



Public notice was given to *The Register-Guard* for publication on March 19 and April 6, 2018.

**LANE TRANSIT DISTRICT  
BOARD BUDGET COMMITTEE MEETING**

**Wednesday, April 11, 2018**

**5:30 p.m.**

**LTD Board Room**

**3500 E. 17th Avenue, Eugene (in Glenwood Blvd.)**

**AGENDA**

<u>Time</u>		<u>Page</u>
5:30 p.m.	I. CALL TO ORDER – Committee Chair	
	II. ROLL CALL	
	<input type="checkbox"/> Bruebaker <input type="checkbox"/> Cline <input type="checkbox"/> Vacant <input type="checkbox"/> Wick <input type="checkbox"/> Reid <input type="checkbox"/> Kortge <input type="checkbox"/> Yeh	
	<input type="checkbox"/> Necker <input type="checkbox"/> Nordin <input type="checkbox"/> Yett <input type="checkbox"/> Smith <input type="checkbox"/> Thompson <input type="checkbox"/> Wildish <input type="checkbox"/> Vacant	
5:32 p.m.	III. WELCOME AND INTRODUCTIONS – General Manager Aurora Jackson	
5:35 p.m.	IV. POLLING OF COMMITTEE MEMBERS FOR COMMITTEE CHAIR	
5:40 p.m.	V. AUDIENCE PARTICIPATION – Committee Chair	
	◆ <i>Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.</i>	
	◆ <i>Citizens testifying are asked to limit testimony to three minutes</i>	
5:50 p.m.	VI. APPROVAL OF MINUTES – Committee Chair	2
	▪ Minutes of the October 17, 2017, Budget Committee Meeting	
5:55 p.m.	VII. FY 2018-2019 PROPOSED BUDGET PRESENTATION – LTD Staff	7
	a. General Fund Approved Budget	12
	b. Accessible Services Fund Approved Budget	16
	c. Medicaid Fund Approved Budget	17
	d. Point2point Fund Approved Budget	18
	e. Capital Projects Fund Approved Budget	19
6:25 p.m.	VIII. COMMITTEE DISCUSSION	
7:55 p.m.	IX. POLLING OF COMMITTEE MEMBERS – Committee Chair	
8:00 p.m.	X. APPROVAL OF BUDGET – Budget Committee Members	
	• <u>Proposed Motion</u> . I move that the LTD Budget Committee approve the proposed Fiscal Year 2018-2019 Budget as presented [as amended] and forward it to the LTD Board of Directors for adoption.	
8:05 p.m.	XI. ADJOURNMENT	

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Tuesday, October 17, 2017

Pursuant to notice given to *The Register-Guard* for publication on September 28, 2017, and distributed to persons on the mailing list of the District, the Budget Committee of the Lane Transit District held a meeting on Tuesday, October 17, 2017, beginning at 4:30 p.m., in the LTD Board Room at 3500 East 17<sup>th</sup> Avenue, Eugene.

Present: Scott Diehl, Chair  
Kathryn Bruebaker  
Gary Gillespie  
Dean Kortge  
Ed Necker  
Don Nordin  
Kate Reid  
Jennifer Smith  
Kim Thompson  
Gary Wildish  
Carl Yeh  
Aurora Jackson, General Manager  
Camille Straub, Clerk of the Board  
Lynn Taylor, Minutes Recorder

Absent: Jody Cline  
Steven Yett

**CALL TO ORDER/ROLL CALL:** Mr. Diehl called the meeting of the Lane Transit District Budget Committee to order and called the roll.

**WELCOME AND INTRODUCTIONS:** Ms. Jackson thanked Budget Committee members for their attendance and willingness to devote time to the District's finances. She said the meeting would focus on the Capital Improvement Program. Previously capital and operating projects had been approved at the same time, which had made it difficult to present a comprehensive picture of the District's budget and priorities and forced some decisions to be made within a very short timeline. The new process addressed LTD's capital investments and special funds early in the fiscal year, then addressed the operating budget that included labor, materials and services in the spring. She said it was a more logical approach to the budgeting process, and would provide the committee with opportunities to delve more deeply into aspects of the budget.

**AUDIENCE PARTICIPATION:** There was no one wishing to speak.

**MOTION APPROVAL OF MINUTES:** Mr. Yeh moved to approve the Minutes of the May 16, 2017, Budget Committee Meeting. Mr. Wildish provided the second.

**VOTE** The motion was approved as follows:  
AYES: Bruebaker, Diehl, Kortge, Necker, Nordin, Reid, Smith, Thompson, Wildish, Yeh (10)  
NAYS: None  
ABSTENTIONS: Gillespie (1)  
EXCUSED: Cline, Yett (2)

**PROPOSED FY 2018-2024 CAPITAL IMPROVEMENT PROGRAM (CIP):** Director of Finance Christina Shew stated that the draft CIP had been issued for public comment on September 28, 2017, following its presentation at a Board work session. She said the public comment period would remain open until October 28 and to date no comments had been received. Any comments received, plus feedback from the Budget Committee, would be included with the CIP when it was presented to the Board for adoption at its November 2017 meeting. She said the new CIP and budget schedule described by Ms. Jackson would align with the federal fiscal year and make it easier for the committee to focus on specific aspects of the budget.

Ms. Shew reviewed the new format, which set forth details of projects and funding sources. She described the CIP development process and tiering of projects: Tier 1 projects were the highest priority, fully funded and in the budget for approval; Tier 2 projects were also priority projects for which funding had not yet been secured; Tier 3 projects addressed identified needs but funding was not identified. She said the CIP now included a section for grant-funded noncapital projects: the Point2point Fund, Medicaid Fund, Accessible Services Fund and planning. The funding summary now included details of projects and their funding sources, as well as a table of all of LTD's funding sources and links to details of those sources.

Ms. Jackson said there were a number of questions during the Board's work session about how a project moved from concept to approval and the tiering system helped to clarify that. Further details were provided in CIP Appendix C: Project Descriptions. She said a recommendation to approve the CIP meant that Tier I projects would have funds appropriated and continue to move forward. Tier II projects in the CIP would be considered approved and staff would actively seek funding for them. Tier III projects were identified needs, but not high priority at the current time; however, being in the CIP meant the Board supported the projects and if a funding opportunity arose staff would pursue it.

Mr. Gillespie asked why Glenwood Facility projects fell into all three tiers. Ms. Jackson said many of the projects were Tier I and active, with federal funding. Other aspects of the Glenwood facility improvements were still unfunded, but the needs identified.

Mr. Kortge observed that revenue vehicles were in Tier I and Tier III. Ms. Shew explained that the Tier I revenue vehicles had funding, but the CIP covered a 10-year span and the need for new vehicles in outlying years had been identified, but funding was not yet identified, hence the classification as Tier III. Ms. Jackson noted that most of the projects falling later in the 10-year CIP timeframe were Tier III at this point.

Ms. Reid commented that some of the hardware and software acquisitions were Tier III and asked if that ranking was acceptable to staff as those items related to efficiency and productivity. She questioned whether any of those items should be moved to Tier II. Ms. Jackson agreed that it would be preferable to assign a higher priority to some items, but it was difficult to obtain competitive grants for hardware/software purchases. She said staff was continuously evaluating the use of formula funds, most of which were used for vehicle purchases, and determining which needs had the highest priority. She said use of General Fund dollars was a last resort if staff determined that delaying hardware/software purchases could compromise operations.

Mr. Necker asked if there was funding for the Commerce Street Connect Bridge project. Director of Planning and Development Tom Schwetz replied that was a City of Eugene project, but was funded, along with the two bridges LTD had built, with Connect Oregon funds.

Ms. Shew explained the tables for State of Good Repair, Community Investment projects and Non-Capital Grant Funded program, along with the associated funding sources. Ms. Jackson

added that a similar format would be used for monthly reports to the Board in order to present the most comprehensive information regarding projects, funding and expenditures.

In response to a question from Ms. Bruebaker, Ms. Jackson said that all projects in FY 2018 were fully funded Tier I projects.

In response to a question from Ms. Reid, staff said that the \$98,000 under the Accessible Services Fund for mental health and homeless funded services with local agencies such as Cahoots, White Bird Clinic and Egan Warming Centers transportation.

Ms. Shew pointed out how the CIP aligned with and impacted the budget.

In response to questions from Ms. Smith and Ms. Bruebaker, Ms. Shew explained that when a project was delayed and carried into the next year the associated grant revenue and expenditures also shifted into the new year, which was why those figures tended to change from year to year. She said at the time the budget was approved some information was still outstanding and some figures were estimates, pending closing of the prior fiscal year and final information on approved grants.

Committee members commended the new format for presenting financial information in the four funds: Capital Projects, Accessible Services, Point2point, and Medicaid.

Ms. Shew said Accessible Services Fund estimates had been updated based on current information, but the figures were unaudited. She pointed out some changes, but emphasized there had been no change in the General Fund transfer. There had been some reductions in other funding sources, but operating costs had been reduced in order to balance resources with requirements.

Mr. Gillespie inquired about the service animal pilot project. Assistant General Manager Service Delivery Mark Johnson said staff was developing a program that would allow those who rode the bus with a service animal to avoid answering the same two questions each time they boarded by answering the questions during an interview with a customer service representative and receiving an endorsement on their half fare card that they had answered them satisfactorily. Mr. Necker stressed that participating in the program was voluntary and riders could choose to continue answering the questions at boarding.

Mr. Kortge asked how the Board approved initiatives such as the service animal and volunteer coordination programs, which were currently small pilot projects, but could represent major expenses in the future. He questioned why funds were being spent on them. Mr. Wildish said those programs were approved as part of the CIP.

Ms. Jackson said Mr. Kortge's questions were the reason the new CIP and budget process had been developed. It allowed Budget Committee and Board members to take an in depth look at all aspects of the District's finances. She said LTD received federal 5310 funds for senior and disabled services; some of those funds were received directly from the Federal Transit Administration (FTA) and some were allocated through the state. She said different providers applied for those funds, including some projects proposed by LTD. LTD's Accessible Transportation Committee reviewed the proposals and heard presentations from applicants and made a recommendation to the Board on allocation of funds. The allocations were approved by the LTD Board of Directors in January 2017. She said staff could provide a more detailed explanation of the programs and answer questions at the October 18 Board meeting.

In response to a question from Mr. Nordin, Ms. Jackson said the state provided LTD with funds for South Lane Wheels because it was within LTD's area. Those funds were used the purchase vehicles that South Lane Wheels leased from LTD. Funds could not be used for services outside of LTD's district, such as Florence.

Ms. Shew reviewed the Medicaid Fund. She said the figures were currently estimates and there was the potential that when they were finalized a supplemental budget to increase the General Fund transfer might be requested.

Mr. Kortge asked if General Fund dollars were used to support the Medicaid Fund. Ms. Jackson said the Medicaid Fund was coordinated transportation and LTD was reimbursed through a contract with the local coordinated care organization (CCO). That contract had been renegotiated to provide for 100 percent reimbursement for the rides that LTD provided under that program. She said General Fund dollars were used to supplement the Medicaid Fund because some people had dual eligibility for transportation and could be using LTD's paratransit service at a much higher cost; using some General Fund money to supplement Medicaid and direct those riders to lower cost transportation options resulted in a significant cost savings to LTD. She said that support could be shown in the Accessible Services Fund, but placing it in the Medicaid Fund illustrated how it was used to transport people. She said the RideSource Call Center made the determination about the most affordable and appropriate transportation choice for callers.

Mr. Kortge felt it was important to clarify to the public why using funds in that way made operational and fiscal sense.

In response to a question from Mr. Gillespie, Ms. Shew said the CIP did not forecast changes in the Medicaid Fund over the 10-year plan, although that could be revised during future updates.

Ms. Shew reviewed the Point2point Fund. She said there was no change in the General Fund transfer; changes related to projects and grant funding. Ms. Jackson said LTD had recently received Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program-Urban (STP-U) funds for two additional Point2point projects. Ms. Shew said that because grant monies came in erratically during the year a contingency was needed in the Point2point Fund for maintain fully funded programs until grant dollars were received.

Mr. Gillespie asked where bike share funding was in the budget. Ms. Shew said it was in the Point2point Fund. Mr. Johnson said that LTD had contributed a small amount - \$25,000 - to the multimillion dollar program being implemented by the City of Eugene.

In response to a question from Ms. Reid, Ms. Shew said funding for the Comprehensive Operational Analysis (COA) was already in the planning budget.

**COMMITTEE DISCUSSION/POLLING OF COMMITTEE MEMBERS:** Mr. Diehl commended staff for the presentation and invited comments and questions from committee members. He asked that the agenda materials be provided to the committee at least a week in advance of future meetings as the information was complex and members needed time to digest it prior to the meeting.

Ms. Jackson said the CIP process was well ahead of schedule and the Budget Committee could postpone a decision if more time to study the materials was needed. She said the new process was helping staff understand what information was valuable to the committee and what questions might arise so those could be addressed and information provided well in advance of decision-making.

Mr. Wildish found the new format and information very helpful in preparing the Budget Committee and Board for budget decisions. He said given the advances in technology that would likely occur over the 10-year planning horizon, LTD philosophy on some items in the State of Good Repair category could change drastically over the next few years. He said the COA would also help determine LTD's future direction.

Ms. Jackson reminded the committee that financial decisions were only being made for the first two to three years; the rest of the plan was speculation at this point. For example, buses would need to be replaced in the future and the plan included a cost estimate based on what was known today; the type, size and cost of vehicles purchased in the future could be very different. She gave the example of a fare management system, which if purchased several years ago when first discussed, would have cost \$3-5 million. The fare system now, because of advances in technology, would cost under \$1 million. She said the COA would identify community needs so LTD could begin develop plans to address them.

Ms. Reid said the COA was a good example of what an agile organization with strategic priorities and the ability to adapt looked like.

Mr. Kortge asked if an EmX line to Lane Community College (LCC) was still under consideration. He was concerned about how fluctuations in LCC enrollment would affect the success of such a route if transporting students was a primary goal. Mr. Schwetz said the LCC EmX corridor was part of LTD's MovingAhead project, which was evaluating several corridors and service options for each corridor. He expected that in about a year decisions would be made by the Eugene City Council and LTD Board regarding a mode for each corridor and prioritization of corridors. He said it appeared, in the technical analysis that a combined River Road/LCC EmX corridor might perform very well.

**MOTION APPROVAL OF CAPITAL IMPROVEMENTS PROGRAM:** Mr. Kortge moved to approve the presentation. Mr. Gillespie provided the second.

Mr. Wildish asked if total funding had been identified for the Santa Clara Community Transit Center, which was identified as a Tier I project. Ms. Jackson said funding was available for the portions of the project that would be moving forward. Ms. Shew reviewed the various funding resources associated with the Santa Clara project, including federal 5307 and ConnectOregon funds. Ms. Jackson noted that proceeds from sales of the River Road Station and unused portion of the Santa Clara site would also go towards the Santa Clara project.

**VOTE** The motion was approved as follows:  
AYES: Bruebaker, Diehl, Gillespie, Kortge, Necker, Nordin, Reid, Smith, Thompson, Wildish, Yeh (11)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Cline, Yett (2)

**ADJOURNMENT:** Mr. Diehl adjourned the meeting at 6:05 p.m.

*(Recorded by Lynn Taylor)*



April 6, 2018

TO: Lane Transit District Budget Committee

FROM: Aurora Jackson, General Manager  
Christina Shew, Budget Officer

SUBJECT: Fiscal Year 2018-2019 Budget Message

Please find enclosed the proposed budget for Fiscal Year 2018-2019 (FY19). This year's budget builds on the District's efforts to stabilize expenditures and improve transparency. The following message describes key budget assumptions, factors impacting District finances, and efforts to strengthen the District's financial position.

### FISCAL YEAR 2019 BUDGET ASSUMPTIONS

LTD's budget is comprised of five funds: General Fund, Accessible Services Fund, Medicaid Fund, Capital Projects Fund, and the Point2point Fund. Each fund maintains a separate budget and balance sheet. The General Fund is the primary fund for LTD's day-to-day operations. Money is transferred from the General Fund to the other four funds to provide local match, cover unfunded mandates, and support vital services.

The following section will explain the several key assumptions that underpin the FY19 budget.

#### **General Fund Revenue**

Payroll and self-employment taxes comprise the single greatest source of revenue for the General Fund, followed by federal assistance and passenger fares. The General Fund also houses LTD's reserves and beginning working capital balances. General Fund Revenues for FY19 are budgeted at \$54.5 million, compared to \$48 million predicted for FY18.

- Payroll and self-employment taxes are predicted to grow 3 percent as a result of a 0.01 percent rate increase, which will take effect January 2019 and moderate sustained economic growth.
- Passenger fares are budgeted to increase by \$122,000, largely due to increased ridership on EmX West partially offset by lower Lane Community College service revenue.
- Utilization of Federal FAST Act formula funding is expected to increase to \$4.2 million.
- House Bill 2017, which provides state funding for transit, will be available July 1, 2018, and is estimated to be \$2.5 million for FY19.
- Secure a \$1 million line of credit to back-up operational reserves and provide cash flow on an as-needed basis.

#### **General Fund Expense**

LTD's General Fund is proposed to expend \$56.4 million in FY19 compared to a predicted expenditure of \$56.6 million in FY18. LTD continues to manage cost per service hour down to achieve long term operating sustainability.

- FY18 budgeted headcount was 373 but was held to 362 in FY18 and is planned to be reduced to 351 in FY19.
- The Amalgamated Transit Union (ATU) agreement has been ratified, increasing wages 3 percent for FY19.

- The headcount reduction combined with the ATU agreement results in a \$200,000 personnel service costs increase from FY18 to FY19.
- Health insurance costs are budgeted to increase over FY18 by \$700,000
- Fuels and lubricants, LTD's single largest material expenditure line item, is budgeted to decrease from FY18's budget as fuel prices remain low, economists predict stability in diesel markets in FY19, and service efficiencies will reduce consumption.
- Parts are expected to increase over FY18 by \$300,000 as the District's aging fleet requires major component replacements.
- Facilities costs increased by \$500,000 (18 percent) compared to FY17 (no EmX) despite doubling the EmX infrastructure as a result of EmX West.
- Decrease in the General Fund transfer to Accessible Services Fund by \$300,000 due to expected ridership stabilization.
- General Fund transfer to the Capital Projects Fund will remain roughly flat at \$5.4 million as EmX West construction costs conclude but are partially offset by vehicle purchase costs.

### ***Accessible Services Fund***

LTD is federally mandated to provide paratransit services to individuals with disabilities who are unable to ride fixed-route transit. Demand for this service grew sharply over the past ten years, with the number of internal fleet paratransit trips doubling during that time. While LTD cannot limit demand for a federally mandated service, the District can do things to manage for factors beyond its control. LTD utilizes a least-cost, most-appropriate model when booking paratransit rides, and the RideSource paratransit brokerage is operated out of a shared one-call, call center that arranges more than a dozen other transportation services. LTD also leverages collaborative partnerships and Medicaid trips that might otherwise be booked as less cost effective ADA rides. These strategies reduce trip costs and control overhead to help contain expenses.

Overall, paratransit costs are predicted to remain stable in FY19. The proposed Accessible Services Fund budget is proposed at \$7.5 million compared to an estimated \$7.3 million expenditure for FY18.

The biggest change from FY18 to FY19 is a proposed decrease in General Fund Transfer of more than \$300,000. This is due to increased efficiencies that have been made possible with our new RideSource software and the completion of one time start-up costs for a new RideSource contractor.

### ***Medicaid Fund***

LTD is the contracted broker for non-emergency medical transportation (NEMT) services for Trillium's Medicaid clients. Medicaid costs have stabilized relative to last year as cost-saving, and efficiency measures have been implemented. Further, contract changes transitioning to a cost-of-service reimbursement model were implemented in FY17 that have minimized LTD's risk.

The proposed FY19 budget for the Medicaid Fund is \$10.6 million, an increase of \$700,000 over the projection for FY18. This fund remains subject to significant uncertainty as Congress and President Donald Trump's administration consider proposals to remove the requirement that medical transportation be covered under Medicaid. The viability of such proposals is unclear, and it is also unclear whether state governments would step in to continue payments for transportation services. Oregon has historically championed medical transportation as a fundamental benefit of Medicaid.

### ***Capital Projects Fund***

The Capital Projects Fund finances LTD's construction, facility maintenance, and repair projects. The proposed FY19 budget for the Capital Projects Fund is \$13.2 million compared to the projected FY18 expenditure of \$23 million, a \$9.8 million reduction. This reduction is due, in large part, to the completion of the EmX West project in September 2017.



### ***Point2point Fund***

LTD houses the region's transportation options program, known as Point2point. The program offers various services including vanpools, carpool schemes, Safe Routes to School, and administers the annual Business Commute Challenge. Most of the Point2point budget is comprised of federal funds allocated by the Metropolitan Policy Council (MPC), the governing body of the region's Metropolitan Policy Organization (MPO). Several regional partners, including LTD provide local funds to match federal dollars in the Point2point fund. The proposed FY19 Point2point Fund budget is \$1.4 million of which, \$1.2 million comes from state and federal grants.

### **Economic Conditions**

After experiencing an economic expansion during the prior fiscal year, Lane County's economy has slowed. Economic indicators have stabilized. Unemployment hovers close to 4 percent. Wages have slowly increased.

There are several factors that pose significant risk to Lane County's current economy, including that recessions cannot be predicted, the District's economic expansion is in its ninth year, and tariffs on steel and aluminum could spark a trade war and inflation. Partially offsetting these risks are continued funding through the Federal infrastructure package and increased statewide transportation funding as a result of House Bill 2017.

### **Factors Impacting Budget**

The proposed budget reduces District expenditures compared to FY18 in order to adjust structural imbalances in spending compared to revenues.

The factors impacting the budget are: 1) a significant overpayment by a local taxpayer that negatively impacted revenues, and 2) rapidly escalating health care costs.

Near the end of FY17, and following the adoption of the FY18 budget, the District was notified by the Department of Revenue (DOR) that a local taxpayer had overpaid payroll taxes by \$2.8 million between the second quarter of FY16 and the first quarter of FY17.

DOR clawed back the \$2.8 million overpayment in the fourth quarter of FY17, resulting in a sizeable revenue drop between FY16 and FY17. The claw back impacted the District's immediate budget and created a structural budget imbalance based on revenue forecasts and spending that were modeled off an inaccurate revenue basis. The District was notified again in February 2018 that a taxpayer had overpaid payroll taxes by more than \$400,000 in FY18 and that revenue loss has been accounted for in the FY18 year-end forecast and FY19 revenue projection.

The District is now working more closely with DOR to ensure that quarterly taxpayer payment reports are received and then uses those reports to track trends that would indicate overpayment, underpayment, or other irregularities.

Along with most other employers, the District is grappling with health care increases that are driving up costs. Over the past decade, health insurance costs have grown by \$4.1 million in inflation-adjusted dollars, an 87 percent increase. In order to contain costs, the District has restructured health care plans and adopted health management programs across both represented and non-represented employees. Despite those efforts, costs continue to rise and options need to be identified to contain costs.

Federal disinvestment in transit bus replacement programs in the MAP-21 transportation authorization, and LTD's decision to use capital funds to support operations during the recession of

the 2000s, have resulted in an aging bus fleet. By the conclusion of FY19, more than 68 percent of LTD's fleet will have met or exceeded their useful life. As a result, vehicle maintenance costs have increased and service reliability is challenged. Vehicle parts and maintenance costs have increased by more than \$800,000 in inflation-adjusted dollars since 2008. Maintenance costs will continue to increase, unless more resources become available to replace the aging fleet.

In the FY19 budget, funding is identified to purchase 10 replacement buses. The District intends to apply to the federal Bus and Bus Facilities competitive grant program for additional vehicle replacement. LTD's ability to replace aging vehicles, using existing formula funds will be limited as \$4.2 million, has been budgeted to support vehicle maintenance and other preventive maintenance expenses on District facilities.

When the Board of Directors raised the payroll tax in 2015, the District also decided to add more service than the immediate tax revenues would be able to support as the tax rate slowly escalated. At the time, District financial reports indicated that the District had a \$38 million operating reserve (ending working capital) that could be used to sustain added service as the tax rate slowly escalated to eight tenths of one percent, which would be sufficient to sustain the added service.

With the Board of Directors' efforts to improve financial transparency, including the readability of budget documents, it was discovered that much of the operating reserve had already been allocated to capital projects and that the funds had not yet been transferred from the General Fund to the Capital Fund. Upon that discovery, the operating reserve was re-allocated to appropriately match planned expenditures resulting in not having sufficient funding to support expanding service beyond current revenues.

### **Efforts to Control Budget**

The District is undertaking many short-term and long-term efforts to control spending to support ongoing financial responsibility. Those efforts include service efficiencies, internal process reviews, an assessment of the District's fleet, and efforts to stabilize and increase revenues.

LTD has contracted with Jarrett Walker + Associates to conduct a Comprehensive Operations Analysis to study the District's routes, fleet deployment, paratransit operations, and scheduling practices, which will provide operational efficiency recommendations for the Board of Directors to consider implementing. Jarrett Walker's first set of public scenarios for improvement are due in January 2019 and Board action could follow by May 2019.

The District has also contracted with private firms to conduct reviews of current information technology (IT) and communications processes to identify priority areas for investment, develop performance metrics, and recommend how to most effectively use limited resources to deliver the highest yield. IT carries a significant impact as a number of legacy services have exceeded their useful life and hardware support costs have increased by more than \$800,000 in inflation-adjusted dollars over the prior 10 years. An IT contractor will be selected by May 2018, and recommendations are expected within FY19.

As LTD's fleet ages, the District is learning more about the lifetime maintenance costs of various fleet types, including diesel and hybrid electric. In addition, the District expects to put into service five new 40-foot, fully electric buses in Fall 2018. In conjunction with the Center for Transportation Excellence (CTE), LTD will study the cost-efficiency of its hybrid-electric and battery-electric vehicles to inform future vehicle replacement purchases. The study will examine fuel costs (diesel and electricity), maintenance costs, vehicle reliability, and other key performance indicators.

The 2019 Capital Improvements Program has a \$750,000 budget for implementing a new electronic fare management system. The new system will allow transit riders to use electronic fare media, including the potential for mobile application payment, radio-frequency identification (RFID) technology, or other fare payment methods. Before selecting a fare payment system, however, the LTD Board of Directors has created an ad hoc workgroup to study fare policy in an effort to create a fare structure that boosts ridership and improves equity and access.

In addition, the District will increase the availability of advertising on its assets to increase advertising revenues, diversify income sources, and provide stability in economic forecasts. An advertising vendor will be under contract in FY19 to implement the initiative.

## CONCLUSION

The proposed FY19 budget aligns District costs with its revenues, stabilizes expenditures, provides a reserve account, and develops a solid foundation for long-term fiscal responsibility. The budget year maintains increased connectivity and enhances access while the District analyzes the most efficient way to sustainably meet the community's needs.

I want to thank the Board of Directors, Budget Committee, and LTD staff for their continued commitment to serving the public. The strong leadership from LTD's Board, advisory bodies, partners, taxpayers, and customers has helped LTD emerge as a leader in the transit industry and a public agency of which the community can be proud.

Sincerely,



Aurora Jackson  
General Manager



Christina Shew  
Budget Officer



**Lane Transit District  
General Fund  
Fiscal Year 2018-2019**

Resources	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Beginning Working Capital</b>	<b>\$26,951,600</b>	<b>\$39,556,136</b>	<b>\$19,786,780</b>	<b>\$18,565,536</b>	<b>\$9,918,411</b>
<b>Operating Revenues</b>					
Cash Fares & Passes	4,554,169	4,765,236	5,022,194	4,228,158	4,241,700
Group Passes	2,565,681	2,554,656	2,310,000	2,033,545	2,227,311
Advertising	443,887	447,000	447,087	270,000	420,000
Special Services	243,928	154,541	264,744	323,258	238,000
	<b>\$7,807,665</b>	<b>\$7,921,433</b>	<b>\$8,044,025</b>	<b>\$6,854,961</b>	<b>\$7,127,011</b>
<b>Nonoperating Revenues</b>					
Payroll Taxes	34,394,558	32,827,455	37,870,000	35,427,755	36,490,588
Self-employment Taxes	1,902,866	1,983,365	2,102,457	2,240,356	2,307,567
State-in-Lieu	400,795	411,860	382,000	433,164	433,000
Federal Assistance	4,736,708	117,830	2,601,719	2,626,719	4,225,000
State Assistance	0	0	0	0	2,500,000
Local Assistance	17,500	40,080	0	0	0
Line of credit					1,000,000
Miscellaneous	260,802	349,986	294,400	247,701	232,500
Interest	99,207	201,295	102,000	144,474	144,000
Sale of Assets		37,721	0	0	0
	<b>\$41,812,436</b>	<b>\$35,969,592</b>	<b>\$43,352,576</b>	<b>\$41,120,169</b>	<b>\$47,332,655</b>
<b>Total Resources</b>	<b>\$76,571,701</b>	<b>\$83,447,161</b>	<b>\$71,183,381</b>	<b>\$66,540,666</b>	<b>\$64,378,077</b>

Requirements	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Operating Requirements</b>					
Personnel Services	30,496,088	34,543,789	38,910,736	35,918,577	36,109,675
Materials & Services	7,877,087	8,364,584	12,377,992	10,916,717	10,494,497
Insurance & Risk Services	937,038	985,149	1,151,765	1,047,900	1,186,016
	<b>\$39,310,213</b>	<b>\$43,893,522</b>	<b>\$52,440,493</b>	<b>\$47,883,194</b>	<b>\$47,790,188</b>
<b>Transfers</b>					
Transfer to Accessible Services Fund	1,578,796	2,225,180	2,879,338	2,879,338	2,550,288
Transfer to Medicaid Fund	657,527	275,000	394,160	394,160	406,500
Transfer to Point2point Fund	0	0	192,000	192,000	190,000
Transfer to Capital Projects Fund	1,667,600	18,487,923	5,273,562	5,273,563	5,414,168
Contra-charges out of the General Fund	0	0	(922,529)	0	0
	<b>\$3,903,923</b>	<b>\$20,988,103</b>	<b>\$7,816,531</b>	<b>\$8,739,061</b>	<b>\$8,560,956</b>
<b>Reserves</b>					
Operating Contingency	0	0	1,000,000	0	0
Self-Insurance, Risk, and HRA Liability	0	0	1,000,000	0	0
	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Requirements</b>	<b>\$43,214,136</b>	<b>\$64,881,625</b>	<b>\$62,257,024</b>	<b>\$56,622,255</b>	<b>\$56,351,144</b>

Not Appropriated (Board Required Operating Reserve) **	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Operating Reserve</b>					
Working Capital	33,357,566	18,565,536	8,926,357	9,918,411	8,026,933
<b>Requirements &amp; Working Capital</b>	<b>\$76,571,701</b>	<b>\$83,447,161</b>	<b>\$71,183,381</b>	<b>\$66,540,666</b>	<b>\$64,378,077</b>

\*\* - Not appropriated Board required operating reserves cannot be used without Board approval

Percentage Change Analysis	FY 2016-17 Actual compared with FY 2015-16 Actual	FY 2017-18 Estimate compared with FY 2016-17 Actual	FY 2018-19 Proposed compared with FY 2017-18 Budget
Total Resources	9.0%	-20.3%	-9.6%
Total Operating Revenues	1.5%	-12.2%	-11.4%
Total Nonoperating Revenues	-14.0%	-1.7%	9.2%
Total Requirements	50.1%	31.0%	-9.5%
Total Operating Requirements	11.7%	21.8%	-8.9%
Total Transfers	437.6%	123.9%	9.5%
Total Reserves	-44.3%	-70.3%	-10.1%



**Lane Transit District  
General Fund  
Fiscal Year 2018-2019**

<b>Personnel Services</b>	<b>FY 2015-16 Actual</b>	<b>FY 2016-17 Actual</b>	<b>FY 2017-18 Budget</b>	<b>FY 2017-18 Estimate</b>	<b>FY 2018-19 Proposed</b>
Administration	11,664,696	14,535,224	13,103,148	11,287,788	11,257,978
Amalgamated Transit Union	20,593,262	21,295,895	24,885,059	24,630,789	24,851,697
Contra charges	(1,761,870)	(1,287,330)	922,529	0	0
<b>Total Personnel Services</b>	<b>\$30,496,088</b>	<b>\$34,543,789</b>	<b>\$38,910,736</b>	<b>\$35,918,577</b>	<b>\$36,109,675</b>

<b>Materials &amp; Services</b>	<b>FY 2015-16 Actual</b>	<b>FY 2016-17 Actual</b>	<b>FY 2017-18 Budget</b>	<b>FY 2017-18 Estimate</b>	<b>FY 2018-19 Proposed</b>
Advertising Agency Fees	92,562	62,632	113,000	112,000	107,000
Advertising Media	100,183	104,388	135,000	135,000	120,000
Bus Wash & Cleaning Supplies	28,784	28,449	30,000	31,000	28,000
Cleaning	550,981	544,834	875,500	861,500	987,000
Computer Hardware Support	319,791	358,553	1,316,067	1,340,507	1,216,423
Contracted Security/Professional Services	679,847	426,827	22,250	22,250	22,500
Employee Programs	88,698	50,731	99,100	99,100	95,600
Employee Relations	8,558	17,680	103,000	102,240	56,000
Equipment Service Contracts	130,626	54,778	71,200	67,000	100,000
Facility Skilled Trades	120,877	117,916	133,500	128,500	155,000
Fuel & Lubricants - Buses	1,885,173	2,289,876	3,082,582	2,885,000	2,297,862
Fuel - Administrative Vehicles	16,777	23,729	46,000	12,500	15,000
General Business Expenses	287,845	278,353	404,811	389,706	402,597
General Insurance Premiums	88,743	100,094	122,505	104,100	124,400
General Maintenance/Repair	91,856	123,473	275,444	223,306	308,700
Grant Funded	(119,664)	0	644,841	(43,017)	(171,500)
Maintenance Contract Services - Revenue Vehicles	86,760	61,987	75,000	74,500	90,000
Market Research & Information	135,637	180,162	0	0	0
Office/Computer Supplies	74,901	74,678	172,310	162,509	189,309
Operating Contingencies Transfers to Other Funds	0	0	0	0	0
Parts & Tires	1,033,990	1,028,298	1,473,668	1,292,577	1,558,601
Payroll-Related Costs	622,325	655,217	720,160	678,800	779,516
Printed Passenger Information	46,698	68,508	70,250	70,250	63,000
Printed Transportation Supplies	570	424	1,900	3,400	3,100
Professional Services	828,880	1,125,838	1,549,363	1,399,268	1,325,700
Program Supplies	82,832	86,352	106,475	104,475	114,075
Project/Event Supplies	8,972	6,522	5,000	4,500	3,500
Rebuilds	31,009	63,718	80,000	66,200	70,000
Recruitment Expenses	68,840	27,222	28,000	20,000	26,500
Safety	7,371	11,096	13,550	13,550	16,500
Screening/Medical	30,557	35,269	34,640	24,500	29,200
Shop & Facility Supplies	83,792	101,598	167,323	136,073	98,915
Shop Tooling/Equipment	19,771	15,666	9,360	8,000	7,500
Telecom & Network	218,171	158,141	258,608	238,668	228,545
Training & Travel	236,879	219,678	362,200	326,555	215,800
Transportation Demand Management	94,380	90,986	0	0	0
Uniforms	108,100	106,648	116,250	115,800	125,750
Utilities	383,992	407,464	495,500	483,000	579,500
Vehicle Liability	225,970	229,838	309,100	265,000	282,100
Warranty	(5,584)	(1,824)	0	0	0
Website Support	17,676	13,934	6,300	6,300	8,820
<b>Total Material &amp; Services</b>	<b>\$8,814,125</b>	<b>\$9,349,733</b>	<b>\$13,529,757</b>	<b>\$11,964,617</b>	<b>\$11,680,513</b>
<b>Total</b>	<b>\$39,310,214</b>	<b>\$43,893,521</b>	<b>\$52,440,493</b>	<b>\$47,883,194</b>	<b>\$47,790,188</b>



**Lane Transit District  
Department Summary  
Fiscal Year 2018-2019**

Department Budget *	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>EXECUTIVE OFFICE</b>					
<b>Executive Office</b>					
Personnel Services	560,210	705,327	946,866	916,900	682,454
Materials & Services	147,080	177,682	227,050	231,550	224,000
	<b>\$707,290</b>	<b>\$883,009</b>	<b>\$1,173,916</b>	<b>\$1,148,450</b>	<b>\$906,454</b>
<b>Board of Directors</b>					
Personnel Services	0	0	0	0	0
Materials & Services	0	45,852	0	0	0
	<b>\$0</b>	<b>\$45,852</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Internal Audit</b>					
Personnel Services	120,480	118,964	0	0	0
Materials & Services	7,135	1,653	0	0	0
	<b>\$127,615</b>	<b>\$120,618</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Government Relations</b>					
Personnel Services	116,133	0			
Materials & Services	133,373	0			0
	<b>\$249,505</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Public Affairs</b>					
Personnel Services	0	280,351	562,412	397,000	334,561
Materials & Services	0	163,005	250,945	247,150	211,875
	<b>\$0</b>	<b>\$443,356</b>	<b>\$813,357</b>	<b>\$644,150</b>	<b>\$546,436</b>
<b>Marketing</b>					
Personnel Services	612,391	580,332	703,396	687,100	610,355
Materials & Services	404,989	443,929	557,820	554,950	501,800
	<b>\$1,017,380</b>	<b>\$1,024,261</b>	<b>\$1,261,216</b>	<b>\$1,242,050</b>	<b>\$1,112,155</b>
<b>Planning &amp; Development</b>					
Personnel Services	540,763	704,038	1,150,260	1,176,546	931,190
Materials & Services	56,144	61,675	335,800	333,272	314,422
	<b>\$596,907</b>	<b>\$765,712</b>	<b>\$1,486,060</b>	<b>\$1,509,818</b>	<b>\$1,245,612</b>
<b>ADMINISTRATIVE SERVICES</b>					
<b>Human Resources</b>					
Personnel Services	720,757	698,287	709,248	640,000	753,121
Materials & Services	226,269	187,878	367,140	340,240	318,900
	<b>\$947,026</b>	<b>\$886,165</b>	<b>\$1,076,388</b>	<b>\$980,240</b>	<b>\$1,072,021</b>
<b>Finance</b>					
Personnel Services	935,612	1,051,909	760,259	733,600	908,612
Materials & Services	359,400	670,418	439,500	380,309	385,859
	<b>\$1,295,011</b>	<b>\$1,722,326</b>	<b>\$1,199,759</b>	<b>\$1,113,909</b>	<b>\$1,294,471</b>
<b>Business Services</b>					
Personnel Services	0	0	658,507	645,643	911,329
Materials & Services	0	0	178,394	208,100	141,000
	<b>\$0</b>	<b>\$0</b>	<b>\$836,901</b>	<b>\$853,743</b>	<b>\$1,052,329</b>
<b>Information Technology</b>					
Personnel Services	633,336	774,845	814,801	714,600	679,523
Materials & Services	349,524	310,795	1,802,948	1,699,198	1,654,628
	<b>\$982,860</b>	<b>\$1,085,639</b>	<b>\$2,617,749</b>	<b>\$2,413,798</b>	<b>\$2,334,151</b>
<b>Facilities Management</b>					
Personnel Services	1,196,445	1,406,552	1,198,414	1,233,800	1,121,865
Materials & Services	1,412,062	1,319,375	1,932,206	1,872,356	2,104,415
	<b>\$2,608,507</b>	<b>\$2,725,927</b>	<b>\$3,130,620</b>	<b>\$3,106,156</b>	<b>\$3,226,280</b>
<b>Insurance &amp; Risk Services</b>					
Materials & Services	4,839	8,803	10,800	10,800	14,000
Insurance & Risk Services	937,038	985,149	1,151,765	1,047,900	1,186,016
	<b>\$941,876</b>	<b>\$993,952</b>	<b>\$1,162,565</b>	<b>\$1,058,700</b>	<b>\$1,200,016</b>
<b>SERVICE DELIVERY</b>					
<b>Customer Services</b>					
Personnel Services	601,606	670,683	721,166	613,600	648,900
Materials & Services	25,697	9,793	52,100	49,000	41,000
	<b>\$627,303</b>	<b>\$680,476</b>	<b>\$773,266</b>	<b>\$662,600</b>	<b>\$689,900</b>
<b>Accessible Services</b>					
Personnel Services	300,550	346,712	379,365	423,500	237,435
Materials & Services	18,545	50,133	66,350	16,747	8,300
	<b>\$319,094</b>	<b>\$396,845</b>	<b>\$445,715</b>	<b>\$440,247</b>	<b>\$245,735</b>
<b>Service Planning</b>					
Personnel Services	480,539	372,298	0	54,500	0
Materials & Services	167,893	14,333	0	0	0
	<b>\$648,431</b>	<b>\$386,630</b>	<b>\$0</b>	<b>\$54,500</b>	<b>\$0</b>
<b>Public Safety</b>					
Personnel Services	0	355,682	806,988	978,200	996,001
Materials & Services	0	106,418	120,053	120,053	87,250
	<b>\$0</b>	<b>\$462,100</b>	<b>\$927,041</b>	<b>\$1,098,253</b>	<b>\$1,083,251</b>



**Lane Transit District  
Department Summary  
Fiscal Year 2018-2019**

Department Budget *	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Point2point</b>					
Personnel Services	453,533	476,920	383,972	416,600	0
Materials & Services	366,120	463,552	0	0	0
	<b>\$819,654</b>	<b>\$940,472</b>	<b>\$383,972</b>	<b>\$416,600</b>	<b>\$0</b>
<b>Intelligent Transportations Systems</b>					
Personnel Services	272,430	296,402	0	0	0
Materials & Services	196,597	227,602	0	0	0
	<b>\$469,028</b>	<b>\$524,004</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Transit Training</b>					
Personnel Services	289,829	418,467	317,860	509,600	139,555
Materials & Services	28,718	30,103	47,075	27,055	29,825
	<b>\$318,547</b>	<b>\$448,570</b>	<b>\$364,935</b>	<b>\$536,655</b>	<b>\$169,380</b>
<b>Transit Operations</b>					
Personnel Services	18,949,672	21,518,437	23,281,782	21,998,600	22,715,784
Materials & Services	876,079	517,756	176,710	170,310	156,500
	<b>\$19,825,751</b>	<b>\$22,036,194</b>	<b>\$23,458,492</b>	<b>\$22,168,910</b>	<b>\$22,872,284</b>
<b>Maintenance</b>					
Personnel Services	4,501,708	5,176,657	4,428,978	4,658,300	4,438,990
Materials & Services	3,181,030	3,682,495	5,168,260	4,655,627	4,300,723
	<b>\$7,682,739</b>	<b>\$8,859,151</b>	<b>\$9,597,238</b>	<b>\$9,313,927</b>	<b>\$8,739,713</b>
<b>Non-Departmental</b>					
Personnel Services	(789,906)	(1,409,074)	1,086,462	(879,512)	0
Materials & Services	(84,407)	(128,665)	644,841	0	0
	<b>(\$874,313)</b>	<b>(\$1,537,739)</b>	<b>\$1,731,303</b>	<b>(\$879,512)</b>	<b>\$0</b>
<b>Total</b>	<b>\$39,310,212</b>	<b>\$43,847,669</b>	<b>\$52,440,493</b>	<b>\$47,883,194</b>	<b>\$47,790,188</b>

\* Non Departmental reflects contra-charges.

Summary by Type	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2017-18 Proposed
Personnel Services	30,496,088	34,543,789	38,910,736	35,918,577	36,109,675
Materials & Services	7,877,087	8,364,584	12,377,992	10,916,717	10,494,497
Insurance & Risk Services	937,038	985,149	1,151,765	1,047,900	1,186,016
<b>Total</b>	<b>\$39,310,212</b>	<b>\$43,893,522</b>	<b>\$52,440,493</b>	<b>\$47,883,194</b>	<b>\$47,790,188</b>

Personnel Profile	FY 2015-16 Actual	FY 2016-17 Actual	FY 2016-17 Budget	FY 2016-17 Estimate	FY 2017-18 Proposed
Executive Office	4.00	6.00	6.00	6.00	4.00
Internal Audit	1.00	1.00	1.00	1.00	0.00
Government Relations	1.00	0.00	0.00	0.00	0.00
Public Affairs	0.00	4.00	4.00	4.00	3.00
Planning & Development	5.19	10.34	10.34	10.34	9.00
Human Resources	6.40	6.00	6.00	6.00	6.00
Finance	9.10	9.70	9.70	9.70	8.70
Procurement	0.00	0.00	0.00	0.00	8.00
Information Technology	4.30	5.00	5.00	5.00	6.00
Facilities Management	9.10	10.00	10.00	10.00	10.00
Customer Services	6.60	9.00	9.00	9.00	8.00
Accessible Services	2.60	2.00	2.00	2.00	3.00
Marketing	7.30	7.50	7.50	7.50	6.00
Service Planning	3.70	0.00	0.00	0.00	0.00
Public Safety	0.00	13.50	13.50	13.50	13.00
Point2point	5.08	4.38	4.38	4.38	6.88
Transit Training	1.00	2.00	2.00	2.00	2.00
Intelligent Transportation Services	2.10	2.00	2.00	2.00	0.00
Operations	200.40	238.00	238.00	230.00	219.00
Maintenance	43.40	44.00	44.00	44.00	40.00
<b>Total Full-Time Equivalent (FTE)</b>	<b>312.27</b>	<b>374.42</b>	<b>374.42</b>	<b>366.42</b>	<b>352.58</b>



**Lane Transit District  
Accessible Services Fund  
Fiscal Year 2018-2019**

Resources	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Beginning Working Capital</b>	\$215,200	\$145,585	\$0	\$162,623	\$292,623
<b>Operating Revenues</b>					
Passenger Fares	349,940	299,505	385,925	385,925	388,790
Federal Assistance	2,865,105	2,077,516	2,575,430	2,575,430	2,880,096
State Assistance	1,069,727	1,173,555	1,430,957	1,430,957	1,418,850
Local Assistance	123,348	124,360	123,550	123,550	123,550
Miscellaneous	50	0	0	0	0
	<b>\$4,408,170</b>	<b>\$3,674,936</b>	<b>\$4,515,862</b>	<b>\$4,515,862</b>	<b>\$4,811,286</b>
<b>Other Sources</b>					
Transfer from General Fund *	1,578,290	2,273,633	2,879,338	2,879,338	2,550,288
	<b>\$1,578,290</b>	<b>\$2,273,633</b>	<b>\$2,879,338</b>	<b>\$2,879,338</b>	<b>\$2,550,288</b>
<b>Total Resources</b>	<b>\$6,201,660</b>	<b>\$6,094,154</b>	<b>\$7,395,200</b>	<b>\$7,557,823</b>	<b>\$7,654,197</b>

\* Excludes contra payroll and material and services transfers, which are included within the requirements section below.

Requirements	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Operating Requirements</b>					
<b>Eugene-Springfield Services</b>					
ADA Ride Source	5,078,979	4,975,665	5,743,696	5,743,696	5,798,356
Transit Training and Hosts	112,415	106,129	154,038	154,038	154,438
Special Transport	112,030	100,770	98,350	98,350	98,350
LTD Staff Time	0	0	15,700	15,700	33,000
	<b>\$5,303,424</b>	<b>\$5,182,564</b>	<b>\$6,011,784</b>	<b>\$6,011,784</b>	<b>\$6,084,144</b>
<b>Rural Lane County Services</b>					
South Lane	127,504	138,073	102,495	102,495	152,014
Oakridge	186,636	187,504	230,943	230,943	216,538
Florence	211,661	256,890	186,698	186,698	215,298
Florence/Yachats	0	3,877	290,110	290,110	286,410
Volunteer Coordination	0	377	116,000	116,000	116,000
Service Animal Program	0	0	86,500	86,500	86,500
	<b>\$525,801</b>	<b>\$586,721</b>	<b>\$1,012,746</b>	<b>\$1,012,746</b>	<b>\$1,072,760</b>
<b>Other Services</b>					
Mobility Management	113,971	93,106	165,670	165,670	189,670
Crucial Connections	3,602	3,882	5,000	5,000	5,000
Veterans Transportation	8,515	6,589	10,000	10,000	10,000
Lane County Coordination	75,599	58,669	60,000	60,000	0
	<b>\$201,687</b>	<b>\$162,246</b>	<b>\$240,670</b>	<b>\$240,670</b>	<b>\$204,670</b>
<b>Total Operating Requirements</b>	<b>\$6,030,912</b>	<b>\$5,931,531</b>	<b>\$7,265,200</b>	<b>\$7,265,200</b>	<b>\$7,361,574</b>
<b>Contingency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$130,000</b>	<b>\$0</b>	<b>\$130,000</b>
<b>Total Requirements</b>	<b>\$6,030,912</b>	<b>\$5,931,531</b>	<b>\$7,395,200</b>	<b>\$7,265,200</b>	<b>\$7,491,574</b>

Not Appropriated (Board Required Operating Reserve) **	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Operating Reserve</b>					
Working Capital	0	0	0	292,623	162,623
<b>Requirements &amp; Working Capital</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$292,623</b>	<b>\$7,654,197</b>

\*\* - Not appropriated Board required operating reserves cannot be used without Board approval

Percentage Change Analysis	FY 2016-17 Actual compared with FY 2015-16 Actual	FY 2017-18 Estimate compared with FY 2016-17 Actual	FY 2018-19 Proposed compared with FY 2017-18 Budget
Total Resources	-1.7%	24.0%	3.5%
Transfer from General Fund	44.1%	26.6%	-11.4%
Total Requirements	-1.6%	22.5%	1.3%





**Lane Transit District  
Medicaid Fund  
Fiscal Year 2018-2019**

Resources	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Beginning Working Capital</b>	\$227,945	(\$144,741)	\$0	(\$146,556)	\$0
<b>Operating Revenues</b>					
Medicaid Nonemergency Medical Transportation	8,945,762	8,536,855	8,927,525	8,927,525	9,429,775
Medicaid Waivered Transportation	761,426	737,079	784,390	784,390	788,500
State Assistance	0	0	0	0	0
Interest	0	0	0	0	0
	<b>\$9,707,188</b>	<b>\$9,273,934</b>	<b>\$9,711,915</b>	<b>\$9,711,915</b>	<b>\$10,218,275</b>
<b>Other Sources</b>					
Transfer from General Fund *	657,527	275,000	394,160	394,160	406,500
	<b>\$657,527</b>	<b>\$275,000</b>	<b>\$394,160</b>	<b>\$394,160</b>	<b>\$406,500</b>
<b>Total Resources</b>	<b>\$10,592,660</b>	<b>\$9,404,193</b>	<b>\$10,106,075</b>	<b>\$9,959,519</b>	<b>\$10,624,775</b>

\* Excludes contra payroll and material and services transfers, which are included within the requirements section below.

Requirements	FY 2015-16 Actual	FY 2016-17 Actual	FY 2016-17 Budget	FY 2016-17 Estimate	FY 2017-18 Proposed
<b>Operating Requirements</b>					
Medicaid Medical Services					
Services	8,308,951	6,820,897	6,888,000	6,888,000	7,307,500
Mobility Management	68,537	85,839	88,500	88,500	98,000
Program Administration	1,438,140	1,705,245	1,951,025	1,936,469	2,024,275
	<b>\$9,815,628</b>	<b>\$8,611,981</b>	<b>\$8,927,525</b>	<b>\$8,912,969</b>	<b>\$9,429,775</b>
Medicaid Non-Medical (Waivered) Services					
Services	695,754	668,028	756,000	756,000	733,000
Mobility Management	35,366	38,471	34,100	34,100	50,000
Program Administration	4,293	6,165	6,450	6,450	5,000
Grant Program Match Requirements	186,361	226,103	250,000	250,000	275,000
	<b>\$921,773</b>	<b>\$938,767</b>	<b>\$1,046,550</b>	<b>\$1,046,550</b>	<b>\$1,063,000</b>
<b>Contingency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$132,000</b>	<b>\$0</b>	<b>\$132,000</b>
<b>Total Requirements</b>	<b>\$10,737,401</b>	<b>\$9,550,748</b>	<b>\$10,106,075</b>	<b>\$9,959,519</b>	<b>\$10,624,775</b>

Percentage Change Analysis	FY 2016-17 Actual compared with FY 2015-16 Actual	FY 2017-18 Estimate compared with FY 2016-17 Actual	FY 2018-19 Proposed compared with FY 2016-17 Budget
Total Resources	-11.2%	5.9%	5.1%
Transfer from General Fund	-58.2%	43.3%	3.1%
Total Requirements	-11.1%	4.3%	5.1%



**Lane Transit District  
Point2point Fund  
Fiscal Year 2018-2019**

Resources	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Beginning Working Capital</b>	\$0	\$0	\$0	\$0	\$0
<b>Operating Revenues</b>					
Federal Grants			529,000	529,000	828,443
State Grants			392,717	392,717	364,655
Local Assistance			36,000	36,000	28,000
Miscellaneous					
	\$0	\$0	\$957,717	\$957,717	\$1,221,098
<b>Other Sources</b>					
Transfer from General Fund *			192,000	192,000	190,000
	\$0	\$0	\$192,000	\$192,000	\$190,000
<b>Total Resources</b>	\$0	\$0	\$1,149,717	\$1,149,717	\$1,411,098

\* Excludes contra payroll and material and services transfers, which are included within the requirements section below.

Requirements	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Budget	FY 2017-18 Estimate	FY 2018-19 Proposed
<b>Operating Requirements</b>					
<b>Point2point Administrative</b>			0	95,372	450,735
<b>Business Commute Challenge</b>			19,100	19,100	19,100
<b>Emergency Ride Home</b>			2,000	2,000	2,000
<b>Employer Transportation Coordinators</b>			7,250	7,250	5,000
<b>Safe Routes to Schools</b>			433,000	319,605	347,159
<b>Vanpool</b>			187,004	186,807	186,304
<b>Projects</b>					
Carshare			4,000	5,820	3,500
SRTS Mapping			10,000	0	0
Driveless Connect			41,410	41,410	39,000
SmartTrips			229,000	259,000	285,370
Transportation Coordinator Pilot			30,724	30,724	21,300
Digital Marketing Pilot			0	0	6,915
SWTS Safe Ways To School			0	0	8,000
Be Safe Be Seen Rural Safety			3,600	0	3,200
<b>Total Operating Requirements</b>	\$0	\$0	\$967,088	\$967,088	\$1,377,583
<b>Contingency</b>	\$0	\$0	\$182,629	\$182,629	\$33,515
<b>Total Requirements</b>	\$0	\$0	\$1,149,717	\$1,149,717	\$1,411,098

Percentage Change Analysis	FY 2015-16 Actual compared with FY 2016-17 Actual			FY 2017-18 Estimate compared with FY 2016-17 Actual	FY 2018-19 Proposed compared with FY 2017-18 Budget
Total Resources	N/A			N/A	27.5%
Transfer from General Fund	N/A			N/A	-1.0%
Total Requirements	N/A			N/A	22.7%



Lane Transit District  
Capital Projects Fund  
Fiscal Year 2018-2019

Resources	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Adopted	FY2017-18 Amended	FY2017-18 Estimate	FY 2018-19 Proposed
<b>Beginning Working Capital</b>	\$1,768,386	(\$2,729,790)	\$0	\$6,434,329	\$6,962,564	\$5,398,538
<b>Grants</b>						
Federal Assistance	35,863,853	22,119,296	12,724,138	13,092,066	11,399,787	3,268,505
State Assistance	5,374,812	5,214,087	2,750,000	5,332,215	4,642,966	664,350
Local Assistance	56,064	31,678	0	159,348	138,750	38,202
	\$41,294,729	\$27,365,061	\$15,474,138	\$18,583,649	\$16,181,503	\$3,971,057
<b>Other Sources</b>						
Transfer from General Fund	1,667,600	18,487,923	5,273,562	5,273,562	5,273,562	5,414,168
	\$1,667,600	\$18,487,923	\$5,273,562	\$5,273,562	\$5,273,562	\$5,414,168
<b>Total Resources</b>	\$44,730,715	\$43,123,194	\$20,747,700	\$30,291,540	\$28,417,629	\$14,783,763

Requirements	FY 2015-16 Actual	FY 2016-17 Actual	FY 2017-18 Adopted	FY2017-18 Amended	FY2017-18 Estimate	FY 2018-19 Proposed
<b>Community Investments (CI)</b>						
<b>Frequent Transit Network</b>						
Franklin Boulevard Phase 1 Transit Stations	0	78,564	500,000	250,000	250,000	450,000
MovingAhead	233,024	874,092	0	1,000,000	500,000	500,000
West Eugene EmX Extension	41,210,027	26,709,015	4,600,000	9,463,000	8,707,235	
Commerce Street Connect Bridge	0	0	0	1,072,400	1,072,400	
Willow Creek Facility	0	1,202,674	1,400,000	768,600	768,600	
Main Street-McVay Transportation Study	21,780	44,033	0	167,168	57,000	206,874
River Road Transit Community Implementation Plan	0	0	0	294,000	150,000	270,000
<b>Facilities</b>						
Santa Clara Community Transit Center	0	234,938	0	1,100,000	350,000	1,500,000
Fleet & FM Building-Glenwood (Bus Parking Lot)	0	0	0	3,485,175	3,485,175	
Passenger Boarding Improvements	0	0	0	50,000	50,000	
Miscellaneous Improvements	0	0	0	50,000	50,000	
<b>Technology Infrastructure &amp; Systems</b>						
Fare Management System	0	0	0	0	0	750,000
<b>Safety &amp; Security</b>						
18th & Oak Patch Traffic Signal	0	0	0	225,000	225,000	0
NW Eugene/LLC Transit Study	720,088	0	1,500,000	0	0	0
Baldy View Bus Only Lane	0	0	0	0	0	0
	\$42,184,919	\$29,143,316	\$8,000,000	\$17,925,343	\$15,665,410	\$3,676,874
<b>State of Good Repair (SGR)</b>						
<b>Fleet</b>						
Revenue Vehicles - Fixed Route	39,070	3,845,617	4,200,000	4,200,000	4,200,000	6,599,115
Revenue Vehicles - Accessible Services	880,615	1,470	1,549,508	1,720,411	1,720,411	1,310,000
Support Vehicles	128,417	230,068	200,000	0	0	0
Shop Equipment	17,723	112,476	0	0	0	0
Spare Parts for Vehicles	0	0	0	345,000	300,000	50,000
Spare parts for non-EmX vehicles						
Spare parts & tooling for 16200s and 16100s						
Replacement Parts	0	0	0	625,000	615,000	275,000
Facilities Assessment	0	0	0	0	0	300,000
Miscellaneous	43,350	125,760	1,238,000	100,000	100,000	220,000
<b>Facilities</b>						
Stations, Shelters & Facilities	1,794,715	713,878	3,877,795	0	0	0
<b>Technology Infrastructure &amp; Systems</b>						
Computer Hardware & Software	1,171,488	878,260	260,000	243,270	243,270	620,000
Intelligent Transportation Systems	0	1,099,549	197,397	0	0	39,500
Communications Equipment	193,418	0	0	0	0	0
<b>Safety &amp; Security</b>						
Transit Security Projects	1,006,790	10,236	225,000	0	0	0
	\$5,275,586	\$7,017,314	\$11,747,700	\$7,233,681	\$7,178,681	\$9,413,615
<b>Grant Funded Non-Capitalized</b>						
Comprehensive Operations Analysis	0	0	0	250,000	175,000	150,000
	\$0	\$0	\$0	\$250,000	\$175,000	\$150,000
<b>Contingency</b>						
	0	0	0	1,027,252	0	0
	\$0	\$0	\$0	\$1,027,252	\$0	\$0
<b>Total Capital Outlay</b>	\$47,460,505	\$36,160,630	\$19,747,700	\$26,436,276	\$23,019,091	\$13,240,489
<b>Reserves for Future Capital</b>	\$0	\$0	\$1,000,000	\$3,855,264	\$5,398,538	\$1,543,274
<b>Total Requirements</b>	\$47,460,505	\$36,160,630	\$20,747,700	\$30,291,540	\$28,417,629	\$14,783,763