a transit improvement planning study along the Main Street-McVay corridor in the Eugene-Springfield area. The project has essentially been completed; closeout activities are being initiated.

49 USC 5339 - Alternatives Analysis Program (FY 2012 and prior)	\$750,000
Local	\$187,500
Total Eligible Amount	\$937,500
Funds Remaining	\$ 23

13. [OR-95-X055-02 | 13/14/15 STP Mobility Management/Planning/Bus/Construction/PM](#)

Current Status: Active (Executed)

This grant was awarded for replacement of rolling stock, transit corridor planning, and ongoing mobility management, including marketing and outreach for car/van/bike sharing/group pass programs. LTD is working with the FTA and ODOT for the transfer of Surface Transportation Program (STP) funds into the FTA Section 5307 program for ongoing mobility management programs. Preparation of a new grant for these funds is in progress.

49 USC 5307 - Urbanized Area Formula (FHWA <sup>1</sup> transfer FY 2007 forward)	\$5,649,011
Local	\$ 646,554
Total Eligible Amount	\$6,295,565
Funds Remaining	\$2,079,312

14. [OR-95-X035-00 | 2012 STP - PM, TDM/Rideshare](#)

Current Status: Active (Executed)

This grant funds ongoing Rideshare (Safe Routes to Schools) activities.

49 USC 5307 - Urbanized Area Formula (FHWA <sup>1</sup> transfer FY 2007 forward)	\$ 971,101
Local	\$ 76,810
Total Eligible Amount	\$1,047,911
Funds Remaining	\$ 37,825

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<sup>1</sup> Federal Highway Administration



15. [OR-95-X030-01 | 11 STP - UO Station Renovation/SmartTrips](#)

Current Status: Active (Executed)

This grant was awarded for University of Oregon station construction and the Regional SmartTrips Program in the Gateway EmX Corridor. Closeout activities are currently in progress.

49 USC 5307 - Urbanized Area Formula (FHWA <sup>2</sup> transfer FY 2007 forward)	\$2,190,000
Local	\$ 250,655
Total Eligible Amount	\$2,440,655
Funds Remaining	\$ 211,490

16. [OR-04-0041-00 | 11 5309 VTCLI RideSource Call Center](#)

Current Status: Active (Executed)

This grant was awarded using 2011 5309B funds through the Veterans Transportation and Community Living Initiative (VTCLI). This grant funds the RideSource Call Center systems improvements.

49 USC 5309 - Bus and Bus Facilities (FY 2006 forward)	\$1,088,000
Local	\$ 272,000
Total Eligible Amount	\$1,360,000
Funds Remaining	\$ 271,601

17. [OR-03-0122-01 | 07/08/09 5309 Small Starts Pioneer Parkway](#)

Current Status: Active (Executed)

This Small Starts grant award funds \$14,797,040 of the \$18,562,240 total project cost. This grant was to be used for the construction of the Pioneer Parkway EmX corridor; and for one (plus) hybrid-electric articulated bus. LTD is processing a budget revision for the redirection of balances in various activity line items to fund the purchase of replacement vehicle(s). The replacement vehicles will be two (2) new West Eugene EmX buses during the current 2016-2017 fiscal year.

49 USC 5309 - New Starts	\$29,597,040
Local	\$ 7,465,200
Total Eligible Amount	\$37,062,240
Funds Remaining	\$ 1,336,346

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<sup>2</sup> Federal Highway Administration

18. [OR-2016-020-00/OR-34-X001 | FY13 5339 Hybrid-Electric Bus Purchase](#)

Current Status: Active (Executed)

This grant award is for \$582,947 using FY 2013 Section 5339 funding for the purchase of one (1) 60-foot, articulated hybrid-electric bus to replace a bus that has met its useful life. This grant was awarded on September 21, 2016. This purchase aligns with LTD's diesel bus replacement plan that replaces buses after they have exceeded their useful life expectancy.

49 USC 5339 - (MAP 21) Bus and Bus Facilities Formula (FY 2013 & forward)	\$582,947
Local	\$145,736
Total Eligible Amount	\$728,683
Funds Remaining*	\$582,947

\*Note: No expenditures are reflected as this grant was just recently awarded.

19. [30476 ODOT | 2015-17 Rural 5311 Program Rhody Express and ADA Service to Florence](#)

Current Status: Active (Executed)

This grant award is for \$160,056 using Rural 5311 funds. This grant funds administrative and operation services to provide general public service(s) within the city limits of Florence, with the exception of a stop at the local tribal casino, which is approximately four miles outside of the city limits. The service is general public fixed-route and complementary paratransit.

Rural 5311 Funds for Rhody Express & ADA Services to Florence	\$160,056
Local	\$122,951
Total Eligible Amount	\$283,007
Funds Remaining	\$ 60,382

20. [30567 ODOT | 2015-17 Special Transportation Services \(State Formula\)](#)

Current Status: Active (Executed)

This grant award is for \$2,139,440 using state formula funds. This grant provides financial support for special transportation services benefiting seniors and individuals with disabilities.

Special Transportation Services (State Formula)	\$2,139,448
Local	\$ 0
Total Eligible Amount	\$2,139,448
Funds Remaining	\$ 534,862

21. [30666 ODOT I 2015-17 Transportation Options/Individualized Marketing for Smart Trips](#)

Current Status: Closed August 31, 2016

This grant award is for \$110,000 and funds the Point2point individualized marketing (IM) program called *Smart Trips*. IM is a comprehensive individualized outreach and education program that provides households with customized individual travel tools aimed at increasing biking, walking, use of public transit, and carpooling. This project is being conducted in the City of Springfield and is part of the ongoing Main Street project. This grant was closed on August 31, 2016; \$98,338 of the grant was used as of the closing of the grant with \$11,662 unused.

Transportation Options/Individualized Marketing for <i>Smart Trips</i>	\$110,000
Local	\$ 12,590
Total Eligible Amount	\$122,590
Funds Remaining	\$0

22. [30744 ODOT I 2015-17 5310 Services for Seniors and Individuals with Disabilities](#)

Current Status: Active (Executed)

This grant award is for \$2,124,548 using 5310 funds. This grant provides funding for seniors and individuals with disabilities as follows: 1) to purchase services to provide public transportation; 2) to support the administrative costs required to manage the purchased service contract; 3) to provide mobility management; and 4) to provide vehicle preventative maintenance. Currently, LTD has contracted service for metro ADA, Pearl Buck Preschool, volunteer escort, veterans, Crucial Connections, and mental health services.

Services for Seniors and Individuals with Disabilities	\$2,124,548
Local	\$ 243,164
Total Eligible Amount	\$2,367,712
Funds Remaining	\$ 916,366

23. [30805 ODOT I 5311\(f\) Intercity Program Funding the Diamond Express](#)

Current Status: Active (Executed)

This grant award is for \$190,508 using 5311(f) Intercity funds. This grant funds intercity public transportation, preventative maintenance, marketing, and transit service operations for customers traveling between Eugene and Oakridge.

5311(f) Intercity Transit Service	\$190,508
Local	\$173,348
Total Eligible Amount	\$363,856
Funds Remaining	\$ 81,085

24. [30840 ODOT | 2015-17 | FHWA-TO Rideshare](#)

Current Status: Active (Executed)

This grant award is for \$74,000 and funds services to reduce single-owner vehicle (SOV) travel using Point2point to create, coordinate, and disseminate information to encourage non-SOV modes, including but not limited to, rideshare, walking, bicycling, and public transportation. Point2point maintains programs and policies consistent with the Oregon Transportation Options Plan.

Funding to Reduce Single-Owner Vehicle Travel	\$ 74,000
Local	\$ 0
Total Eligible Amount	\$74,000
Funds Remaining	\$ 24,983

25. [31386 ODOT | 2016-19 Discretionary Operating for Accessible Transportation Eligibility Pilot](#)

Current Status: Active (Executed)

This grant award is for \$492,688 and provides funding for seniors and individuals with disabilities as follows: 1) accessible transportation eligibility pilot program, including a half-fare program and an optional animal eligibility program; 2) a coordinated volunteer driving pool; and 3) service between Florence and Yachats.

Senior and Disabled Services Pilot Program	\$492,688
Local	\$ 0
Total Eligible Amount	\$492,688
Funds Remaining*	\$492,688

\*Note: No expenditures are reflected as this grant was just recently awarded.

26. [30112 ODOT | 2015-17 5304 Planning Oakridge Redesign](#)

Current Status: Active (Expired December 31, 2016)

This grant was extended to December 31, 2016, and was an extension of an existing grant for 5304 planning funds. This grant was awarded for \$30,000 to allow full completion of the outreach component of the plan to define public transit services for Oakridge. This grant will have one more drawdown and will then be reconciled and closed.

5304 Planning Oakridge Redesign	\$24,000
Local	\$ 6,000
Total Eligible Amount	\$30,000
Funds Remaining	\$12,227

27. [30136 ODOT | 2016 – 17 ConnectOregon V - W 11<sup>th</sup> Bicycle-Pedestrian Bridge Connections](#)

Current Status: Active (Extended to December 31, 2017)

This is a *ConnectOregon* multimodal transportation grant, which was extended to December 31, 2017. The grant is to fund bicycle-pedestrian bridges and associated connectors between the Fern Ridge Path and West 11<sup>th</sup> Avenue at three locations. The improvements include lighting, landscaping, security, and walkway enhancements.

<i>ConnectOregon</i> Bicycle-Pedestrian Bridge	\$5,839,032
Local	\$2,255,726
Total Eligible Amount	\$3,583,306
Funds Remaining	\$3,384,445

28. [30139 ODOT | 2016-17 ConnectOregon V - Franklin Boulevard Phase I Transit Stations](#)

Current Status: Active (Expired December 31, 2017)

This is a *ConnectOregon* multimodal transportation grant, which expired on December 31, 2017. The grant is to fund the removal and replacement of the temporary stations at the McVay Highway intersection with permanent stations that function with the current roundabout design. The stations will be ADA accessible. Each station platform will include bicycle parking, a ticket vending machine, benches, lighting, real-time signs, shelter structures and exclusive guideways.

<i>ConnectOregon</i> Franklin Boulevard Phase I Transit Stations	\$935,000
Local	\$125,000
Total Eligible Amount	\$810,000
Funds Remaining	\$794,832

29. [31675 ODOT | 2016-18 5311 35ft Vehicle purchase](#)

Current Status: Active (Expired December 31, 2018)

- This is a 5311 Transit Network grant, which funds the purchase of a heavy-duty, 35-foot transit vehicle to be used for an ADA pilot program for service between Florence and Yachats.

Heavy-duty ADA transit vehicle for service between Florence and Yachats	\$100,000
Local	\$10,270
Total Eligible Amount	\$89,730
Funds Remaining	\$100,000

**ADDITIONAL GRANT ACTIVITY:**

**Federal Transit Administration TrAMS Grant Applications**

LTD has submitted one grant application for bus purchases against existing formula appropriations from fiscal years ending 2013, 2014, and 2015.

**Federal Transit Administration 2016-2017 Formula Funds Application**

LTD has submitted its application for 2016-2017 Section 5307 Formula Funds in the amount of \$8,931,200. The application will include requests for the funding of the West Eugene EmX Extension, the Willow Creek Terminus Station, the Santa Clara Station, and the Glenwood bus parking lot reconfiguration projects. In accordance with the FY 2016-2017 approved budget, LTD will no longer use 5307 funds for preventive maintenance expenditures.

**Federal Transit Administration Grant**

LTD has been awarded a grant from FTA for its River Road Transit Community Implementation Plan. The grant will cover \$450,000 of the \$564,000 project costs. The project will be managed by the City of Eugene. The required match of \$114,000 will be made by the City, which will contribute \$79,800 (70 percent), and LTD, which will contribute the remaining \$34,200 (30 percent). Both the City and LTD matched costs will consist of employee staff time and related labor costs and will not require either agency to contribute additional resources. The project specifically focuses on identifying opportunities and enabling the development of transit-oriented development. No expenditures have occurred as this grant has not yet been executed through TrAMS.

**Federal Transit Administration Low or No Emission Vehicle Program Grant**

LTD has been awarded a grant through the Section 5339(c) Low or No Emission Vehicle grants program. The grant will cover \$3,479,675 to purchase zero-emission, battery-electric buses that will operate on bus routes servicing the Eugene and Springfield metropolitan areas. The required match is \$347,967 (10 percent). No expenditures have occurred as this grant has not yet been executed through TrAMS.

**ConnectOregon VI Santa Clara Community Transit Center and Park & Ride**

LTD submitted a grant application on November 20, 2015, under the *ConnectOregon VI* program to help fund the construction of the Santa Clara Community Transit Center and Park & Ride. This project will provide a five-bay transit station, a 66-space Park & Ride, secure bike parking, and electric charging stations for the growing Santa Clara area. Facilitating the City of Eugene’s growth vision for the corridor, it will serve as a community hub connecting 20,000 residents to regional jobs and services using transit, walking, and biking. The application requests \$3,000,000 to help support a total project cost of

\$8,142,502. The total project cost includes the value of the land already paid for when the Santa Clara School site was purchased early last year. Funds from the sale of the other portions of the Santa Clara School site and from the sale of the current River Road Station site will complete the funding package for this project.

### **ODOT Safe Routes to Schools Non-infrastructure Grant for Springfield SRTS Program**

LTD has been awarded a grant from ODOT for \$134,652 to provide funding for the Springfield Safe Routes to Schools (SRTS) program, which continues the efforts to establish a long-term Safe Routes to Schools program within the Springfield School District. The grant will cover \$132,652 of the \$267,079 project costs. The required \$134,427 match will be through the Springfield School District with 10.27 percent of the match from ODOT Surface Transportation Program-Urban funds. The grant will pay for an SRTS coordinator, outreach, map printing, a portable speed reader, safety materials, and a small amount of pedestrian and bicycle safety in-class programming.

### **ODOT Public Transportation Grants**

LTD has prepared the following grant applications:

- 31455 ODOT using 5339 and 5309 grant funds for the purchase of 30-foot buses to replace aged Diamond Express vehicles. The prepared agreement is for a \$116,200 grant to support a total project cost of \$140,000, resulting in a local match requirement of \$23,800.
- 31450 ODOT using 5310 grant funds for the replacement of RideSource metro vehicles. The prepared agreement is for an \$83,718 grant to support a total project cost of \$93,300, resulting in a local match requirement of \$9,582.
- Half-fare/Service Animal grant to fund project P-15-2849. The prepared agreement is for \$86,578.

LTD will be starting the grant process for the following ODOT transportation grants:

- Enhanced Mobility of Seniors and Individuals with Disabilities Program 5310 and Special Transportation Fund Program (STF). These funds are distributed by the State to designated agencies through a formula and are intended to provide capital and service benefitting seniors and people with disabilities. The State application deadline is February 17, 2017. LTD has initiated the discretionary allocation process by soliciting prospective applicants and by posting grant notices in *The Register-Guard*. Applicants will be vetted and ranked by a grant subcommittee. A public hearing will be held in early February, and the grant subcommittee will present the final recommendation to the LTD Board at its February meeting. Funding allocated to LTD for 5310 and STF has been reduced this biennium by 10.85 percent and 18 percent, respectively.
- Rural Areas Program 5311 and 5311(f) are formula funds with a January 20, 2017, application deadline. The 5311 funding is flat at \$160,056 and requires a 43.92 percent match for operating and a 10.27 percent match for capital, planning, and administration. This funding, along with STF and City of Florence match, funds the Florence Rody Express. The Rural Intercity Bus Program 5311(f) requires a 50-percent match for operating and a 20-percent match for capital. This fund, along with City of Oakridge and STF match, funds the Diamond Express service.

**PROPOSED MOTION:** None

## AGENDA ITEM SUMMARY

**DATE:** March 16, 2016

**ITEM TITLE:** MONTHLY FINANCIAL REPORTS

**PREPARED BY:** Todd Lipkin, Finance Manager/CFO

**ACTION REQUESTED:** None

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### **BACKGROUND:**

Following this summary are the January 2016 financial reports. While the budget is appropriated annually, monthly budget estimates are developed to present monthly and year-to-date comparisons to budget and prior-year results. Some costs, such as personnel, fuel, and preventive maintenance, can be reasonably allocated by month; while other costs, such as capital projects and paratransit service, are more variable and may have seasonal or other variations. While all funds are presented in a consistent format, these factors should be considered when evaluating performance against budget.

### **General Fund**

Overall, year-to-date revenue is 22.3 percent over budget through January 31. The primary driver is payroll taxes, which are \$3.6 million over budget. The payroll tax receipts include approximately \$2.2 million in delinquent taxes received in July being paid for last fiscal year. Downward ridership trends account for the year-to-date passenger fare revenue being 4.4 percent below budget. The upward trend in passenger fare revenue continues as they were 4.9 percent below budget in December.

As expected, personnel costs are under budget for the year. The eight new bus drivers who started class on December 14 were released to start driving at the end of January. In addition, the planning technician position was filled in February and the IT Technician and Senior Project Manager positions were filled in March. The District is currently recruiting for a Procurement Manager.

Materials and Services costs in all departments are under budget year to date. Fuel prices continue to contribute positively to the budget (budgeted at \$3.15 per gallon) with a year-to-date price per gallon of \$1.43. The lowest price paid this year is \$.92, which was paid on January 21. This represents the lowest price per gallon paid since June 24, 2003.

### **Accessible Services Fund**

Services within the Eugene-Springfield area are under budget year to date. While the Transfer from the General Fund is above last year's figure, it is still 38.1 percent below budget through January. This is an improvement from December where the transfer was 31.9 percent below budget. There may be additional grant opportunities in the next few months that might help to further decrease the General Fund contribution. As these become available, staff will report on them in this report and/or the Monthly Grant Report.



**Medicaid Fund**

As discussed at the Board meeting on March 4, LTD and Trillium met to discuss the deficit in the non-emergency medical transportation (NEMT) program created by the large increase in demand. The two parties are currently in negotiations on a new funding structure that will be effective January 1, 2016 to address the projected deficit for this calendar year.

**Capital Projects Fund**

West Eugene EmX construction is the primary driver of Capital Projects Fund costs. A total of \$26.3 million has been paid on the project through January 2016. Other projects funded during the first seven months of the fiscal year include MovingAhead, bus security cameras, and the replacement of the phone system. LTD is currently working New Flyer and BYD to develop the final specifications for the purchase of 5 hybrid electric 40 foot buses and 5 all electric 40 foot buses, respectively.

**ATTACHMENTS:** January 2016 Financial Reports

**PROPOSED MOTION:** None

Q:\Reference\Board Packet\2016\March\3-16-16 Reg Mtg Pub Hg\29-Financial Report AIS.docx



Lane Transit District  
**General Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2016**  
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
368,843	370,585	100.5%	375,890	98.6%	Passenger Fares	4,714,500	2,786,943	2,749,496	98.7%	2,876,730	95.6%
251,942	242,970	96.4%	235,000	103.4%	Group Pass	2,550,000	1,454,531	1,438,388	98.9%	1,375,000	104.6%
37,500	37,500	100.0%	37,500	100.0%	Advertising	437,000	399,500	406,300	101.7%	399,500	101.7%
37,127	-	0.0%	38,000	0.0%	Special Service	152,000	133,115	72,758	54.7%	114,000	63.8%
<b>695,412</b>	<b>651,055</b>	<b>93.6%</b>	<b>686,390</b>	<b>94.9%</b>	<b>Total Operating</b>	<b>7,853,500</b>	<b>4,774,089</b>	<b>4,666,942</b>	<b>97.8%</b>	<b>4,765,230</b>	<b>97.9%</b>
984,816	1,879,448	190.8%	1,121,000	167.7%	Payroll Tax	30,100,200	13,766,323	19,075,400	138.6%	15,447,900	123.5%
23,400	33,451	143.0%	10,000	334.5%	Self-employment Tax	1,680,000	228,539	347,944	152.2%	210,000	165.7%
-	91,247	N/A	-	N/A	State-in-Lieu	200,000	474,530	212,336	44.7%	100,000	212.3%
487,221	499,718	102.6%	422,090	118.4%	Operating Grants	5,065,000	3,246,872	3,220,220	99.2%	2,954,630	109.0%
28,855	39,009	135.2%	17,280	225.7%	Miscellaneous	253,400	331,975	241,036	72.6%	166,960	144.4%
4,073	6,787	166.6%	4,000	169.7%	Interest Income	48,000	35,893	30,537	85.1%	28,000	109.1%
<b>1,528,365</b>	<b>2,549,660</b>	<b>166.8%</b>	<b>1,574,370</b>	<b>161.9%</b>	<b>Total Nonoperating</b>	<b>37,346,600</b>	<b>18,084,132</b>	<b>23,127,473</b>	<b>127.9%</b>	<b>18,907,490</b>	<b>122.3%</b>
<b>2,223,777</b>	<b>3,200,715</b>	<b>143.9%</b>	<b>2,260,760</b>	<b>141.6%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>45,200,100</b>	<b>22,858,221</b>	<b>27,794,415</b>	<b>121.6%</b>	<b>23,672,720</b>	<b>117.4%</b>

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
964,636	1,014,867	105.2%	901,560	112.6%	Administration	10,815,800	5,879,410	6,067,827	103.2%	6,310,920	96.1%
1,894,796	1,999,982	105.6%	1,829,920	109.3%	Amalgamated Transit Union	21,958,500	11,496,131	12,393,563	107.8%	12,809,440	96.8%
(66,549)	(51,105)	76.8%	(95,650)	53.4%	Less Grant-Funded Expenditures	(1,147,700)	(471,769)	(477,791)	101.3%	(669,550)	71.4%
<b>2,792,883</b>	<b>2,963,744</b>	<b>106.1%</b>	<b>2,635,830</b>	<b>112.4%</b>	<b>Total Personnel Services</b>	<b>31,626,600</b>	<b>16,903,772</b>	<b>17,983,599</b>	<b>106.4%</b>	<b>18,450,810</b>	<b>97.5%</b>
15,451	9,754	63.1%	18,751	52.0%	Executive Office	332,300	195,803	174,786	89.3%	229,870	76.0%
118,684	134,964	113.7%	165,380	81.6%	Administrative Services	2,147,200	1,105,478	1,044,866	94.5%	1,295,660	80.6%
162,320	160,222	98.7%	215,711	74.3%	Customer Services & Planning	2,837,400	1,246,405	1,450,457	116.4%	1,738,894	83.4%
303,988	266,943	87.8%	464,908	57.4%	Operations & Customer Satisfaction	5,639,600	2,793,193	2,291,189	82.0%	3,293,128	69.6%
<b>600,443</b>	<b>571,883</b>	<b>95.2%</b>	<b>864,750</b>	<b>66.1%</b>	<b>Total Materials &amp; Services</b>	<b>10,956,500</b>	<b>5,340,879</b>	<b>4,961,298</b>	<b>92.9%</b>	<b>6,557,552</b>	<b>75.7%</b>
139,674	53,539	38.3%	215,580	24.8%	Transfer to Accessible Services Fund	2,586,900	614,119	904,628	147.3%	1,509,060	59.9%
15,129	6,506	43.0%	16,250	40.0%	Transfer to Medicaid Fund	195,000	73,184	153,662	210.0%	113,750	135.1%
-	-	N/A	-	N/A	Transfer to Capital Projects Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
<b>154,803</b>	<b>60,045</b>	<b>38.8%</b>	<b>231,830</b>	<b>25.9%</b>	<b>Total Other Uses</b>	<b>4,449,500</b>	<b>4,038,803</b>	<b>2,725,890</b>	<b>67.5%</b>	<b>3,290,410</b>	<b>82.8%</b>
<b>3,548,129</b>	<b>3,595,672</b>	<b>101.3%</b>	<b>3,732,410</b>	<b>96.3%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>47,032,600</b>	<b>26,283,454</b>	<b>25,670,787</b>	<b>97.7%</b>	<b>28,298,772</b>	<b>90.7%</b>

<b>(1,324,352)</b>	<b>(394,957)</b>	<b>29.8%</b>	<b>(1,471,650)</b>	<b>26.8%</b>	<b>Revenues less Expenditures</b>	<b>(1,832,500)</b>	<b>(3,425,233)</b>	<b>2,123,628</b>	<b>-62.0%</b>	<b>(4,626,052)</b>	<b>-45.9%</b>
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Lane Transit District  
**Accessible Services Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2016**  
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
27,535	27,273	99.0%	30,190	90.3%	Passenger Fares	362,200	202,176	199,085	98.5%	211,330	94.2%
238,354	198,114	83.1%	229,910	86.2%	Federal Assistance	2,758,700	1,688,065	1,569,236	93.0%	1,609,370	97.5%
66,337	98,202	148.0%	91,650	107.1%	State Assistance	1,099,400	764,767	614,644	80.4%	641,550	95.8%
25,376	889	3.5%	10,280	8.6%	Local Assistance	123,200	81,267	65,564	80.7%	71,960	91.1%
<b>357,602</b>	<b>324,478</b>	<b>90.7%</b>	<b>362,030</b>	<b>89.6%</b>	<b>Total Revenues</b>	<b>4,343,500</b>	<b>2,736,275</b>	<b>2,448,529</b>	<b>89.5%</b>	<b>2,534,210</b>	<b>96.6%</b>
139,674	53,539	38.3%	215,660	24.8%	Transfer from General Fund	2,587,700	614,119	934,480	152.2%	1,509,620	61.9%
<b>139,674</b>	<b>53,539</b>	<b>38.3%</b>	<b>215,660</b>	<b>24.8%</b>	<b>Total Other Sources</b>	<b>2,587,700</b>	<b>614,119</b>	<b>934,480</b>	<b>152.2%</b>	<b>1,509,620</b>	<b>61.9%</b>
<b>497,276</b>	<b>378,017</b>	<b>76.0%</b>	<b>577,690</b>	<b>65.4%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>6,931,200</b>	<b>3,350,394</b>	<b>3,383,009</b>	<b>101.0%</b>	<b>4,043,830</b>	<b>83.7%</b>

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
435,068	311,274	71.5%	485,310	64.1%	ADA RideSource	5,823,800	2,896,601	2,927,502	101.1%	3,397,170	86.2%
8,524	8,794	103.2%	12,040	73.0%	Transit Training & Hosts	144,400	64,037	66,568	104.0%	84,280	79.0%
10,781	9,751	90.4%	8,330	117.1%	Special Transport	99,900	55,467	67,031	120.8%	58,310	115.0%
<b>454,373</b>	<b>329,819</b>	<b>72.6%</b>	<b>505,680</b>	<b>65.2%</b>	<b>Total Eugene/Springfield Services</b>	<b>6,068,100</b>	<b>3,016,105</b>	<b>3,061,101</b>	<b>101.5%</b>	<b>3,539,760</b>	<b>86.5%</b>
10,041	8,652	86.2%	10,420	83.0%	South Lane	124,900	82,361	76,722	93.2%	72,940	105.2%
15,342	13,234	86.3%	16,170	81.8%	Florence	193,800	106,726	109,855	102.9%	113,190	97.1%
16,168	15,461	95.6%	20,310	76.1%	Oakridge	243,800	126,515	122,362	96.7%	142,170	86.1%
<b>41,551</b>	<b>37,347</b>	<b>89.9%</b>	<b>46,900</b>	<b>79.6%</b>	<b>Total Rural Lane County Services</b>	<b>562,500</b>	<b>315,602</b>	<b>308,939</b>	<b>97.9%</b>	<b>328,300</b>	<b>94.1%</b>
10,985	978	8.9%	14,580	6.7%	Mobility Management	175,000	61,328	57,945	94.5%	102,060	56.8%
517	642	124.2%	450	142.7%	Crucial Connections	5,300	2,033	1,870	92.0%	3,150	59.4%
1,440	20	1.4%	1,700	1.2%	Veterans Transportation	20,300	7,513	4,247	56.5%	11,900	35.7%
7,979	5,094	63.8%	8,330	61.2%	Lane County Coordination	100,000	47,471	27,285	57.5%	58,310	46.8%
<b>20,921</b>	<b>6,734</b>	<b>32.2%</b>	<b>25,060</b>	<b>26.9%</b>	<b>Total Other Services</b>	<b>300,600</b>	<b>118,345</b>	<b>91,347</b>	<b>77.2%</b>	<b>175,420</b>	<b>52.1%</b>
<b>516,845</b>	<b>373,900</b>	<b>72.3%</b>	<b>577,640</b>	<b>64.7%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>6,931,200</b>	<b>3,450,052</b>	<b>3,461,387</b>	<b>100.3%</b>	<b>4,043,480</b>	<b>85.6%</b>

<b>(19,569)</b>	<b>4,117</b>	<b>-21.0%</b>	<b>50</b>	<b>8234.0%</b>	<b>Revenues less Expenditures</b>	<b>-</b>	<b>(99,658)</b>	<b>(78,378)</b>	<b>78.6%</b>	<b>350</b>	<b>-22393.7%</b>
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Lane Transit District  
**Medicaid Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2016**  
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
654,139	682,940	104.4%	714,850	95.5%	Medicaid Nonemergency Medical Transportation	8,578,000	4,360,171	4,823,830	110.6%	5,003,950	96.4%
50,263	47,611	94.7%	53,210	89.5%	Medicaid Waivered Transportation	638,600	386,518	369,500	95.6%	372,470	99.2%
<b>704,402</b>	<b>730,551</b>	<b>103.7%</b>	<b>768,060</b>	<b>95.1%</b>	<b>Total Revenues</b>	<b>9,216,600</b>	<b>4,746,689</b>	<b>5,193,330</b>	<b>109.4%</b>	<b>5,376,420</b>	<b>96.6%</b>
15,129	6,506	43.0%	16,260	40.0%	Transfer from General Fund	195,000	73,184	123,811	169.2%	113,820	108.8%
<b>15,129</b>	<b>6,506</b>	<b>43.0%</b>	<b>16,260</b>	<b>40.0%</b>	<b>Total Other Sources</b>	<b>195,000</b>	<b>73,184</b>	<b>123,811</b>	<b>169.2%</b>	<b>113,820</b>	<b>108.8%</b>
<b>719,531</b>	<b>737,057</b>	<b>102.4%</b>	<b>784,320</b>	<b>94.0%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>9,411,600</b>	<b>4,819,873</b>	<b>5,317,141</b>	<b>110.3%</b>	<b>5,490,240</b>	<b>96.8%</b>

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
515,134	639,596	124.2%	599,800	106.6%	Services	7,197,500	3,571,611	4,915,419	137.6%	4,198,600	117.1%
7,896	578	7.3%	10,270	5.6%	Mobility Management	123,300	73,085	29,738	40.7%	71,890	41.4%
87,354	129,385	148.1%	104,780	123.5%	Program Administration	1,257,200	671,938	900,349	134.0%	733,460	122.8%
<b>610,384</b>	<b>769,559</b>	<b>126.1%</b>	<b>714,850</b>	<b>107.7%</b>	<b>Total Medicaid NEMT (Medical)</b>	<b>8,578,000</b>	<b>4,316,634</b>	<b>5,845,506</b>	<b>135.4%</b>	<b>5,003,950</b>	<b>116.8%</b>
47,426	53,505	112.8%	50,720	105.5%	Services	608,600	328,592	398,734	121.3%	355,040	112.3%
2,844	255	9.0%	3,220	7.9%	Mobility Management	38,600	22,741	16,806	73.9%	22,540	74.6%
256	304	118.8%	360	84.4%	Program Administration	4,200	2,444	2,459	100.6%	2,520	97.6%
14,865	-	0.0%	15,180	0.0%	Grant Program Match Requirements	182,200	105,926	75,119	70.9%	106,260	70.7%
<b>65,391</b>	<b>54,064</b>	<b>82.7%</b>	<b>69,480</b>	<b>77.8%</b>	<b>Total Medicaid Waivered (Non-Medical)</b>	<b>833,600</b>	<b>459,703</b>	<b>493,118</b>	<b>107.3%</b>	<b>486,360</b>	<b>101.4%</b>
<b>675,775</b>	<b>823,623</b>	<b>121.9%</b>	<b>784,330</b>	<b>105.0%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>9,411,600</b>	<b>4,776,337</b>	<b>6,338,624</b>	<b>132.7%</b>	<b>5,490,310</b>	<b>115.5%</b>

<b>43,756</b>	<b>(86,566)</b>	<b>-197.8%</b>	<b>(10)</b>	<b>865660.0%</b>	<b>Revenues less Expenditures</b>	<b>-</b>	<b>43,536</b>	<b>(1,021,483)</b>	<b>-2346.3%</b>	<b>(70)</b>	<b>1459261.4%</b>
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Lane Transit District  
**Capital Projects Fund**  
 Schedule of Revenues and Expenditures  
**January 31, 2016**  
 Unaudited

January 01 - 31					Revenues & Other Sources		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
927,162	1,951,894	210.5%	6,531,640	29.9%	Federal Assistance	78,379,700	7,469,758	23,653,198	316.7%	45,721,480	51.7%
-	-	N/A	1,290,250	0.0%	State Assistance	15,483,000	-	6,082	N/A	9,031,750	0.1%
<b>927,162</b>	<b>1,951,894</b>	<b>210.5%</b>	<b>7,821,890</b>	<b>25.0%</b>	<b>Total Revenues</b>	<b>93,862,700</b>	<b>7,469,758</b>	<b>23,752,246</b>	<b>318.0%</b>	<b>54,753,230</b>	<b>43.4%</b>
-	-	N/A	-	N/A	Transfer from General Fund	1,667,600	3,351,500	1,667,600	49.8%	1,667,600	100.0%
-	-	N/A	-	N/A	<b>Total Other Sources</b>	<b>1,667,600</b>	<b>3,351,500</b>	<b>1,667,600</b>	<b>49.8%</b>	<b>1,667,600</b>	<b>100.0%</b>
<b>927,162</b>	<b>1,951,894</b>	<b>210.5%</b>	<b>7,821,890</b>	<b>25.0%</b>	<b>Total Revenues &amp; Other Sources</b>	<b>95,530,300</b>	<b>10,821,258</b>	<b>25,419,846</b>	<b>234.9%</b>	<b>56,420,830</b>	<b>45.1%</b>

January 01 - 31					Expenditures & Other Uses		Year to Date Through January 31				
Prior Year	Current Year	% Prior	Budget	% Budget		Annual Budget	Prior Year	Current Year	% Prior	Budget	% Budget
1,034,927	2,133,308	206.1%	6,061,670	35.2%	West Eugene EmX Extension	72,740,000	4,632,309	26,307,795	567.9%	42,431,690	62.0%
43,967	15,310	34.8%	16,670	91.8%	Main Street/McVay Transit Study	200,000	434,693	38,461	8.8%	116,690	33.0%
3,777	74,784	1980.0%	137,500	54.4%	MovingAhead	1,650,000	37,463	423,452	1130.3%	962,500	44.0%
<b>1,082,671</b>	<b>2,223,402</b>	<b>205.4%</b>	<b>6,215,840</b>	<b>35.8%</b>	<b>Total Frequent Transit Network</b>	<b>74,590,000</b>	<b>5,114,836</b>	<b>26,769,958</b>	<b>523.4%</b>	<b>43,510,880</b>	<b>61.5%</b>
1,696	117	6.9%	577,510	0.0%	Revenue Vehicles - Fixed Route	6,930,000	2,856,630	35,522	1.2%	4,042,570	0.9%
-	72,401	N/A	8,330	869.2%	Support Vehicles	100,000	-	121,797	N/A	58,310	208.9%
1,257	135,407	10772.2%	68,900	196.5%	Stations, Shelters & Facilities	1,830,800	552,583	758,737	137.3%	586,300	129.4%
41,741	23,131	55.4%	428,800	5.4%	Computer Hardware & Software	5,145,600	628,088	653,520	104.0%	3,001,600	21.8%
-	110,600	N/A	3,920	2821.4%	Intelligent Transportation Systems	698,000	2,157	165,890	7690.8%	27,440	604.6%
-	-	N/A	29,030	0.0%	Transit Security Projects	715,000	-	1,002,655	N/A	569,810	176.0%
503	-	0.0%	-	N/A	Communications Equipment	439,700	38,081	197,887	519.6%	201,640	98.1%
73,000	-	0.0%	6,250	0.0%	Shop Equipment	75,000	75,440	11,852	15.7%	43,750	27.1%
-	-	N/A	68,050	0.0%	Miscellaneous Equipment	816,600	5,103	-	0.0%	476,350	0.0%
<b>118,267</b>	<b>480,802</b>	<b>406.5%</b>	<b>1,190,790</b>	<b>40.4%</b>	<b>Total Other Capital Outlay</b>	<b>16,750,700</b>	<b>4,268,915</b>	<b>3,824,408</b>	<b>89.6%</b>	<b>9,007,770</b>	<b>42.5%</b>
<b>1,200,938</b>	<b>2,704,204</b>	<b>225.2%</b>	<b>7,406,630</b>	<b>36.5%</b>	<b>Total Expenditures &amp; Other Uses</b>	<b>91,340,700</b>	<b>9,383,751</b>	<b>30,594,366</b>	<b>326.0%</b>	<b>52,518,650</b>	<b>58.3%</b>

<b>(273,776)</b>	<b>(752,310)</b>	<b>274.8%</b>	<b>415,260</b>	<b>-181.2%</b>	<b>Revenues less Expenditures</b>	<b>4,189,600</b>	<b>1,437,507</b>	<b>(5,174,520)</b>	<b>-360.0%</b>	<b>3,902,180</b>	<b>-132.6%</b>
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Lane Transit District

Revenue and Expenditure by Fund

12/31/2016

Fiscal Year: P4 2017 (October 31, 2016)

	Year-To-Date through October 31, 2016						Comments
	Annual Budget	P4 YTD Budget	Actual	P4 % of annual budget	P4 YTD B/(W) than Budget		
					(pts)	\$\$	

**GENERAL FUND**

General Fund Revenues	47,822,707	15,940,902	14,721,762	31%	-3 pts	(1,219,141)	A
General Fund Expenditures	47,103,258	15,701,086	14,622,454	31%	2 pts	1,078,632	B
General Fund Revenues higher/(lower) than expenditures	719,449	239,816	99,308				

**NOTE: Excludes Transfers to Accessible Services, Medicaid & Capital funds as well as the Operating contingency and the self-insured liability reserve**

A: General Fund revenues are \$1.2M unfavorable to budget P4 YTD FY17 (October). The key drivers for this are payroll taxes (\$1.0M), self-employment taxes (\$0.4M), planned 5307 grants for Rideshare, SmartTrips & SafeRoutes (\$0.3M), Group Pass (\$0.2M), partially offset by favorable to budget miscellaneous income (\$0.3M) and advertising (\$0.2M). Note: Self-employment taxes are seasonality related. In 2015, 2016 & 2017 self employment taxes are \$192K, \$295K and \$282K Oct YTD respectively. Group pass unfavorable to budget is due to seasonality (low summer enrollment), favorable advertising is due to timing.

B: General Fund Expenditures are \$1.1M favorable to P4 YTD FY17 (October). The key drivers for this are: diesel fuel (\$0.6M) and lower administrative wages (\$0.3M) & associated fringe (\$0.3M). Lower administrative wages are due to hiring timing. Diesel fuel is timing related with the benefit being mitigated starting in November

**MEDICAID FUND**

Medicaid Fund Revenues	11,630,347	3,876,782	1,318,032	11%	-22 pts	(2,558,750)	C
Medicaid Fund Expenditures	11,954,700	3,984,900	3,099,647	26%	7 pts	885,253	C
Medicaid Fund Revenues higher/(lower) than expenditures	(324,353)	(108,118)	(1,781,615)				C

**NOTE: Excludes transfers from the general fund and operating contingencies. Budget shortfall is covered by the following: Beginning working capital (\$0.2M) & operating contingency (\$0.1M)**

C: Medicaid revenues are lower than expenditures by \$1.8M P4 YTD FY17 (October). 100% of this is medical claims reimbursement processing backlog and a lag in the timing of claims reimbursements. For this Medicaid fund, the majority of the expenditures should be reimbursed. Ideally the YTD revenues net of expenditures would be ~\$0.

Lane Transit District

Revenue and Expenditure by Fund

12/31/2016

Fiscal Year: P4 2017 (October 31, 2016)

	Year-To-Date through October 31, 2016						Comments
	Annual Budget	P4 YTD Budget	Actual	P4 % of annual budget	P4 YTD B/(W) than Budget		
					(pts)	\$\$	

**ACCESSIBLE SERVICES FUND**

Accessible Services Fund Revenues	4,462,404	1,487,468	1,161,066	26%	-7 pts	(326,402)	E
Accessible Services Fund Expenditures	7,053,395	2,351,132	1,800,275	26%	8 pts	550,857	F
Accessible Services Fund Revenues higher/(lower) than expenditures	(2,590,991)	(863,664)	(639,209)				

**NOTE: Excludes transfers from the general fund and operating contingencies. Budget shortfall is covered by the following: a planned \$2.5M transfer from the General Fund, a beginning working capital balance (\$0.2M) & an operating contingency (\$0.1M)**

E: Accessible services revenues are \$0.3M unfavorable to budget P4 YTD FY17 (October). The primary driver is the Special Transportation Funds (\$0.3M). These discretionary grant programs are in the application process and will be applied for by February 17, 2017.

F: Accessible services expenditures are \$0.6M favorable to budget P4 YTD FY17 (October). The primary driver is lower program costs driven by a YTD decrease in both SMS/ADA (down 13% vs. FY16) and Ridesource/All programs (down 7.9% vs FY16) rides.

**CAPITAL PROJECTS FUND**

Capital Projects Fund Revenues	47,196,140	15,732,047	12,805,262	27%	-6 pts	(2,926,785)	G
Capital Projects Fund Expenditures	62,605,772	20,868,591	15,383,295	25%	9 pts	5,485,296	H
Capital Projects Fund Revenues higher/(lower) than expenditures	(15,409,632)	(5,136,544)	(2,578,033)				

**NOTE: Excludes transfers from the general fund (\$18.5M) and reserve for future capital (\$3.1M) which cover the budgeted shortfall**

G: Capital projects fund revenues are \$3.0M unfavorable to budget P4 YTD FY17 (October) due to grants still in the application or drawdown process

H: Capital projects fund expenditures are \$5.5M favorable to budget P4 YTD FY17 (October) due to project and associated payment timing. Large projects that are contributing to the favorability: the 40' low floor buses (\$2.4M), River Road station (\$1.3M), Bus parking lot (\$1.0M), Willow Creek Station (\$0.7M). Favorability is due to a slowdown in construction activities during the winter.