



LANE TRANSIT DISTRICT BOARD OF DIRECTORS SPECIAL MEETING

Wednesday, June 24, 2020
4:30 – 5:00 p.m.

VIRTUAL MEETING

Zoom details will be provided on the web calendar at www.LTD.org.

No public testimony will be heard at this meeting.

AGENDA

Time	ITEM	Page
5:30 p.m.	I. CALL TO ORDER	
	II. ROLL CALL	
	<input type="checkbox"/> Carl Yeh (President) <input type="checkbox"/> Kate Reid (Vice President) <input type="checkbox"/> Joshua Skov (Secretary) <input type="checkbox"/> Don Nordin (Treasurer) <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Steven Yett <input type="checkbox"/> Emily Secord	
	III. COMMENTS FROM BOARD PRESIDENT	
	<i>This agenda item provides an opportunity for the Board president to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	IV. COMMENTS FROM THE GENERAL MANAGER	
	<i>This agenda item provides an opportunity for the general manager to formally communicate with the Board on any current topics or items that may need consideration.</i>	
	V. ANNOUNCEMENTS AND ADDITIONS TO AGENDA	
	<i>This agenda item provides a formal opportunity for the Board president to announce additions to the agenda, and also for Board members to make announcements.</i>	
5:35 p.m.	A. PROPOSED FISCAL YEAR 2019-2020 SUPPLEMENTAL BUDGET – MEDICAID FUND: <i>Materials Included</i> [Christina Shew] Action Needed: Adoption	2
5:40 p.m.	B. PROPOSED FISCAL YEAR 2020-2021 BUDGET: <i>Materials Included</i> [Christina Shew] Action Needed: Adoption	17
5:50 p.m.	C. RIDERSHIP AND OPERATIONS UPDATE: <i>Materials Included</i> [Tom Schwetz] Action Needed: None. Information Only	34
6:00 p.m.	VI. ADJOURNMENT	



AGENDA ITEM SUMMARY

DATE OF MEETING: June 24, 2020
ITEM TITLE: PROPOSED FISCAL YEAR 2019-2020 SUPPLEMENTAL BUDGET – MEDICAID FUND
PREPARED BY: Christina Shew, Director of Finance
DIRECTOR: Mark Johnson, Assistant General Manager
ACTION REQUESTED: Adoption

PURPOSE: The Budget Officer has prepared the proposed FY2019-2020 Supplemental Budget (FY20 Supplemental) for the Medicaid Fund and associated explanatory documents in accordance with ORS 294.471 and 294.473. Supplemental budgets require a public hearing and Board adoption, but does not require Budget Committee approval.

HISTORY: Annually in May or June, the LTD Board adopts a budget for each of its five funds. The budget for each fund reflects LTD's financial plan for the fiscal year that starts every July 1 and ends every June 30. The budget is reviewed and approved by the LTD Budget Committee (the LTD Board plus an equal number of citizen electors), who provides a recommendation to the Board of Directors to adopt the budget as presented, or as amended, on or before June 30 of every year. Each of the five funds have their own budget and the resources and expenditures within those funds must balance (resources \geq expenditures) in order for the budget to be adopted. The budget adopted by the LTD Board of Directors creates the authority for LTD to spend public money.

The adopted budget reflects input from the LTD Budget Committee and the public. It is based on LTD's good faith estimate of expected resources and expenditures for the year. Because the budget is based on estimates, Oregon Local Budget Law allows for changes after the budget is adopted known as a "supplemental budget" (ORS 294.473). Supplemental budgets are required for transfers and expenditures that expect to exceed the adopted budget by greater than 10%. The last time the LTD Board of Directors adopted a supplemental budget was March 20, 2019.

- Each January, LTD performs a mid-year forecast. This activity reviews actual expenditures for the first half of the year and forecasts where resources and expenditures are expected to be at the end of the fiscal year (June 30). This mid-year forecast process allows LTD to identify expenditures and transfers that are at risk of exceeding the adopted budget. The below risks were identified to the Fiscal Year 2018-2019 Budget:
 1. Medicaid Fund: Expenditures are forecasted to exceed budget by \$2.5 million as a result of increases in Trillium and Pacific Source Medicaid medical service volume increases and nonemergency medical provider service cost increases from increased OAR 410-141-3920 – 410-141-3965 requirements which became effective January 1, 2020. LTD is contractually obligated to provide non-emergent transportation services based on least-cost, most appropriate mode of transport for all eligible trips, for all eligible individuals for the Coordinated Care Organizations (CCO) coordinating services for OHP members primarily within Lane County. These include trips within and outside of our region. Trillium and Pacific Source both reimburse LTD 100 percent for the costs to provide the nonemergency medical services. Increased costs resulting from additional OAR requirements are covered through negotiated administrative state reimbursement rates.
 2. Medicaid Fund: In January 2020, the Comprehensive Annual Financial Report (CAFR) was issued. The FY20 Medicaid Fund had a beginning working capital assumption of \$132,000, but the CAFR actual beginning working capital was only \$5,831.

The two risks identified above require a request for a public hearing and a supplemental budget in order to comply with Oregon Local Budget Law. The proposed Fiscal Year 2019-2020 Supplemental Budget request is summarized below:

Medicaid Fund:

- Increase the budgeted expenditures by \$2,488,795, which results in an amended expenditure budget of \$14,520,170. This increase in expenditures is planned to be offset by a \$2,105,320 increase in resources through reimbursements from Trillium and Pacific Source for services provided. The remaining administrative cost of \$330,220 will be reimbursed by the state.
- Increase the transfer from the General Fund by \$413,000 to cover lower than budgeted beginning working capital fund balance and to increase the working capital operating reserve.
- There are no other budget changes to the Medicaid Fund expenditures, transfers, or reserves, and with these changes the Medicaid Fund is in balance.

The 2019-2020 Supplemental Budget proposal request was approved by the Budget Committee on May 18, 2020 and a public hearing was held on the 2019-2020 Medicaid Fund Supplemental Budget on May 27, 2020.

CONSIDERATIONS: Staff recommends that Board adopt the Proposed Fiscal Year 2019-2020 Supplemental Budget for the Medicaid Fund as presented.

CONSIDERATIONS: N/A

ALTERNATIVES: The Board may adopt the Proposed Fiscal Year 2019-2020 Supplemental Budget for the Medicaid Fund as presented or amend the Budget and adopt the amended supplemental budget

NEXT STEPS: Once adopted, the 2019-2020 Supplemental Budget will be sent to the State of Oregon Department of Revenue and will be posted to the LTD website

SUPPORTING DOCUMENTATION:

- 1) Resolution No. 2020-06-24-039
- 2) PowerPoint Presentation – Proposed Fiscal Year 2019-2020 Supplemental Budget - Medicaid Fund
- 3) Budget Committee meeting minutes

PROPOSED MOTION: I move adoption of LTD Resolution No. 2020-06-24-039

It is hereby resolved that the LTD Board of Directors adopts the Proposed Fiscal Year 2019-2020 Supplemental Budget - Medicaid Fund as presented [amended].



RESOLUTION NO. 2020-06-24-039

ADOPTION OF THE FISCAL YEAR 2019-2020 SUPPLEMENTAL BUDGET – MEDICAID FUND

WHEREAS, annually in May or June, the LTD Board adopts a budget for each of its five funds;

WHEREAS, the budget for each fund reflects LTD’s financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, supplemental budgets require a public hearing and Board adoption, but does not require Budget Committee approval;

WHEREAS, the budget for each fund reflects LTD’s financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, the budget is reviewed and approved by the LTD Budget Committee, who provides a recommendation to the Board of Directors to adopt the budget as presented, or as amended, on or before June 30 of every year;

WHEREAS, each of the five funds have their own budget and the resources and expenditures within those funds must balance in order for the budget to be adopted;

WHEREAS, the budget adopted by the LTD Board of Directors creates the authority for LTD to spend public money;

WHEREAS, the budget is based on LTD’s good faith estimate of expected resources and expenditures for the year;

WHEREAS, Oregon Local Budget Law allows for changes after the budget is adopted known as a “supplemental budget” (ORS 294.473);

WHEREAS, supplemental budgets are required for transfers and expenditures that expect to exceed the adopted budget by greater than 10%;

WHEREAS, each January, LTD performs a mid-year forecast;

WHEREAS, the mid-year forecast activity reviews actual expenditures for the first half of the year and forecasts where resources and expenditures are expected to be at the end of the fiscal year (June 30);

WHEREAS, risks were identified to the Fiscal Year 2018-2019 Budget were as follows:

1. Medicaid Fund: Expenditures are forecasted to exceed budget by \$2.5 million as a result of increases in Trillium and Pacific Source Medicaid medical service volume increases and nonemergency medical provider service cost increases from increased OAR 410-141-3920 – 410-141-3965 requirements which became effective January 1, 2020. LTD is contractually obligated to provide non-emergent transportation services based on least-cost, most appropriate mode of transport for all eligible trips, for all eligible individuals for the Coordinated Care Organizations (CCO) coordinating services for OHP members primarily within Lane County. These include trips within and outside of our region. Trillium and Pacific Source both reimburse LTD 100 percent for the costs to provide the nonemergency medical services. Increased costs



resulting from additional OAR requirements are covered through negotiated administrative state reimbursement rates.

2. Medicaid Fund: In January 2020, the Comprehensive Annual Financial Report (CAFR) was issued. The FY20 Medicaid Fund had a beginning working capital assumption of \$132,000, but the CAFR actual beginning working capital was only \$5,831.

WHEREAS, the two risks identified above require a request for a public hearing and a supplemental budget in order to comply with Oregon Local Budget Law; and,

WHEREAS, the proposed Fiscal Year 2019-2020 Supplemental Budget request is summarized below:

Medicaid Fund:

- Increase the budgeted expenditures by \$2,488,795, which results in an amended expenditure budget of \$14,520,170. This increase in expenditures is planned to be offset by a \$2,105,320 increase in resources through reimbursements from Trillium and Pacific Source for services provided. The remaining administrative cost of \$330,220 will be reimbursed by the state.
- Increase the transfer from the General Fund by \$413,000 to cover lower than budgeted beginning working capital fund balance and to increase the working capital operating reserve.
- There are no other budget changes to the Medicaid Fund expenditures, transfers, or reserves, and with these changes the Medicaid Fund is in balance.

WHEREAS, the 2019-2020 Supplemental Budget proposal request was approved by the Budget Committee on May 18, 2020, and a public hearing was held on the 2019-2020 Medicaid Fund Supplemental Budget on May 27, 2020.

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors, approves a resolution as follows:

- Adopting the Fiscal Year 2019-2020 Supplemental Budget for the Medicaid Fund

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 24TH DAY OF JUNE, 2020.

Board President, Carl Yeh

Fiscal Year 2019-2020 Supplemental Budget – Medicaid Fund

Request for adoption

Lane Transit District – Eugene, Oregon – June 24, 2020





Supplemental Budget Process

April 2020:

DRAFT Supplemental Budget posted for public comment

May 2020:

Budget Committee approved the supplemental Budget as presented

Financial summary and Notice of Supplemental Budget Hearing was published May 21

Supplemental Budget Committee Hearing

June 24, 2020:

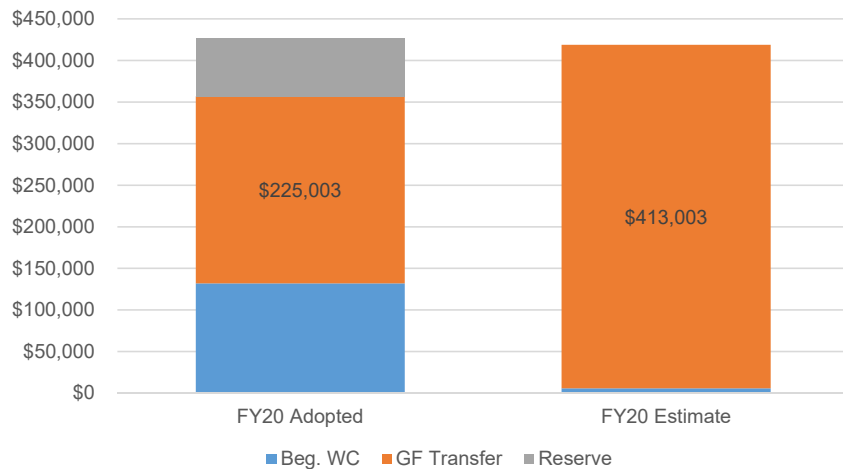
Request for Medicaid Fund FY20 supplemental budget adoption

File FY20 Supplemental budget with the state of Oregon

** NOTE: A Supplemental Budget may not extend beyond the end of the fiscal year (ORS 294.471)

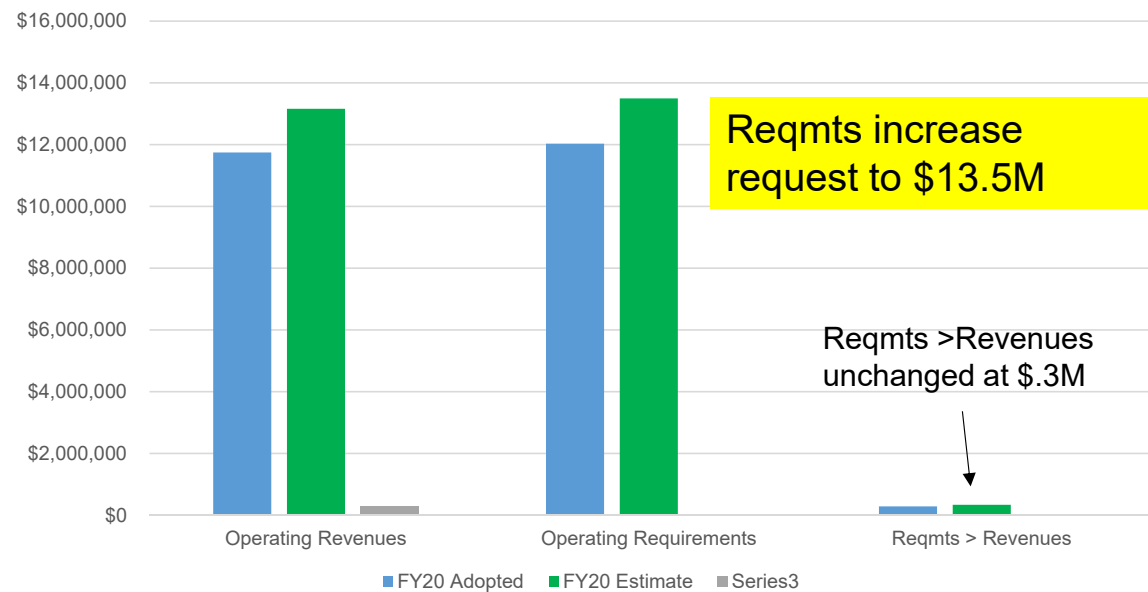
FY20 Medicaid Fund Budget

FY20 GF Transfer increase request



Increase in GF transfer to \$413K is due to lower beginning working capital than adopted

New ORS increases op reqmts & revenues



Proposed Appropriations

	FY2019-20 Adopted Budget	FY20 Proposed Supplemental Budget
General Fund - operating	\$ 60,735,570	\$ 60,735,570
Transit Services	51,339,141	51,339,141
Operating Contingency	500,000	500,000
Operating Reserve - Not appropriated	8,896,429	8,896,429
General Fund - non-operating	\$ 3,236,215	\$ 3,424,215
Transfer to Specialized Services Fund	3,011,212	3,011,212
Transfer to Medicaid Fund	225,003	413,003
Transfer to Point2Point Fund	-	-
Transfer to Capital Projects Fund	-	-
Specialized Services Fund	\$ 9,649,438	\$ 9,649,438
Transit services	9,187,018	9,187,018
Operating Contingency	0	0
Operating Reserve - Not appropriated	462,420	462,420
Medicaid Fund	\$ 12,101,233	\$ 13,578,609
Transit services	12,031,375	13,498,775
Operating Contingency	0	0
Operating Reserve - Not appropriated	69,858	79,834
Point 2 Point Fund	\$ 1,631,320	\$ 1,631,320
Transit services	1,354,716	1,354,716
Operating Contingency	244,604	244,604
Operating Reserve - Not appropriated	32,000	32,000
Capital Projects Fund	\$ 26,946,146	\$ 26,946,146
Transit investments	17,009,803	17,009,803
Reserve for future capital - not appropriated	9,936,343	9,936,343
TOTAL FY2020-21 Proposed Appropriation	\$ 94,902,872	\$ 96,313,668
Total FY2020-21 Proposed Reserve - not appropriated	19,397,050	19,407,026
Total FY2020-21 Total	\$ 114,299,922	\$ 115,720,694

Actions

Today's Request:

- Adopt the FY20 Medicaid Supplemental Budget as presented

Alternative Options:

- The Board may amend and adopt the FY20 supplemental Medicaid budget as amended

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Wednesday, May 18, 2020

Pursuant to notice provided in accordance with Oregon Revised Statute 192.640, the Budget Committee of the Lane Transit District Board of Directors held a virtual Meeting on Monday, May 18, 2020, beginning at 3:00 p.m., via ZOOM online.

Present: Kathryn Bruebaker, Chair
Kate Reid
Brandon Rogers
Joshua Skov
Kim Thompson
Caitlin Vargas
Pat Walsh
Gary Wildish
Carl Yeh
Aurora Jackson, General Manager
Camille Straub, Clerk of the Board

Absent: Jody Cline
Don Nordin
Emily Secord
William Whalen
Steven Yett

CALL TO ORDER/ROLL CALL — Ms. Bruebaker called the meeting of the Lane Transit District Budget Committee to order and called the roll.

Ms. Bruebaker thanked members of the Budget Committee, LTD Board and staff for their time. She stressed the importance of the meeting during unprecedented times with COVID-19. LTD staff worked hard to keep employees and riders safe as the need to transit could not stop as the community worked together to beat the pandemic. She said important decisions had to be made so LTD continued to thrive for the many people who relied on transit to meet their daily transportation needs.

COMMENTS FROM THE GENERAL MANAGER — Ms. Jackson thanked the Ms. Bruebaker for her comments. She also thanked the committee for making time to work with the District to review the proposed budget. She said committee input was valuable and helped staff make better decisions because of those contributions. She acknowledged that the budget was gone through several iterations as economic conditions had changed over the past several months and what was being proposed reflected the financial restrictions LTD faced as well as opportunities provided by the federal funds it had received.

AUDIENCE PARTICIPATION — Ms. Gandolfi explained the procedures for providing public comment during the virtual meeting.

Bill Bradley, Springfield, representing Amalgamated Transit Union (ATU) 757, requested that the Budget Committee examine the proposed budget as thoroughly as possible, recognize there was a difficult summer ahead with the pandemic and the need to find a way to attract riders to transit again. He encouraged strategies to inform the public about efforts to maintain a safe transit system and avoid creating a gap in ridership to an extent riders would be lost to other modes of transportation. He said ATU was in full support of operating a public health first style of transit over the summer to ensure operators and riders were safe. The union would constantly communicate with LTD management to

assure that happened and that transit was ready to respond to an increased demand for service in the fall from students. He said LTD employees were doing their best job in the community to assure safe transit services during the COVID-19 pandemic, particularly for essential workers who needed to get to their jobs. ATU was willing to engage with LTD in any conversation it wished to have.

ITEMS FOR ACTION

MOTION **Approval of Minutes** — Mr. Yeh moved to approve the minutes of the October 2, 2019, Budget Committee Meeting as presented. Mr. Skov provided the second.

VOTE The motion was approved as follows:
 AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (9)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Jody Cline, Don Nordin, Emily Secord, William Whalen, Steven Yett (5)

ITEMS FOR BOARD RECOMMENDATION

Fiscal Year 2019-2020 Budget Update — Ms. Jackson explained that this information item would help frame the committee's discussion of the proposed budget and the impact of COVID-19 on LTD's finances and the development of that budget. She said Oregon's state of emergency beginning in early March brought about drastic changes with stay at home orders, closure of businesses and schools, and cancelation of major events. She said the LTD Board was meeting weekly during this time to receive updates on how those actions had affected transit operations. She described LTD's efforts to maintain safe transit services for essential workers and those who were transit dependent.

Director of Finance Christina Shew reviewed a series of slides that illustrated LTD's financial resources, including federal CARES Act funds, and the impacts of COVID-19 by comparing current data to data from the same period last year. She reviewed resources and requirements for the General Fund, Capital Projects Fund, Specialized Services Fund, Medicaid Fund and Point2point Fund. She explained how CARES Act funds would be used to sustain LTD and offset revenue shortfalls.

Mr. Skov pointed out that LTD would expend approximately \$21 million in CARES Act funds in the current and next fiscal years, leaving about \$4.2 million for use after July 1, 2021. He asked how capital expenditures should be viewed at this time, compared to the operating portion of the budget that would experience the financial impacts of COVID-19. Assistant General Manager Service Delivery Mark Johnson said while operating funds were falling short because of the lack of payroll taxes, capital funds were not significantly affected and this gave LTD a unique opportunity to focus on some things that were important in the long-term, such as the purchase of buses, modernizing the system and continuing with construction projects. He said grant opportunities for capital projects were still available and LTD should take advantage of them for the future success of the District.

Mr. Skov said that message should be communicated to the public.

Proposed Fiscal Year 2019-2020 Supplemental Budget - Medicaid Fund — Accessible Services Specialist John Ahlen stated that the Medicaid Fund was expected to have an increase in expenditures related to changes in the state regulatory requirements, which would be largely offset by additional revenues received from Trillium. He said a similar General Fund transfer increase was required to account for the change in beginning working capital from original estimates.

Mr. Ahlen explained that Medicaid services were a part of RideSource, which served as LTD's Call Center for paratransit and non-emergency medical trips. LTD anticipated that in response to COVID-19 the number of Medicaid trips would be substantially decreased in quantity, but that would not fully offset the additional costs incurred because of new state regulations. It was expected that expenses would be lower at fiscal year end than the full supplemental budget request, it was difficult to estimate that amount

and therefore a full budget request was being made to avoid the need to return for another supplemental budget request. He noted that a supplemental budget request required approval by the LTD Board of Directors and with the Budget Committee's approval the supplemental budget would be presented to the Board for a public hearing on May 27, 2020.

MOTION Ms. Reid moved that the LTD Budget Committee approve the proposed Fiscal Year 2019-2020 Supplemental Budget-Medicaid Fund as presented and forward it to the LTD Board of Directors with a recommendation for adoption. Mr. Wildish provided the second.

VOTE The motion was approved as follows:
 AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (9)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Jody Cline, Don Nordin, Emily Secord, William Whalen, Steven Yett (5)

Proposed Fiscal Year 2020-2021 Budget — Ms. Shew said the proposed budget had been developed amidst a global economic instability driven by the COVID-19 pandemic. She reviewed economic conditions in Lane County that were impacting the budget and future transit operations. She said the proposed budget was developed with the best information currently available and guidance from the LTD Board.

Ms. Shew reviewed three scenarios projecting various unemployment and economic recovery assumptions. Impacts from those scenarios ranged from a decline in payroll taxes between \$6 million and \$15 million for the current and next fiscal years. The LTD Board's responses to the scenarios drove assumptions for development of the FY 20-21 budget, which was to utilize the multi-peak scenario. She said \$20.8 million of the \$25 million in CARES Act grant funds would be used by the end of FY 20-21. She said the budget provided a constraint of 254,000 service hours in order to align expenditures with the projected resources for the year and challenged the District to find alternative models in order to provide safe and affordable essential services. She explained how CARES Act funds would be used.

Ms. Shew presented an overview of the proposed budget. She noted that an error in the Capital Projects Fund had been corrected and updated versions were included in the slide presentation. She reviewed anticipated total resources and total requirements for the District and said the required policy of two months reserves would be met.

Ms. Jackson presented details of the five funds within the proposed budget: General Fund, Capital Projects Fund, Specialized Services Fund, Medicaid Fund, and Point2point Fund. In the General Fund, she said the proposed budget included a reduction in personnel services of about 40,000 hours. Contractual pay increases for ATU were included, along with reductions in administrative staff costs to help balance personnel expenses. She also reviewed administrative and ATU pension funds and associated adjustments. She continued with highlights of the remaining funds and noted the correction to Capital Fund information. She described the next steps in the budget process, beginning with the committee's approval of the proposed budget or an amended version, a public hearing and public comment period, and consideration of the public input by the Board before it made a final decision.

Ms. Bruebaker asked for further explanation of corrections to the Capital Fund. Ms. Jackson said the amount shown as restricted for grant match was \$10,827,898, not the \$12,615,654 shown on an earlier version of the pie chart for that fund.

Ms. Bruebaker called for questions from committee members

Mr. Wildish asked how efforts with the Oregon Department of Revenue to obtain accurate tax receipt information were progressing. Ms. Shew replied that information was now begin provided on a quarterly basis and the Department was working on reports for LTD that would provide high level data and had agreed to conduct more auditing of its records. LTD was in the process of revising its intergovernmental

agreement (IGA) with the Department, including a request for more oversight and self-review to assure the privacy of taxpayer information. Due to COVID-19 there had been some delays in updating the IGA.

Mr. Wildish asked for clarification of pension trust losses. Ms. Shew said the pension data included in the budget was not the entire amount of losses described in the budget presentation; those were paper losses. She said increases in pension funding were based on what the Pension Trust Committee had recommended and was intended to reach a fully funded pension in 20 years.

Regarding the reduction of 40,000 in service hours, Mr. Wildish said because the future was so uncertain with regard to riders returning to transit, it was important to reduce the frequency on routes instead of eliminating routes. That would erode the public's confidence in the dependability of transit; less frequent service on a route was understandable under current conditions. Mr. Johnson said 254,000 hours was the maximum for the next year; currently, on an annualized basis, only 142,000 hours were being used. Current service levels were seriously restricted because of a 70 percent drop in ridership and while full routes were not being eliminated, overall the frequency of service was being reduced. He hoped to return to about 200,000 hours of service on an annualized basis by the fall, depending on community response.

Ms. Reid asked for clarification of the \$800,000 identified as "other" in the pie chart of all funds total resources. Ms. Shew replied that special services advertising interest and miscellaneous items too small to be broken out separately within the budget were included in the "other" category.

Ms. Reid commented that it did not appear any special services operating revenues coming into the General Fund were not anticipated. Ms. Shew said that was because many of the special events, such as football games and Country Fair, that generated that revenue were canceled due to COVID-19.

Ms. Reid asked if there were advertising commitments for FY 2020-2021 in place to avoid a drop in those revenues. Ms. Jackson said staff was working with the contractor, but did expect to see a drop in advertising revenue. Under the agreement there was a minimum guarantee, but the contractor was struggling to meet that because of current economic conditions and the reductions in LTD's levels of service. She said updates on that situation would be provided to the Board in the monthly department reports.

Ms. Reid asked for an explanation of the large decrease in the insurance and risk services requirement in the General Fund. Mr. Johnson said the decreases reflected the fact that there were fewer buses on the street and fewer employees.

Mr. Skov commended Ms. Shew and LTD staff for developing the proposed budget under very challenging circumstances. He urged that the budget presentation slides be posted on LTD's website. He asked about assumptions related to both revenues and expenditures, including state assistance and group pass and other fare assumptions. He also questioned why there had been an extremely modest change in the average age of fleet vehicles when 10 or 11 new buses had been ordered. With regard to group passes, Ms. Shew said it was expected to increase because more people were moving to group passes under the new fare management system, although the amount in the proposed budget was lower than in the adopted FY 2019-2020 budget because currently fare were not being collected. Ms. Jackson added that a drop in passes was also assumed because the unknown status of University of Oregon and Lane Community College classes in the fall.

Mr. Skov said he felt the group pass assumption were too optimistic and was concerned because it was a \$4 million revenue item that could be off by a significant amount. Ms. Jackson said that she agreed and said that issue would be closely monitored; more information about employers and schools use of the pass and the Board would be updated.

Director of Fleet Management Matthew Imlach said the average fleet age had only increased slightly, even though new buses had been ordered, because of the number of vehicles in the fleet; once some of the older vehicles were disposed of there would be a large decrease in the average age of the fleet.

Mr. Yeh emphasized the importance of having a healthy reserve in order to prepare for situations that resulted in a significant decline in revenue sources and other unknowns in the future. He was pleased with the budget that was proposed and the efforts of staff to present it to the committee.

Mr. Skov expressed concern that some of the revenue assumptions could be off by a significant amount and struggled with approving the budget as proposed. He said he also worried that the projected drop in service hours was too low. He stated that he could only feel comfortable with the budget if he believed both of those assumptions were wrong, but would be offsetting. Mr. Johnson said budgets were always built on a set of assumptions and the proposed budget assumptions were being made in very uncertain times. All staff could do was make those assumptions based on the best information available at the time. He said committee members could question those assumptions and make other recommendations. He noted the budget would not be approved until the Board's regular meeting in June, following opportunities for public input. He said changes could be made prior to the Board's action to approve a budget. He pointed out that 254,000 service hours was a maximum that was unlikely to be reached during the fiscal year.

Mr. Skov said he would like the issues and questions he raised to be addressed during the time prior to Board action on the budget. Ms. Shew asked what level of reduction to that type of operating revenue would be more appropriate.

Mr. Skov said he was interested in understanding the rationale for some of the revenue assumptions, such as the level of state assistance, advertising and group passes and cash fares. He recognized the difficulty in predicting what would happen over the next year but remained concerned with projections that could be too high.

Mr. Wildish said he agreed with Mr. Skov's concerns about revenue projections.

Mr. Rogers asked what would happen if ridership did not increase. He said he agreed there was a certain level of capital projects needed to sustain District operations, but was not certain enough information was currently available about the future to be confident the proposed level was appropriate. He asked if there were milestones related to ridership and economic conditions that could be used to determine if projects should proceed. Ms. Jackson said projects currently under construction, such as the Santa Clara Transit Station, had funds obligated and would proceed. Another project that would move forward was bus replacement, for which a purchase contract was in place; other projects were less certain. She said technology projects were important because they upgrade old technology and would save the District money and improve efficiency. If there was uncertainty about how a project would fit into the new service model it would not move forward, but those were included in the budget to provide that opportunity if appropriate. She said new contracts over \$150,000 were reviewed by the LTD Board's Contract Committee and forwarded to the Board with recommendations before the Board considered approval of moving forward with a project.

Ms. Secord asked if there would be any benchmarking of expenses compared to other transit agencies. She also asked for information about the current cash reserve policy. Mr. Johnson said he could provide to the Board whatever information Ms. Secord would like to see. Ms. Shew said some benchmarking information related to pension funds and fleet were included in the agenda materials and she would provide other information as requested.

Ms. Jackson said because anticipated General Fund revenue was insufficient to allow an increase in the cash reserve and CARES Act funds could not be used, the reserve was maintained at the minimum level in the proposed budget. She said she recognized that increasing the reserve was a priority for the Board. Ms. Shew said initial budget development did include an increase in reserves, but that was prior to COVID-19, but that would need to occur incrementally over time.

Mr. Skov commented that this was not a year to try to increase reserves. He said it was important to monitor ridership and scale service to it, while at the same time accepting low productivity because of

the need to operate buses with fewer riders due to public health concerns. He remained concerned about over budgeting for ridership and requested the explicit assumptions underlying the \$4.1 million in cash fares, passes and group passes prior to the Board's consideration of the budget.

Ms. Shew stated that in accordance with budget law LTD's budgets must balance and if the original amounts for expenditures or revenues changed a revised budget would need to be presented to the Board. Staff had done its best to develop a budget with the information available and as conditions changed updated information would be shared with the Board. LTD was required to have an adopted budget by June 30, 2020.

Mr. Wildish pointed out that the fleet needed to be updated as earlier technology was proving very expensive to maintain and many buses had reached their expected life cycle. He thanked Mr. Rogers for raising the issue as maintenance costs and aging technology were aspects of the District operations that the committee needed to understand.

Mr. Skov asked if the proposed motion could be amended. Ms. Jackson said the language provided was a suggestion and committee members could use it or offer their own language.

MOTION Mr. Walsh moved that the LTD Budget Committee approve the proposed Fiscal Year 2020-2029 Community Investment Plan as presented and forward it to the LTD Board of Directors with a recommendation for adoption. Ms. Vargas provided the second.

MOTION Mr. Skov moved to amend the motion to require additional information and consideration of the cash fares, passes and group passes revenue categories before the proposed budget was presented to the Board for approval.

Mr. Walsh and Ms. Vargas accepted the amendment.

Mr. Yeh asked what type of information was being requested. Mr. Skov said the revenue categories totaled \$4.1 million and he was not confident about that amount. It could make a serious difference in the budget and he wanted more information about how those numbers were developed.

VOTE The amendment to the motion was approved as follows:
AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Emily Secord, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Jody Cline, Don Nordin, William Whalen, Steven Yett (4)

VOTE The motion as amended was approved as follows:
AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Emily Secord, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Jody Cline, Don Nordin, William Whalen, Steven Yett (4)

ADJOURNMENT — Ms. Bruebaker adjourned the meeting at 5:15 p.m.



AGENDA ITEM SUMMARY

DATE OF MEETING: June 24, 2020
ITEM TITLE: PROPOSED FISCAL YEAR 2020-2021 BUDGET
PREPARED BY: Christina Shew, Director of Finance
DIRECTOR: Mark Johnson, Assistant General Manager
ACTION REQUESTED: Adoption

PURPOSE: To request that the Board adopt the proposed FY2020-2021 (FY21) Budget.

HISTORY: Annually, in accordance with ORS 294.408, the Board of Directors must adopt a self-balancing (resources>=expenditure) budget for each of its five funds (OAR 150-294.352(1)-(A)) by the close of the current fiscal year. For LTD, the fiscal year ends on June 30, 2020. The budget for each fund reflects LTD's financial plan for the fiscal year that starts every July 1 and ends every June 30. There are 3 requirements before the LTD Board can adopt the budget: 1) Posting for public comment (ORS 294.401), 2) Approval by the Budget Committee as presented or amended (ORS 294.424), and 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453). .

The proposed FY21 Budget was posted for public comment on April 25, 2020. The Budget Committee met and approved the budget as presented on May 18, 2020. The FY21 Budget was revised to include the ATU local 757 pension committee contribution recommendation. This revised FY21 Budget was presented at the May 27 Board meeting and Budget public hearing.

Posting for public comment: The proposed FY21 Budget for was posted for public comment on Saturday, April 25, 2020.

Approval by the Budget Committee: Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of the LTD Board of Directors and an equal number of appointed electors to receive, consider and approve the proposed budget as presented or amended by the Budget Officer.

The Budget Committee last met on October 2, 2019, to review and approve the Community Investment Plan (CIP) and on April 3, 2019, to review the proposed FY2019-2020 (FY20) Budget. The proposed FY21 Budget was approved as presented and forwarded to the LTD Board of Directors with a recommendation for adoption.

FY21 Budget Revision: The FY21 Budget was revised to include the ATU local 757 pension committee contribution recommendation. The actuarial valuation recommended a contribution funding level of \$3.16/hour plus an annual payment of \$1,927,006 for FY2021 and \$3.25 plus an annual payment of \$1,984,816 for FY2022 which assumes an investment return rate of 5.75%. The FY21 Budget with this revision was presented at the May 27 Board meeting prior to the Public Hearing.

Public Hearing: A public hearing was held at the May 27 Board meeting. Better Eugene-Springfield Transportation had a number of questions. Those questions were responded to in writing at the June 10 Board meeting. The responses did not result in any Board recommend changes to the FY21 Budget.

Proposed Fiscal Year 2020-2021 Budget:

	FY2020-21 Proposed
General Fund - operating	\$ 55,707,218
Transit Services	47,491,902
Operating Contingency	-
Reserve per policy - Not appropriated	8,215,317
General Fund - non-operating	\$ 9,052,526
Transfer to Specialized Services Fund	2,942,083
Transfer to Medicaid Fund	397,133
Transfer to Point2Point Fund	258,379
Transfer to Capital Projects Fund	5,454,931
Specialized Services Fund	\$ 10,366,137
Transit services	9,865,583
Operating Contingency	0
Reserve per policy - Not appropriated	500,554
Medicaid Fund	\$ 14,656,737
Transit services	14,520,170
Operating Contingency	0
Reserve per policy - Not appropriated	136,567
Point 2 Point Fund	\$ 1,243,447
Transit services	1,209,819
Operating Contingency	0
Reserve per policy - Not appropriated	33,628
Capital Projects Fund	\$ 40,833,473
Transit investments	30,005,575
Restricted for grant match	10,827,898
TOTAL FY2020-21 Proposed Appropriation	\$ 112,145,574
Total FY2020-21 Restricted - not appropriated	19,713,964
Total FY2020-21 Total	\$ 131,859,538

CONSIDERATIONS: Staff recommends that the Board adopt the proposed FY2020-2021 Budget as presented.

ALTERNATIVES: The Board may adopt the proposed FY2020-2021 Budget as presented or amend the Budget and adopt the amended budget

NEXT STEPS: Once adopted, the FY2020-2021 Budget will be sent to the State of Oregon Department of Revenue and will be posted to the LTD website

SUPPORTING DOCUMENTATION:

- 1) Resolution No. 2020-06-24-040
- 2) PowerPoint Presentation – Proposed FY21 Budget
- 3) Budget Committee meeting minutes

PROPOSED MOTION: I move adoption of LTD Resolution No. 2020-06-24-040:

It is hereby resolved that the LTD Board of Directors adopts the proposed FY2020-2021 Budget as presented [amended].



RESOLUTION NO. 2020-06-24-040

ADOPTION OF THE FISCAL YEAR 2020-2021 ANNUAL BUDGET

WHEREAS, annually, in accordance with ORS 294.408, the Board of Directors must adopt a self-balancing (resources>= expenditure) budget for each of its five funds (OAR 150-294.352(1)-(A)) by the close of the current fiscal year;

WHEREAS, the fiscal year ends on June 30, 2020;

WHEREAS the budget for each fund reflects LTD's financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, each of the five funds have their own budget and the resources and expenditures within those funds must balance in order for the budget to be adopted;

WHEREAS, there are 3 requirements before the LTD Board can adopt the budget: 1) Posting for public comment (ORS 294.401), 2) Approval by the Budget Committee as presented or amended (ORS 294.424), and 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453);

WHEREAS, the proposed FY21 Budget was posted for public comment on April 25, 2020. The Budget Committee met and approved the budget as presented on May 18, 2020;

WHEREAS, this revised FY21 Budget was presented at the May 27 Board meeting and Budget public hearing;

WHEREAS, the proposed FY21 Budget for was posted for public comment on Saturday, April 25, 2020;

WHEREAS, Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of the LTD Board of Directors and an equal number of appointed electors to receive, consider and approve the proposed budget as presented or amended by the Budget Officer;

WHEREAS, the Budget Committee last met on October 2, 2019, to review and approve the Community Investment Plan (CIP) and on April 3, 2019, to review the proposed FY2019-2020 (FY20) Budget;

WHEREAS, the proposed FY21 Budget was approved as presented and forwarded to the LTD Board of Directors with a recommendation for adoption;

WHEREAS, the FY21 Budget was revised to include the ATU local 757 pension committee contribution recommendation;

WHEREAS, the actuarial valuation recommended a contribution funding level of \$3.16/hour plus an annual payment of \$1,927,006 for FY2021 and \$3.25 plus an annual payment of \$1,984,816 for FY2022 which assumes an investment return rate of 5.75%;

WHEREAS, the FY21 Budget with this revision was presented at the May 27 Board meeting prior to the Public Hearing;



WHEREAS, a public hearing was held at the May 27 Board meeting. Better Eugene-Springfield Transportation had a number of questions;

WHEREAS, Better Eugene-Springfield Transportation questions were responded to in writing at the June 10 Board meeting; and,

WHEREAS, the responses did not result in any Board recommend changes to the FY21 Budget.

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors, approves a resolution as follows:

- Adopting the Fiscal Year 2020-2021 Budget with a total appropriation of \$112,145,574.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 24TH DAY OF JUNE, 2020.

Board President, Carl Yeh

Fiscal Year 2020-2021 Budget Requested for Adoption Lane Transit District – Eugene, Oregon – June 24, 2020





Budget Process

April 2020:

Economic scenarios presented. Board directed assumption of the multi-peak scenario
DRAFT Budget posted for public comment

May 2020:

Budget Committee approved the Budget as presented

Amendment to increase budget to include ATU pension trust committee approved contribution offset by the CARES Act

Financial summary and Notice of Budget Hearing published May 21

Budget Committee Hearing

June 24, 2020:

Request for FY21 Budget adoption of all 5 funds and Medicaid Fund FY20 supplemental budget adoption
File budget with the state of Oregon

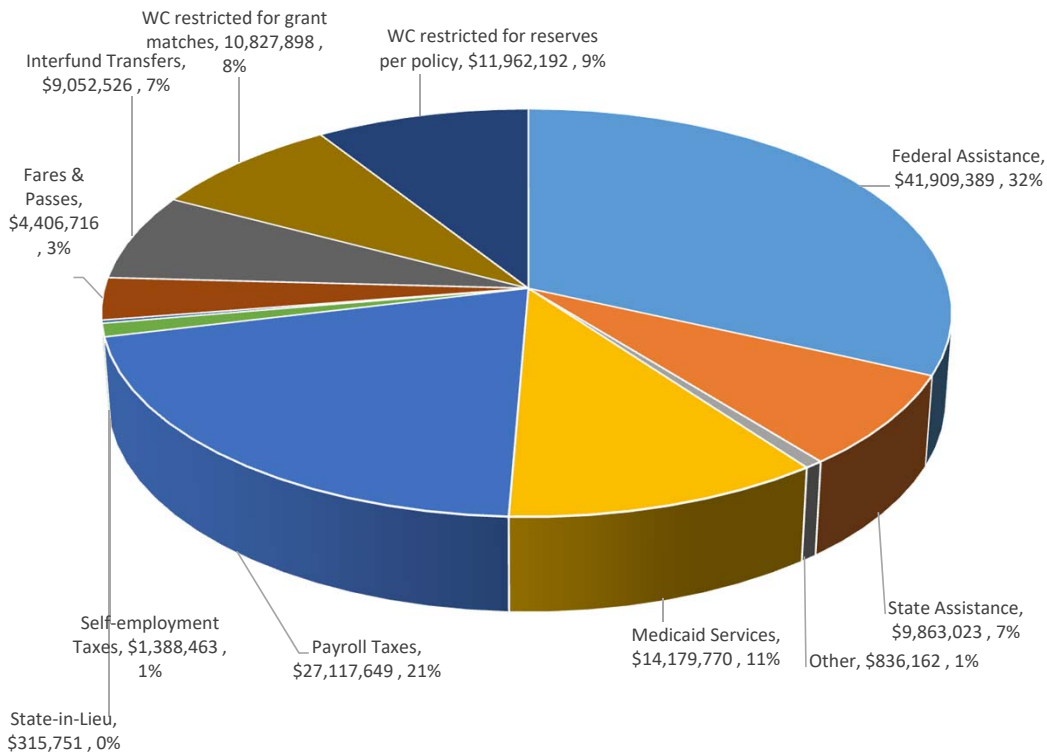
** NOTE: Budget must be adopted by June 30, 2020 (ORS 294.408)



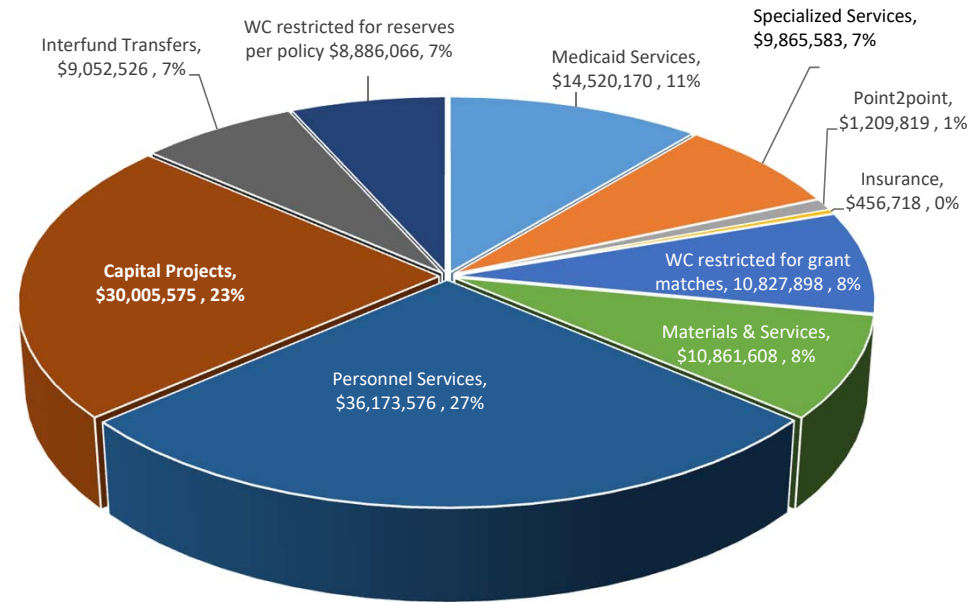
NO Changes since the Budget Committee Hearing

ALL FUNDS RESOURCES & REQUIREMENTS

All Funds Total Resources \$131,859,538



All Funds Total Requirements & Non-appropriated Reserve \$131,859,538



Items in purple are being requested to be adopted which gives the authorization to spend from July 1 2020 – June 30, 2021

Proposed Budget Summary

	FY2020-21 Proposed	FY2020-21 Budget Committee Approved	FY2019-20 Adopted Budget	FY20 Proposed Supplemental Budget Approved
General Fund - operating	\$ 55,707,218	\$ 53,915,152	\$ 60,735,570	\$ 60,735,570
Transit Services	47,491,902	45,564,896	51,339,141	51,339,141
Operating Contingency	-		500,000	500,000
Reserve per policy - Not appropriated	8,215,317	8,350,257	8,896,429	8,896,429
General Fund - non-operating	\$ 9,052,526	\$ 9,052,526	\$ 3,236,215	\$ 3,424,215
Transfer to Specialized Services Fund	2,942,083	2,942,083	3,011,212	3,011,212
Transfer to Medicaid Fund	397,133	397,133	225,003	413,003
Transfer to Point2Point Fund	258,379	258,379	-	-
Transfer to Capital Projects Fund	5,454,931	5,454,931	-	-
Specialized Services Fund	\$ 10,366,137	\$ 10,366,137	\$ 9,649,438	\$ 9,649,438
Transit services	9,865,583	9,865,583	9,187,018	9,187,018
Operating Contingency	0	0	0	0
Reserve per policy - Not appropriated	500,554	500,554	462,420	462,420
Medicaid Fund	\$ 14,656,737	\$ 14,656,737	\$ 12,101,233	\$ 13,578,609
Transit services	14,520,170	14,520,170	12,031,375	13,498,775
Operating Contingency	0	0	0	0
Reserve per policy - Not appropriated	136,567	136,567	69,858	79,834
Point 2 Point Fund	\$ 1,243,447	\$ 1,243,447	\$ 1,631,320	\$ 1,631,320
Transit services	1,209,819	1,209,819	1,354,716	1,354,716
Operating Contingency	0	0	244,604	244,604
Reserve per policy - Not appropriated	33,628	33,628	32,000	32,000
Capital Projects Fund	\$ 40,833,473	\$ 40,833,473	\$ 26,946,146	\$ 26,946,146
Transit investments	30,005,575	30,005,575	17,009,803	17,009,803
Restricted for grant match	10,827,898	10,827,898	9,936,343	9,936,343
TOTAL FY2020-21 Proposed Appropriation	\$ 112,145,574	\$ 110,218,568	\$ 94,902,872	\$ 96,313,668
Total FY2020-21 Restricted - not appropriated	19,713,964	19,848,904	19,397,050	19,407,026
Total FY2020-21 Total	\$ 131,859,538	\$ 130,067,472	\$ 114,299,922	\$ 115,720,694
Increased appropriations from current year budget		18%		
Increased appropriations from proposed supplemental		16%		



Actions

Today's Request:

- Adopt the FY21 Budget as presented

Alternative Options:

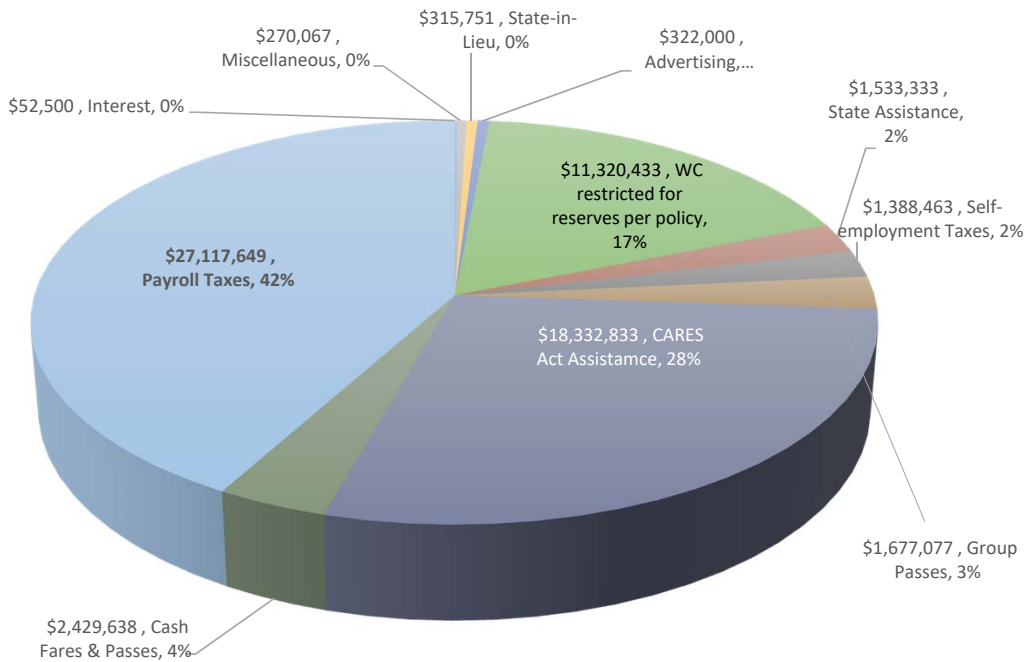
- The Board may amend and adopt the FY21 Budget as amended



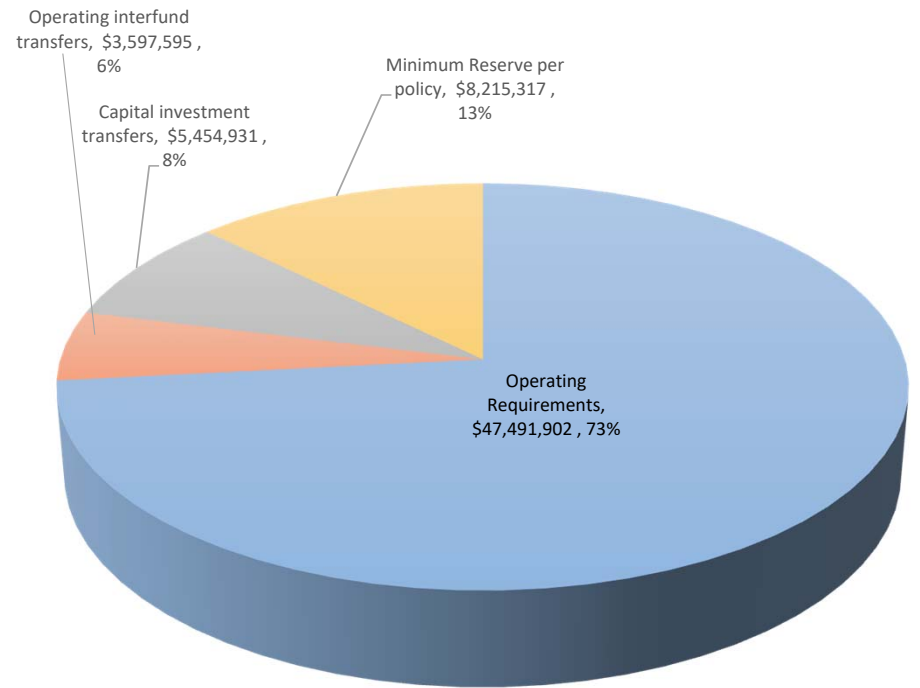
Appendix

GENERAL FUND BUDGET

Total General Fund Resources \$64,759,744

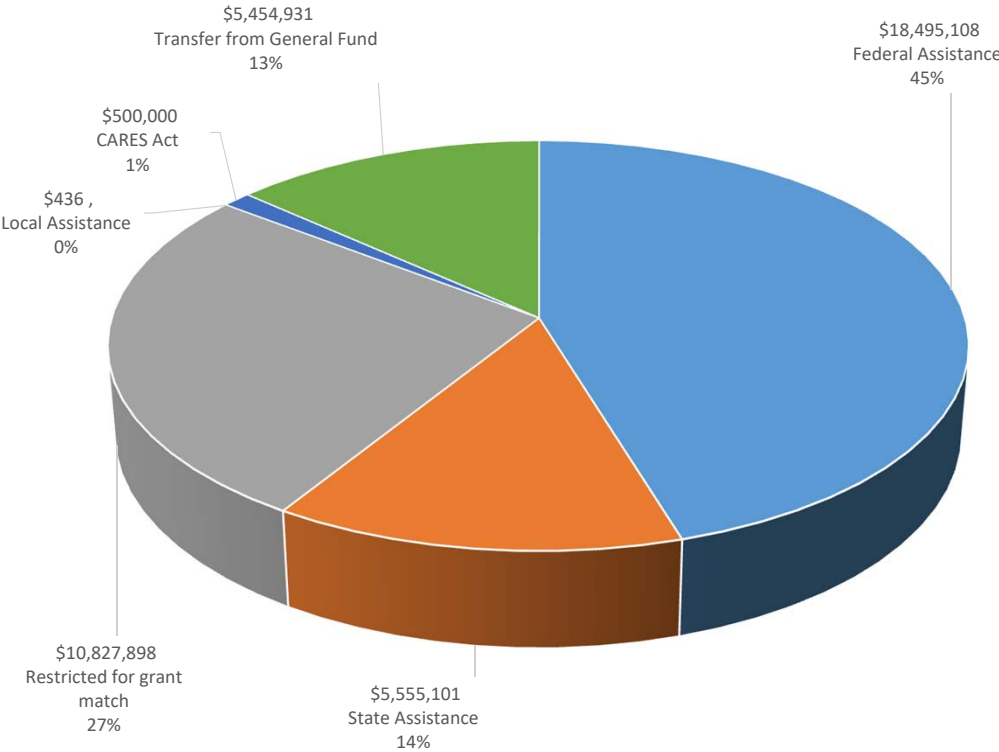


Total General Fund Requirements \$64,759,744

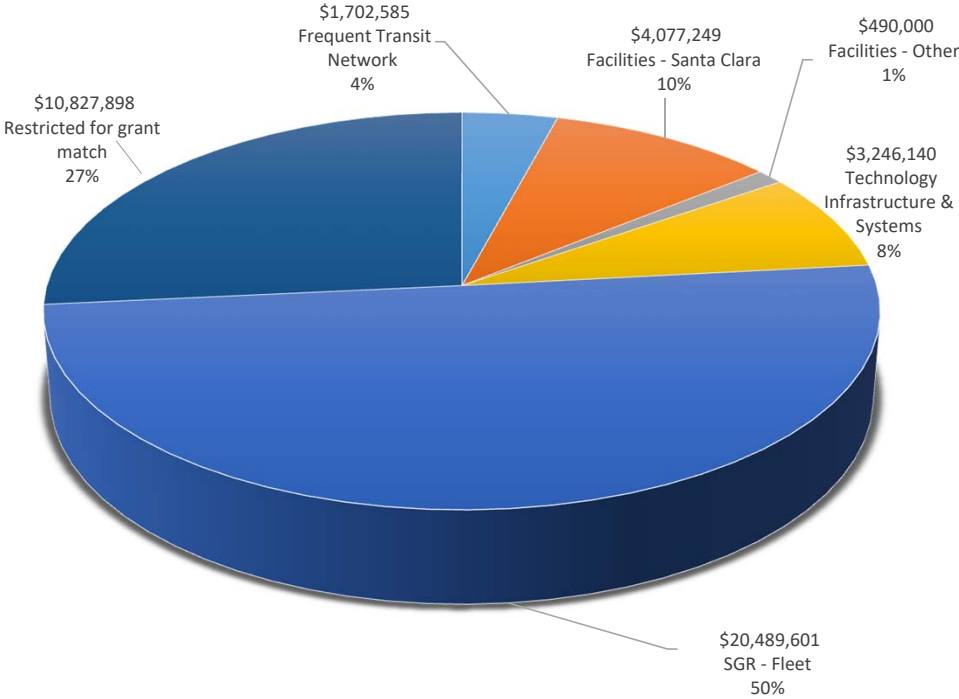


CAPITAL FUND BUDGET

Total Capital Fund Resources \$40,833,473

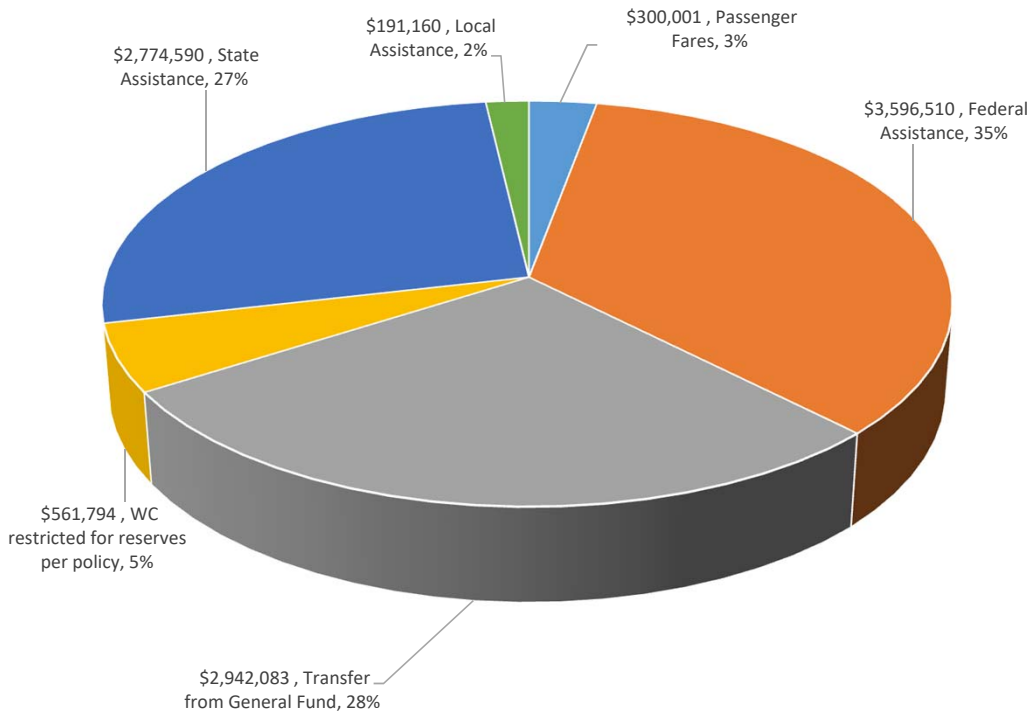


Total Capital Fund Requirements \$40,833,473

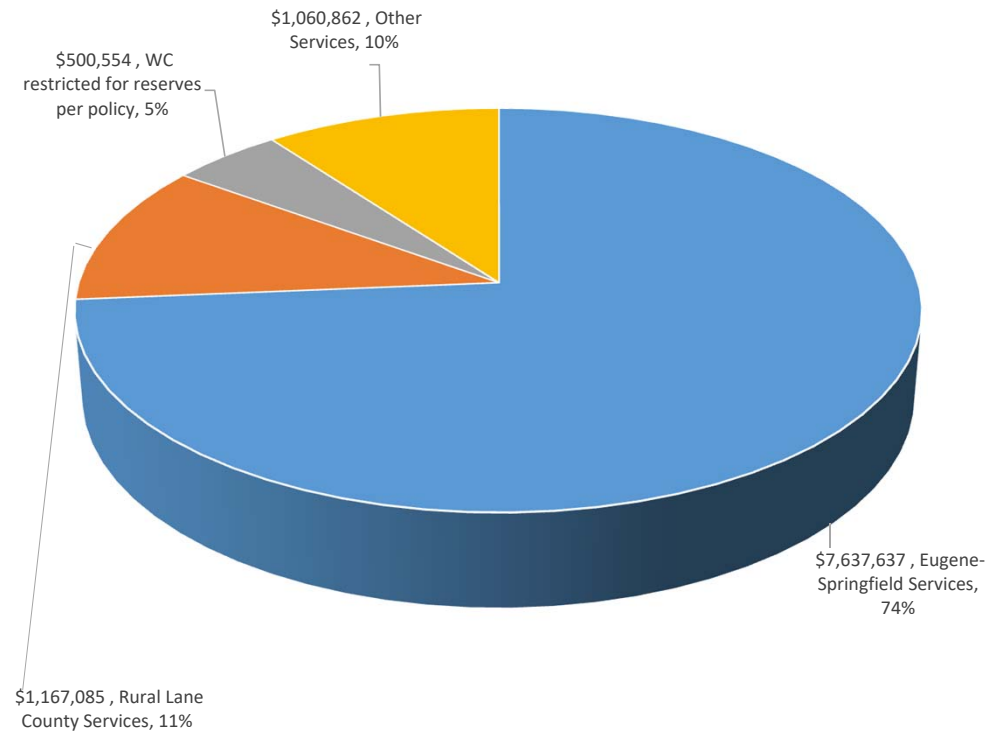


FY21 SPECIALIZED SERVICE BUDGET HIGHLIGHTS

Specialized Services Fund Total Resources \$10,366,137

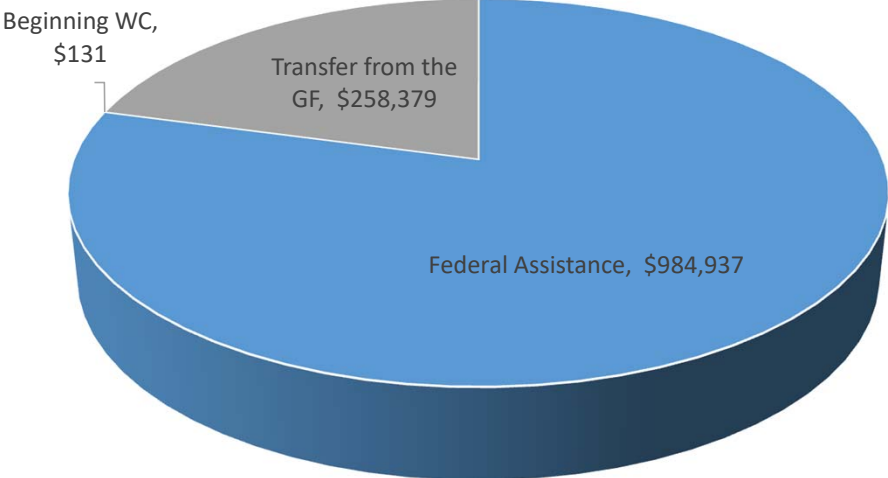


Specialized Services Fund Total Requirements \$10,366,137

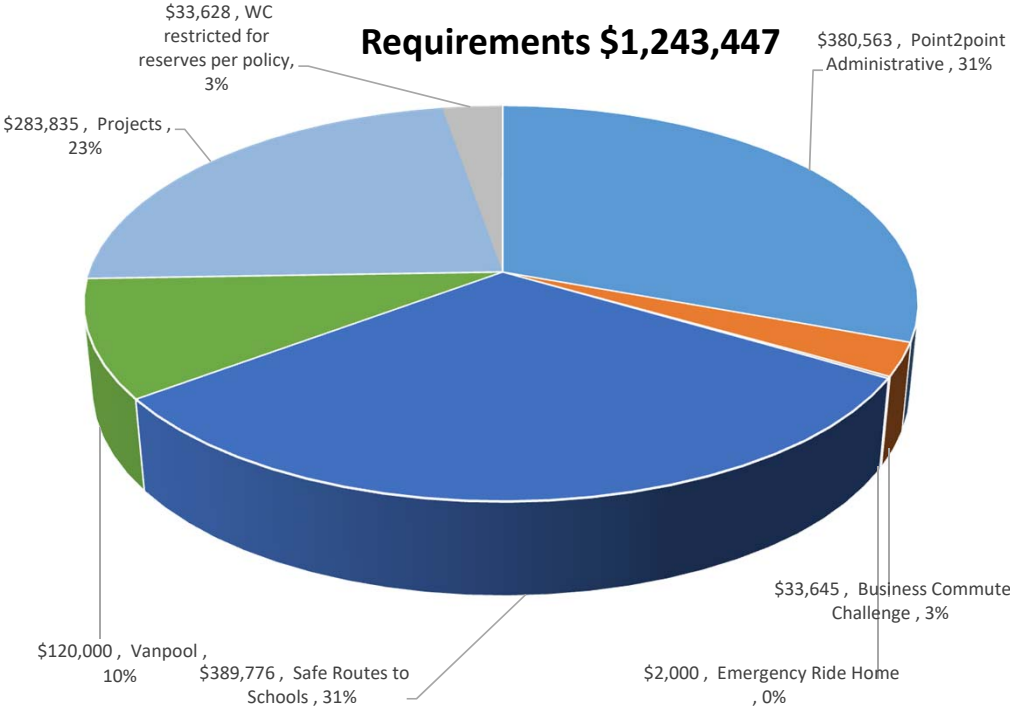


Point2point BUDGET

Resources \$1,243,447

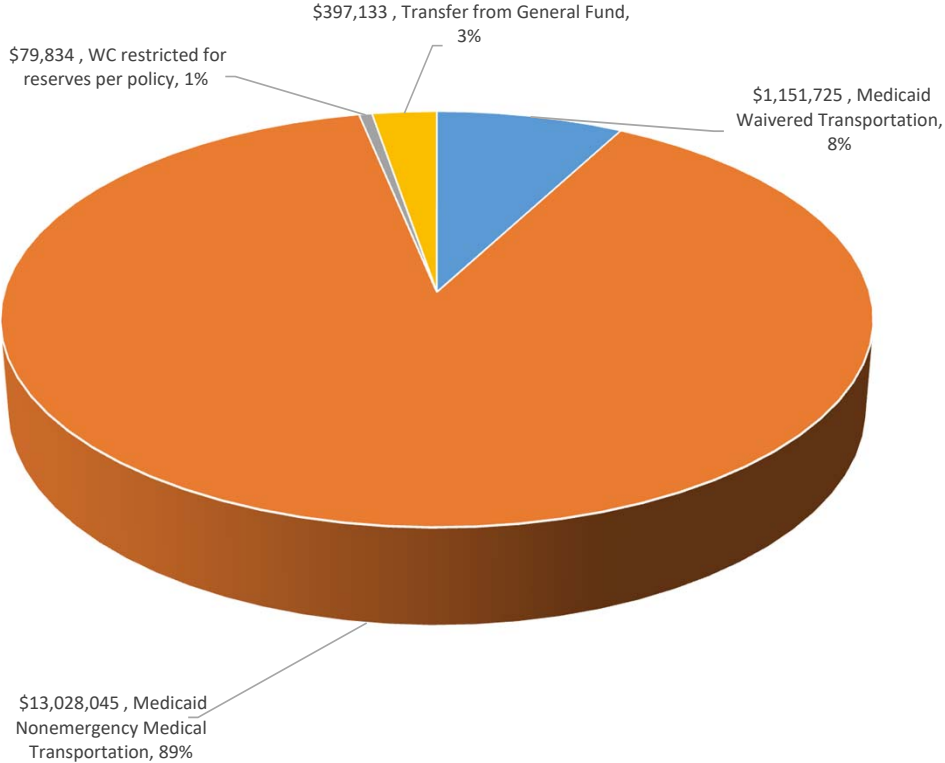


Requirements \$1,243,447

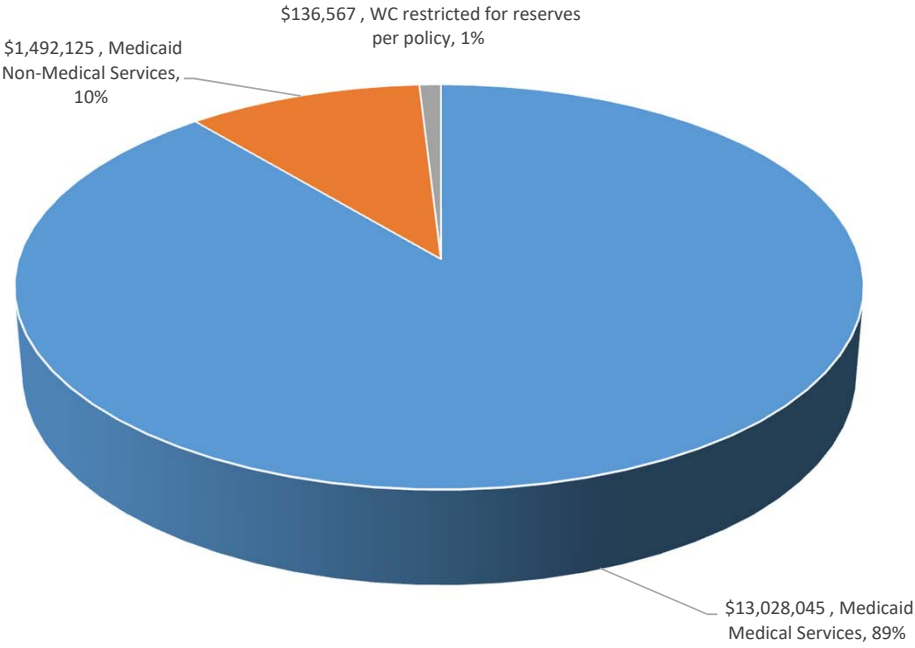


MEDICAID BUDGET

Medicaid Fund Total Resources \$14,656,737



Medicaid Fund Total Requirements \$14,656,737





AGENDA ITEM SUMMARY

DATE OF MEETING: June 24, 2020

ITEM TITLE: RIDERSHIP AND OPERATIONS UPDATE

PREPARED BY: Tom Schwetz, Director of Planning and Development

DIRECTOR: Aurora Jackson, General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: To provide the Board with an update on current ridership trends and operations.

ROLE OF THE BOARD: The Board's role in this instance is to obtain information.

HISTORY: Beginning with the closure of the UO during the week of March 16, LTD's ridership experienced a decline until the week of March 23 when data indicates that ridership leveled out. The attached set of charts provide an overall view of LTD's ridership trends between May 4 and June 4, 2020, for both LTD's fixed route service and RideSource services. These charts include:

- Figure 1 - Summary of Boarding Activity Through 6-4-2020
- Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-4-2020
- Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-4-2020
- Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 6-4-2020
- Figure 5 - RideSource Total Call Volume through 6-3-2020
- Figure 6 - RideSource Trips by Type through 6-3-2020
- Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops
- Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

Trends in Fixed-Route Service

Overall, every route has the experienced ridership reductions. In particular, EmX and LTD's core routes have seen heavy reductions, though EmX continues to carry the majority of overall ridership. LTD's ridership has gone from an average of about 35,000 boardings per day on an average weekday in 'normal' times to about 10,000 boardings on an average weekday. This represents about a 70% reduction in our ridership – similar to what is being seen across the country. During this period of time, evening service (after 8:30 PM) - has been fairly stable currently at about 1,000 average weeknight boardings.

On May 8, 2020 Lane County formally submitted its "Blueprint for Re-opening" to the Governor. Phase 1 of this blueprint will include opening of some businesses that can be expected to increase the level of travel and social interaction within the Eugene-Springfield area. In that context, LTD's ridership trends are expected to change. As of the date this memo was written, weekday boardings during Phase 1 Reopening (May 15-May 21) are averaging approximately 10,000. While this is not enough data to firmly establish a shift in ridership, staff will be continuing to assess the level of change in boardings, how transit is being used in this phase of re-opening, and where overloads may be occurring.

LTD has made several changes in its level of service in an effort to provide service in a safe manner for essential trip making under Covid-related conditions. These changes are illustrated in Figure 4 and include:

1. For the period between 3-1 and 3-21, LTD was operating a "normal" level of service, and was providing service 7 days a week.
2. For the week of 3-23 (the first full week of the Governor's Stay Home order), LTD operated a Saturday level of service during the weekdays, a Sunday level of service on Saturdays and ceased operating on Sundays.
3. The following period (3-30 through 4-24), LTD operated a modified Sunday level of service during the weekdays, adding morning and evening trips on key routes.

4. On 4-27, LTD began operating the modified Sunday service Monday through Saturday, increasing EmX service frequencies to 10 minutes between 9 AM and 4:30 PM. This level of service will continue until 6-7. The last period shown in the graph (5-17 through 5-29) reflects a small increase in boardings during the first full 2 weeks of Phase 1 Reopening.
5. On Sunday 6-7, LTD will begin 7-day service, reinstating Sunday service. In addition, LTD will begin operating three different day types - weekday, Saturday, and Sunday service.

In terms of who might be using LTD's services during this period of time, it is useful to consider which community residents are most transit dependent. Though there are likely many factors that would cause someone to be dependent on transit, income, access to a vehicle, and possession of a driver's license are some of the most important factors. In LTD's 2019 Origin-Destination Survey, 61% of riders indicated that they do not have a driver's license. Many riders (46%) live in households that do not own a car. While many students do not have access to a vehicle, nearly as many non-students lack driver's licenses or vehicles.

Transit dependence is much more highly tied to income. A high percentage of LTD's ridership is comprised of lower-income individuals who tend to ride transit more days per week than those who have higher incomes. In 2019, 45% of our non-student ridership made less than \$15k per year, and 56% make \$25k or less. Overall, our 2019 survey indicates that 47% of our ridership in 2019 reported incomes of less than \$15k. In the 2015 survey, this number was 46%. It is with that reality in mind, that it was decided to move to a modified Sunday service, which is operating from 7:30 AM to 10:30 PM, rather than the 8:30 AM to 8:30 PM span that would normally be operated on Sundays.

Stop-Level Boarding Analysis

Staff has been researching the change in boarding activity between last year and this year between the end of March and late April with respect to high-volume stop locations. This provides some insight into who might be using those stops and possibly the purpose of their trip making. As can be seen in Figure 7, the majority of highest stop locations in 2019 for regular service were associated with University and LCC students. In contrast, the highest used March-April 2020 stop locations are primarily in the northwest and western side of Eugene, River Road, and parts of Springfield. Several of these stops are associated with shopping-related trip making (for example, Wagner East of Cubit is the stop associated with Winco).

Note that several of the stops associated with shopping are on both lists and represent stops on the West Eugene EmX line. There is also a correlation between the 2020 stop locations and lower income concentrations of population. LCC and UO have made up 50% of overall ridership in the past, but large parts of LTD's approximately 10% ridership decline are related to UO and LCC ridership as well as the rest of the community. A specific example of this - the 79X used to be a large contributor to student ridership. There has been a significant reduction in the demand for that service due to with the students moving closer to the University in response to the increase in housing adjacent to campus.

For March 30 through April 24, 2020, the top EmX station in terms of average weekday boardings during that period was the Commerce Station Outbound, having approximately 246 boardings on an average weekday. Using Figure 8, you can see that, for the same period in 2019, that stop was experiencing 678 average weekday boardings. In addition, you can look at the table showing the 2019 top 10 EmX stops and see that the Commerce Station Outbound was ranked number 3 in 2019.

Trends in RideSource Operations

On March 16, consistent with LTD's fixed-route service, RideSource switched to urgent and essential trips only. When Sunday service on fixed-route was stopped, RideSource stopped providing non-life sustaining ADA trips on Sundays. Medicaid trips or life sustaining trips are available through LTD's external providers at all times. Data has been gathered on LTD's RideSource operations during this time period. Governor Brown lifted the order which had delayed non-urgent procedures at medical facilities beginning on May 1, 2020. LTD continues to urge fixed-route and paratransit riders to avoid travel on public transit unless there is an urgent and essential need. Paratransit riders are allowed to self-select whether a trip is considered urgent and essential.

Figures 5 and 6 provide an overview of the RideSource Call Center Activity and RideSource Trips by Date and Program for the period April 20 through May 20. This data continues to show a lower ridership for the service, though

an increasing trend since the May 1 action by the Governor, and as Lane County's Blueprint For Reopening has progressed.

Safe Operations for Essential Trips

Ridership productivity is not the goal at this time. This is true for two reasons; first, we need to make sure that we are providing a 'useful' level of service - one that meets the demands we are observing during this period; and second, we need to run enough frequency to avoid too many people on a bus at one time. LTD began managing loads on April 4. Currently, LTD is limiting 40 foot buses to 20 passengers and 60 foot buses to 30 passengers. In addition, on April 9, LTD began requiring that all passengers wear masks (i.e., masks, bandanas, scarves) while on LTD property or vehicles. This can be characterized as a "Public Health First" approach to service deployment - safely operate the minimum level of service that can be provided for essential trip making in the region.

Ridership levels will continue to be monitored closely as conditions change. A report on both ridership activity and operational activities will be provided at each of the board's meetings during this period.

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

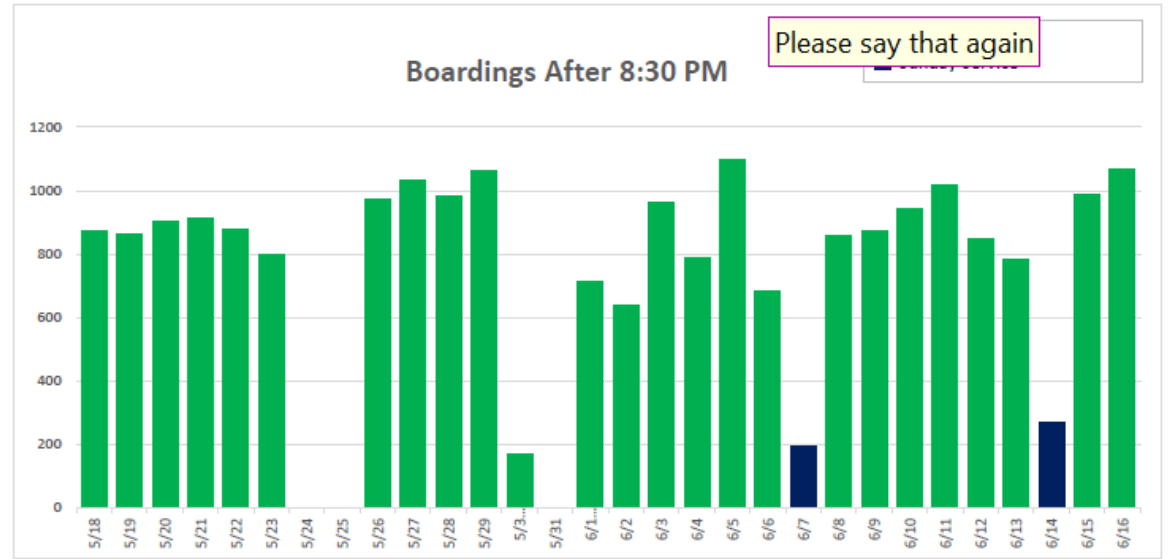
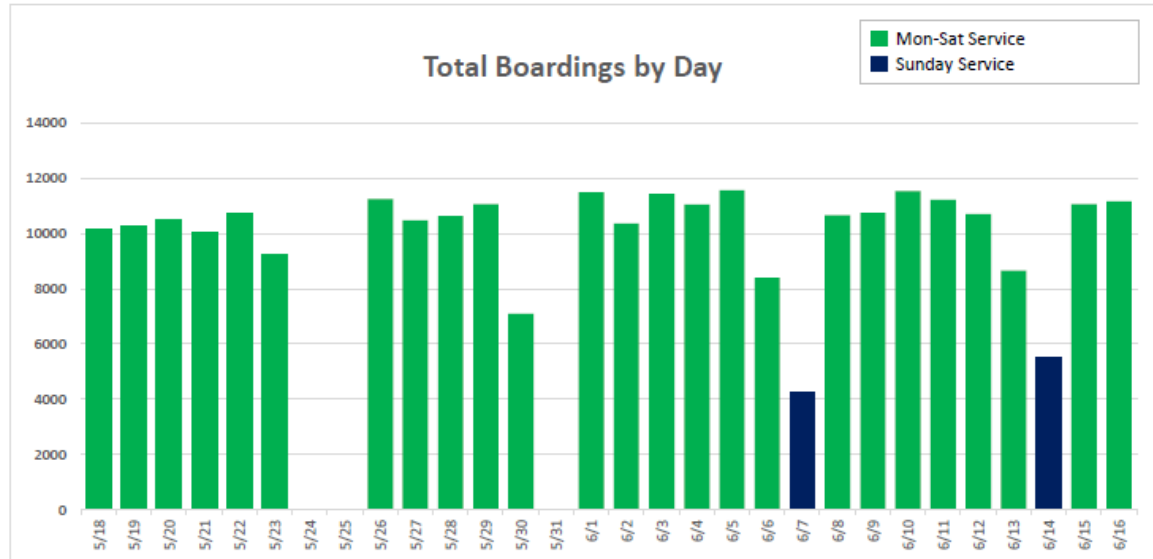
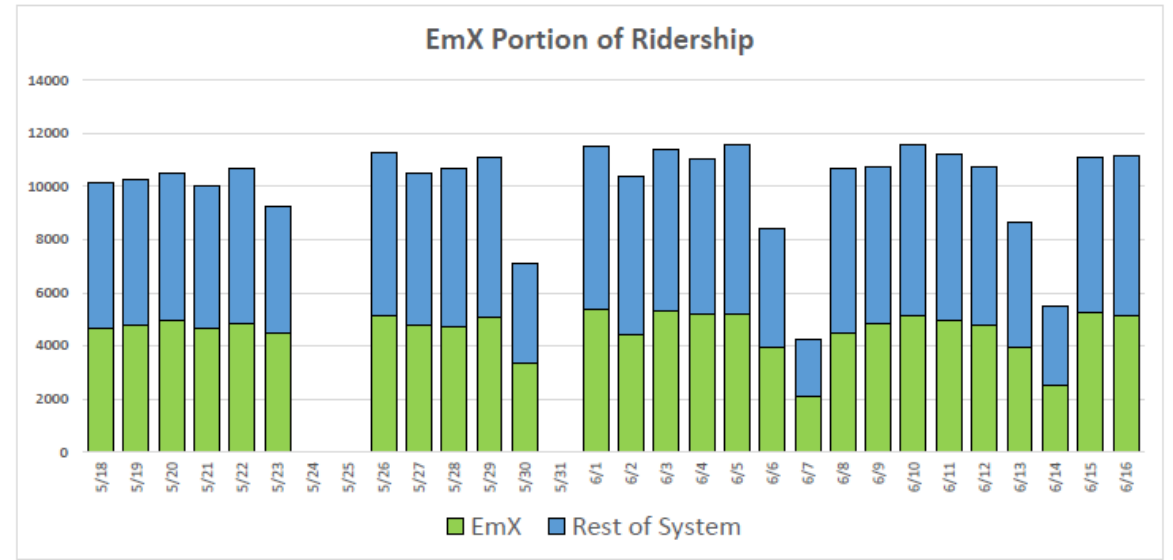
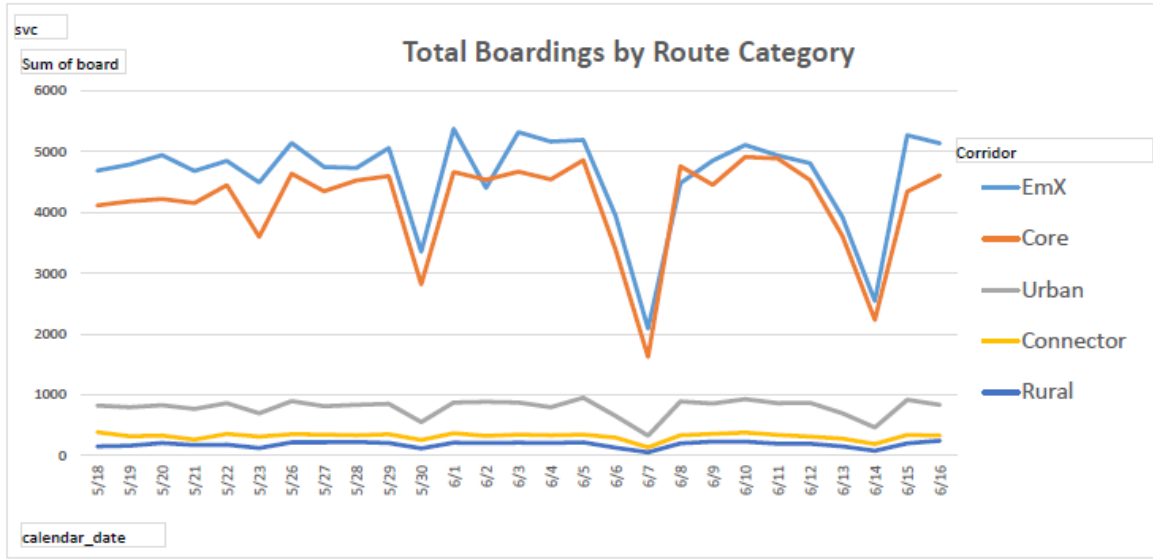
NEXT STEPS: N/A

SUPPORTING DOCUMENTATION:

- Figure 1 - Summary of Boarding Activity Through 6-4-2020
- Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-4-2020
- Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-4-2020
- Figure 4 - Average Weekday Boardings by Time of Day 3-1-2020 through 6-4-2020
- Figure 5 - RideSource Total Call Volume through 6-3-2020
- Figure 6 - RideSource Trips by Type through 6-3-2020
- Figure 7 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 Regular Service Stops
- Figure 8 - Comparison of Average Weekday Boarding Activity - 2019 & 2020 Top 10 EmX Stops

PROPOSED MOTION: N/A

Figure 1 - Summary of Boarding Activity Through 6-16-2020



* Due to protest activity, the City of Eugene imposed a 9:00 PM curfew. LTD ended service District-wide in support of the curfew, resulting in lower evening boardings. Eugene imposed a 10:00 PM curfew. LTD ended service at that time.

LTD SPECIAL BOARD MEETING
June 24, 2020 Page 37 of 45

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-16-2020

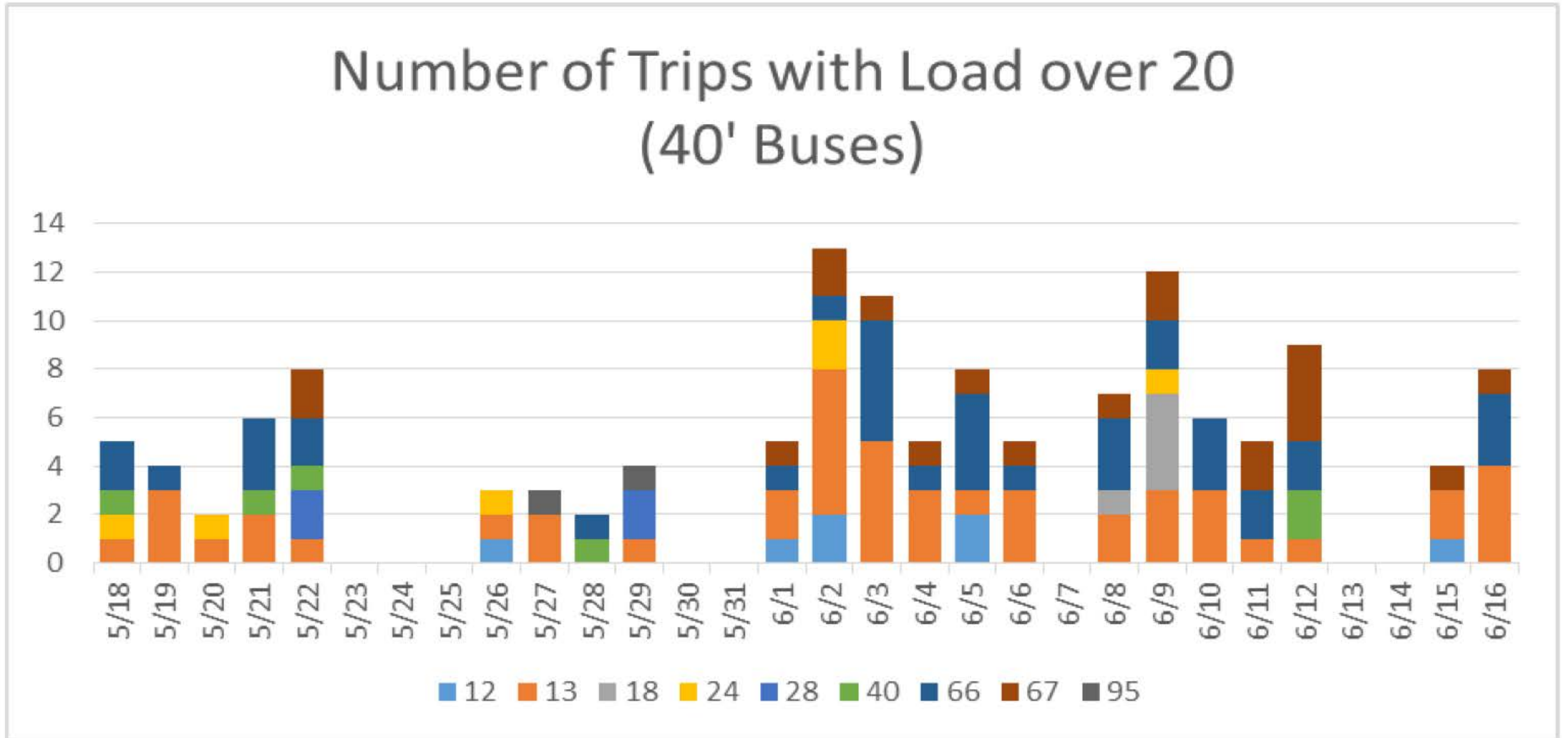
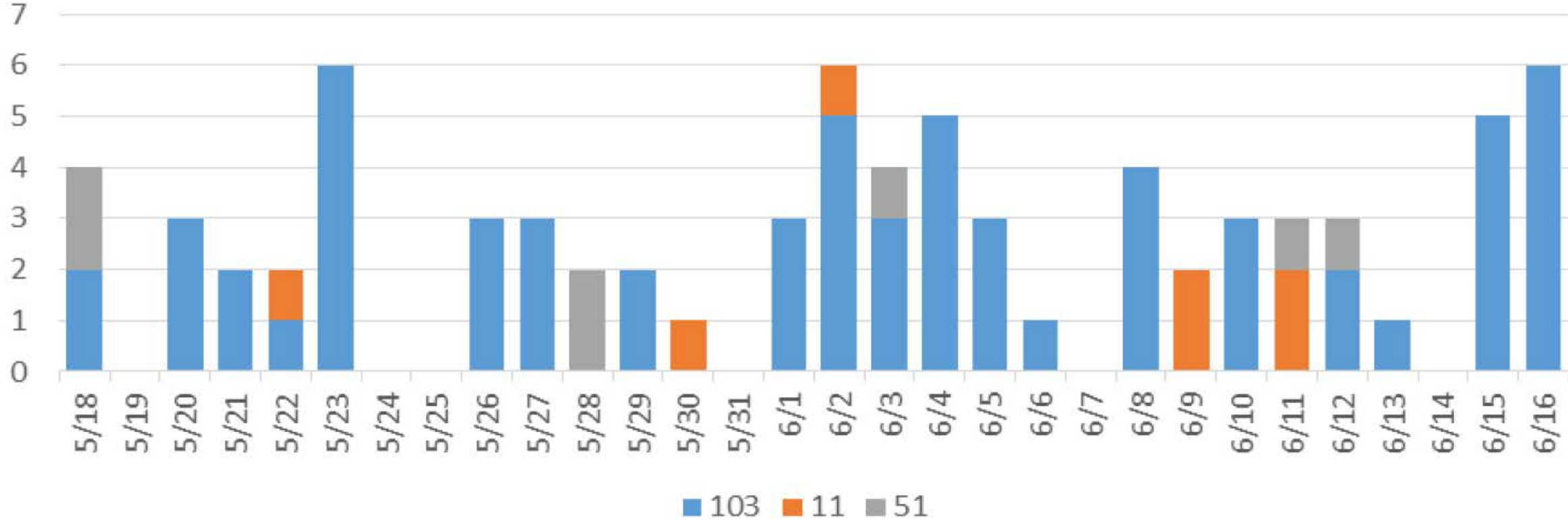
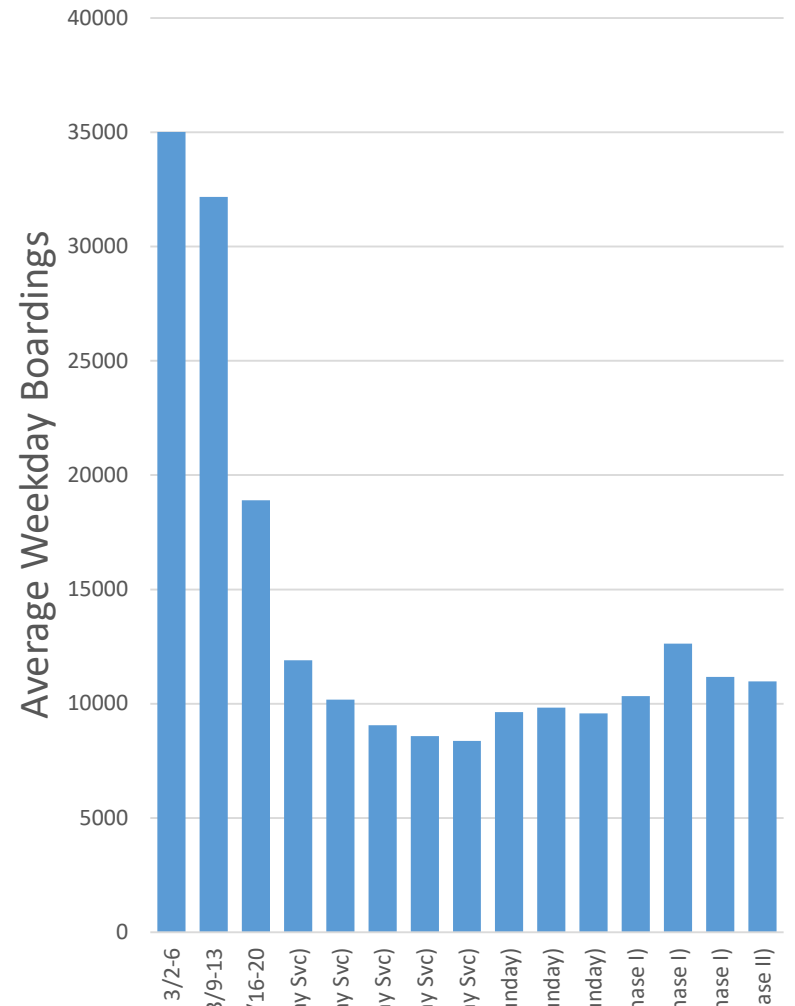
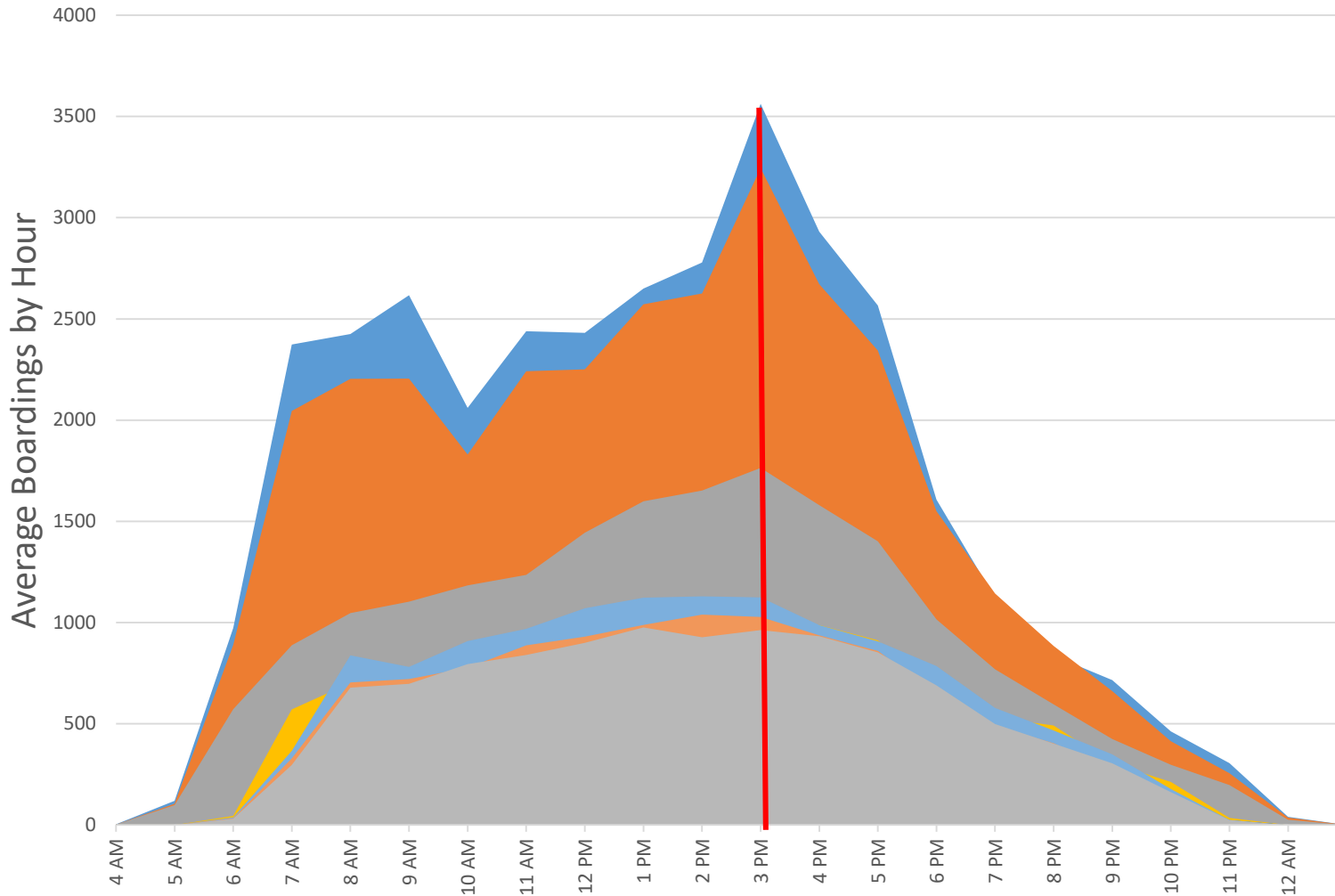


Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-16-2020

Number of Trips with Loads Over 30 (60' Buses)



Average Boarding by Hour and Average Weekday Boardings



- 3/2-6
- 3/9-13
- 3/16-20
- 3/23-27 (Saturday Svc)
- 3/30 - 4/3 (Sunday Svc)
- 4/6-10 (Sunday Svc)
- 4/13-17 (Sunday Svc)
- 4/20-24 (Sunday Svc)
- 4/27 - 5/2 (Enhc. Sunday)
- 5/4-8 (Enhc. Sunday)
- 5/11-15 (Enhc. Sunday)
- 5/18-22 (Phase I)
- 5/26-30 (Phase I)
- 6/1-6 (Phase I)
- 6/8-12 (Phase II)

Reference Service Levels

Day type	Winter 2020	Summer 2020	Fall 2020	Winter 2021	Summer 2021
Weekday	960	455	671	671	637
Saturday	536	455	460	460	450
Sunday*	376	376	363	363	363

Example Levels of Service relative to FY21 Proposed Budget Service Hours

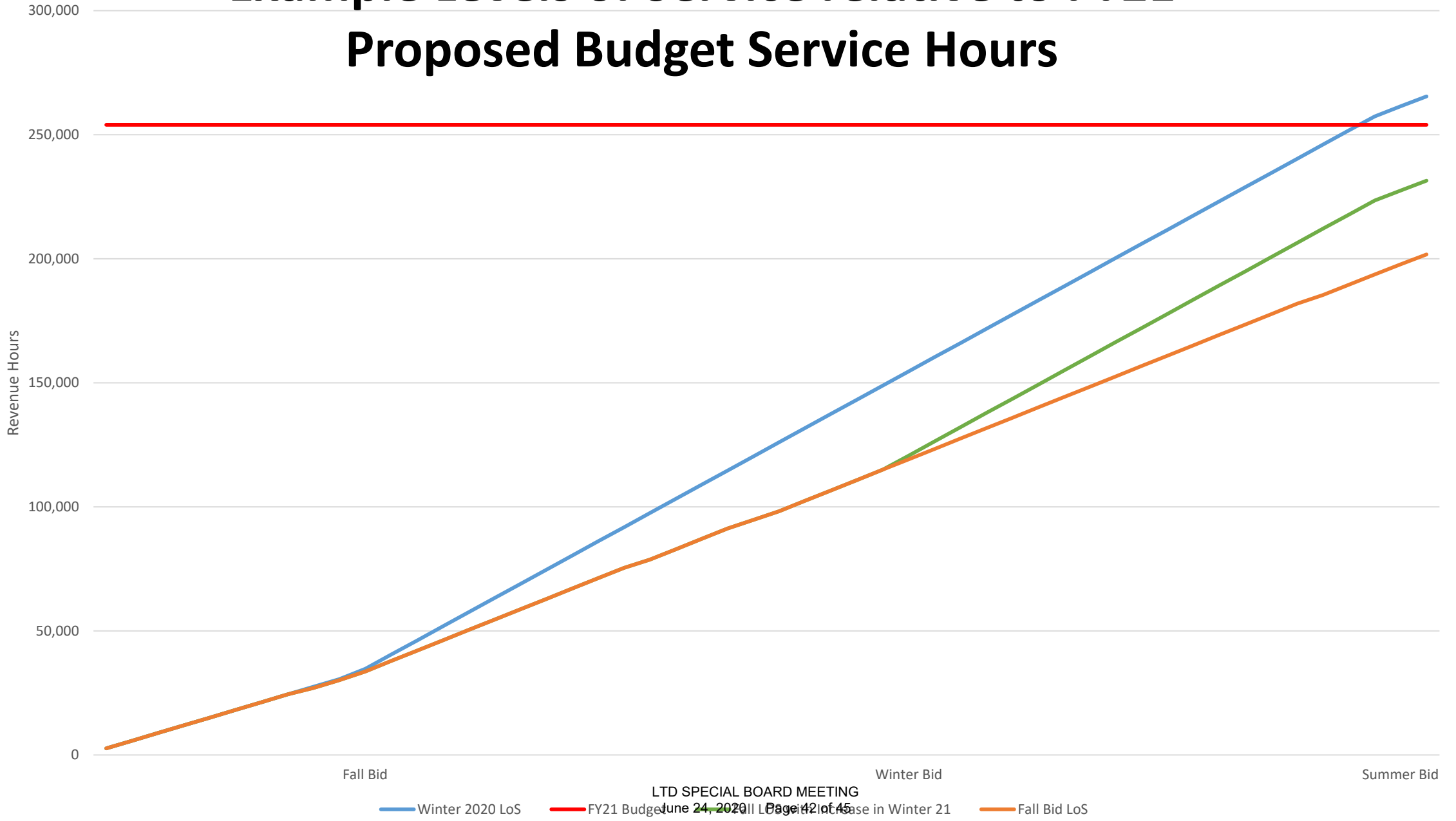


Figure 5 – RideSource Total Call Volume through 6-15-2020

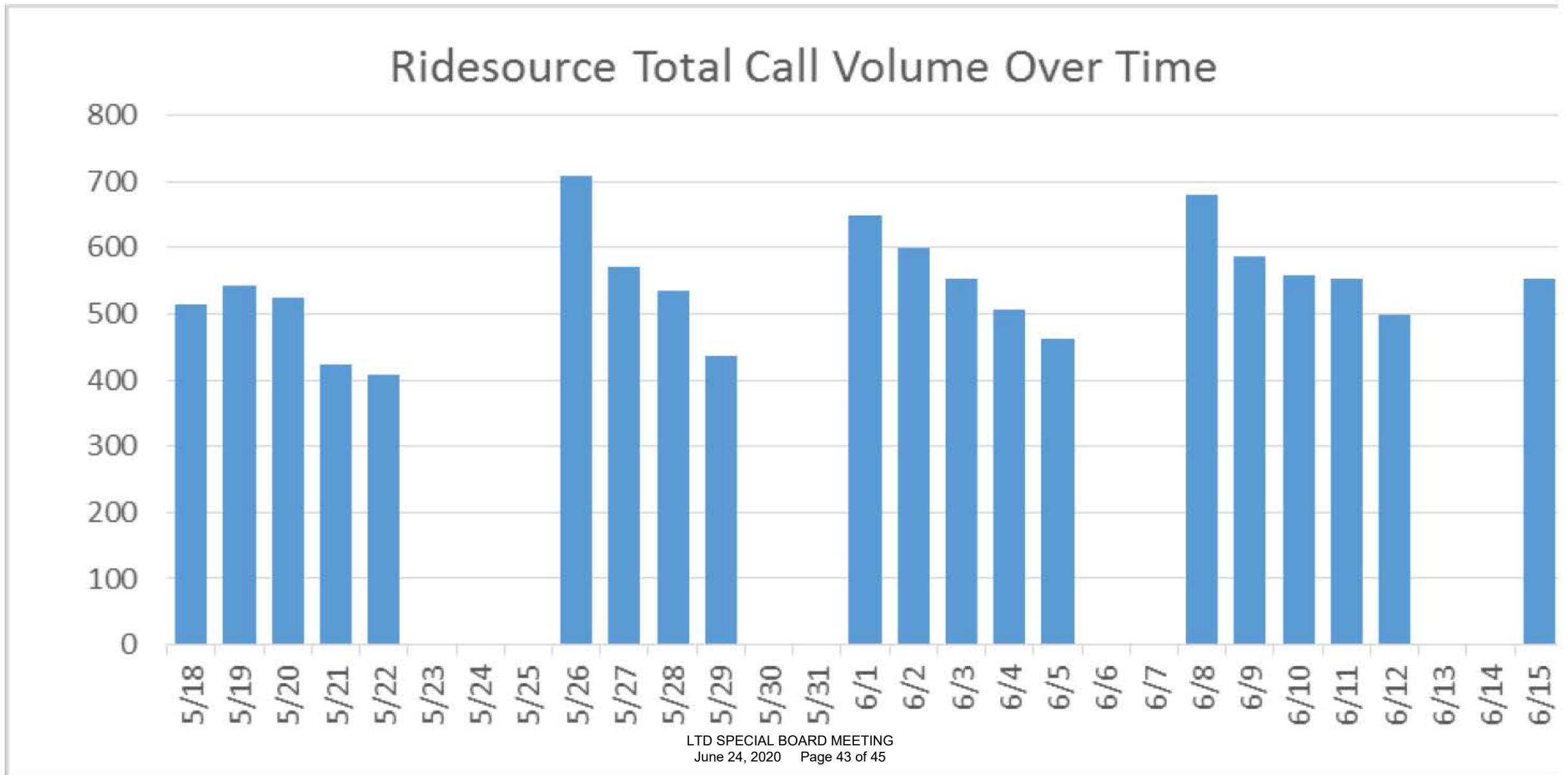


Figure 6 – RideSource Trips by Type through 6-14-2020

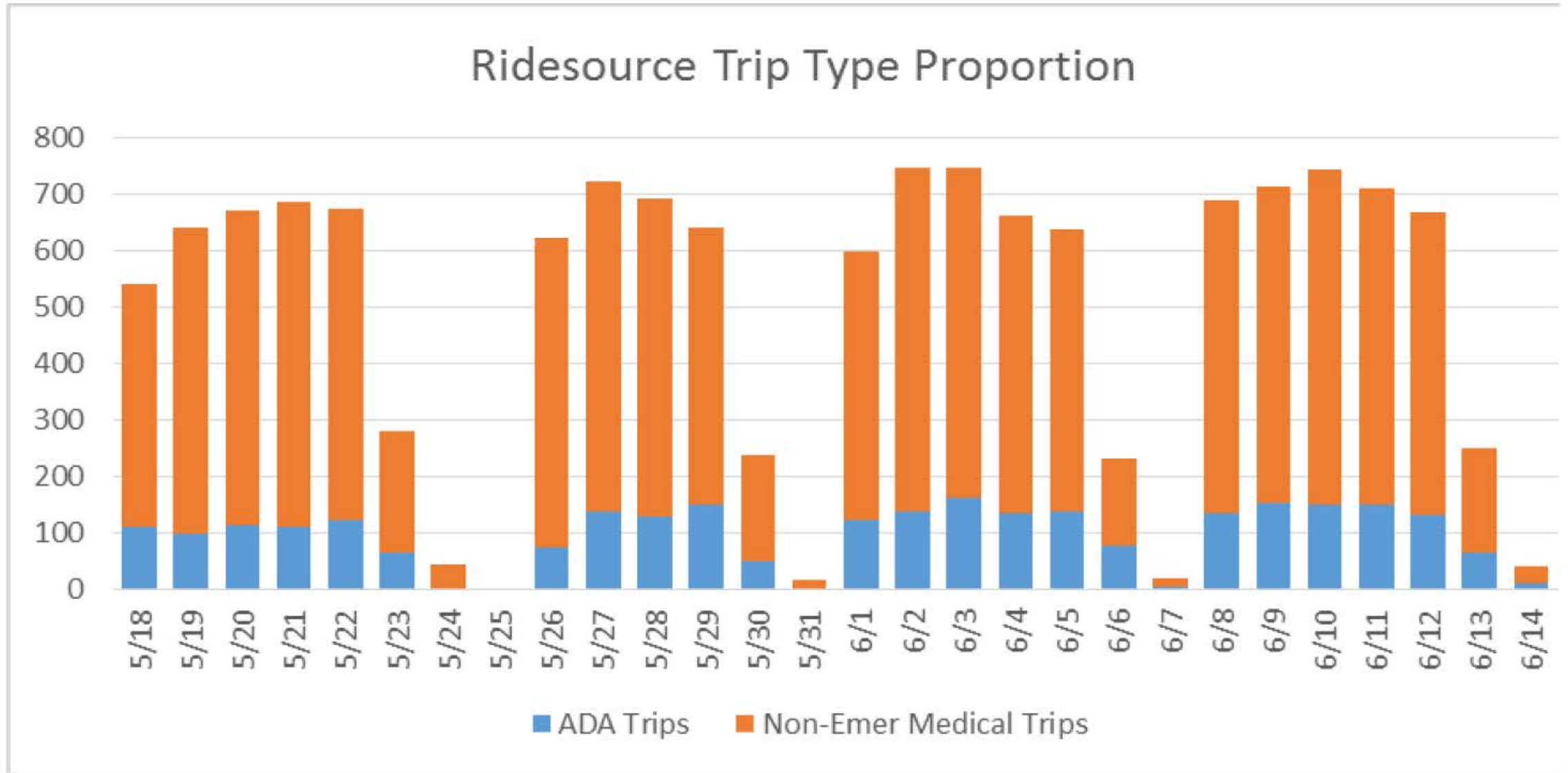
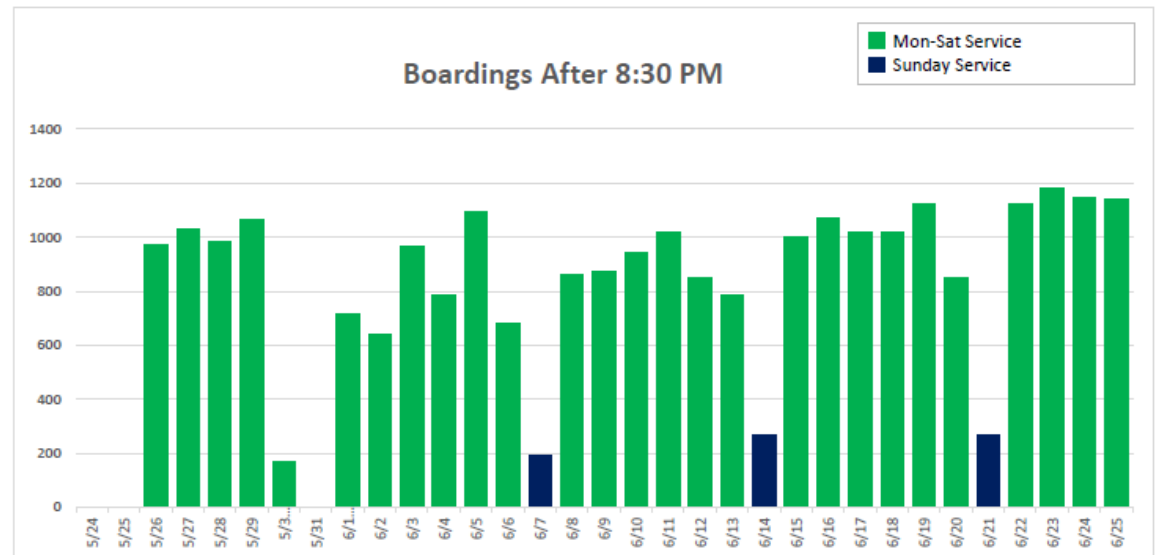
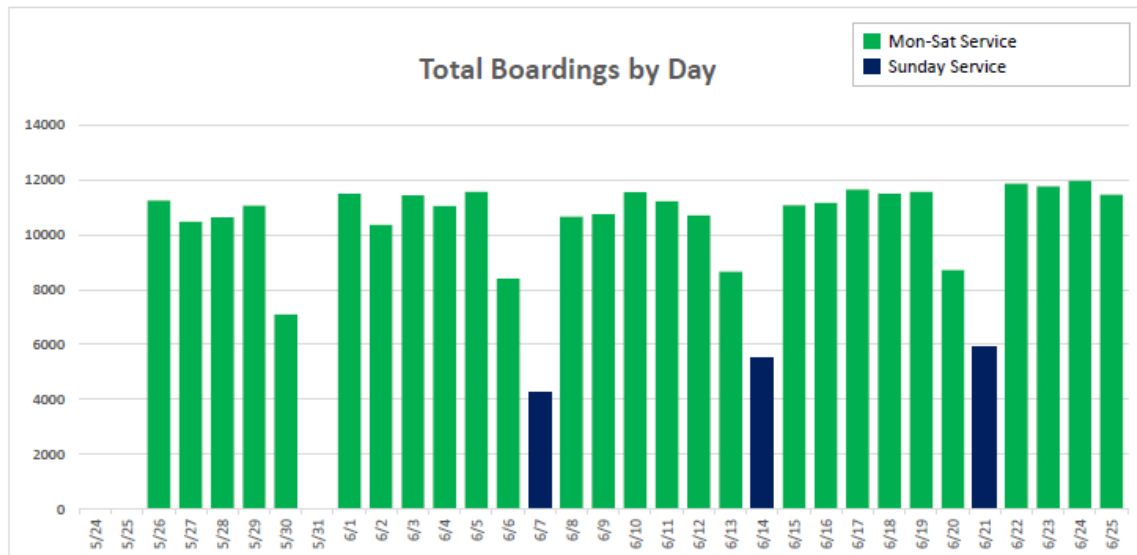
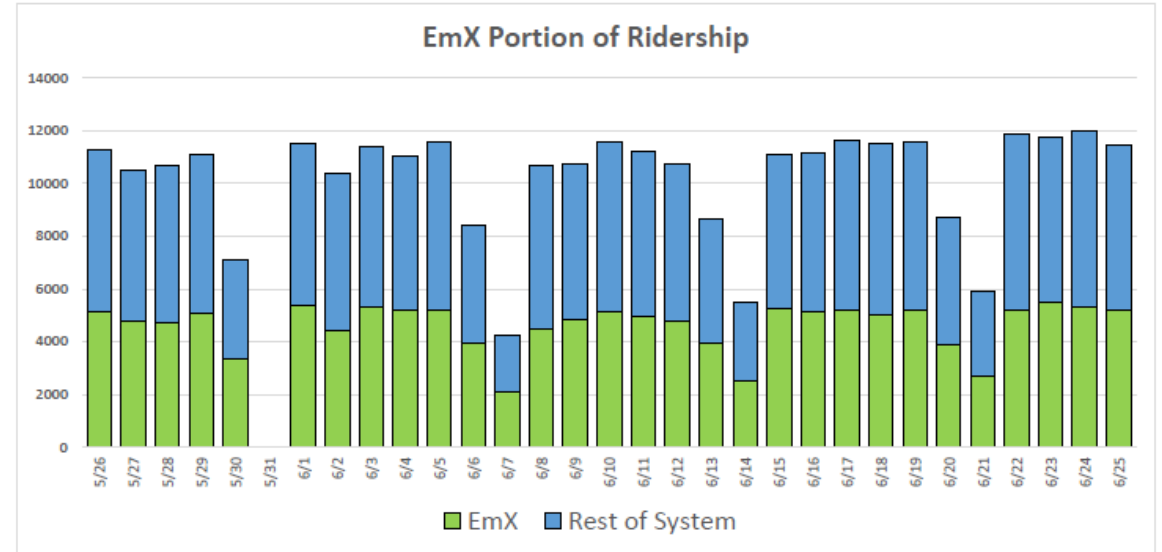
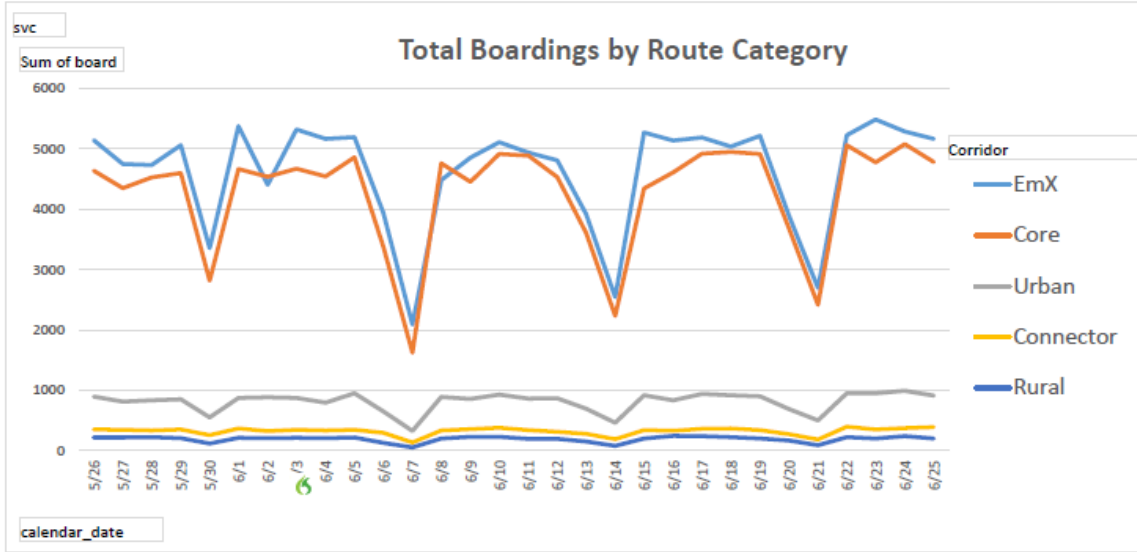


Figure 1 - Summary of Boarding Activity Through 6-25-2020



* Due to protest activity, the City of Eugene imposed a 9:00 PM curfew. LTD ended service District-wide in support of the curfew, resulting in lower evening ridership.

** The City of Eugene imposed a 10:00 PM curfew. LTD ended service at that time.

Figure 2 - Number of Trips with Passenger Loads over 20 (40' Buses) Through 6-25-2020

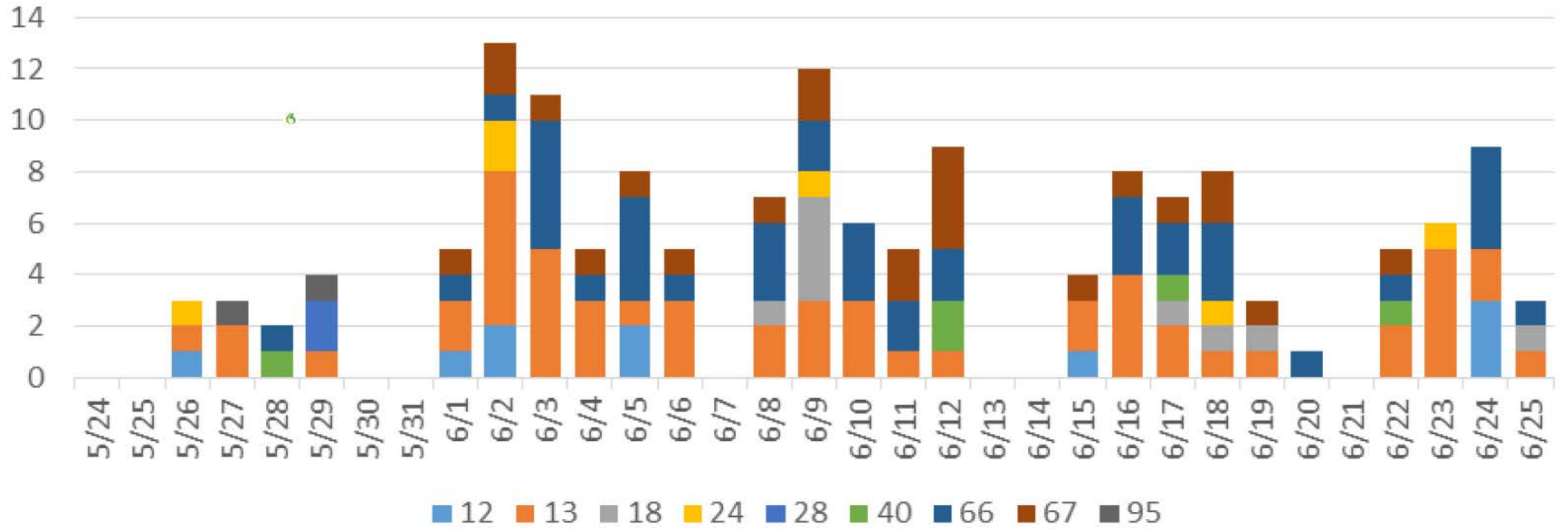
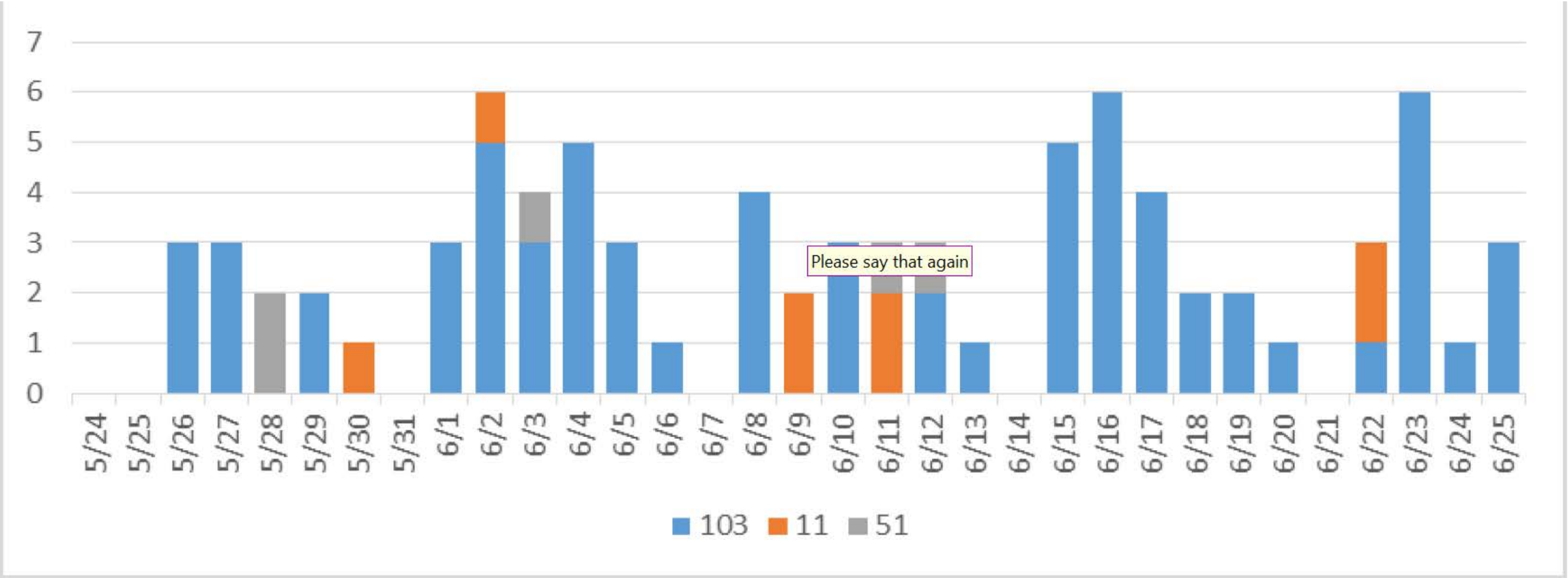
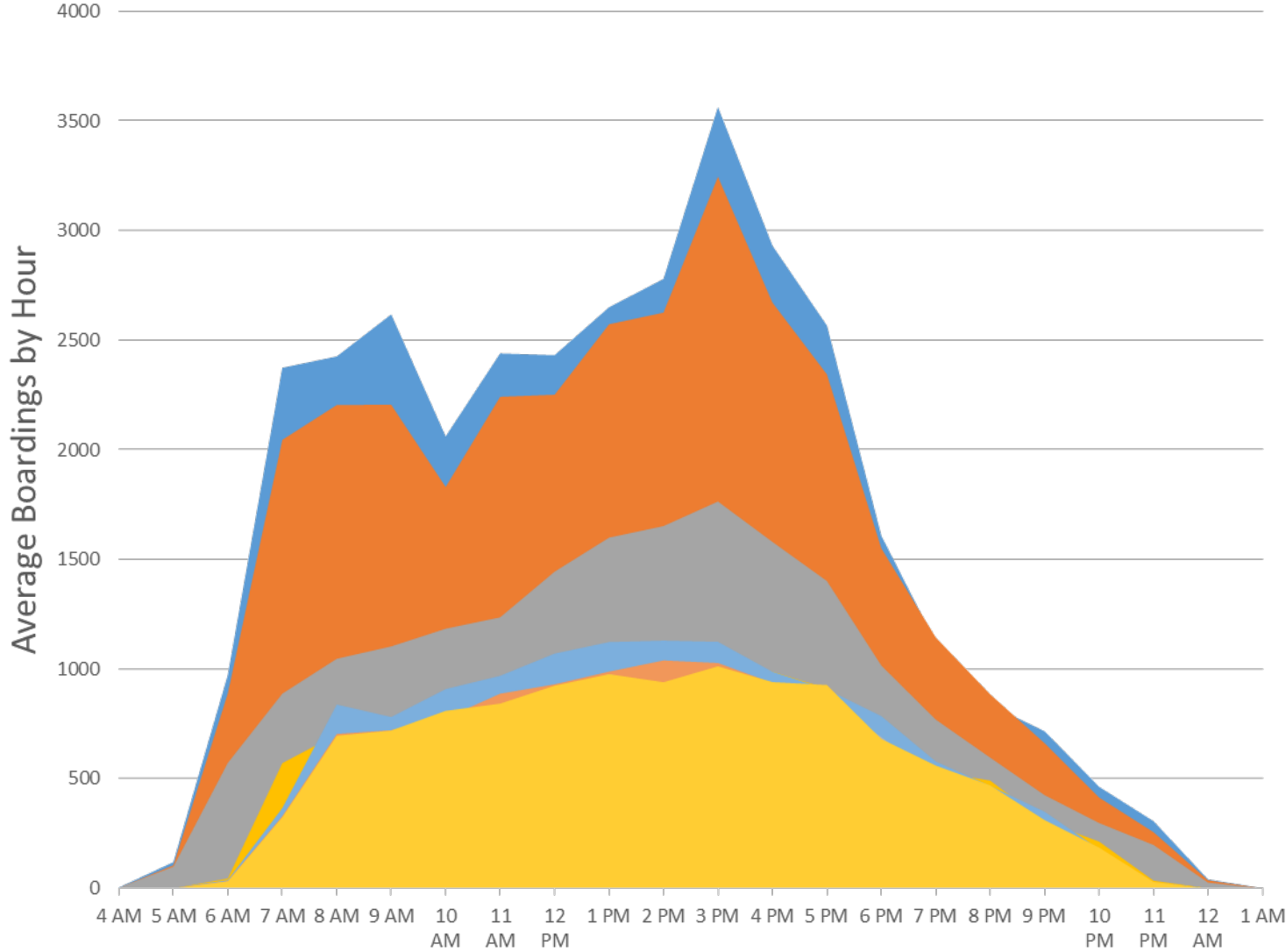


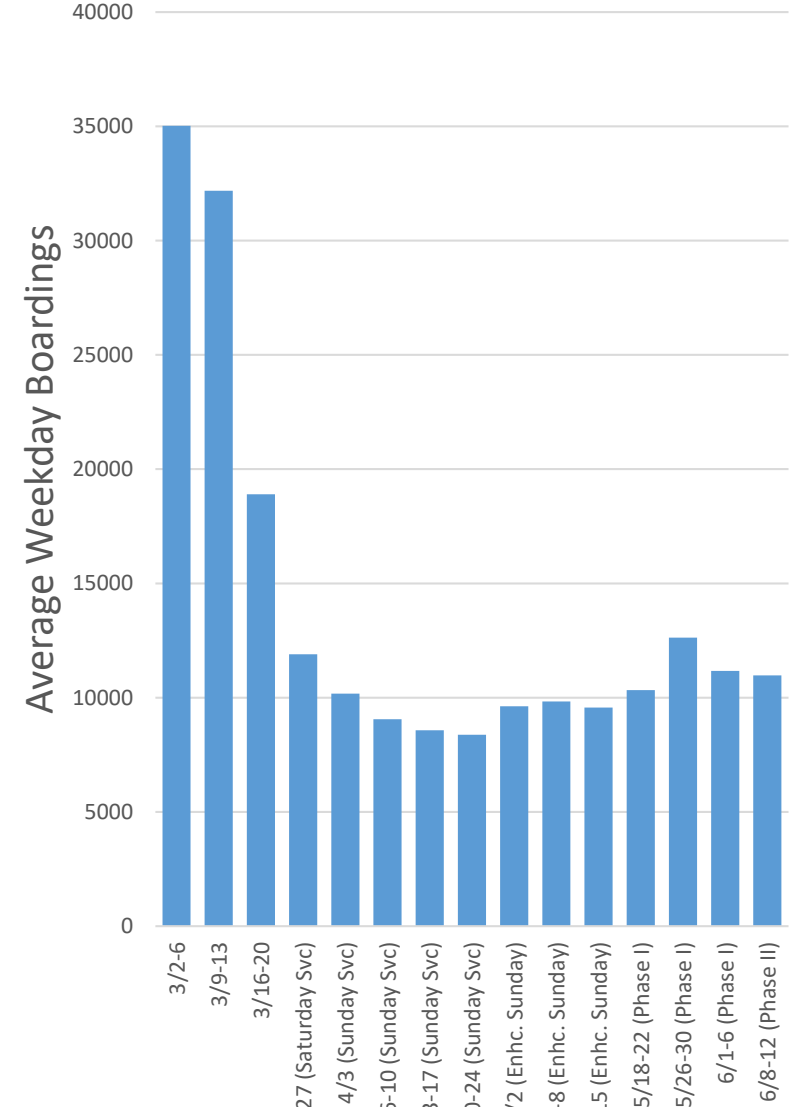
Figure 3 - Number of Trips with Passenger Loads over 30 (60' Buses) Through 6-25-2020



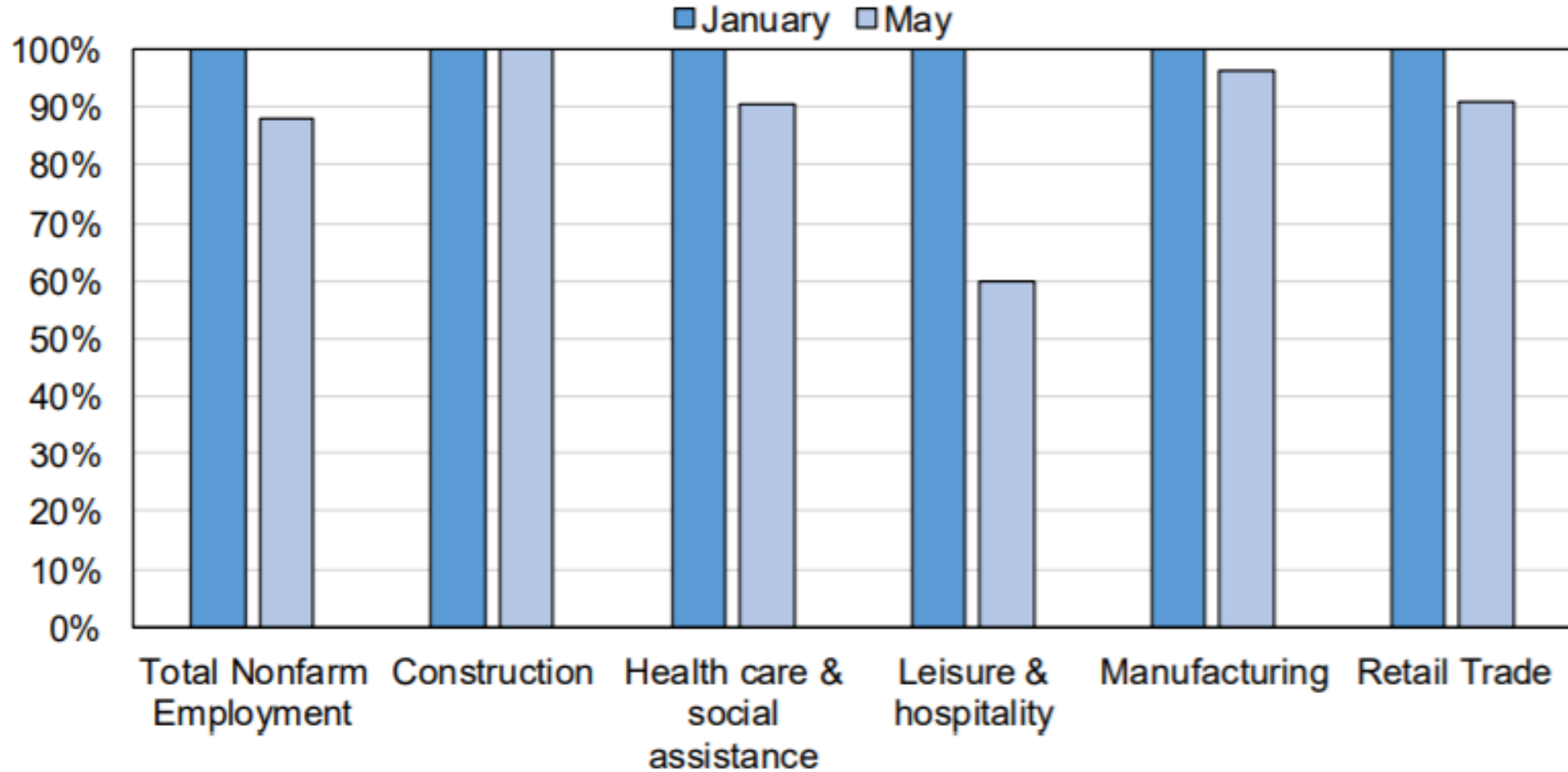
Average Boarding by Hour and Average Weekday Boardings



- 3/2-6
- 3/9-13
- 3/16-20
- 3/23-27 (Saturday Svc)
- 3/30 - 4/3 (Sunday Svc)
- 4/6-10 (Sunday Svc)
- 4/13-17 (Sunday Svc)
- 4/20-24 (Sunday Svc)
- 4/27 - 5/2 (Enhc. Sunday)
- 5/4-8 (Enhc. Sunday)
- 5/11-15 (Enhc. Sunday)
- 5/18-22 (Phase I)
- 5/26-30 (Phase I)
- 6/1-6 (Phase I)
- 6/8-12 (Phase II)
- 6/15-19 (Phase II)



Lane County Employment Change January to May 2020



Source: Oregon Employment Department

Notable Over-the-Year Employment Changes

May 2019 to May 2020

Construction: -200 (-2.7%)

Retail Trade: -2,300 (-11.3%)

**Health Care and Social Assistance:
-1,900 (-7.1%)**

**Leisure and Hospitality: -9,700
(-54.8%)**

All Industries: -20,300 (-12.3%)

Source: [Oregon Employment Department Current Employment Estimates](#)

Figure 5 – RideSource Total Call Volume through 6-23-2020

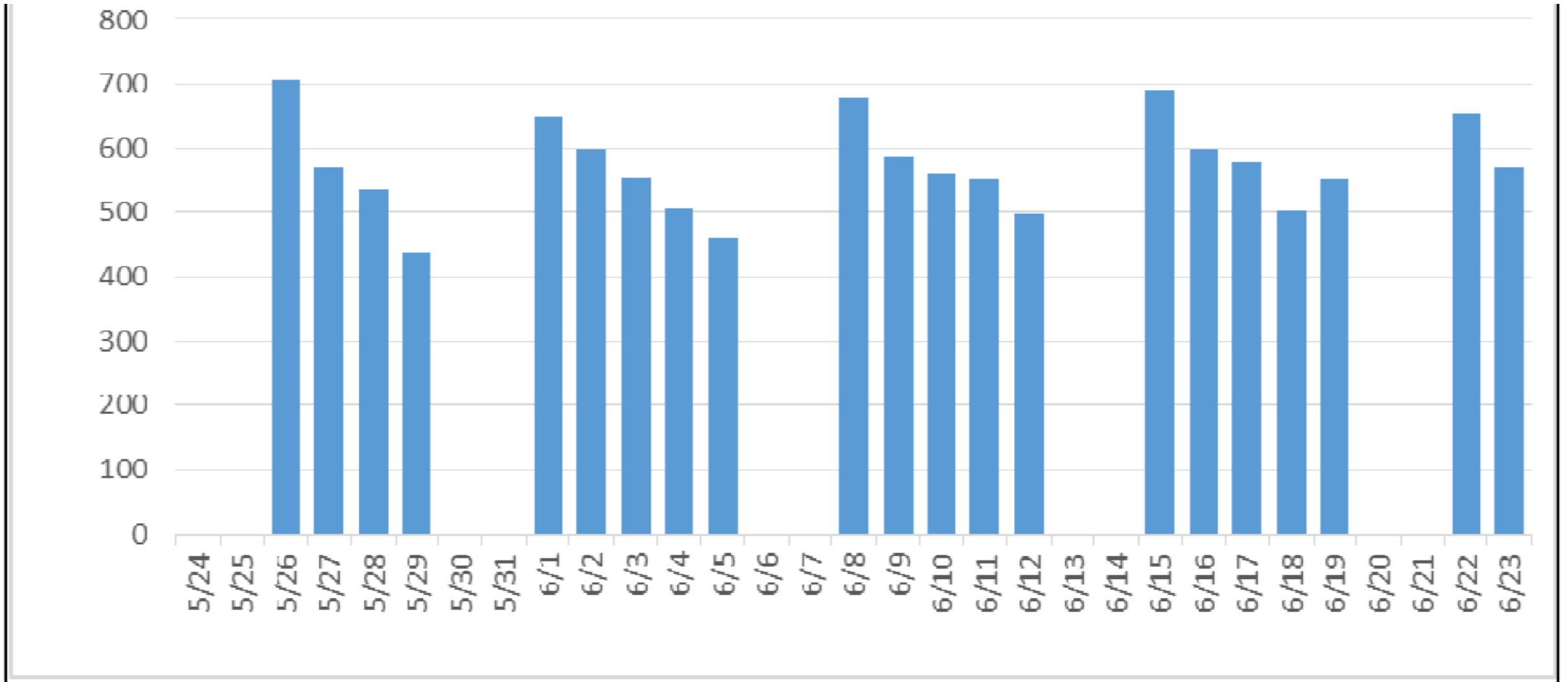
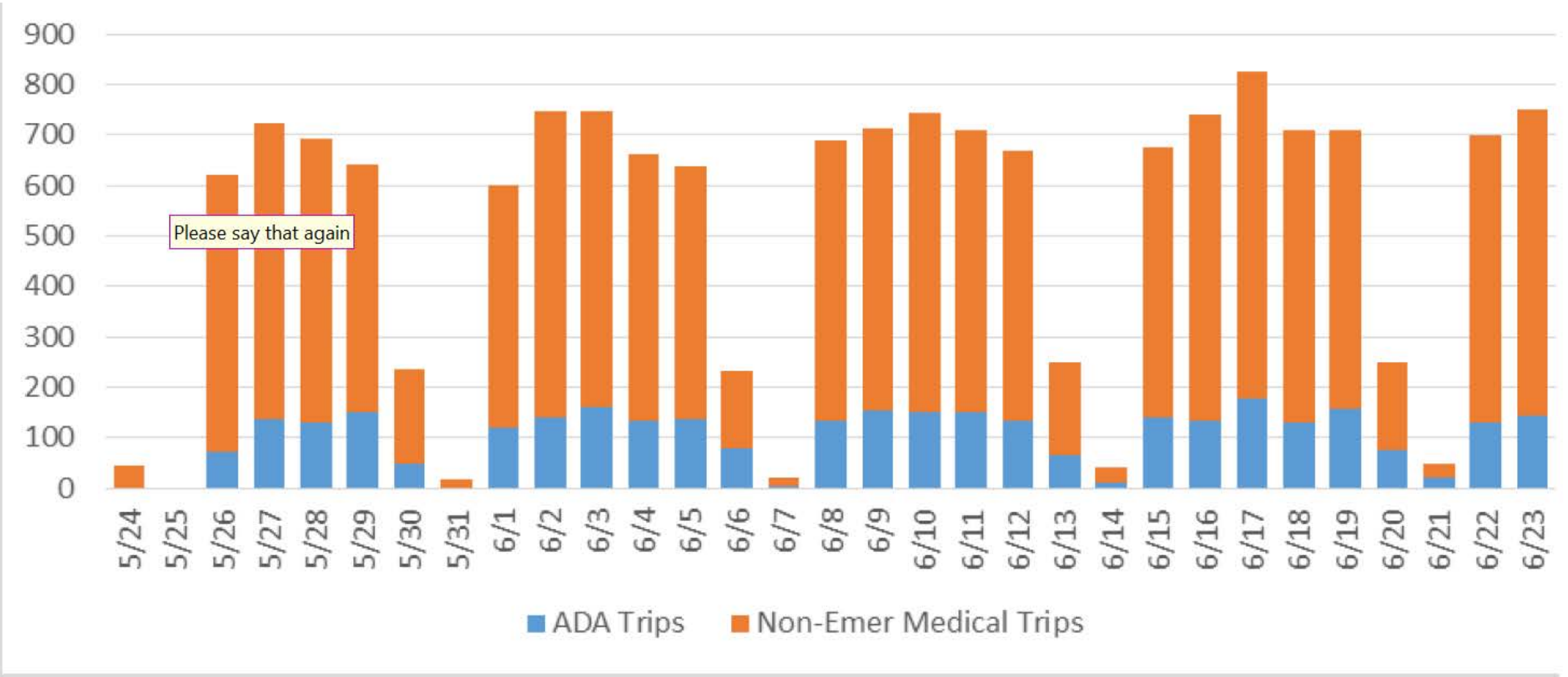


Figure 6 – RideSource Trips by Type through 6-23-2020





Facebook Auction: May 18, 2020

OREGON GLOBAL WARMING COMMISSION STATUTES AND DUTIES

Description of the OGWC: 2017 ORS 468A.215¹

There is created the Oregon Global Warming Commission. The commission shall consist of 25 members, including 11 voting members appointed by the Governor under this section and 14 ex officio nonvoting members specified in ORS 468A.220 (Ex officio nonvoting members).

(2) Members of the commission appointed under this section shall be appointed so as to be representative of the social, environmental, cultural and economic diversity of the state and to be representative of the policy, science, education and implementation elements of the efforts to reduce greenhouse gas emissions and to prepare Oregon for the effects of global warming. Of the members appointed by the Governor under this section:

- (a) One member shall have significant experience in manufacturing;
- (b) One member shall have significant experience in energy;
- (c) One member shall have significant experience in transportation;
- (d) One member shall have significant experience in forestry;
- (e) One member shall have significant experience in agriculture; and
- (f) One member shall have significant experience in environmental policy.

(3) The Governor shall select a chairperson and a vice chairperson from among the members appointed under this section.

(4) The term of office of a member appointed under this section is four years. Before the expiration of the term of a member, the Governor shall appoint a successor whose term begins on January 31 next following. A member appointed under this section is eligible for reappointment. In case of vacancy for any cause, the Governor shall make an appointment to become immediately effective for the unexpired term.

(5) The members of the commission appointed under this section must be residents of this state. Failure of a member to maintain compliance with the eligibility requirements related to the member's appointment shall result in disqualification from serving on the commission.

(6) Voting members of the commission appointed under this section are entitled to expenses as provided in ORS 292.495 (Compensation and expenses of members of state boards and commissions)

(2). [2007 c.907 §4] Note: See note under 468A.200 (Legislative findings).

ORS 468A.220 Nonvoting Members

(1) In addition to the members appointed under ORS 468A.215 (Oregon Global Warming Commission), the Oregon Global Warming Commission includes the following ex officio nonvoting members:

- (a) The Director of the State Department of Energy;
- (b) The Director of Transportation;
- (c) The chairperson of the Public Utility Commission of Oregon;
- (d) The Director of the Department of Environmental Quality;
- (e) The Director of Agriculture;

- (f) The State Forester;
- (g) The Water Resources Director; and
- (h) Three additional ex officio nonvoting members, each from a state agency or an academic institution.

(2) The following representatives of the Legislative Assembly also shall serve as ex officio nonvoting members:

- (a) Two members of the Senate, not from the same political party, appointed by the President of the Senate; and
- (b) Two members of the House of Representatives, not from the same political party, appointed by the Speaker of the House of Representatives.

(3) Each legislative member serves at the pleasure of the appointing authority and may serve so long as the member remains in the chamber of the Legislative Assembly from which the member was appointed.

(4) Notwithstanding ORS 171.072 (Salary of members and presiding officers), members of the commission who are members of the Legislative Assembly are not entitled to mileage expenses or a per diem and serve as volunteers on the commission. [2007 c.907 §5; 2011 c.272 §12]

Note: See note under 468A.200 (Legislative findings).

Meeting Rules: 2017 ORS 468A.225¹

(1) A majority of the members of the Oregon Global Warming Commission constitutes a quorum for the transaction of business.

(2) The commission shall meet at times and places specified by a majority of the members of the commission.

(3) The State Department of Energy shall provide clerical, technical and management personnel to serve the commission. Other agencies shall provide support as requested by the department or the commission. [2007 c.907 §7]

Note: See note under 468A.200 (Legislative findings).

Rules: 2017 ORS 468A.230¹

The Oregon Global Warming Commission may adopt by rule such standards and procedures as it considers necessary for the operation of the commission. [2007 c.907 §8]

Note: See note under [468A.200 \(Legislative findings\)](#).

Statutory Duties of the Commission:

Coordination of State and Local Efforts: 2017 ORS 468A.235¹

The Oregon Global Warming Commission shall recommend ways to coordinate state and local efforts to reduce greenhouse gas emissions in Oregon consistent with the greenhouse gas emissions reduction goals established by ORS [468A.205 \(Policy\)](#) and shall recommend efforts to help Oregon prepare for the

effects of global warming. The Office of the Governor and state agencies working on multistate and regional efforts to reduce greenhouse gas emissions shall inform the commission about these efforts and shall consider input from the commission for such efforts. [2007 c.907 §9]

Note: See note under [468A.200 \(Legislative findings\)](#).

Make Recommendations: 2017 ORS 468A.240¹

The Oregon Global Warming Commission shall recommend ways to coordinate state and local efforts to reduce greenhouse gas emissions in Oregon consistent with the greenhouse gas emissions reduction goals established by ORS 468A.205 (Policy) and shall recommend efforts to help Oregon prepare for the effects of global warming. The Office of the Governor and state agencies working on multistate and regional efforts to reduce greenhouse gas emissions shall inform the commission about these efforts and shall consider input from the commission for such efforts. [2007 c.907 §9]

Note: See note under 468A.200 (Legislative findings).

In furtherance of the greenhouse gas emissions reduction goals established by ORS 468A.205 (Policy), the Oregon Global Warming Commission may recommend statutory and administrative changes, policy measures and other recommendations to be carried out by state and local governments, businesses, nonprofit organizations or residents. In developing its recommendations, the commission shall consider economic, environmental, health and social costs, and the risks and benefits of alternative strategies, including least-cost options. The commission shall solicit and consider public comment relating to statutory, administrative or policy recommendations.

(2) The commission shall examine greenhouse gas cap-and-trade systems, including a statewide and multistate carbon cap-and-trade system and market-based mechanisms, as a means of achieving the greenhouse gas emissions reduction goals established by ORS 468A.205 (Policy).

(3) The commission shall examine possible funding mechanisms to obtain low-cost greenhouse gas emissions reductions and energy efficiency enhancements, including but not limited to those in the natural gas industry. [2007 c.907 §10]

Outreach Strategy: 2017 ORS 468A.245¹

The Oregon Global Warming Commission shall develop an outreach strategy to educate Oregonians about the scientific aspects and economic impacts of global warming and to inform Oregonians of ways to reduce greenhouse gas emissions and ways to prepare for the effects of global warming. The commission, at a minimum, shall work with state and local governments, the State Department of Energy, the Department of Education, the Higher Education Coordinating Commission and businesses to implement the outreach strategy. [2007 c.907 §11; 2013 c.768 §143c]

Note: See note under [468A.200 \(Legislative findings\)](#).

Mandate: 2017 ORS 468A.250¹

(1) The Oregon Global Warming Commission shall track and evaluate:

(a) Economic, environmental, health and social assessments of global warming impacts on Oregon and the Pacific Northwest;

(b) Existing greenhouse gas emissions reduction policies and measures;

- (c) Economic, environmental, health and social costs, and the risks and benefits of alternative strategies, including least-cost options;
- (d) The physical science of global warming;
- (e) Progress toward the greenhouse gas emissions reduction goals established by ORS [468A.205 \(Policy\)](#);
- (f) Greenhouse gases emitted by various sectors of the state economy, including but not limited to industrial, transportation and utility sectors;
- (g) Technological progress on sources of energy the use of which generates no or low greenhouse gas emissions and methods for carbon sequestration;
- (h) Efforts to identify the greenhouse gas emissions attributable to the residential and commercial building sectors;
- (i) The carbon sequestration potential of Oregon's forests, alternative methods of forest management that can increase carbon sequestration and reduce the loss of carbon sequestration to wildfire, changes in the mortality and distribution of tree and other plant species and the extent to which carbon is stored in tree-based building materials;
- (j) The advancement of regional, national and international policies to reduce greenhouse gas emissions;
- (k) Local and regional efforts to prepare for the effects of global warming; and
- (L) Any other information, policies or analyses that the commission determines will aid in the achievement of the greenhouse gas emissions reduction goals established by ORS [468A.205 \(Policy\)](#).

(2) The commission shall:

- (a) Work with the State Department of Energy and the Department of Environmental Quality to evaluate all gases with the potential to be greenhouse gases and to determine a carbon dioxide equivalency for those gases; and
- (b) Use regional and national baseline studies of building performance to identify incremental targets for the reduction of greenhouse gas emissions attributable to residential and commercial building construction and operations. [2007 c.907 §12]

Note: See note under [468A.200 \(Legislative findings\)](#).

Citizen Advisory Committees: 2017 ORS 468A.255¹

The Oregon Global Warming Commission may recommend to the Governor the formation of citizen advisory groups to explore particular areas of concern with regard to the reduction of greenhouse gas emissions and the effects of global warming. [2007 c.907 §13]

Note: See note under [468A.200 \(Legislative findings\)](#).

Report to the Legislature: 2017 ORS 468A.260¹

The Oregon Global Warming Commission shall submit a report to the Legislative Assembly, in the manner provided by ORS [192.245 \(Form of report to legislature\)](#), by March 31 of each odd-numbered year that describes Oregon's progress toward achievement of the greenhouse gas emissions reduction goals established by ORS [468A.205 \(Policy\)](#). The report may include relevant issues and trends of significance, including trends of greenhouse gas emissions, emerging public policy and technological advances. The report also may discuss measures the state may adopt to mitigate the impacts of global warming on the environment, the economy and the residents of Oregon and to prepare for those impacts. [2007 c.907 §14]

Note: See note under [468A.200 \(Legislative findings\)](#).

Commission Duties in Executive Order: 20-04

- E. Participation in Interagency Workgroup on Climate Impacts to Impacted Communities. The Governor's Office will convene an interagency workgroup on climate impacts to impacted communities to develop strategies to guide state climate actions, with participation by the following agencies and commissions: DEQ, DLCDD, ODA, ODF, ODFW, ODOE, ODOT, OHA, OWEB, OWRD, PUC, Environmental Justice Task Force, Oregon Global Warming Commission, Oregon Parks and Recreation Department, and Oregon Sustainability Board.
12. **Directives to Oregon Global Warming Commission.** In addition to the general directives set forth in paragraph 3, the Global Warming Commission is directed to take the following actions:
- A. In coordination with ODA, ODF, and OWEB, the Oregon Global Warming Commission is directed to submit a proposal to the Governor for consideration of adoption of state goals for carbon sequestration and storage by Oregon's natural and working landscapes, including forests, wetlands, and agricultural lands, based on best available science. The proposal shall be submitted no later than June 30, 2021.
 - B. Consistent with its reporting requirements in House Bill 3543 (2007), the Oregon Global Warming Commission shall also include reporting on progress toward the GHG reduction goals set forth in paragraph 2 of this Executive Order, and the zero-emission vehicle adoption goals set forth in SB 1044 (2019).



RESOLUTION NO. 2020-06-24-039

ADOPTION OF THE FISCAL YEAR 2019-2020 SUPPLEMENTAL BUDGET – MEDICAID FUND

WHEREAS, annually in May or June, the LTD Board adopts a budget for each of its five funds;

WHEREAS, the budget for each fund reflects LTD’s financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, supplemental budgets require a public hearing and Board adoption, but does not require Budget Committee approval;

WHEREAS, the budget is reviewed and approved by the LTD Budget Committee, who provides a recommendation to the Board of Directors to adopt the budget as presented, or as amended, on or before June 30 of every year;

WHEREAS, each of the five funds have their own budget and the resources and expenditures within those funds must balance in order for the budget to be adopted;

WHEREAS, the budget adopted by the LTD Board of Directors creates the authority for LTD to spend public money;

WHEREAS, the budget is based on LTD’s good faith estimate of expected resources and expenditures for the year;

WHEREAS, Oregon Local Budget Law allows for changes after the budget is adopted known as a “supplemental budget” (ORS 294.473);

WHEREAS, supplemental budgets are required for transfers and expenditures that expect to exceed the adopted budget by greater than 10%;

WHEREAS, each January, LTD performs a mid-year forecast;

WHEREAS, the mid-year forecast activity reviews actual expenditures for the first half of the year and forecasts where resources and expenditures are expected to be at the end of the fiscal year (June 30);

WHEREAS, risks were identified to the Fiscal Year 2018-2019 Budget were as follows:

1. Medicaid Fund: Expenditures are forecasted to exceed budget by \$2.5 million as a result of increases in Trillium and Pacific Source Medicaid medical service volume increases and nonemergency medical provider service cost increases from increased OAR 410-141-3920 – 410-141-3965 requirements which became effective January 1, 2020. LTD is contractually obligated to provide non-emergent transportation services based on least-cost, most appropriate mode of transport for all eligible trips, for all eligible individuals for the Coordinated Care Organizations (CCO) coordinating services for OHP members primarily within Lane County. These include trips within and outside of our region. Trillium and Pacific Source both reimburse LTD 100 percent for the costs to provide the nonemergency medical services. Increased costs resulting from additional OAR requirements are covered through negotiated administrative state reimbursement rates.



2. Medicaid Fund: In January 2020, the Comprehensive Annual Financial Report (CAFR) was issued. The FY20 Medicaid Fund had a beginning working capital assumption of \$132,000, but the CAFR actual beginning working capital was only \$5,831.

WHEREAS, the two risks identified above require a request for a public hearing and a supplemental budget in order to comply with Oregon Local Budget Law; and,

WHEREAS, the proposed Fiscal Year 2019-2020 Supplemental Budget request is summarized below:

Medicaid Fund:

- Increase the budgeted expenditures by \$2,488,795, which results in an amended expenditure budget of \$14,520,170. This increase in expenditures is planned to be offset by a \$2,105,320 increase in resources through reimbursements from Trillium and Pacific Source for services provided. The remaining administrative cost of \$330,220 will be reimbursed by the state.
- Increase the transfer from the General Fund by \$413,000 to cover lower than budgeted beginning working capital fund balance and to increase the working capital operating reserve.
- There are no other budget changes to the Medicaid Fund expenditures, transfers, or reserves, and with these changes the Medicaid Fund is in balance.

WHEREAS, the 2019-2020 Supplemental Budget proposal request was approved by the Budget Committee on May 18, 2020, and a public hearing was held on the 2019-2020 Medicaid Fund Supplemental Budget on May 27, 2020.

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors, approves a resolution as follows:

- Adopting the Fiscal Year 2019-2020 Supplemental Budget for the Medicaid Fund

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 24TH DAY OF JUNE, 2020.

Board President, Carl Yeh



RESOLUTION NO. 2020-06-24-040

ADOPTION OF THE FISCAL YEAR 2020-2021 ANNUAL BUDGET

WHEREAS, annually, in accordance with ORS 294.408, the Board of Directors must adopt a self-balancing (resources>= expenditure) budget for each of its five funds (OAR 150-294.352(1)-(A)) by the close of the current fiscal year;

WHEREAS, the fiscal year ends on June 30, 2020;

WHEREAS the budget for each fund reflects LTD's financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, each of the five funds have their own budget and the resources and expenditures within those funds must balance in order for the budget to be adopted;

WHEREAS, there are 3 requirements before the LTD Board can adopt the budget: 1) Posting for public comment (ORS 294.401), 2) Approval by the Budget Committee as presented or amended (ORS 294.424), and 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453);

WHEREAS, the proposed FY21 Budget was posted for public comment on April 25, 2020. The Budget Committee met and approved the budget as presented on May 18, 2020;

WHEREAS, this revised FY21 Budget was presented at the May 27 Board meeting and Budget public hearing;

WHEREAS, the proposed FY21 Budget for was posted for public comment on Saturday, April 25, 2020;

WHEREAS, Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of the LTD Board of Directors and an equal number of appointed electors to receive, consider and approve the proposed budget as presented or amended by the Budget Officer;

WHEREAS, the Budget Committee last met on October 2, 2019, to review and approve the Community Investment Plan (CIP) and on April 3, 2019, to review the proposed FY2019-2020 (FY20) Budget;

WHEREAS, the proposed FY21 Budget was approved as presented and forwarded to the LTD Board of Directors with a recommendation for adoption;

WHEREAS, the FY21 Budget was revised to include the ATU local 757 pension committee contribution recommendation;

WHEREAS, the actuarial valuation recommended a contribution funding level of \$3.16/hour plus an annual payment of \$1,927,006 for FY2021 and \$3.25 plus an annual payment of \$1,984,816 for FY2022 which assumes an investment return rate of 5.75%;

WHEREAS, the FY21 Budget with this revision was presented at the May 27 Board meeting prior to the Public Hearing;



WHEREAS, a public hearing was held at the May 27 Board meeting. Better Eugene-Springfield Transportation had a number of questions;

WHEREAS, Better Eugene-Springfield Transportation questions were responded to in writing at the June 10 Board meeting; and,

WHEREAS, the responses did not result in any Board recommend changes to the FY21 Budget.

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors, approves a resolution as follows:

- Adopting the Fiscal Year 2020-2021 Budget with a total appropriation of \$112,145,574.

	FY2020-21 Proposed
General Fund - operating	\$ 55,707,218
Transit Services	47,491,902
Operating Contingency	-
Reserve per policy - Not appropriated	8,215,317
General Fund - non-operating	\$ 9,052,526
Transfer to Specialized Services Fund	2,942,083
Transfer to Medicaid Fund	397,133
Transfer to Point2Point Fund	258,379
Transfer to Capital Projects Fund	5,454,931
Specialized Services Fund	\$ 10,366,137
Transit services	9,865,583
Operating Contingency	0
Reserve per policy - Not appropriated	500,554
Medicaid Fund	\$ 14,656,737
Transit services	14,520,170
Operating Contingency	0
Reserve per policy - Not appropriated	136,567
Point 2 Point Fund	\$ 1,243,447
Transit services	1,209,819
Operating Contingency	0
Reserve per policy - Not appropriated	33,628
Capital Projects Fund	\$ 40,833,473
Transit investments	30,005,575
Restricted for grant match	10,827,898
TOTAL FY2020-21 Proposed Appropriation	\$ 112,145,574
Total FY2020-21 Restricted - not appropriated	19,713,964
Total FY2020-21 Total	\$ 131,859,538

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 24TH DAY OF JUNE, 2020.

Board President, Carl Yeh