

LANE TRANSIT DISTRICT

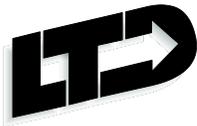
Adopted Budget
Fiscal Year 2013-14



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Lane Transit District

Fiscal Year 2013-2014
Adopted Budget

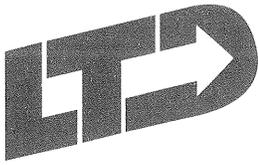
Budget Committee Members

LTD Board Member	Subdistrict	Citizen Member
Doris Towery Term Expires: 12/31/16	1	Dwight Collins Term Expires: 01/01/16
Carl Yeh Term Expires: 12/31/16	2	Warren Wong Term Expires: 01/01/15
Michael Dubick Term Expires: 12/31/14	3	Donald Nordin Term Expires: 01/01/15
Ed Necker Term Expires: 12/31/13	4	Kay Metzger Term Expires: 01/01/15
Gary Gillespie Term Expires: 12/31/13	5	Edward Gerdes Term Expires: 01/01/16
Currently Vacant	6	Jon Hinds Term Expires: 01/01/14
Martha Reilly Term Expires: 12/31/16	7	Peter Davidson Term Expires: 01/01/14



Budget Message

Lane Transit District
Fiscal Year 2013-2014



Lane Transit District

May 15, 2013

TO: Lane Transit District Budget Committee

FROM: Ron Kilcoyne, General Manager
Diane Hellekson, Budget Officer

SUBJECT: Fiscal Year 2013-2014 Budget Message

INTRODUCTION

The FY 2013-14 Proposed Budget is presented here for review and consideration. As always, the Proposed Budget reflects direction provided to staff on an ongoing basis by the Board of Directors and a continuing practice of managing to a rolling multi-year business plan. The ten-year plan, which is the Long-Range Financial Plan, is included in a separate section of this notebook.

Fiscal year 2012-13 was a year in which the local economy continued to gradually improve. Unemployment dropped to 8.2 percent. The change reflects the small but steady increase in local jobs. Noteworthy events of FY 2012-13 include the following:

- Major local construction projects continued within the District, including new facilities at the University of Oregon, a Lane Community College Building, new downtown student apartments, and a replacement of an Interstate 5 bridge. These projects helped stabilize payroll tax receipts. Payroll tax receipts showed real growth after modest but positive growth for the previous two years and a double-digit decline in FY 2009-10.
- Housing markets for both new and existing homes showed improvement, although results continued to lag prerecession. Foreclosures continued to slow.
- By Spring 2013, the Dow Jones Industrial Average was well above 14,000 and posted new record highs. Pension plans and other forms of retirement savings saw improved rates of return, although not to the extent that compensated for capital lost in 2008. The Local Government Investment Pool reduced its rate of return from 0.6 percent to 0.54 percent, a small but negative change.
- Fuel prices continued to be generally on the rise, although there were periods of decline, most recently in April 2013. Local retail prices fluctuate in the \$3.50 to \$3.80 range. In anticipation of rising fuel prices, LTD budgeted an average of \$3.75 per gallon for FY 2012-13. Through March, the average price paid for diesel fuel was \$3.24, which is actually below the average price for the same period in the previous fiscal year. Lane Transit District continues to buy fuel when prices dip for storage in a Coos Bay facility. Because there are now enough gallons of fuel in storage to operate the fleet for more than half a year, it will be possible to accurately predict fuel costs for FY 2013-14.
- The Gateway EmX Extension completed its second full year of service in January 2013.

The Best
Way to
Connect

- Ridership (as measured by boardings) remained essentially flat. Two contributing factors to the lack of growth are the elimination of high school passes by the Springfield School District in the current school year and a decline in student enrollment at Lane Community College.
- The Eugene City Council approved the West Eugene EmX Extension project by a vote of seven to one. The project is now in the formal design phase.
- A contract with the Amalgamated Transit Union Local 757 was finalized and implemented that covers the period July 1, 2011, through June 30, 2014.

BUDGET DEVELOPMENT PROCESS

As in the past, budget development remains a year-round activity. Almost as soon as a new budget is adopted, work begins on the components of the next one. Proposed capital projects are reviewed and revised in early fall. The Finance Committee of the Lane Transit District Board of Directors provides direction for the development of assumptions and timelines. Senior staff review and reconsider strategic planning goals and objectives each fall.

Because there were no material changes in the strategic budget assumptions, a joint strategic planning session for all Budget Committee members (Board and citizen) was not held in FY 2012-13. A joint Board of Directors and senior LTD staff meeting was held on April 22 to consider strategic themes for the future and how to effectively communicate LTD's message.

Both the revised Capital Improvements Program (CIP) and revised Long-Range Financial Plan (LRFP) were approved by the Board on April 17, 2013. The first year of the revised LRFP becomes the basis for next year's proposed budget.

In meetings and work sessions throughout FY 2012-13, the Board approved the following revenue and expenditure decisions:

Revenue

- Continue to review and approve fare policies on a regular basis. Cash fare and day pass prices will be frozen at FY 2012-13 levels through FY 2013-14. Group pass rates will increase as contracts are renewed beginning January 1, 2014.
- Implement the previously approved payroll tax rate increase on January 1, 2014, from .0069 to .007. Start the discussion about whether or not the local economy has recovered sufficiently to justify a payroll tax ordinance change that would move the maximum rate to .008 over a ten-year period.
- Continue the use of federal formula funds for preventive maintenance in order to keep fixed-route service levels stable.

Expenditure

- Manage personnel services expenditures in accordance with expected payroll tax revenue receipts.
- Continue to curtail nonessential spending.

- Maximize service efficiency and productivity; seek and implement new business practices that improve efficiency and productivity in all areas of the LTD enterprise.
- Invest in projects and initiatives that will provide long-term benefits and operating cost reductions. For example, identify and implement changes that will reduce LTD's overall energy consumption and the accumulation of waste.
- Maintain the investment in employee training and development and employee recognition programs that were initiated as part of *The LTD Road Map* implementation, but limit such investment to activities that will directly benefit employees' job performance.

Legislative Changes

In the 2013 Oregon legislative session, which has not concluded, LTD is seeking to retain *ConnectOregon* funding. The governor's budget included \$15.2 million in general obligation bond revenue that can be used as local match for the West Eugene EmX Extension corridor.

At the federal level, uncertainty remains:

- Moving Ahead for Progress in the 21st Century (MAP-21), a two year transportation bill, was signed into law on July 6, 2012. This bill reauthorized surface transportation programs through fiscal year 2014. However, many of the program changes still require rulemaking processes and only a portion of 2013 grant funds have been appropriated.
- The Bus and Bus Facilities 5309 discretionary program was discontinued under MAP-21. Instead, some of those funds have been reallocated to the 5339 Bus and Bus Facilities formula program. Since funds under this program are significantly less than the discretionary grant awards LTD has been successful in obtaining for things like bus replacement in the past, bus purchases will have to be funded differently in the future.

FISCAL YEAR 2013-14 PROGRAM FOCUS

Major objectives for FY 2013-14 include the following:

- Continue to assure high-quality, fixed-route, and demand-response transportation services appropriate to the resources available to fund them.
- Increase ridership as measured by boardings.
- Continue planning for the West Eugene EmX Extension.
- Continue the process for enhancing transit along the Main Street/McVay corridor.
- Continue to demonstrate, support, and promote clean, green, and environmentally sustainable technologies and business practices.
- Maintain an investment in employee development programs. Assess and plan for staff succession throughout the organization. LTD anticipates eight senior administrative staff retirements in FY 2013-14.

FISCAL YEAR 2013-14 BUDGET ASSUMPTIONS

General Fund Revenue

- Total passenger fares will increase due to the implementation of group pass rate increases and modest ridership gains.
- The payroll tax receipts will increase 5.6 percent as the result of the improving economy and an increase in the tax rate from 0.69 percent to 0.7 percent on January 1, 2014.
- Self-employment tax receipts are expected to increase by the amount of the rate increase over the current fiscal-year estimate, and the base will increase slightly as the local economy slowly improves.
- Federal funds in the amount of \$3.8 million will be used to fund preventive maintenance activities. These federal funds will replace General Fund dollars that can then be used to fund fixed-route service, which will help sustain service levels established in January 2011 and prevent future service reductions. The use of federal formula grant funds for preventive maintenance is expected to continue over the life of the current Long-Range Financial Plan.
- Interest earnings are estimated to be nominal (\$50,000) due to low rates of return and diminishing cash available for investment.

General Fund Expense

Personnel Services

- As previously reported, a new contract with the Amalgamated Transit Union Local 757 was finalized covering wages and benefits through June 30, 2014. All employees received a 2 percent retroactive wage adjustment back to July 1, 2011, and another 2 percent adjustment on July 1, 2012. Per the terms of the collective bargaining agreement, there will be another 2 percent increase on July 1, 2013.
- Health insurance premiums remained the same in 2013 as in 2012. Since that contract is on a calendar year, that locks in the rate hold for the first six months of FY 2013-14. From January 1, 2014, through June 30, 2014, the increase will be 5 percent. Terms of coverage will remain the same.
- Total personnel services will increase 5.2 percent over FY 2012-13 estimated expenditures for several reasons: (1) wage adjustments are included; (2) provisions for the payout of accrued leave for the eight administrative employees who are expected to retire have been added; (3) three part-time and two full-time positions have been added.
- Administrative employees hired after December 31, 2011, are now enrolled in a defined contribution plan that is lower cost to the District and shifts the risk to the employee. At present, there are eight employees in the new plan.

Materials and Services

- Fuel prices will not exceed an average of \$3.75 per gallon for the year.

- General insurance costs (workers' compensation, vehicle, and general liability) will decrease 12 percent over current-year estimated expenditure amounts primarily due to a 21 percent decrease in the worker's compensation premium and a 60 percent decrease in prior-year vehicle insurance claims (due to a reduction in accidents this year).
- Investment in three important initiatives will begin in FY 2013-14. The first, the determination of the optimal level of fixed-route service (\$75,000) is required so Lane Transit District can appropriately and effectively serve the community in the future. The second is participation in the Environmental & Sustainability Management System program (\$42,000), which is sponsored by the Federal Transit Administration (FTA). This program will help LTD personnel develop an Environmental Management System (EMS), allowing LTD to analyze, control, and reduce the environmental impact of its activities, products, and services and operate with greater efficiency and control. And the third is an assessment of LTD's organization and operating processes and procedures (\$40,000) to determine if there are operating efficiencies that could be implemented that could free up funds that could be reinvested in additional fixed-route service.

Non-operating Requirements

- Capital transfers from the General Fund, which cover the local matching requirement for federal grant funds, will be required in the amount of \$1.8 million. This amount will be to match the federal grant funds, which will purchase three new hybrid-electric articulated buses, new RideSource Call Center software, and support updating aging facilities and technology to ensure federally funded assets are kept in a state of good repair.
- Transfers from the General Fund to the Accessible Services Fund will total \$2.6 million, an increase of 64 percent over FY 2012-13 estimated expenditures. The increase is the result of the phasing out of state funding provided by the 2009 Legislature.

Capital Projects Fund

- The largest capital budget line item in FY 2013-14 will be \$95 million for the West Eugene EmX Extension project (including vehicles). It is necessary to appropriate the entire project cost in order to meet local budget law requirements. However, the project will not require that amount in FY 2013-14.
- Three hybrid-electric articulated buses will be purchased for \$2.9 million, and ten Gillig low-floor 40-foot buses will be ordered in 2014 for \$6 million.
- New software will be purchased for the RideSource Call Center for approximately \$1 million.

CONCLUSION

Lane Transit District remains committed to providing the highest quality services to our community in the most efficient and effective way. The changing of the guard that will occur with the retirement of senior administrative staff in FY 2013-14 and beyond will allow LTD to take a look at changes to the organization that could reduce cost and potentially improve efficiency without the trauma that reorganization can create for ongoing employees.

Key to LTD's future is an understanding on the part of the community of the value that LTD services provide. To preserve and extend these essential services, it will be necessary for LTD to eventually begin the process of increasing the payroll tax rate from seven-tenths of one percent to eight-tenths of one percent, as allowed by Oregon Revised Statutes. LTD will enhance its outreach and communication as this effort is begun.

FY 2013-14 Budget Message
May 15, 2013

We appreciate the support of our state and federal legislators and our partner agencies. We all share the problem of scarce resources and high demand for services. We will need to continue to work together to assure that quality of life in our area is maintained. Our combined efforts should help make FY 2013-14 successful for our community.

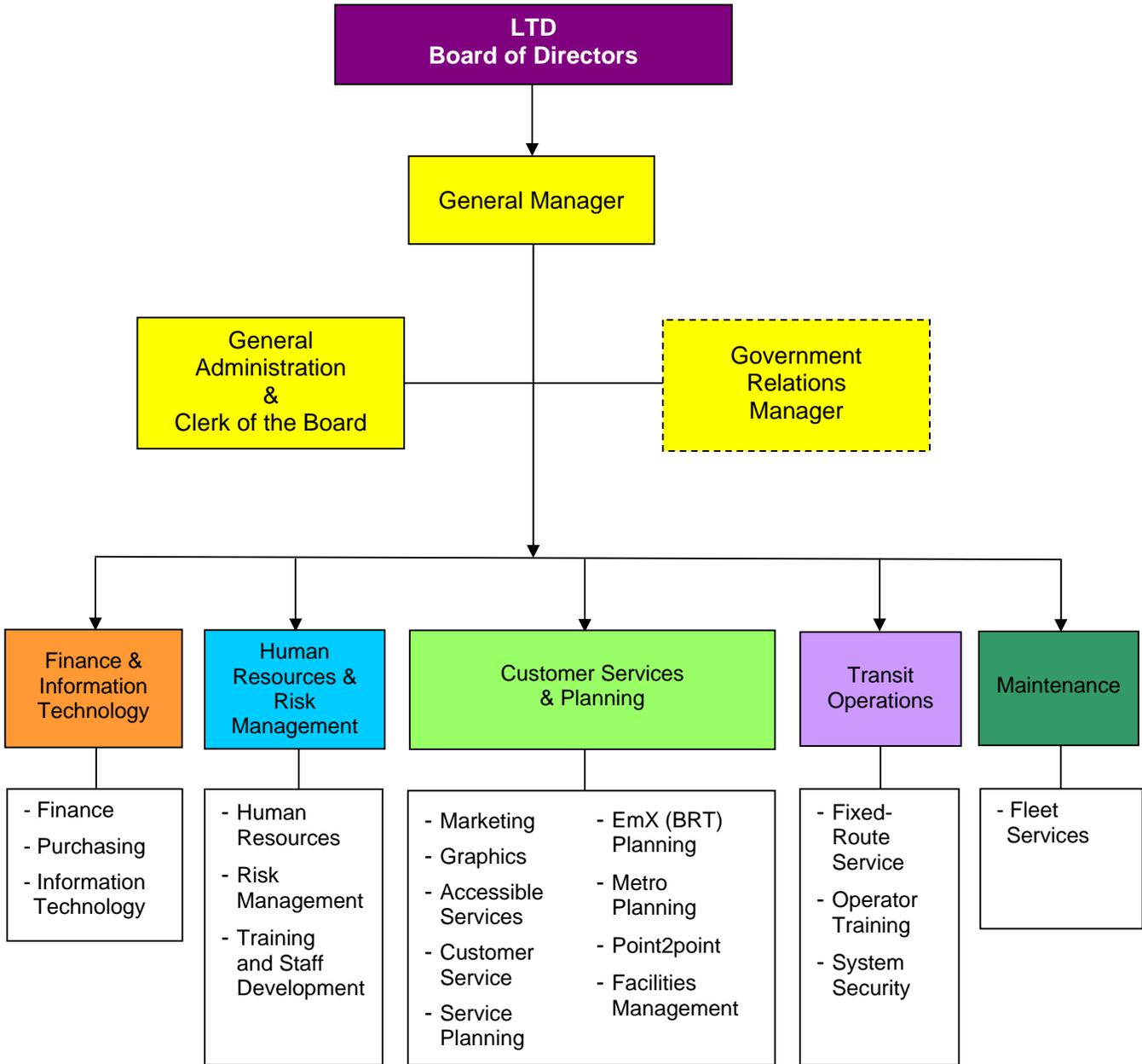
Sincerely,


Ronald J. Kilcoyne
General Manager


Diane W. Hellekson
Budget Officer

DH:RK/crt

LTD Organizational Chart



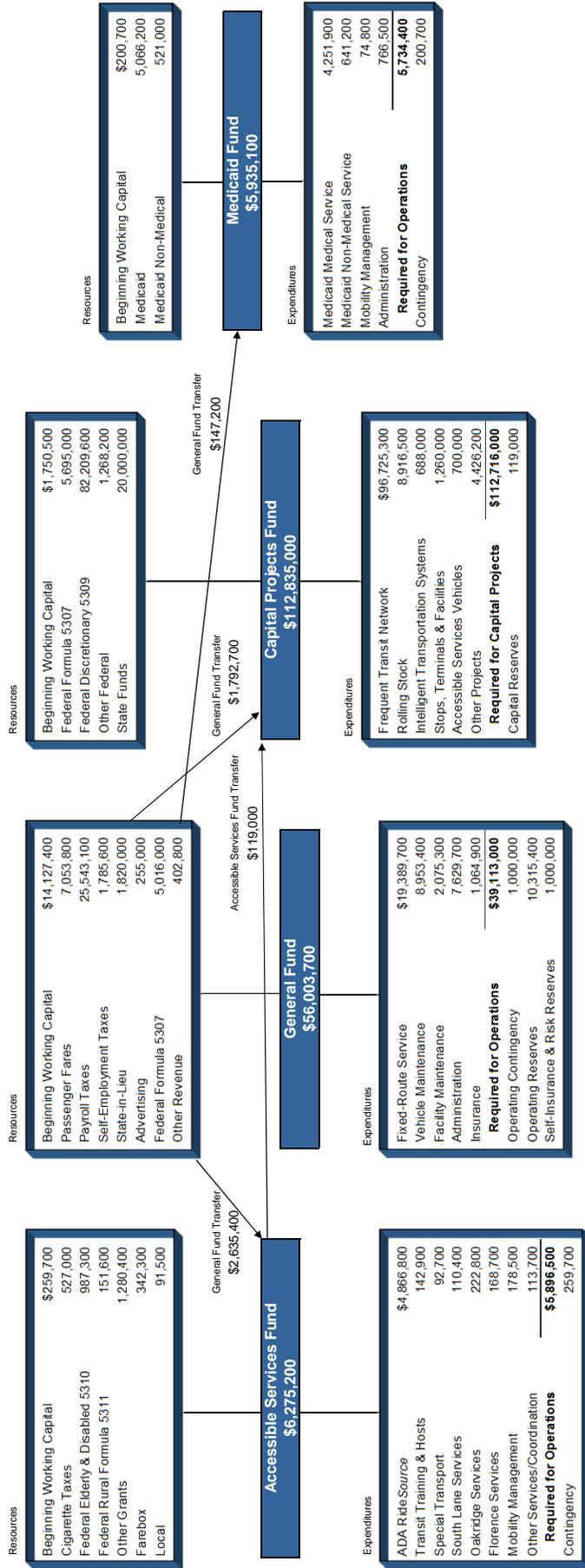


Budget Revenue & Expenditure Summary

Lane Transit District
Fiscal Year 2013-2014



Lane Transit District FY 2013-2014 Adopted Budget



Total FY 2013-2014 Appropriation \$181,049,000



General Fund Revenue & Expense Summary

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
General Fund
Fiscal Year 2013-2014**

Resources	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Beginning Working Capital	\$8,241,408	\$12,565,833	\$10,306,300	\$12,305,770	\$14,127,400	\$14,127,400	\$14,127,400
Operating Revenues (Passenger Fares)							
Cash Fares & Passes	5,012,886	4,069,258	4,456,900	4,338,900	4,349,800	4,349,800	4,349,800
Group Passes	2,380,148	2,669,139	2,740,300	2,600,000	2,704,000	2,704,000	2,704,000
	\$7,393,034	\$6,738,397	\$7,197,200	\$6,938,900	\$7,053,800	\$7,053,800	\$7,053,800
Other Revenues							
Special Services	482,435	588,943	572,500	310,000	146,800	146,800	146,800
Advertising	275,500	281,500	279,100	255,000	255,000	255,000	255,000
Miscellaneous	505,582	211,334	134,800	399,900	151,000	151,000	151,000
Interest	60,462	58,897	60,000	60,000	50,000	50,000	50,000
Sales of Assets	0	45,103	15,000	42,300	15,000	15,000	15,000
Payroll Taxes	22,197,770	23,047,471	24,046,500	24,200,000	25,543,100	25,543,100	25,543,100
Self-employment Taxes	1,440,902	1,507,575	1,672,800	1,672,800	1,785,600	1,785,600	1,785,600
State-in-Lieu	1,740,509	1,869,854	1,820,000	1,820,000	1,820,000	1,820,000	1,820,000
Urbanized Area Formula Funds (5307)	4,613,028	4,494,164	5,102,200	4,940,500	5,016,000	5,016,000	5,016,000
Other Operating Grants	90,263	91,227	90,000	777,570	40,000	40,000	40,000
	\$31,406,451	\$32,196,068	\$33,792,900	\$34,478,070	\$34,822,500	\$34,822,500	\$34,822,500
Total Resources	\$47,040,893	\$51,500,298	\$51,296,400	\$53,722,740	\$56,003,700	\$56,003,700	\$56,003,700

Requirements	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Operating Requirements							
Personnel Services	24,818,713	25,460,045	27,574,800	26,982,800	28,388,700	28,388,700	28,388,700
Materials & Services	7,201,147	7,766,797	9,259,700	8,055,270	9,659,400	9,659,400	9,659,400
Insurance & Risk Services	1,054,275	1,028,842	1,416,200	1,210,200	1,064,900	1,064,900	1,064,900
	\$33,074,135	\$34,255,684	\$38,250,700	\$36,248,270	\$39,113,000	\$39,113,000	\$39,113,000
Transfers							
Transfer to Accessible Services Fund	1,400,925	1,906,944	2,501,300	1,606,880	2,635,400	2,635,400	2,635,400
Transfer to Medicaid Fund	0	0	0	140,200	147,200	147,200	147,200
Transfer to Capital Projects Fund	0	3,031,900	1,600,000	1,600,000	1,792,700	1,792,700	1,792,700
	\$1,400,925	\$4,938,844	\$4,101,300	\$3,347,080	\$4,575,300	\$4,575,300	\$4,575,300
Reserves							
Operating Contingency	0	0	1,000,000	0	1,000,000	1,000,000	1,000,000
Working Capital	0	0	6,944,400	0	10,315,400	10,315,400	10,315,400
Self-Insurance, Risk, and HRA Liability	0	0	1,000,000	0	1,000,000	1,000,000	1,000,000
	\$0	\$0	\$8,944,400	\$0	\$12,315,400	\$12,315,400	\$12,315,400
Total Requirements	\$34,475,060	\$39,194,528	\$51,296,400	\$39,595,350	\$56,003,700	\$56,003,700	\$56,003,700

Total FTE	294.50	303.03	308.38	309.53	313.27	313.27	313.27
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Percentage Change Analysis	FY 2011-12 Actual compared with FY 2010- 11 Actual	FY 2012-13 Estimate compared with FY 2011- 12 Actual	FY 2013-14 Proposed compared with FY 2012-13 Budget	FY 2013-14 Approved compared with FY 2012-13 Budget	FY 2013-14 Adopted compared with FY 2012-13 Budget
Total Resources	9.5%	4.3%	9.2%	9.2%	9.2%
Total Revenues	0.3%	6.4%	2.2%	2.2%	2.2%
Total Other Revenues	2.5%	7.1%	3.0%	3.0%	3.0%
Total Passenger Fares	-8.9%	3.0%	-2.0%	-2.0%	-2.0%
Total Requirements	13.7%	1.0%	9.2%	9.2%	9.2%
Total Reserves			37.7%	37.7%	37.7%
Total Operating Requirements and Transfers	13.7%	1.0%	3.2%	3.2%	3.2%
Total Transfers	252.5%	-32.2%	11.6%	11.6%	11.6%
Total Operating Requirements	3.6%	5.8%	2.3%	2.3%	2.3%



Department Budgets

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
Department Summary
Fiscal Year 2013-2014**

Department Budget	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Administration							
Personnel Services	503,440	453,014	503,000	475,200	491,500	491,500	491,500
Materials & Services	154,531	138,769	161,400	128,830	150,000	150,000	150,000
	\$657,971	\$591,783	\$664,400	\$604,030	\$641,500	\$641,500	\$641,500
Government Relations							
Personnel Services	0	0	0	0	117,700	117,700	117,700
Materials & Services	120,154	123,140	128,100	121,510	134,000	134,000	134,000
	\$120,154	\$123,140	\$128,100	\$121,510	\$251,700	\$251,700	\$251,700
Finance							
Personnel Services	884,294	952,264	993,200	1,007,600	1,140,100	1,140,100	1,140,100
Materials & Services	140,142	148,121	181,700	330,200	188,000	188,000	188,000
	\$1,024,436	\$1,100,385	\$1,174,900	\$1,337,800	\$1,328,100	\$1,328,100	\$1,328,100
Information Technology							
Personnel Services	560,462	430,202	577,700	666,200	623,600	623,600	623,600
Materials & Services	505,170	612,957	803,000	782,200	785,500	785,500	785,500
	\$1,065,632	\$1,043,159	\$1,380,700	\$1,448,400	\$1,409,100	\$1,409,100	\$1,409,100
Human Resources							
Personnel Services	601,362	652,001	683,400	668,900	699,700	699,700	699,700
Materials & Services	227,173	258,788	321,700	216,750	330,100	330,100	330,100
	\$828,535	\$910,789	\$1,005,100	\$885,650	\$1,029,800	\$1,029,800	\$1,029,800
Marketing							
Personnel Services	353,347	395,332	435,900	543,800	572,900	572,900	572,900
Materials & Services	377,732	342,041	317,200	242,120	362,600	362,600	362,600
	\$731,079	\$737,373	\$753,100	\$785,920	\$935,500	\$935,500	\$935,500
Accessible & Customer Services							
Personnel Services	506,281	577,016	628,700	705,900	676,000	676,000	676,000
Materials & Services	11,447	25,857	44,500	58,150	67,800	67,800	67,800
	\$517,728	\$602,873	\$673,200	\$764,050	\$743,800	\$743,800	\$743,800
Planning & Development							
Personnel Services	643,422	725,973	816,600	845,700	839,500	839,500	839,500
Materials & Services	24,023	34,798	31,200	35,660	109,700	109,700	109,700
	\$667,445	\$760,771	\$847,800	\$881,360	\$949,200	\$949,200	\$949,200
Point2point							
Personnel Services	341,726	467,256	545,000	584,800	619,100	619,100	619,100
Materials & Services	284,380	225,780	497,700	309,370	671,100	671,100	671,100
	\$626,106	\$693,036	\$1,042,700	\$894,170	\$1,290,200	\$1,290,200	\$1,290,200
Facilities Management							
Personnel Services	668,231	620,261	646,300	673,300	706,900	706,900	706,900
Materials & Services	910,308	1,115,644	1,244,500	1,310,230	1,368,400	1,368,400	1,368,400
	\$1,578,539	\$1,735,905	\$1,890,800	\$1,983,530	\$2,075,300	\$2,075,300	\$2,075,300
Transit Operations							
Personnel Services	15,853,052	16,084,725	17,294,000	16,599,500	17,522,900	17,522,900	17,522,900
Materials & Services	584,975	624,988	646,100	667,150	702,600	702,600	702,600
	\$16,438,027	\$16,709,713	\$17,940,100	\$17,266,650	\$18,225,500	\$18,225,500	\$18,225,500
Transit Operations Training							
Personnel Services	209,621	221,711	193,700	235,000	188,800	188,800	188,800
Materials & Services	12,518	11,150	24,300	28,500	26,200	26,200	26,200
	\$222,139	\$232,861	\$218,000	\$263,500	\$215,000	\$215,000	\$215,000



**Lane Transit District
Department Summary
Fiscal Year 2013-2014**

Department Budget	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Maintenance							
Personnel Services	3,693,473	3,880,290	4,257,300	3,976,900	4,190,000	4,190,000	4,190,000
Materials & Services	3,848,594	4,104,765	4,858,300	3,824,600	4,763,400	4,763,400	4,763,400
	\$7,542,067	\$7,985,055	\$9,115,600	\$7,801,500	\$8,953,400	\$8,953,400	\$8,953,400
Insurance							
Insurance & Risk Management	1,054,275	1,028,842	1,416,200	1,210,200	1,064,900	1,064,900	1,064,900
	\$1,054,275	\$1,028,842	\$1,416,200	\$1,210,200	\$1,064,900	\$1,064,900	\$1,064,900
Total	\$33,074,133	\$34,255,685	\$38,250,700	\$36,248,270	\$39,113,000	\$39,113,000	\$39,113,000

Summary by Type	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Personnel Services	24,818,711	25,460,045	27,574,800	26,982,800	28,388,700	28,388,700	28,388,700
Materials & Services	7,201,147	7,766,798	9,259,700	8,055,270	9,659,400	9,659,400	9,659,400
Insurance & Risk Management	1,054,275	1,028,842	1,416,200	1,210,200	1,064,900	1,064,900	1,064,900
Total	\$33,074,133	\$34,255,685	\$38,250,700	\$36,248,270	\$39,113,000	\$39,113,000	\$39,113,000

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Administration	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Government Relations	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Finance	9.00	9.00	9.00	9.00	9.80	9.80	9.80
Information Technology	5.00	6.00	6.00	6.00	6.00	6.00	6.00
Human Resources	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Marketing	5.10	5.10	5.10	6.10	7.10	7.10	7.10
Accessible & Customer Services	8.90	9.90	9.25	9.00	9.00	9.00	9.00
Planning & Development	8.50	9.50	9.50	9.90	9.99	9.99	9.99
Point2point	4.75	6.28	6.28	6.28	6.38	6.38	6.38
Facilities Management	7.25	7.25	7.25	7.25	8.00	8.00	8.00
Transit Operations	192.00	195.00	201.00	201.00	201.00	201.00	201.00
Transit Operations Training	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Maintenance	43.00	44.00	44.00	44.00	44.00	44.00	44.00
Total Full Time Equivalent (FTE)	294.50	303.03	308.38	309.53	313.27	313.27	313.27



General Administration

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	526,770	453,293	503,000	475,500	491,500	491,500	491,500
Capital-Related Payroll	(23,330)	(279)	0	(300)	0	0	0
	\$503,440	\$453,014	\$503,000	\$475,200	\$491,500	\$491,500	\$491,500

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	85,469	14,784	24,500	20,990	24,400	24,400	24,400
Office/Computer Supplies	5,878	7,739	8,300	7,190	8,600	8,600	8,600
Fuel-Administrative Vehicles	5,270	5,847	7,500	5,300	6,500	6,500	6,500
Professional Services	46,630	46,920	55,200	46,200	55,700	55,700	55,700
Training & Travel	6,794	18,625	21,000	15,000	19,000	19,000	19,000
Telecom & Network	4,490	4,461	4,800	4,400	3,600	3,600	3,600
Board of Directors Expenses	0	40,393	40,100	29,750	32,200	32,200	32,200
	\$154,531	\$138,769	\$161,400	\$128,830	\$150,000	\$150,000	\$150,000

General Administration Total	\$657,971	\$591,783	\$664,400	\$604,030	\$641,500	\$641,500	\$641,500
Percent Change		-10.1%		2.1%	-3.4%	-3.4%	-3.4%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Services Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Services Assistant	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total FTE	4.00	4.00	4.00	4.00	4.00	4.00	4.00



Government Relations

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	0	0	0	0	117,700	117,700	117,700
	\$0	\$0	\$0	\$0	\$117,700	\$117,700	\$117,700

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	55,097	54,260	56,600	55,530	60,000	60,000	60,000
Professional Services	61,594	62,965	65,000	60,980	62,000	62,000	62,000
Training & Travel	3,463	5,915	6,500	5,000	12,000	12,000	12,000
	\$120,154	\$123,140	\$128,100	\$121,510	\$134,000	\$134,000	\$134,000

Government Relations Total	\$120,154	\$123,140	\$128,100	\$121,510	\$251,700	\$251,700	\$251,700
Percent Change		2.5%		-1.3%	96.5%	96.5%	96.5%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Government Relations Manager	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Total FTE	0.00	0.00	0.00	0.00	1.00	1.00	1.00



Finance

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	900,711	961,713	1,003,100	1,016,300	1,157,700	1,157,700	1,157,700
Capital-Related Payroll	(16,417)	(9,449)	(9,900)	(8,700)	(17,600)	(17,600)	(17,600)
	\$884,294	\$952,264	\$993,200	\$1,007,600	\$1,140,100	\$1,140,100	\$1,140,100
Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	5,952	7,512	8,500	8,500	8,500	8,500	8,500
Office/Computer Supplies	4,287	4,814	5,600	5,400	5,600	5,600	5,600
Professional Services	113,918	121,501	150,500	305,500	150,500	150,500	150,500
Training & Travel	12,201	10,235	12,000	6,000	18,000	18,000	18,000
Telecom & Network	3,784	3,684	4,100	4,300	4,400	4,400	4,400
General Maintenance/Repair	0	375	1,000	500	1,000	1,000	1,000
	\$140,142	\$148,121	\$181,700	\$330,200	\$188,000	\$188,000	\$188,000
Finance Total	\$1,024,436	\$1,100,385	\$1,174,900	\$1,337,800	\$1,328,100	\$1,328,100	\$1,328,100
Percent Change		7.4%		21.6%	13.0%	13.0%	13.0%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Finance & Information Technology	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Chief Accountant/Internal Auditor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Finance Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Payroll Technician	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Purchasing Specialist	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Accounting Technician	3.00	3.00	2.00	2.00	2.00	2.00	2.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Accounting Assistant	0.00	0.00	0.00	0.00	0.80	0.80	0.80
Total FTE	9.00	9.00	9.00	9.00	9.80	9.80	9.80



Information Technology

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	790,696	684,589	823,600	806,900	930,200	930,200	930,200
Capital-Related Payroll	(230,234)	(254,387)	(245,900)	(140,700)	(306,600)	(306,600)	(306,600)
	\$560,462	\$430,202	\$577,700	\$666,200	\$623,600	\$623,600	\$623,600

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	507	408	1,900	900	1,900	1,900	1,900
Office/Computer Supplies	23,061	23,896	33,000	32,450	34,900	34,900	34,900
Shop & Facility Supplies	1,010	821	3,700	1,650	3,700	3,700	3,700
Professional Services	22,489	41,150	55,000	55,000	65,000	65,000	65,000
Training & Travel	3,961	9,615	10,000	10,000	10,000	10,000	10,000
Telecom & Network	77,098	104,509	143,200	133,500	133,800	133,800	133,800
Computer Hardware Support	359,339	419,758	534,400	525,400	512,900	512,900	512,900
Website Support	907	708	300	1,800	1,900	1,900	1,900
Equipment Service Contracts	16,798	12,092	21,500	21,500	21,400	21,400	21,400
	\$505,170	\$612,957	\$803,000	\$782,200	\$785,500	\$785,500	\$785,500

Information Technology Total	\$1,065,632	\$1,043,159	\$1,380,700	\$1,448,400	\$1,409,100	\$1,409,100	\$1,409,100
Percent Change		-2.1%		38.8%	2.1%	2.1%	2.1%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Information Technology Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Senior Systems Analyst	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Database Administrator/Software Engineer	2.00	2.00	2.00	2.00	2.00	2.00	2.00
IT Systems Engineer	0.00	1.00	1.00	1.00	1.00	1.00	1.00
IT Support Technician II	0.00	1.00	1.00	1.00	1.00	1.00	1.00
IT Support Technician I	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Total FTE	5.00	6.00	6.00	6.00	6.00	6.00	6.00



Human Resources

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	601,362	652,001	683,400	668,900	699,700	699,700	699,700
	\$601,362	\$652,001	\$683,400	\$668,900	\$699,700	\$699,700	\$699,700
Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	4,187	9,755	5,100	5,350	7,100	7,100	7,100
Office/Computer Supplies	338	1,184	2,700	2,000	1,200	1,200	1,200
Professional Services	40,156	80,243	52,500	52,500	75,100	75,100	75,100
Training & Travel	21,900	45,524	57,000	42,000	59,000	59,000	59,000
Employee Programs	24,885	24,016	53,000	43,000	49,500	49,500	49,500
Recruitment Expenses	54,060	38,968	15,000	20,000	50,000	50,000	50,000
Screening/Medical	12,000	12,171	16,600	17,100	18,400	18,400	18,400
Employee Relations	66,373	43,681	116,000	31,000	66,000	66,000	66,000
Telecom & Network	3,274	3,246	3,800	3,800	3,800	3,800	3,800
	\$227,173	\$258,788	\$321,700	\$216,750	\$330,100	\$330,100	\$330,100
Human Resources Total	\$828,535	\$910,789	\$1,005,100	\$885,650	\$1,029,800	\$1,029,800	\$1,029,800
Percent Change		9.9%		-2.8%	2.5%	2.5%	2.5%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Human Resources & Risk Management	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Risk Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Senior Human Resources Analyst	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Training Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Human Resources Technician	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total FTE	6.00	6.00	6.00	6.00	6.00	6.00	6.00



Insurance & Risk Services

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Payroll-Related Costs	729,128	680,584	885,000	751,000	749,300	749,300	749,300
Safety	6,459	1	23,500	16,500	12,500	12,500	12,500
Vehicle Liability	206,312	240,080	369,500	353,500	165,000	165,000	165,000
General Insurance Premiums	112,376	108,177	138,200	89,200	138,100	138,100	138,100
	\$1,054,275	\$1,028,842	\$1,416,200	\$1,210,200	\$1,064,900	\$1,064,900	\$1,064,900
Insurance & Risk Services Total	\$1,054,275	\$1,028,842	\$1,416,200	\$1,210,200	\$1,064,900	\$1,064,900	\$1,064,900
Percent Change		-2.4%		17.6%	-24.8%	-24.8%	-24.8%



Marketing

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	488,460	496,599	517,900	559,000	685,300	685,300	685,300
Capital-Related Payroll	(135,113)	(101,267)	(82,000)	(15,200)	(112,400)	(112,400)	(112,400)
	\$353,347	\$395,332	\$435,900	\$543,800	\$572,900	\$572,900	\$572,900

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Grant Funded	(463)	(2,461)	0	0	0	0	0
General Business Expenses	16,229	44,218	46,200	19,180	57,800	57,800	57,800
Office/Computer Supplies	5,516	2,410	2,500	660	6,500	6,500	6,500
Printed Passenger Information	31,765	25,778	34,000	24,400	33,800	33,800	33,800
Program Supplies	51,610	54,403	60,500	61,500	60,500	60,500	60,500
Project/Event Supplies	9,654	25,277	21,000	10,000	16,000	16,000	16,000
Professional Services	98,013	59,528	74,000	47,530	66,500	66,500	66,500
Training & Travel	1,734	5,436	6,000	6,600	13,000	13,000	13,000
Telecom & Network	3,976	3,797	4,000	4,000	4,000	4,000	4,000
Advertising Agency Fees	95,105	10,290	19,000	23,250	21,500	21,500	21,500
Advertising Media	64,418	45,156	50,000	45,000	68,000	68,000	68,000
Market Research & Information	175	68,209	0	0	15,000	15,000	15,000
	\$377,732	\$342,041	\$317,200	\$242,120	\$362,600	\$362,600	\$362,600

Marketing Total	\$731,079	\$737,373	\$753,100	\$785,920	\$935,500	\$935,500	\$935,500
Percent Change		0.9%		6.6%	24.2%	24.2%	24.2%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.50	0.50	0.50	0.50
Director of Community Relations	0.00	0.00	0.50	0.00	0.00	0.00	0.00
Director of Service Planning, Accessibility, & Marketin	0.50	0.50	0.00	0.00	0.00	0.00	0.00
Marketing Supervisor	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Marketing Representative	2.00	2.00	2.00	1.00	1.00	1.00	1.00
Project Communications Coordinator	0.00	0.00	0.00	0.00	1.00	1.00	1.00
Graphic Designer	1.60	1.60	1.60	2.00	2.00	2.00	2.00
Administrative Secretary	1.00	1.00	1.00	0.60	0.60	0.60	0.60
Distribution Coordinator	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Total FTE	5.10	5.10	5.10	6.10	7.10	7.10	7.10



Accessible & Customer Services

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	270,676	311,918	343,000	360,000	306,700	306,700	306,700
Amalgamated Transit Union	445,081	457,605	481,400	469,600	491,300	491,300	491,300
Capital-Related Payroll	(209,476)	(192,507)	(195,700)	(123,700)	(122,000)	(122,000)	(122,000)
	\$506,281	\$577,016	\$628,700	\$705,900	\$676,000	\$676,000	\$676,000
Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Grant Funded	(27,264)	(31,283)	(20,700)	0	(22,600)	(22,600)	(22,600)
General Business Expenses	6,052	5,164	10,300	10,700	12,400	12,400	12,400
Office/Computer Supplies	643	1,521	2,200	3,250	7,400	7,400	7,400
Program Supplies	5,606	13,786	14,800	9,700	22,500	22,500	22,500
Uniforms	90	1,347	1,500	1,200	5,100	5,100	5,100
Professional Services	0	0	1,000	0	4,600	4,600	4,600
Training & Travel	1,393	9,100	6,000	6,400	7,000	7,000	7,000
Telecom & Network	24,927	26,222	29,400	26,900	31,400	31,400	31,400
	\$11,447	\$25,857	\$44,500	\$58,150	\$67,800	\$67,800	\$67,800
Accessible & Customer Services Total	\$517,728	\$602,873	\$673,200	\$764,050	\$743,800	\$743,800	\$743,800
Percent Change		16.4%		26.7%	10.5%	10.5%	10.5%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Accessible & Customer Services Manager	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Manager	0.90	0.90	0.25	0.00	0.00	0.00	0.00
Human Services Transportation Coordinator	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Specialist	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Accessible Services Coordinator	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lead Customer Service Representative	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Customer Service Representative	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Total FTE	8.90	9.90	9.25	9.00	9.00	9.00	9.00



Planning & Development

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	985,793	1,048,858	1,086,500	1,050,000	1,130,100	1,130,100	1,130,100
Amalgamated Transit Union	1,061	1,512	2,500	2,700	2,500	2,500	2,500
Capital-Related Payroll	(343,432)	(324,397)	(272,400)	(207,000)	(293,100)	(293,100)	(293,100)
	\$643,422	\$725,973	\$816,600	\$845,700	\$839,500	\$839,500	\$839,500

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	3,489	2,541	3,100	2,850	3,000	3,000	3,000
Office/Computer Supplies	220	327	1,100	700	500	500	500
Professional Services	3,490	9,852	8,500	8,500	83,500	83,500	83,500
Training & Travel	5,871	12,954	8,500	13,410	12,500	12,500	12,500
Telecom & Network	10,953	9,124	10,000	10,200	10,200	10,200	10,200
	\$24,023	\$34,798	\$31,200	\$35,660	\$109,700	\$109,700	\$109,700

Planning & Development Total	\$667,445	\$760,771	\$847,800	\$881,360	\$949,200	\$949,200	\$949,200
Percent Change		14.0%		15.9%	12.0%	12.0%	12.0%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Customer Services & Planning	0.00	0.00	0.00	0.50	0.50	0.50	0.50
Director of Community Relations	0.00	0.00	0.50	0.00	0.00	0.00	0.00
Director of Service Planning, Accessibility, & Marketin	0.50	0.50	0.00	0.00	0.00	0.00	0.00
Director of Planning & Development	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Planning & Development Manager	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Senior Project Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Service Planning Manager	1.00	1.00	1.00	1.00	0.34	0.34	0.34
Development Planner	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Transit Planner	2.00	2.00	2.00	2.00	3.00	3.00	3.00
Development Services Associate	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	0.75	0.75	0.75	1.15	0.90	0.90	0.90
Intern	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Total FTE	8.50	9.50	9.50	9.90	9.99	9.99	9.99



Point2point

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	373,773	454,577	576,700	565,600	671,900	671,900	671,900
Capital-Related Payroll	(32,047)	12,679	(31,700)	19,200	(52,800)	(52,800)	(52,800)
	\$341,726	\$467,256	\$545,000	\$584,800	\$619,100	\$619,100	\$619,100
Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	9,857	7,808	9,000	9,770	117,800	117,800	117,800
Office/Computer Supplies	10,010	5,001	14,700	13,000	39,800	39,800	39,800
Program Supplies	11,252	3,210	7,000	7,000	11,600	11,600	11,600
Professional Services	125,937	39,233	221,300	40,000	325,300	325,300	325,300
Training & Travel	6,640	9,048	5,000	11,000	5,000	5,000	5,000
Telecom & Network	2,924	5,132	4,000	4,000	4,000	4,000	4,000
Computer Hardware Support	5,500	5,775	6,600	6,600	6,600	6,600	6,600
Website Support	2,821	1,396	12,000	3,000	10,700	10,700	10,700
Advertising Agency Fees	16,079	585	0	0	0	0	0
Advertising Media	18,150	9,941	15,100	12,000	6,400	6,400	6,400
Market Research & Information	1,146	475	2,000	2,000	4,000	4,000	4,000
Transportation Demand Management	74,064	138,176	201,000	201,000	139,900	139,900	139,900
	\$284,380	\$225,780	\$497,700	\$309,370	\$671,100	\$671,100	\$671,100
Point2point Total	\$626,106	\$693,036	\$1,042,700	\$894,170	\$1,290,200	\$1,290,200	\$1,290,200
Percent Change		10.7%		29.0%	23.7%	23.7%	23.7%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Transportation Options Program Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Employer Program Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Project Communications Coordinator	0.00	0.90	0.90	0.90	0.00	0.00	0.00
Rideshare Program Specialist	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Rideshare Program Coordinator	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Transportation Options Coordinator	0.00	0.00	0.00	0.00	1.00	1.00	1.00
School Transportation Project Assistant	0.75	0.00	0.00	0.00	0.00	0.00	0.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
SmartTrips Coordinator	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Intern	0.00	0.38	0.38	0.38	0.38	0.38	0.38
Total FTE	4.75	6.28	6.28	6.28	6.38	6.38	6.38



Facilities Management

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	714,626	570,267	636,900	617,000	707,300	707,300	707,300
Amalgamated Transit Union	76,001	78,555	82,000	79,300	73,200	73,200	73,200
Capital-Related Payroll	(122,396)	(28,561)	(72,600)	(23,000)	(73,600)	(73,600)	(73,600)
	\$668,231	\$620,261	\$646,300	\$673,300	\$706,900	\$706,900	\$706,900

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Grant Funded	(11,122)	(14,653)	(21,900)	(14,820)	(20,600)	(20,600)	(20,600)
General Business Expenses	10,368	7,441	10,700	9,580	11,900	11,900	11,900
Office/Computer Supplies	2,270	2,014	4,100	4,000	5,100	5,100	5,100
Uniforms	759	0	1,500	1,500	1,000	1,000	1,000
Fuel-Administrative Vehicles	5,689	7,151	7,000	6,000	7,000	7,000	7,000
Shop & Facility Supplies	23,957	28,565	42,500	21,540	33,100	33,100	33,100
Operating Leases	0	0	100	100	100	100	100
Professional Services	79,684	183,998	136,500	145,700	106,500	106,500	106,500
Training & Travel	8,369	8,972	6,000	2,000	12,000	12,000	12,000
Telecom & Network	9,625	9,388	9,500	9,400	10,000	10,000	10,000
Utilities	171,025	181,743	194,000	344,220	363,700	363,700	363,700
Cleaning	411,621	505,402	587,500	545,100	580,000	580,000	580,000
General Maintenance/Repair	128,522	139,890	203,500	182,010	189,200	189,200	189,200
Facility Skilled Trades	64,895	47,157	57,000	50,300	63,500	63,500	63,500
Equipment Service Contracts	4,646	8,576	6,500	3,600	5,900	5,900	5,900
	\$910,308	\$1,115,644	\$1,244,500	\$1,310,230	\$1,368,400	\$1,368,400	\$1,368,400

Facilities Management Total	\$1,578,539	\$1,735,905	\$1,890,800	\$1,983,530	\$2,075,300	\$2,075,300	\$2,075,300
Percent Change		10.0%		14.3%	9.8%	9.8%	9.8%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Facilities Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Facilities Electrical & Electronics Specialist	0.00	0.00	0.00	1.00	1.00	1.00	1.00
Facilities Maintenance Specialist	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Facilities Maintenance Generalist II	0.00	2.00	2.00	3.00	3.00	3.00	3.00
Facilities Maintenance Generalist I	3.00	1.00	1.00	0.00	0.00	0.00	0.00
Station Cleaner	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	0.25	0.25	0.25	0.25	1.00	1.00	1.00
Total FTE	7.25	7.25	7.25	7.25	8.00	8.00	8.00



Facilities Management by Cost Center

Facilities Services Administration	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	714,626	570,267	636,900	617,000	707,300	707,300	707,300
Amalgamated Transit Union	76,001	78,555	82,000	79,300	73,200	73,200	73,200
Capital-Related Payroll	(122,396)	(28,561)	(72,600)	(23,000)	(73,600)	(73,600)	(73,600)
General Business Expenses	4,573	1,657	2,100	1,600	2,400	2,400	2,400
Office/Computer Supplies	51	0	100	0	100	100	100
Uniforms	759	0	1,500	1,500	1,000	1,000	1,000
Fuel-Administrative Vehicles	5,689	7,151	7,000	6,000	7,000	7,000	7,000
Operating Leases	0	0	100	100	100	100	100
Professional Services	2,425	7,122	13,000	7,000	5,000	5,000	5,000
Training & Travel	8,369	8,972	6,000	2,000	12,000	12,000	12,000
Telecom & Network	9,625	9,388	9,500	9,400	10,000	10,000	10,000
	\$699,722	\$654,551	\$685,600	\$700,900	\$744,500	\$744,500	\$744,500

Glenwood Facility	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Shop & Facility Supplies	18,749	15,669	20,500	11,200	15,500	15,500	15,500
Professional Services	1,843	1,992	3,000	1,000	3,000	3,000	3,000
Utilities	46,385	50,591	56,700	214,700	224,700	224,700	224,700
Cleaning	48,780	61,267	79,000	76,500	79,000	79,000	79,000
General Maintenance/Repair	52,064	50,734	57,600	70,600	71,600	71,600	71,600
Facility Skilled Trades	50,860	25,577	30,500	28,200	36,500	36,500	36,500
Equipment Service Contracts	3,621	6,921	4,500	1,600	3,500	3,500	3,500
	\$222,302	\$212,751	\$251,800	\$403,800	\$433,800	\$433,800	\$433,800

Stations	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	1,043	1,029	1,500	1,100	1,500	1,500	1,500
Shop & Facility Supplies	1,168	1,111	2,000	1,000	2,000	2,000	2,000
Professional Services	355	4,367	4,000	1,500	3,000	3,000	3,000
Utilities	17,532	21,590	20,000	23,000	25,000	25,000	25,000
Cleaning	37,505	43,375	55,500	50,100	55,500	55,500	55,500
General Maintenance/Repair	24,704	48,723	45,000	41,000	36,000	36,000	36,000
Warranty/Rebuilds	0	0	0	14,000	0	0	0
	\$82,307	\$120,195	\$128,000	\$131,700	\$123,000	\$123,000	\$123,000

Eugene Station	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Shop & Facility Supplies	680	7,102	10,500	5,800	6,000	6,000	6,000
Professional Services	1,086	1,151	2,500	0	2,500	2,500	2,500
Utilities	58,990	57,790	65,000	59,500	60,000	60,000	60,000
Cleaning	115,537	135,879	145,000	135,000	145,000	145,000	145,000
General Maintenance/Repair	10,011	7,968	47,800	22,300	27,800	27,800	27,800
Facility Skilled Trades	5,654	10,890	13,500	8,500	10,500	10,500	10,500
Equipment Service Contracts	541	1,048	1,200	1,700	1,600	1,600	1,600
	\$192,499	\$221,828	\$285,500	\$232,800	\$253,400	\$253,400	\$253,400

Springfield Station	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Shop & Facility Supplies	758	1,923	2,000	220	2,100	2,100	2,100
Professional Services	1,570	1,805	3,000	0	1,000	1,000	1,000
Utilities	29,140	29,262	32,300	29,520	33,500	33,500	33,500
Cleaning	60,829	69,206	87,000	83,000	85,000	85,000	85,000
General Maintenance/Repair	8,925	880	5,000	1,010	5,000	5,000	5,000
Facility Skilled Trades	8,381	10,690	13,000	13,600	16,500	16,500	16,500
Equipment Service Contracts	484	607	800	300	800	800	800
	\$110,087	\$114,373	\$143,100	\$127,650	\$143,900	\$143,900	\$143,900



Facilities Management by Cost Center

Park & Rides	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	4,752	4,752	7,000	6,780	7,000	7,000	7,000
Professional Services	100	100	1,000	500	1,000	1,000	1,000
	\$4,852	\$4,852	\$8,000	\$7,280	\$8,000	\$8,000	\$8,000

Shelters	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	0	3	100	100	1,000	1,000	1,000
Shop & Facility Supplies	1,372	225	3,000	1,200	3,000	3,000	3,000
Utilities	446	480	1,000	500	500	500	500
Cleaning	73,397	75,761	90,000	80,000	85,000	85,000	85,000
General Maintenance/Repair	2,286	571	1,000	1,000	5,000	5,000	5,000
	\$77,501	\$77,040	\$95,100	\$82,800	\$94,500	\$94,500	\$94,500

Bus Stops (Signs)	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Shop & Facility Supplies	407	851	2,000	100	1,000	1,000	1,000
General Maintenance/Repair	5,978	0	5,200	1,500	5,200	5,200	5,200
	\$6,385	\$851	\$7,200	\$1,600	\$6,200	\$6,200	\$6,200

RideSource Facility	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Grant Funded	(11,122)	(14,653)	(21,900)	(14,820)	(20,600)	(20,600)	(20,600)
Shop & Facility Supplies	322	1,308	1,500	520	1,000	1,000	1,000
Professional Services	0	0	0	700	1,000	1,000	1,000
Cleaning	437	568	1,000	500	500	500	500
General Maintenance/Repair	10,407	12,777	19,400	13,100	18,100	18,100	18,100
	\$44	\$0	\$0	\$0	\$0	\$0	\$0

310 Garfield	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Professional Services	480	72,900	0	50,000	0	0	0
Utilities	9,013	3,914	0	0	0	0	0
General Maintenance/Repair	875	928	1,000	500	1,000	1,000	1,000
	\$10,368	\$77,742	\$1,000	\$50,500	\$1,000	\$1,000	\$1,000

EmX Stations	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Office/Computer Supplies	2,219	2,014	4,000	4,000	5,000	5,000	5,000
Shop & Facility Supplies	502	340	500	1,500	2,000	2,000	2,000
Professional Services	1,646	1,822	5,000	5,000	5,000	5,000	5,000
Utilities	9,519	18,116	19,000	17,000	20,000	20,000	20,000
Cleaning	75,136	119,346	130,000	120,000	130,000	130,000	130,000
General Maintenance/Repair	12,762	17,085	20,000	16,000	18,000	18,000	18,000
	\$101,784	\$158,723	\$178,500	\$163,500	\$180,000	\$180,000	\$180,000

EmX Busways	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Shop & Facility Supplies	0	36	500	0	500	500	500
Professional Services	70,180	92,739	105,000	80,000	85,000	85,000	85,000
General Maintenance/Repair	508	224	1,500	1,000	1,500	1,500	1,500
	\$70,688	\$92,999	\$107,000	\$81,000	\$87,000	\$87,000	\$87,000

Facilities Management by Cost Center Total	\$1,578,539	\$1,735,905	\$1,890,800	\$1,983,530	\$2,075,300	\$2,075,300	\$2,075,300
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Transit Operations

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	1,761,111	1,797,626	1,917,700	1,898,000	1,901,800	1,901,800	1,901,800
Amalgamated Transit Union	14,091,941	14,287,099	15,376,300	14,701,500	15,621,100	15,621,100	15,621,100
	\$15,853,052	\$16,084,725	\$17,294,000	\$16,599,500	\$17,522,900	\$17,522,900	\$17,522,900

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	9,009	32,344	14,100	27,650	30,300	30,300	30,300
Office/Computer Supplies	2,104	2,776	3,500	3,500	3,500	3,500	3,500
Printed Transportation Supplies	423	547	1,200	500	800	800	800
Program Supplies	3,323	2,011	5,500	2,700	3,300	3,300	3,300
Uniforms	28,083	30,345	36,000	34,100	35,500	35,500	35,500
Fuel-Administrative Vehicles	15,042	17,341	22,500	18,500	22,500	22,500	22,500
Bus Wash & Cleaning Supplies	2,321	1,975	3,600	3,000	2,700	2,700	2,700
Safety	113	155	400	600	600	600	600
Contracted Security/Professional Services	483,459	495,601	532,500	521,100	545,600	545,600	545,600
Training & Travel	8,024	13,441	18,800	21,000	25,300	25,300	25,300
Employee Programs	5,138	2,892	8,000	10,000	8,000	8,000	8,000
Telecom & Network	25,279	25,560	0	24,500	24,500	24,500	24,500
General Maintenance/Repair	2,657	0	0	0	0	0	0
	\$584,975	\$624,988	\$646,100	\$667,150	\$702,600	\$702,600	\$702,600

Transit Operations Total	\$16,438,027	\$16,709,713	\$17,940,100	\$17,266,650	\$18,225,500	\$18,225,500	\$18,225,500
Percent Change		1.7%		3.3%	1.6%	1.6%	1.6%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Transit Operations	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Station & Security Manager	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Scheduling Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Transit Operations Supervisor	12.00	12.00	12.00	12.00	12.00	12.00	12.00
Administrative Services Coordinator	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Services Assistant	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Operator	175.00	178.00	184.00	184.00	184.00	184.00	184.00
Total FTE	192.00	195.00	201.00	201.00	201.00	201.00	201.00



Transit Operations Training

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	98,874	106,478	113,700	108,500	108,800	108,800	108,800
Amalgamated Transit Union	110,747	115,233	80,000	126,500	80,000	80,000	80,000
	\$209,621	\$221,711	\$193,700	\$235,000	\$188,800	\$188,800	\$188,800

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	419	409	2,100	2,400	2,100	2,100	2,100
Program Supplies	122	20	200	200	200	200	200
Professional Services	3,816	3,595	5,800	5,800	8,900	8,900	8,900
Training & Travel	8,161	7,126	16,200	20,100	15,000	15,000	15,000
	\$12,518	\$11,150	\$24,300	\$28,500	\$26,200	\$26,200	\$26,200

Transit Operations Training Total	\$222,139	\$232,861	\$218,000	\$263,500	\$215,000	\$215,000	\$215,000
Percent Change		4.8%		13.2%	-1.4%	-1.4%	-1.4%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Operations Training Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total FTE	1.00	1.00	1.00	1.00	1.00	1.00	1.00



Maintenance

Personnel Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Administration	706,635	767,094	933,700	815,300	903,100	903,100	903,100
Amalgamated Transit Union	2,986,838	3,113,196	3,323,600	3,161,600	3,286,900	3,286,900	3,286,900
	\$3,693,473	\$3,880,290	\$4,257,300	\$3,976,900	\$4,190,000	\$4,190,000	\$4,190,000

Materials & Services	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
General Business Expenses	1,533	993	2,500	2,350	3,900	3,900	3,900
Office/Computer Supplies	1,044	2,029	4,200	3,800	4,100	4,100	4,100
Uniforms	27,220	26,610	32,700	32,700	33,900	33,900	33,900
Fuel & Lubricants-Buses	2,607,106	2,946,262	3,418,600	2,685,800	3,404,200	3,404,200	3,404,200
Fuel-Administrative Vehicles	4,993	4,470	5,400	4,300	5,500	5,500	5,500
Parts & Tires	856,349	852,985	989,300	863,600	1,038,100	1,038,100	1,038,100
Bus Wash & Cleaning Supplies	13,356	8,728	11,300	11,400	11,600	11,600	11,600
Shop & Facility Supplies	69,249	33,476	37,700	33,900	38,500	38,500	38,500
Professional Services	6,772	1,641	49,100	88,500	125,200	125,200	125,200
Training & Travel	6,235	3,942	9,000	8,600	21,000	21,000	21,000
Telecom & Network	7,160	6,983	8,700	8,700	9,600	9,600	9,600
Utilities	146,761	150,761	162,000	0	0	0	0
General Maintenance/Repair	0	1,500	1,600	1,600	1,600	1,600	1,600
Equipment Service Contracts	15,602	16,358	18,500	8,550	12,000	12,000	12,000
Maintenance Contract Services-Revenue Vehicles	93,490	70,027	75,700	57,800	77,100	77,100	77,100
Warranty/Rebuilds	(8,276)	(22,000)	32,000	13,000	(22,900)	(22,900)	(22,900)
	\$3,848,594	\$4,104,765	\$4,858,300	\$3,824,600	\$4,763,400	\$4,763,400	\$4,763,400

Maintenance Total	\$7,542,067	\$7,985,055	\$9,115,600	\$7,801,500	\$8,953,400	\$8,953,400	\$8,953,400
Percent Change		5.9%		-2.3%	-1.8%	-1.8%	-1.8%

Personnel Profile	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Director of Maintenance	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Maintenance Supervisor	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Maintenance Technical Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Engineering Technician	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Inventory Supervisor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lead Journeyman Mechanic Instructor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lead Journeyman Mechanic	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Journeyman Mechanic	17.00	17.00	17.00	17.00	17.00	17.00	17.00
Journeyman Tire Specialist	1.00	1.00	1.00	1.00	1.00	1.00	1.00
General Service Worker	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Lead Inventory Technician	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Inventory Technician	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Lead Detailer	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Equipment Detail Technician	4.00	4.00	4.00	4.00	4.00	4.00	4.00
Total FTE	43.00	44.00	44.00	44.00	44.00	44.00	44.00



Accessible Services Fund

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
Accessible Services Fund
Fiscal Year 2013-2014**

Resources	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Beginning Working Capital	\$298,795	\$304,314	\$216,300	\$290,630	\$259,700	\$259,700	\$259,700
Operating Revenues							
State Special Transportation Funds (STF)	547,226	540,436	473,000	553,590	527,000	527,000	527,000
State Transportation Operating (STO)	422,988	55,844	0	55,850	53,800	53,800	53,800
American Recovery & Reinvestment Act (ARRA)	8,629	0	0	0	0	0	0
Federal Elderly & Disabled Funds (5310)	1,158,711	1,136,784	1,528,500	1,507,590	987,300	987,300	987,300
Federal Non-Urbanized Area Formula Funds (5311)	129,653	142,382	154,900	149,400	151,600	151,600	151,600
Federal Job Access/Reverse Commute (JARC) Funds (5316)	64,934	187,838	25,000	202,400	211,300	211,300	211,300
Federal New Freedom (5317)	67,216	15,588	152,000	31,400	45,800	45,800	45,800
Other Federal Grants	830,136	695,295	704,100	923,830	969,500	969,500	969,500
Medicaid Medical	9,520	28,382	0	0	0	0	0
Other State Grants	45,113	0	60,300	0	0	0	0
Farebox	284,576	317,527	319,500	327,840	342,300	342,300	342,300
Local Funds	68,090	92,700	90,300	90,000	91,500	91,500	91,500
Miscellaneous Income	154	200	0	0	0	0	0
Interest Income	940	1,028	0	0	0	0	0
Transfer from General Fund	1,400,925	1,906,944	2,501,300	1,606,880	2,635,400	2,635,400	2,635,400
	\$5,038,811	\$5,120,948	\$6,008,900	\$5,448,780	\$6,015,500	\$6,015,500	\$6,015,500
Total Resources	\$5,337,606	\$5,425,262	\$6,225,200	\$5,739,410	\$6,275,200	\$6,275,200	\$6,275,200

Requirements	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Operating Requirements							
Eugene/Springfield-Based Service							
ADA RideSource	4,173,254	4,203,432	4,989,600	4,495,630	4,866,800	4,866,800	4,866,800
Transit Training and Hosts	118,045	122,188	130,000	135,340	142,900	142,900	142,900
Special Transport	70,880	82,440	86,600	88,730	92,700	92,700	92,700
	\$4,362,179	\$4,408,060	\$5,206,200	\$4,719,700	\$5,102,400	\$5,102,400	\$5,102,400
Rural Lane County Services							
South Lane	64,659	94,779	104,000	101,310	110,400	110,400	110,400
Oakridge	157,548	156,324	188,000	189,980	222,800	222,800	222,800
Florence	151,422	183,852	172,000	158,060	168,700	168,700	168,700
	\$373,629	\$434,955	\$464,000	\$449,350	\$501,900	\$501,900	\$501,900
Other Services							
Mobility Management	165,934	132,098	170,000	156,930	178,500	178,500	178,500
Crucial Connections	0	0	0	8,530	9,000	9,000	9,000
Veterans Transportation	0	0	0	22,090	8,600	8,600	8,600
Lane County Coordination	126,781	134,457	168,700	92,180	96,100	96,100	96,100
	\$292,715	\$266,555	\$338,700	\$279,730	\$292,200	\$292,200	\$292,200
Total Operating Requirements	\$5,028,523	\$5,109,570	\$6,008,900	\$5,448,780	\$5,896,500	\$5,896,500	\$5,896,500
Transfer to Capital Fund	\$4,769	\$25,062	\$40,000	\$30,940	\$119,000	\$119,000	\$119,000
Contingency	\$0	\$0	\$176,300	\$0	\$259,700	\$259,700	\$259,700
Total Requirements	\$5,033,292	\$5,134,632	\$6,225,200	\$5,479,720	\$6,275,200	\$6,275,200	\$6,275,200

Percentage Change Analysis	FY 2011-12 Actual compared with FY 2010-11 Actual	FY 2012-13 Estimate compared with FY 2011-12 Actual	FY 2012-13 Estimate compared with FY 2011-12 Actual	FY 2013-14 Proposed compared with FY 2012-13 Budget	FY 2013-14 Approved compared with FY 2012-13 Budget	FY 2013-14 Adopted compared with FY 2012-13 Budget
Total Resources	1.6%		5.8%	0.8%	0.8%	0.8%
Transfer from General Fund	36.1%		-15.7%	5.4%	5.4%	5.4%
Total Requirements	2.0%		6.7%	0.8%	0.8%	0.8%



Medicaid Fund

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
Medicaid Fund
Fiscal Year 2013-2014**

Resources	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Beginning Working Capital	\$150,270	\$151,801	\$151,800	\$200,680	\$200,700	\$200,700	\$200,700
Operating Revenues							
Medicaid	4,156,227	4,334,134	4,521,100	4,603,200	5,066,200	5,066,200	5,066,200
Medicaid Non-Medical	318,992	442,781	419,800	447,130	521,000	521,000	521,000
State Special Transportation Fund (STF) Operating	0	0	88,200	0	0	0	0
State Discretionary Funds	57,948	79,500	32,200	0	0	0	0
Interest	1,531	2,728	0	0	0	0	0
Miscellaneous	0	46,147	0	0	0	0	0
Transfer from General Fund	0	0	0	140,200	147,200	147,200	147,200
	\$4,534,698	\$4,905,290	\$5,061,300	\$5,190,530	\$5,734,400	\$5,734,400	\$5,734,400
Total Resources	\$4,684,968	\$5,057,091	\$5,213,100	\$5,391,210	\$5,935,100	\$5,935,100	\$5,935,100

Requirements	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Operating Requirements							
Medicaid Medical Service	3,379,930	3,586,696	3,735,400	3,865,400	4,251,900	4,251,900	4,251,900
Medicaid Non-Medical Service	370,385	496,955	516,200	562,500	641,200	641,200	641,200
RideSource Call Center Administration	544,100	542,690	574,100	538,200	592,000	592,000	592,000
Mobility Management	76,840	64,229	61,100	71,230	74,800	74,800	74,800
Lane Transit District Administration	161,912	165,845	174,500	153,200	174,500	174,500	174,500
	\$4,533,167	\$4,856,415	\$5,061,300	\$5,190,530	\$5,734,400	\$5,734,400	\$5,734,400
Contingency	\$0	\$0	\$151,800	\$0	\$200,700	\$200,700	\$200,700
Total Requirements	\$4,533,167	\$4,856,415	\$5,213,100	\$5,190,530	\$5,935,100	\$5,935,100	\$5,935,100

Percentage Change Analysis	FY 2011-12 Actual compared with FY 2010-11 Actual		FY 2012-13 Estimate compared with FY 2011-12 Actual	FY 2013-14 Proposed compared with FY 2012-13 Budget	FY 2013-14 Approved compared with FY 2012-13 Budget	FY 2013-14 Adopted compared with FY 2012-13 Budget
Total Resources	7.9%		6.6%	13.8%	13.8%	13.8%
Total Requirements	7.1%		6.9%	13.8%	13.8%	13.8%



Capital Projects Fund

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
Capital Projects Fund
Fiscal Year 2013-2014**

Resources	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Beginning Working Capital	\$81,594	\$952,723	\$1,044,400	\$1,516,800	\$1,750,500	\$1,750,500	\$1,750,500
Federal Grants							
Urbanized Area Formula Funds (5307)	2,720,354	3,202,420	4,663,700	1,553,000	5,695,000	5,695,000	5,695,000
American Recovery & Reinvestment Act (ARRA)	1,162	3,061,888	69,400	0	0	0	0
Discretionary Funds (5309)	10,093,678	10,142,393	18,410,900	172,400	82,209,600	82,209,600	82,209,600
Other Funds	0	776,579	0	78,410	1,268,200	1,268,200	1,268,200
	\$12,815,194	\$17,183,280	\$23,144,000	\$1,803,810	\$89,172,800	\$89,172,800	\$89,172,800
Other Resources							
ConnectOregon	1,114,819	6,240	0	0	0	0	0
Other State of Oregon Grants	279,460	0	3,934,300	0	20,000,000	20,000,000	20,000,000
Other Local Funds	436	42,396	0	0	0	0	0
Miscellaneous Income	400	443	0	0	0	0	0
Transfer from General Fund	0	3,031,900	1,600,000	1,600,000	1,792,700	1,792,700	1,792,700
Transfer from Accessible Services Fund	4,769	25,062	40,000	30,940	119,000	119,000	119,000
	\$1,399,884	\$3,106,041	\$5,574,300	\$1,630,940	\$21,911,700	\$21,911,700	\$21,911,700
Total Resources	\$14,296,672	\$21,242,044	\$29,762,700	\$4,951,550	\$112,835,000	\$112,835,000	\$112,835,000

Requirements	FY 2010-11 Actual	FY 2011-12 Actual	FY 2012-13 Budget	FY 2012-13 Estimate	FY 2013-14 Proposed	FY 2013-14 Approved	FY 2013-14 Adopted
Capital Projects							
Frequent Transit Network							
West Eugene Extension	1,424,608	1,298,104	18,280,800	451,700	85,720,000	85,720,000	85,720,000
Gateway Extension	4,770,140	1,288,065	2,080,000	190,800	840,000	840,000	840,000
Main Street/McVay Transportation Feasibility Study	0	0	937,500	52,200	885,300	885,300	885,300
EmX Vehicles	17,970	0	0	0	9,280,000	9,280,000	9,280,000
	\$6,212,718	\$2,586,169	\$21,298,300	\$694,700	\$96,725,300	\$96,725,300	\$96,725,300
Other Projects							
Revenue Vehicles	4,062,657	13,564,964	125,000	0	8,916,500	8,916,500	8,916,500
Passenger Boarding Improvements/Facilities	1,295,034	1,874,138	2,791,800	1,499,800	1,260,000	1,260,000	1,260,000
Hardware/Software	773,120	270,033	3,080,800	465,400	2,820,100	2,820,100	2,820,100
Intelligent Transportation Systems	11,531	2,398	526,600	12,700	688,000	688,000	688,000
Transit Security Projects	93,247	358,988	652,600	168,000	709,100	709,100	709,100
Bus-Related Equipment	0	0	0	0	450,000	450,000	450,000
Miscellaneous Equipment	16,053	21,102	305,000	25,000	117,000	117,000	117,000
Communications	1,559	127,735	80,000	16,500	150,000	150,000	150,000
Shop Equipment	4,400	57,303	78,500	53,200	30,000	30,000	30,000
Support Vehicles	104	0	60,000	25,800	150,000	150,000	150,000
Accessible Services Vehicles & Projects	873,526	862,419	200,000	240,000	700,000	700,000	700,000
	\$7,131,231	\$17,139,080	\$7,900,300	\$2,506,400	\$15,990,700	\$15,990,700	\$15,990,700
Total Capital Projects	\$13,343,949	\$19,725,249	\$29,198,600	\$3,201,100	\$112,716,000	\$112,716,000	\$112,716,000
Reserves	\$0	\$0	\$564,100	\$0	\$119,000	\$119,000	\$119,000
Total Requirements	\$13,343,949	\$19,725,249	\$29,762,700	\$3,201,100	\$112,835,000	\$112,835,000	\$112,835,000



Capital Improvements Program

Lane Transit District
Fiscal Year 2013-2014

LANE TRANSIT DISTRICT



2014 - 2023

Capital Improvements Program

Lane Transit District

CAPITAL IMPROVEMENTS PROGRAM

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SECTION 1: INTRODUCTION

Background

The Capital Improvements Program (CIP) is a 10-year framework that provides direction and guidance for LTD to satisfy regional transportation demands through capital investments. Annual revisions of the CIP consider new projects and reflect changes in strategic priorities.

LTD capital projects vary in scale in terms of size, cost, and community benefit. Some of these projects maintain existing transportation systems, while others redefine the services provided by the District. The underlying strategy of the CIP is to uphold LTD's Strategic Plan and enhance the community's quality of life through reliable, innovative, and progressive public transportation services.¹ The CIP directly supports all existing planning processes set forth by LTD.

REGIONAL PLANNING APPROACH

The dual purpose of the CIP is to facilitate the efficient use of LTD's limited financial resources while implementing regional planning priorities that anticipate the need for public transportation in the future. LTD's Long-Range Transit Plan (currently under development), Transportation Systems Plans (TSP) of the Cities of Eugene and Springfield, and the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) are examples of local and regional planning mechanisms that are supported by the CIP. A complete description of these and other guiding documents are found in Appendix A. Capital projects that align with local and regional plans are adopted within the capital improvements programs of LTD, Eugene, Springfield, Coburg, Lane County, and the Oregon Department of Transportation (ODOT). CIP projects using federal funds are then drawn into the Metropolitan Transportation Improvement Program (MTIP) list of expenditures for approval by the Central Lane Metropolitan Planning Organization (MPO).²

The FY2014-23 CIP totals approximately \$178.8 million in projects with funding secured or identified and \$129.5 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

Culture of Safety

LTD strives to provide safe, reliable, comfortable, and innovative transportation options to every member of the community by prioritizing safety in all LTD operational, planning, and strategic decisions.³ LTD is endeavoring to foster a culture of safety in all existing services and future actions by using safety as the lens for making decisions.

Capital Investment Priorities

Capital investment priorities are based on the fundamental strategic goals presented in the LTD Strategic Plan, as a way of guiding existing and future services. CIP priorities will undergo reevaluation coinciding with future updates to the Strategic Plan.

All long-term transportation capital investments will consider the following priorities:

¹ Lane Transit District. Strategic Plan, "The LTD Road Map." February 9, 2012.

² Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

³ Lane Transit District. System Safety Program Plan. 2012.

1. **Deliver Exceptional Public Transportation Service:** Provide high-quality, effective, safe, and reliable service that meets the community's mobility needs and maximizes ridership.
2. **Develop Innovative Service that Reduces Dependency on the Automobile:** Provide high-quality, convenient service that attracts new riders, including those who have access to an automobile, in order to help the community meet its current and future transportation needs. The Frequent Transit Network (FTN) is a key innovative strategy that is intended to increase the transit mode share, particularly on congested corridors.
3. **Maintain LTD's Fiscal Integrity:** Satisfy both short- and long-range operational and capital needs by balancing where, when, and how to invest.

CIP Development and Review Process

The CIP is reviewed and adopted annually. Staff creates the draft CIP that is submitted to the public for a 30-day comment period. The public can submit in writing any comments and/or questions about the program and testify at a public hearing that is scheduled within the comment period. Once the public comment period is concluded, all comments and/or questions along with staff responses are submitted to the Board of Directors. Staff then present a revised draft program to the Board for adoption.

The first year of the program becomes the basis for the next year's Capital Projects Fund budget. As the budget is developed, minor adjustments are made to the CIP to account for projects that will continue into the next fiscal year or have had small changes to cost or funding. Since these changes to the CIP are minor in nature, they are submitted to the Board for approval as an administrative amendment when the Board considers the budget for adoption.

Development and Review Schedule:

July 1	Fiscal year begins
July – June	Staff tracks progress of projects and funding
January – February	Staff develops draft CIP
March	CIP submit to public for 30-day comment period
March Board Meeting	Public hearing on CIP
April Board Packet	Public comments/staff responses published
April Board Meeting	Board adopts CIP
April – May	Staff develops budget with CIP informing Capital Projects Fund proposed budget
May	Budget Committee presented proposed budget and approves a budget
June	Board of Directors adopts a budget and approved CIP administrative amendment

PROJECT FUNDING TIERS

Projects are organized into four tiers based on the availability of funding. For the purposes of this plan, LTD has documented projects that are ongoing from the previous year and are currently in design and/or construction. For purposes of capital programming, Tier I projects are the highest priority projects in that all the funding has been clearly identified. Tier II is high-priority projects with partial funding. Projects in the remaining two tiers have funding sources that are presently unidentified and/or unknown and could move forward if funding becomes available.

Funding tiers include the following:

Tier I: Highest-priority projects with full funding identified.

Tier II: High-priority projects that are not fully funded.

Tier III: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.

Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

LTD's final decision to commit funds occurs through the annual capital budget process. Although the CIP is the starting point for the annual budget, the projects actually budgeted each year can vary somewhat from those proposed in the CIP. Projects proposed in the CIP reflect the full budget for any open contract. A multi-year project will reflect the full amount budgeted in the current year. The budget for the current state of a project may change between CIP adoption and project implementation.

Project Classification

Projects are sorted by the following major classifications:

Frequent Transit Network (FTN): These projects encompass the planning, design, and construction of service that increases capacity along major travel corridors. The FTN strengthens regional circulation by tying service and investment decisions to the level of development along corridors on this network.

Fleet: These are projects related to the addition, replacement, and overhaul of service and support vehicles and equipment.

Facilities: These are projects that fund the design, purchase, installation, construction, or improvement/rehabilitation of service, maintenance, and administrative facilities.

Technology Infrastructure and Support Systems: These projects deal with the acquisition, implementation, and enhancement of technology infrastructure, communications equipment, and computer hardware and software.

Safety and Security: These projects deal with the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation service.

Other: These projects include other programs funded with grant funds including Accessible Services, Transportation Options, Preventive Maintenance, and other miscellaneous purchases.

SECTION 2: MASTER LIST OF ALL PROJECTS

Project	Project #	Funding Tier*	Priorities Met**	Estimate	Future Year Projections							Ten-Year Total	
					FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023		
Frequent Transit Network					\$20,810,800	\$15,373,000	\$35,916,400	\$33,114,900	\$14,916,700	\$10,553,000	\$75,100,000	\$184,974,000	
Gateway EmX	4	I	1,2,3	2,080,000								487,500	
Main Street/McVay Corridor - Transit Feasibility Planning	5	I	1,2,3	450,000	487,500								58,412,700
West Eugene EmX Extension - Construction	8	II	1,2,3	5,039,600	10,432,000	21,096,700	26,884,000						9,593,600
West Eugene EmX Extension - Design & Engineering	8	II	1,2,3	13,241,200	3,353,500	2,789,500	2,830,900	366,700	253,000				9,280,200
West Eugene EmX Extension - Vehicles	8	II	1,2,3		9,280,200								2,250,000
Northwest Eugene - Lane Community College Corridor - NEPA	6	III	1,2,3				500,000	1,750,000					800,000
Pavilion EmX Station	7	III	1,2,3		800,000								2,000,000
EmX Vehicle Docking System	1	IV	1,2,3		2,000,000								5,000,000
Franklin Boulevard Right-of-Way Redevelopment	2	IV	1,2,3				2,500,000	2,500,000					1,200,000
Future Corridors - Alternatives Planning	3	IV	1,2,3					300,000	300,000		600,000		34,500,000
Future Corridors - NEPA	3	IV	1,2,3								34,500,000		30,000,000
Main Street/McVay Corridor - Design & Construction	5	IV	1,2,3					10,000,000	10,000,000				850,000
Main Street/McVay Corridor - NEPA	5	IV	1,2,3			450,000	400,000						600,000
Northwest Eugene - Lane Community College Corridor - Alternatives Planning	6	IV	1,2,3		300,000	300,000							30,000,000
Northwest Eugene - Lane Community College Corridor - Design and Construction	6	IV	1,2,3								30,000,000		\$38,345,550
Fleet					\$138,500	\$3,496,500	\$6,859,050	\$5,885,000	\$300,000	\$455,000	\$26,650,000	\$38,345,550	
Bus Engine Repower	9	I	1,3		120,000	186,000							306,000
Energy Storage System Replacement	10	I	1,3		330,000	480,000	455,000	150,000	325,000				1,740,000
Shop Equipment	13	I	1,3	78,500	30,000	94,050	30,000	50,000	30,000		150,000		384,050
Support Vehicles	14	I	1,3	60,000	100,000	100,000	100,000	100,000	100,000		500,000		1,000,000
Ten Gillig 40-foot Hybrid Buses	15	I	1,3			5,999,000							5,999,000
Three New Flyer Hybrid-Electric Articulated Buses	16	I	1,3		2,916,500								2,916,500
Revenue Vehicle Replacement 2018	11	II	1,3								13,000,000		13,000,000
Revenue Vehicle Replacement 2021	12	II	1,3								13,000,000		13,000,000

Lane Transit District

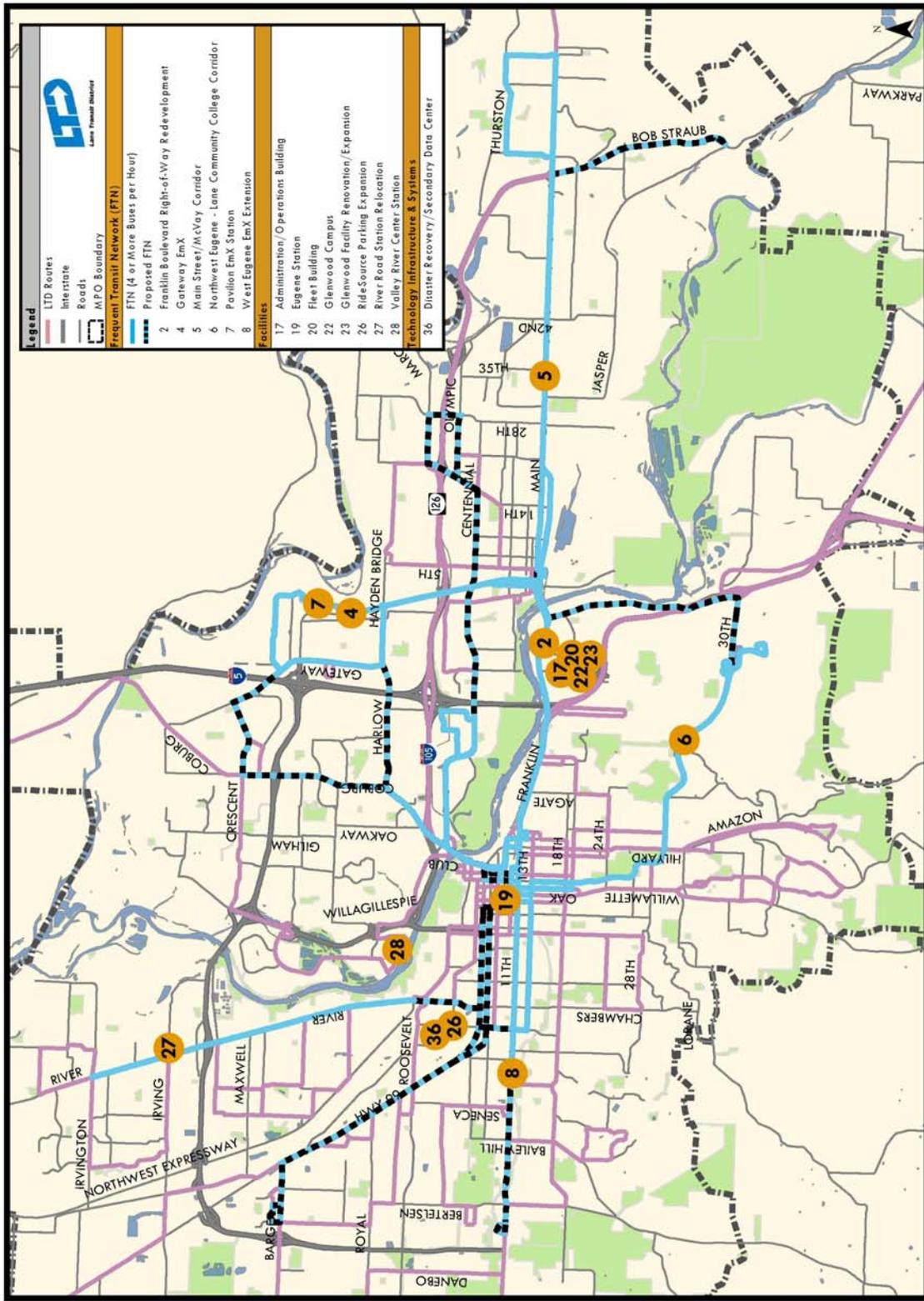
Project	Project #	Funding Tier *	Priorities Met **	Estimate	Future Year Projections										Ten-Year Total
					FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	FY 2019-2023			
Facilities				\$1,867,800	\$1,210,000	\$446,750	\$198,500	\$1,700,375	\$6,202,250	\$16,542,455	\$26,300,330				
Administration/Operations Building	17	I	1,2,3	650,000	510,000										510,000
Bus Stops	18	I	1,3	29,700	100,000	25,000	25,000	25,000	25,000	25,000	125,000				325,000
Eugene Station	19	I	1,3	30,000	30,000										30,000
Fleet Building	20	I	1,3	220,000	220,000	250,000									470,000
Glenwood Campus	22	I	1,3	225,000	60,000		500,000								560,000
Miscellaneous Improvements	24	I	1,3	212,400	140,000	141,750	143,500	175,375	177,250	917,455					1,695,330
Neighborhood Stations	25	I	1,3	750,700	150,000	30,000	30,000								210,000
Glenwood Campus	22	III	1,3					500,000							500,000
River Road Station Relocation	27	III	1,2,3					4,500,000							4,500,000
Future Park & Rides	21	IV	1,2,3								3,000,000				3,000,000
Glenwood Campus	22	IV	1,3								500,000				500,000
Glenwood Facility Renovation/Expansion	23	IV	1,3								12,000,000				12,000,000
RideSource Parking Expansion	26	IV	1,3					1,000,000							1,000,000
Valley River Center Station Relocation	28	IV	1,3					1,000,000							1,000,000
Technology Infrastructure & Systems				\$3,122,338	\$953,680	\$568,189	\$3,262,560	\$521,729	\$619,960	\$3,543,247	\$9,469,345				
Communications & Network Infrastructure	29	I	1,3	743,500	269,060	41,000	39,000	15,000	161,900	788,300	1,314,260				1,314,260
Computer Hardware	30	I	1,3	29,665	41,200	57,000	17,500	29,700	17,500	162,900	325,800				325,800
Computer Software	31	I	1,3	1,474,733	198,500	373,629	167,500	300,629	150,000	1,552,887	2,743,145				2,743,145
Computer Workstations & Peripherals	32	I	1,3	64,440	23,600	76,560	18,560	59,400	73,560	247,160	498,840				498,840
Copiers/Printers/Scanners	33	I	1,3	125,000	128,800	20,000	20,000	100,000	122,000	307,000	697,800				697,800
Data Backup Systems	34	I	1,3	70,000	17,000			17,000			34,000				34,000
Data Storage Systems	35	I	1,3	90,000			200,000		95,000	485,000	780,000				780,000
Disaster Recovery/Secondary Data Center	36	I	1,3	525,000											
TransitMaster Vehicle Upgrades	38	I	1,3		275,500						275,500				275,500
Fare Management System	37	II	1,3				2,800,000				2,800,000				2,800,000
Safety & Security				\$366,310	\$499,100	\$501,600	\$546,600	\$0	\$0	\$0	\$1,547,300				
Facilities Security System Upgrades	40	I	1,3	200,150	87,500	90,000	135,000				312,500				312,500
Bus Security System Upgrades	39	II	1,3	166,160	411,600	411,600	411,600				1,234,800				1,234,800

Project	Project #	Funding Tier *	Priorities Met **	Estimate	Future Year Projections						Ten-Year Total
					FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	
Other				\$5,220,027	\$5,037,800	\$5,677,800	\$5,877,800	\$5,977,800	\$5,577,800	\$19,689,000	\$47,838,000
Miscellaneous Office Equipment	42	I	1,3	40,000	40,000	40,000	40,000	40,000	40,000	200,000	400,000
Preventive Maintenance	43	I	1,3	4,482,227	3,800,000	4,300,000	4,500,000	4,600,000	4,200,000	12,800,000	34,200,000
Transportation Options	44	I	1,2,3	81,700	81,700	81,700	81,700	81,700	81,700	408,500	817,000
Accessible Services Vehicles	41	II	1,2,3	200,000	700,000	840,000	840,000	840,000	840,000	4,200,000	8,260,000
Transportation Options	44	II	1,2,3	416,100	416,100	416,100	416,100	416,100	416,100	2,080,500	4,161,000
Project Total				\$ 31,525,775	\$ 26,570,060	\$ 49,969,789	\$ 43,585,360	\$ 23,416,604	\$ 23,408,010	\$ 141,524,702	\$ 308,474,525

* Funding Tiers: Tier I: Highest priority projects with full funding identified.
 Tier II: High priority projects that are not fully funded.
 Tier III: Projects contingent upon adequate available revenue.
 Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

** Capital Investment Priorities:
 1. Deliver Exceptional Public Transportation Service.
 2. Develop Innovative Service that Reduces Dependency on the Automobile.
 3. Maintain LTD's Fiscal Integrity.

SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier*	Estimate	Future Year Projections										Ten-Year Total	
			FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023					
Federal		\$25,899,331	\$22,070,703	\$39,076,981	\$33,116,580	\$7,369,015	\$7,083,900	\$23,306,221	\$132,023,400					
5307 American Recovery & Reinvestment Act	I	69,400												
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	6,730,730	6,178,628	7,816,811	5,718,548	5,931,383	5,335,468	17,557,061	48,537,899					
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	II	132,928	329,280	329,280	2,569,280				3,227,840					
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	III		640,000				400,000		1,040,000					
		6,863,658	7,147,908	8,146,091	8,287,828	5,931,383	5,735,468	17,557,061	52,805,739					
5309 Bus & Bus Facilities Program	I	120,000												
5309 Bus & Bus Facilities Program-Veterans Transportation & Community Living Initiative	I	829,920												
5309 Small Starts	I	1,636,400												
5309 Small Starts	II	14,346,500	10,818,700	26,028,700	23,320,000	287,800	198,600		60,653,800					
		15,982,900	10,818,700	26,028,700	23,320,000	287,800	198,600	0	60,653,800					
5309 State of Good Repair	I	103,750	2,420,695	3,079,383					5,500,078					
5310 Special Needs of Elderly and Disabled Individuals	II	179,460	628,110	753,732	753,732	753,732	753,732	3,768,660	7,411,698					
5339 Alternatives Analysis Program	I	380,000	390,000						390,000					
STP ODOT Flex Funds Program	I	494,143												
STP Surface Transportation Program	II	96,100	96,100	96,100	96,100	96,100	96,100	480,500	961,000					
STP-U Surface Transportation Program-Urban	I	500,000												
STP-U Surface Transportation Program-Urban	II	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000	3,000,000					
STP-U Surface Transportation Program-Urban	IV	800,000	269,190	672,975	358,920	300,000	300,000	1,500,000	1,301,085					
		800,000	569,190	972,975	658,920	300,000	300,000	1,500,000	4,301,085					
State		\$3,934,300	\$2,966,800	\$7,137,700	\$6,839,350	\$1,634,475	\$2,746,300	\$0	\$21,324,625					
State Lottery Funds	II	3,934,300	2,966,800	7,137,700	6,394,900	78,900	54,400		16,632,700					
STIP Enhanced Program	III				444,450	1,555,575	2,691,900		4,691,925					

Lane Transit District

Funding Source	Funding Tier*	Estimate	Future Year Projections							Ten-Year Total
			FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	
Local		\$1,692,144	\$1,532,557	\$1,755,108	\$1,129,430	\$613,114	\$777,810	\$1,618,481	\$7,426,500	
Lane Transit District	I	1,618,372	1,167,537	1,489,495	284,212	312,421	263,442	1,087,141	4,604,248	
Lane Transit District	II	58,772	159,210	173,588	733,588	91,268	91,268	456,340	1,705,262	
Lane Transit District	III		160,000		55,560	194,425	408,100		818,075	
Lane Transit District	IV		30,810	77,025	41,080				148,915	
Other Local Funds	II	1,677,144	1,517,557	1,740,108	1,114,430	598,114	762,810	1,543,481	7,276,500	
		15,000	15,000	15,000	15,000	15,000	15,000	75,000	150,000	
Debt Financing		\$0	\$0	\$0	\$0	\$0	\$0	\$26,000,000	\$26,000,000	
Debt Financing	II							26,000,000	26,000,000	
Unidentified		\$0	\$0	\$2,000,000	\$2,500,000	\$13,800,000	\$12,800,000	\$90,600,000	\$121,700,000	
Unidentified	III						1,500,000		1,500,000	
Unidentified	IV			2,000,000	2,500,000	13,800,000	11,300,000	90,600,000	120,200,000	
		0	0	2,000,000	2,500,000	13,800,000	12,800,000	90,600,000	121,700,000	
Funding Total		\$ 31,525,775	\$ 26,570,060	\$ 49,989,789	\$ 43,585,360	\$ 23,416,604	\$ 23,408,010	\$ 141,524,702	\$ 308,474,525	

* Funding Tiers:

- Tier I: Highest priority projects with full funding identified.
- Tier II: High priority projects that are not fully funded.
- Tier III: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.
- Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

SECTION 5: APPENDICES

Appendix A: Guiding Documents

There are various federal, state, regional, and internal planning mechanisms that guide and influence land use and transportation planning. Existing planning mechanisms include federal regulations, state legislation, and local and internal plans and policies. Guiding documents already in existence have support from state authorities and regional policy makers. The Lane Transit District CIP, therefore, includes a range of adopted and budgeted projects that are consistent with other existing plans and policies. Implementing CIP projects that complement existing planning mechanisms increases the likelihood of public support and maximizes the region's resources.

All capital investments implemented by LTD and other regional and State partners must be consistent with economic, social, and environmental regulations established by federal regulatory bodies; including the United States Department of Transportation (U.S. DOT), Federal Transit Authority (FTA), and the Federal Highway Administration (FHWA).

The following are a summarization of legislation, regulations, and plans currently influencing LTD transportation planning and services.

STATE

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of airports, bicycle and pedestrian facilities, highways and roadways, public transportation, and railroads through 2030.⁴

<http://www.oregon.gov/ODOT/TD/TP/pages/otp.aspx>

Statewide Transportation Strategy

The Statewide Transportation Strategy (STS) is a long-term vision to reduce transportation-related greenhouse gas (GHG) emissions and increase our region's energy security through integrated transportation and land use planning through 2050. The STS is neither directive nor regulatory, but rather points to promising approaches that should be further considered by policymakers at the state, regional, and local levels.⁵

The STS was developed through extensive research and technical analysis, as well as policy direction and technical input from local governments, industry representatives, metropolitan planning organizations (MPOs), state agencies, and others.

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation

⁴ Oregon Transportation Plan. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁵ Oregon Sustainable Transportation Initiative. Oregon.gov. <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>.

projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.⁶

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

Transportation Planning Rule

The Transportation Planning Rule (TPR), adopted in 1991, seeks to improve the livability of urban areas by promoting changes in land use patterns and transportation systems that make it more convenient for people to drive less to meet their daily needs.⁷

The TRP mandates consistency between the various state, regional and local community transportation plans:

- Requires the Oregon Department of Transportation (ODOT) to prepare a state transportation system plan (TSP) and identify a system of transportation facilities and services adequate to meet identified state transportation needs;
- Directs counties and metropolitan organizations to prepare regional transportation system plans that are consistent with the state TSP; and
- Requires counties and cities to prepare local transportation system plans that are consistent with the regional plans.

http://www.oregon.gov/LCD/Pages/Rulemaking_TPR_2011.aspx

LOCAL

TransPlan

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area over a 20-year planning horizon.⁸ TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect.

Regional Transportation Plan

The Regional Transportation Plan (RTP) guides planning and development of the transportation system within the Central Lane Transportation Management Area (TMA). The federally-required RTP includes provisions for meeting the transportation demand of residents over at least a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality.

The regional planning process thus ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. Projects in the RTP are initiated at the local and state

⁶ Statewide Transportation Improvement Program. Oregon.gov.

<http://www.oregon.gov/ODOT/HWY/STIP/Pages/index.aspx>. Accessed February 15, 2013.

⁷ Transportation Planning Rule. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁸ Lane Council of Governments. TransPlan. <http://lcog.org/documents/TransPlan/Jul-02/Chap%201.pdf>.

level (i.e., within the planning processes of the cities of Eugene, Springfield, and Coburg; Lane Transit District; Lane County; and the Oregon Department of Transportation).⁹

http://www.thempo.org/what_we_do/planning/rtp.cfm

Regional Transportation System Plan

The Regional Transportation System Plan (RTSP) includes policies, projects, and strategies that guide regionally significant transportation investments within the Central Lane MPO. The effort will help put into practice policies and actions to address the future needs of a growing population, while improving safety and efficiency.

The development of this plan will involve the communities of Coburg, Eugene, and Springfield, including citizens, staff, and elected officials. It will also involve Lane Transit District, Point2point at Lane Transit District, Oregon Department of Transportation, Lane County, and Lane Council of Governments.¹⁰ The plan is currently undergoing an update.

Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation. All MTIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the Regional Transportation Plan (RTP).

Federal legislation requires that the Metropolitan Planning Organization, in cooperation with the State and with transit operators, develop an MTIP that is updated and approved at least every four years. All projects within the MTIP are included in the Oregon Statewide Transportation Improvement Program (STIP).

<http://www.thempo.org/funding/mtip.cfm>

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives, and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

<http://www.lcog.org/documents/upwp/CLMPO%202012-2013%20UPWP%20-%20rev05022011.pdf>

Transportation System Plans

Transportation System Plans (TSPs) are a requirement of state land use law and are in place at the county level as well as cities within LTD's service area. The Cities of Eugene and Springfield are currently developing individual TSPs to meet the long-term (20-year) transportation needs of residents, businesses, and visitors throughout the two cities. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

⁹ Regional Transportation Plan. http://www.thempo.org/what_we_do/planning/rtp.cfm.

¹⁰ Central Lane Metropolitan Planning Organization Transportation System Plan. <http://www.centallanertsp.org/>.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan¹¹, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).¹² Both TSPs are currently in development. Once adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).¹³

City of Eugene TSP:

<http://www.centrallanertsp.org/EugeneTSP>

City of Springfield TSP:

<http://www.centrallanertsp.org/SpringfieldTSP>

Capital Improvement Program(s)

The City of Eugene, City of Springfield, Lane County, and other surrounding communities' Capital Improvement Programs (CIP) identify needs for construction of capital projects or improvements to the city's/county's infrastructure based on various adopted long-range plans, goals and policies. These CIPs seek to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.¹⁴ As noted in Eugene's CIP, "A balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth."¹⁵

City of Eugene CIP:

<http://www.eugene-or.gov/index.aspx?NID=371>

City of Springfield CIP:

<http://www.ci.springfield.or.us/Pubworks/CIP.htm>

Lane County CIP:

<http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>

Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP primarily lists projects for which application of certain federal funds will be made or projects that will require USDOT approval to proceed. In addition, the MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation (ODOT). All MTIP projects are determined by the transportation needs identified in the Regional Transportation Plan (RTP); and are included in the Oregon Statewide Transportation Improvement Program (STIP).

<http://www.thempo.org/funding/mtip.cfm>

¹¹ City of Eugene Transportation System Plan. <http://www.centrallanertsp.org/EugeneTSP>.

¹² City of Springfield Transportation System Plan. <http://www.centrallanertsp.org/SpringfieldTSP/Home>.

¹³ Ibid.

¹⁴ Lane County. Capital Improvement Program. <http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>.

¹⁵ City of Eugene Capital Improvement Program. <http://www.eugene-or.gov/index.aspx?NID=371>.

INTERNAL***Strategic Plan***

The LTD Road Map, also recognized as the Strategic Plan, includes LTD's Vision and Mission Statements, Core Values, the basis of LTD's Brand (Our Position, Our Personality, and Our Promise), and Strategic Goals. The Strategic Plan sets forth short-term and long-term strategies that provide tactical direction to guide the District's activities and programs in order to achieve the desired goals and objectives. It is currently undergoing an update.

<http://www.ltd.org/pdf/aboutus/The%20LTD%20Road%20Map%202009-02-12.pdf>

Coordinated Human Services Transportation Plan

The Coordinated Human Services Transportation Plan, also referred to as the Lane Coordinated Plan, supports transportation and connections for people who depend on public transportation services in Lane County. The plan satisfies federal requirements enacted through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU), retained under Moving Ahead for Progress in the 21st Century (MAP-21). This plan is currently under revision.

Long-Range Transit Plan

The Long-Range Transit Plan takes stock of LTD's current conditions, considers implications of the future, and identifies short- and long-term goals that can help LTD adapt to future changes and uncertainties. Traditionally, agency plans pinpoint a future goal and methodically lay out the steps to get there. Because of the current uncertainties, this long-range transit plan takes a different tack. It lays the foundation for future decisions by identifying the strategies for responding to specific trends. Recognizing that reality will likely be different than predictions, the plan also establishes a process for revisiting decisions and recalibrating actions to fulfill LTD's mission. This plan is currently in development, nearing adoption in the summer of 2013.

System Safety Program Plan

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public, and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to provide a safe environment. This plan is currently under revision.

Point2Point Strategic Plan

The Point2Point Strategic Plan is a blueprint to strengthen our area's ability to curtail the growth in vehicle miles traveled and the use of single-occupancy vehicles through innovative transportation programs and services. The plan is based upon the premise that a comprehensive, cross-jurisdictional approach to managing the demand for road use will result in more effective and innovative planning and services.

This plan highlights a course of action to further advance opportunities for commitment and collaboration from community partners. The result of these partnerships, if the course is taken, will enhance the regional transportation options network to move more people, more efficiently, in fewer vehicles. This plan is currently under revision coinciding with the development of the Regional Transportation Options Plan.

Appendix B: Funding Sources

Capital investments presented in the CIP are funded by a variety of sources. The following are a summarization of federal, state and local capital investment funding programs.

FEDERAL FUNDING PROGRAMS

Federal funding programs are enacted through a series of transportation bills. In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation and represented the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU enhanced these existing programs by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.¹⁶

SAFETEA-LU addressed many challenges facing our transportation system—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU established the framework for future transportation bills, preceding the current large-scale transportation bill: Moving Ahead for Progress in the 21st Century Act (MAP-21).

Moving Ahead for Progress in the 21st Century Act

The Moving Ahead for Progress in the 21st Century Act (MAP-21) funds surface transportation programs at over \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

Example program(s) under MAP-21:

- **Surface Transportation Program**

The Federal Surface Transportation Program (STP) is a block grant program replacing federal-aid systems and is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program.¹⁷

A secondary program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) over 200,000. In the Central Lane MPO, these funds must be matched with local or other non-federal funds at a minimum ratio 10.27 percent of the total funding. Current estimates indicate that the Central Lane MPO can anticipate approximately \$3 million per year. The overall purpose is to fund the MPO's priorities to implement the long-range

¹⁶ Federal Highway Administration. A Summary of Highway Provisions in SAFETEA-LU. <http://www.fhwa.dot.gov/safetealu/summary.htm>.

¹⁷ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

Regional Transportation Plan (RTP). STP and STP-U funding is federal funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.¹⁸

- **FTA Section 5307 Funds**

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.¹⁹

- **5307 URBANIZED AREA FORMULA FUNDS:** Section 5307 Urbanized Area Formula Funds makes funds available to urbanized areas and to states for transit capital and operating assistance in urbanized areas and for transportation related planning. Eligible activities include planning, engineering design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed-guideway systems.²⁰
- **5307 AMERICAN RECOVERY AND REINVESTMENT ACT:** Section 5307 American Recovery and Reinvestment Act implements tax cuts, funding for entitlement programs and federal contracts, grants, and loans. The Act seeks to (1) create new jobs and save existing ones, (2) spur economic activity and invest in long-term growth, and (3) foster unprecedented levels of accountability and transparency in government spending.²¹

- **FTA Section 5309 Funds**

Section 5309 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.²²

- **5309 BUS AND BUS FACILITIES:** Section 5309 Bus and Bus Facilities provides capital assistance for three primary activities: (1) new and replacement buses and facilities, (2) modernization of existing rail systems, and (3) new fixed-guideway systems.²³
- **5309 SMALL STARTS:** Section 5309 Small Starts Program provides grant funds for capital costs associated with new fixed- and non-fixed (e.g., bus rapid transit) guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in New Starts funds, and total project costs must be under \$250 million.²⁴

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides transportation services for elderly and disabled persons. The funds are allocated to ODOT for distribution to local transit agencies. The funds may go to private, nonprofit organizations or to public

¹⁸Central Lane Metropolitan Planning Organization. Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

¹⁹ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²⁰ Federal Transit Administration. Urbanized Area Formula Program (5307). http://www.fta.dot.gov/grants/13093_3561.html.

²¹ The Recovery Act. http://www.recovery.gov/About/Pages/The_Act.aspx.

²² Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²³ Federal Transit Administration. Bus and Bus Facilities (5309, 5318). http://www.fta.dot.gov/grants/13094_3557.html.

²⁴ Federal Transit Administration. Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects. http://www.fta.dot.gov/12347_5221.html.

bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. OTC will make a decision on the allocation formula when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).²⁵

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.²⁶

5339 Alternatives Analysis

5339 Alternative Analysis assists financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of Alternatives Analysis:

- Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea.
- Provides ample information to enable the FTA to make the findings of project justification and local financial commitment.
- Supports the selection of a locally preferred alternative.
- Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.

http://www.fta.dot.gov/grants/13094_7395.html

Other example funding sources:

- Transportation Alternatives Program (TAP)
- State of Good Repair (SoGR)
- Transportation Alternatives (TA)
- Emergency Relief
- Transportation Demand Management (TDM)

STATE FUNDING PROGRAMS

Statewide Transportation Improvement Program—Enhance

Statewide Transportation Improvement Program—Enhance funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP).²⁷

Enhance projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for Enhance funds will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) as part of the metropolitan planning process.

²⁵ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²⁶ Federal Transit Administration. MAP-21. http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf.

²⁷ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

Two committees within our area—the Metropolitan Policy Committee (MPC) of the Central Lane Metropolitan Planning Organization (MPO) and the Lane Area Commission on Transportation (LaneACT)—will make recommendations to ODOT regarding prioritization of STIP funds and each body will consider public comments submitted by e-mail and at public hearings.

<http://www.oregon.gov/ODOT/HWY/STIP/Pages/index.aspx>

Oregon State Lottery

Oregon State Lottery funds are awarded for various public services throughout the state of Oregon. Oregonians vote to approve the broad categories that receive Oregon Lottery® funds. Over the years, voters have approved constitutional amendments allowing lottery funds to be used for economic development (1984), public education (1995), and natural resources (1998). Some funds are constitutionally dedicated by voters. Then, every two years, Oregon's Legislature and Governor appropriate the remainder of lottery funds within those categories approved by voters.

<http://www.oregonlottery.org/>

Appendix C: Project Descriptions

Frequent Transit Network		
1. EmX Vehicle Docking System	Funding Tier(s): IV	Priorities: 1,2,3
LTD is currently involved in a demonstration project for vehicle automated assistance technology. This technology allows for automated guidance of the bus that will allow for precision docking at EmX stations. This project is for the purchase and installation of this technology.		
2. Franklin Boulevard Right-of-Way Redevelopment	Funding Tier(s): IV	Priorities: 1,2,3
The City of Springfield is currently planning on redeveloping Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.		
3. Future Corridors	Funding Tier(s): IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along frequent transit corridors. Future corridors will be studied to determine if there is a need for transit improvements. If a need is identified, a locally preferred alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
4. Gateway EmX	Funding Tier(s): I	Priorities: 1,2,3
Completion of the Gateway EmX Extension project, including the installation of passenger information and security cameras at the stations and the completion of the Before and After Study, which is a Small Starts requirement.		
5. Main Street/McVay Corridor	Funding Tier(s): I,IV	Priorities: 1,2,3
A feasibility study is currently being performed along Main Street in Springfield to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).		
6. Northwest Eugene - Lane Community College Corridor	Funding Tier(s): III,IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along the Northwest Eugene-Lane Community College corridor. This corridor will be studied to determine if there is a need for transit improvements. If a need is identified, a locally preferred alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
7. Pavilion EmX Station	Funding Tier(s): III	Priorities: 1,2,3
Design and construction of an additional Gateway EmX station at the RiverBend Medical Center. The need for an additional station was identified at the north end of the RiverBend complex to serve the Physicians and Surgeons Building.		
8. West Eugene EmX Extension	Funding Tier(s): II	Priorities: 1,2,3
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to Commerce Street and West 11th Avenue has received a Finding of No Significant Impact (FONSI) from the Federal Transit Administration (FTA) and has been awarded funding from the FTA.		

Fleet		
9. Bus Engine Repower	Funding Tier(s): I	Priorities: 1,3
The 770-series buses may need to be repowered. The original engines in these buses are Detroit Diesel Series 50's, which Detroit Diesel no longer supports. If these engines become unserviceable, the only choice to continue operating the 770-series buses is to replace the Series 50 engines with Cummins ISL engines.		
10. Energy Storage System Replacement	Funding Tier(s): I	Priorities: 1,3
Replacement of batteries, dual parallel inverter modules, and other energy storage system components in hybrid-electric buses.		
11. Revenue Vehicle Replacement 2018	Funding Tier(s): II	Priorities: 1,3
The purchase of 23 new hybrid-electric buses (eighteen 40-foot and five articulated) to replace aging diesel-powered vehicles. These hybrid-electric buses will provide lower emissions and better fuel economy. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
12. Revenue Vehicle Replacement 2021	Funding Tier(s): II	Priorities: 1,3
The purchase of 22 new hybrid-electric buses (sixteen 40-foot and six EmX articulated) to replace aging 40-foot diesel and first generation EmX vehicles. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
13. Shop Equipment	Funding Tier(s): I	Priorities: 1,3
Purchase of equipment to service vehicles to keep them in a state of good repair. Purchases include a brake lathe for servicing disc brakes, a floor scrubber, a forklift, and other equipment.		
14. Support Vehicles	Funding Tier(s): I	Priorities: 1,3
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services and other operations and administrative requirements.		
15. Ten Gillig 40-foot Hybrid Buses	Funding Tier(s): I	Priorities: 1,3
Purchase of ten 40-foot, hybrid-electric, low-floor buses in 2015 to replace aging vehicles within the fleet. These hybrid-electric buses will replace diesel buses and provide lower emissions and better fuel economy.		
16. Three New Flyer Hybrid-Electric Articulated Buses	Funding Tier(s): I	Priorities: 1,3
Purchase of three hybrid-electric articulated buses in 2014 to replace aging buses in the fleet. These hybrid-electric buses will replace 40-foot diesel buses and provide lower emissions, better fuel economy, and increased capacity.		
Facilities		
17. Administration/Operations Building	Funding Tier(s): I	Priorities: 1,2,3
Improvements at the Glenwood Administration/Operations Building to keep the building functional and in a state of good repair. This building is 23 years old and many materials and systems need to be updated. Improvements include roof replacement, updating HVAC systems and controls, and energy upgrades.		

Facilities (cont'd)		
18. Bus Stops	Funding Tier(s): I	Priorities: 1,3
Improvements to bus stops including the installation of shelters and bus stop sign/pole replacements, and curb and sidewalk repair.		
19. Eugene Station	Funding Tier(s): I	Priorities: 1,3
Improvements at the Eugene Station located at 11th Avenue and Willamette Street in downtown Eugene. Improvements include the modification of the exterior doors, accessibility improvements, and updates at the Customer Service Center to improve customer contact and HVAC improvements.		
20. Fleet Building	Funding Tier(s): I	Priorities: 1,3
Improvements to the Fleet Building located on the LTD Glenwood campus. Improvements include roof replacement and the installation of vehicle lifts in two bays that currently do not have lifts.		
21. Future Park & Rides	Funding Tier(s): IV	Priorities: 1,2,3
Siting, design, and construction of new Park & Ride facilities.		
22. Glenwood Campus	Funding Tier(s): I,III,IV	Priorities: 1,3
Improvements to facilities on the Glenwood campus not related to the Administration/ Operations or Fleet Buildings. Improvements include roof replacement, parking lot light fixture safety improvements, protective storage structure for equipment, security improvements, and bus lot expansion.		
23. Glenwood Facility Renovation/Expansion	Funding Tier(s): IV	Priorities: 1,3
Major renovation/expansion of the Glenwood Administrative/ Operations Building.		
24. Miscellaneous Improvements	Funding Tier(s): I	Priorities: 1,3
Miscellaneous transit enhancements and improvements to passenger boarding and other facilities that are currently unidentified. This money is programmed to enable LTD to more nimbly respond to needs as they arise.		
25. Neighborhood Stations	Funding Tier(s): I	Priorities: 1,3
Improvements at stations other than the primary Eugene and Springfield stations. Improvements include roof replacement at Amazon Station, improvements at River Road and Lane Community College stations, and the installation of electric charging stations at Park & Ride facilities.		
26. RideSource Parking Expansion	Funding Tier(s): IV	Priorities: 1,3
Expansion of the parking lot at the RideSource Facility on Garfield Street to accommodate more vehicles.		
27. River Road Station Relocation	Funding Tier(s): III	Priorities: 1,2,3
The acquisition, design, and construction of a new River Road Station that may be sited farther north along the River Road travel corridor.		

Facilities (cont'd)		
28. Valley River Center Station Relocation	Funding Tier(s): IV	Priorities: 1,3
The relocation of the Valley River Center station to a location that improves travel time for buses and access for passengers.		
Technology Infrastructure & Systems		
29. Communications & Network Infrastructure	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of communications and network systems/equipment that support transmission of electronic signals/data necessary to perform business and operations functions. This infrastructure includes fiber optic cable plants, copper cable plants, private radio voice and data networks, cellular radio networks, telephone systems, microwave links, and external communications services from public and private partnerships.		
30. Computer Hardware	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of servers and related equipment that supports core data processing functions.		
31. Computer Software	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of computer software for data center functions (operating systems, database systems, diagnostic, management, and monitoring systems, IT security systems), enterprise-grade solutions related to business and service delivery functions (financial management, human resources management, service planning/scheduling management, operations work assignments management, computer assisted dispatching, fleet maintenance management, facilities maintenance management, facilities systems management, facility and vehicle security management, operational data collection), office productivity solutions (word processing, spreadsheets, presentations, voice, video and text-based communications, contact management, data analysis tools, reporting tools), GIS data management tools, and other software that supports the delivery of transportation services.		
32. Computer Workstations & Peripherals	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of computer workstations and peripherals (monitors, keyboards, etc.)		
33. Copiers/Printers/Scanners	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of copiers, printers, and scanners.		
34. Data Backup Systems	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data backup systems that ensure all LTD data is sufficiently protected.		
35. Data Storage Systems	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data storage systems that hold LTD's electronic data.		
36. Disaster Recovery/Secondary Data Center	Funding Tier(s): I	Priorities: 1,3
The purchase and installation of systems at the RideSource facility that will provide data center services for business units at this location while providing a secondary data center and disaster recovery location for Lane Transit District separate from the Glenwood facility.		

Technology Infrastructure & Systems (cont'd)		
37. Fare Management System	Funding Tier(s): II	Priorities: 1,3
Purchase and installation of a fare management system to implement advances in fare media and payment collection. The intent of implementing a fare management system is to simplify the purchase, verification, and accounting of fares.		
38. TransitMaster Vehicle Upgrades	Funding Tier(s): I	Priorities: 1,3
Upgrades to vehicle-based TransitMaster system equipment that replaces end-of-life components. The TransitMaster system connects the vehicle and its operator with LTD's operations dispatchers. This system provides the data streams used to present current tactical status of LTD's fixed-route service, real-time passenger information, on-board ADA announcements, automatic destination sign changes, automatic passenger counts, automatic vehicle location, and measures of service delivery performance.		
Safety & Security		
39. Bus Security System Upgrades	Funding Tier(s): II	Priorities: 1,3
The purchase and installation of bus security upgrades including video/audio surveillance systems.		
40. Facilities Security System Upgrades	Funding Tier(s): I	Priorities: 1,3
The purchase and installation of facilities security upgrades including fixed-base video/audio surveillance, access control systems, and ID badge systems.		
Other		
41. Accessible Services Vehicles	Funding Tier(s): II	Priorities: 1,2,3
The purchase of replacement and expansion vehicles for the provision of accessible services such as American with Disabilities Act complimentary paratransit service.		
42. Miscellaneous Office Equipment	Funding Tier(s): I	Priorities: 1,3
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.		
43. Preventive Maintenance	Funding Tier(s): I	Priorities: 1,3
The maintenance of LTD assets to keep those assets in a state of good repair.		
44. Transportation Options	Funding Tier(s): I,II	Priorities: 1,2,3
Point2point at Lane Transit District offers transportation demand management services to the region, promoting options to the use of single-occupancy vehicles and addressing regional congestion. Point2point accomplishes this through targeted strategic outreach, education, programming, and individualized marketing within the Central Lane Metropolitan Planning Organization (CLMPO) area.		



Long-Range Financial Plan

Lane Transit District
Fiscal Year 2013-2014

Long-Range Financial Plan

GENERAL ASSUMPTIONS:

▪ Local Economy

The local economy came out of recession in the 2009 calendar year, meaning the job losses stopped. However, state and local economists believe that recovery statewide will be very slow. Using 2007 jobs as the base for analysis, it was previously thought to be 2013 before jobs lost would be added back to that level. Now, with state and local budgets facing major shortfalls and continued slow recovery from the recession, job levels are not likely to return to 2007 levels until 2015. Major public construction projects will partially offset manufacturing job losses, but some state-funded projects in Lane County have been canceled, scaled down, or delayed.

The payroll tax base showed solid growth in FY 2011-12, up 3.8 percent over the previous fiscal year, and local unemployment dropped below 8 percent for the first time in more than four years. Through March 2013, payroll tax receipts are up 6.2 percent over the same period in FY 2011-12. The effect of the continued slow recovery will be a continuation of payroll tax receipt increases in FY 2013-14 of 4 percent; 5 percent tax growth in FY 2014-15; and then 5 percent growth in the subsequent fiscal years, which is the pattern demonstrated in the recovery periods following previous recessions. A recently released University of Oregon economic index report suggests that cautious optimism for continued slow recovery is justified.

▪ State Funding Climate

The 2009 Oregon legislative session approved the increase of the maximum payroll tax rate from seven tenths of 1 percent to eight tenths of 1 percent during a ten-year period following a Board of Directors finding of local economic recovery. Due to the slow economic recovery, the revised plan does not assume a rate increase to above seven tenths of 1 percent until January 1, 2015. In the meantime, the payroll tax rate will increase by 0.01 percent on January 1 each year. The tax rate as of January 1, 2013, is 0.69 percent.

Lottery bond funds in an amount of \$4.2 million will be available to support the continued design of a West Eugene EmX Extension corridor. Future lottery bond funds will be available as match to federal funds for construction of the corridor.

▪ Federal Funding Climate

In the absence of bi-partisan agreement on a federal budget, there is much uncertainty about federal funding. The elimination of discretionary grant funding will increase Lane Transit District's formula funding but will overall reduce the investment in major projects and acquisitions. It is assumed that federal funds for the West Eugene EmX Extension corridor will be available.

STRATEGIC ASSUMPTIONS:

- The mission, visions, and strategic actions identified in *The LTD Road Map* will remain essentially the same for the foreseeable future. Of particular note is the value placed on preservation of assets, quality of service, and community contribution to quality of life. *The LTD Road Map* appears in the Strategic Plan section of the budget notebook. Managing the goals of *The LTD Road Map* continues to drive the spending plan in FY 2013-14 and beyond.
- The EmX project, including two corridors subsequent to the Franklin and Gateway EmX corridors, will remain a high-priority, high-profile project as an important component of future public transportation services in the community. The third corridor, the West Eugene extension of the Franklin EmX corridor, is targeted for implementation in FY 2016-17 but could be completed as early as January 1, 2016. The Federal Transit Administration has approved a feasibility study of a corridor that would connect downtown Springfield and Lane Community College by way of McVay Highway as a possible fourth corridor.
- As previously noted in the Long-Range Financial Plan (LRFP), federal formula funds can be used for preventive maintenance of both vehicles and facilities. By allocating formula funds to preventive maintenance, general fund money is replaced thus allowing for the preservation of fixed-route service. The proposed revised plan continues the use of formula funds for preventive maintenance.
- The payroll tax rate, which was increased by one one-hundredths of 1 percent effective January 1, 2013, will continue to step up annually on the first day of each calendar year until the maximum rate of seven tenths of 1 percent allowed by state law is reached on January 1, 2014. Should the local economy sufficiently improve, the Board of Directors may consider an increase to a rate above seven tenths of 1 percent prior to January 1, 2014. The plan assumes that Lane Transit District's Board of Directors will formally reach a finding of local economic recovery in the spring of 2014, and that the payroll tax rate will continue to increase by one one-hundredths of 1 percent on January 1, 2015, until the new current statutory limit of eight tenths of 1 percent is reached.
- No additional changes in the service boundaries are anticipated. Creswell was added on January 1, 1999, and Cottage Grove was added on January 1, 2000. Alvadore was removed in FY 2008-09 after loop service around Fern Ridge Reservoir was eliminated in September 2008.

REVENUE SUMMARY:

- The recession ended in 2009. The local economy will not experience another downturn in the eight-year planning period. The payroll tax base continued growth in FY 2012-13 and will continue during the remainder of the plan.
- Fare revenue will increase 1 percent in FY 2013-14 and then increase 5 percent per year due to strong ridership and annual increases in the group pass contracts that reflect inflation. No fare increases are anticipated in FY 2013-14, but the regular annual rotation of increases in cash and pass prices will resume in subsequent years.

- The West Eugene EmX Extension project will be fully funded with a combination of federal and state grant funds.
- Debt financing will not be required for the next bus purchase in FY 2013-14. The loss of discretionary federal grant funding for vehicle acquisitions will require debt financing in FY 2018-19.

EXPENSE SUMMARY:

- Total personnel services growth in FY 2012-13 will be 5 percent due to anticipated administration retirements that will require cashing out accrued leave. It is also assumed health insurance premiums will increase 5 percent in calendar year 2014, which may be conservative. Lane Transit District was given a rate hold for 2013.
- After FY 2013-2014, total personnel services expenditure growth will be no more than 3.6 percent per year in any year of the plan.
- Materials and services costs will be controlled.
- Average fuel expenditures per gallon will be \$3.75 through FY 2013-14. Fuel price inflation will be 5 percent per year from FY 2014-15 through FY 2022-23.
- Service levels will remain constant with the exception of service additions associated with the implementation of West Eugene EmX Extension service in January 2017 (or earlier).
- Risk/insurance expenses are projected to increase at 2 percent for FY 2014-15 and in each of the remaining years of the ten-year plan.

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Lane Transit District
FY 2014-23 Long-Range Financial Plan
Approved 4/17/2013
 Payroll Tax Base: 4% Year 1, 5% Thereafter

	FY 2012-13 Estimated Current Year	Year 1 Projected FY 2013-14	Year 2 Projected FY 2014-15	Year 3 Projected FY 2015-16	Year 4 Projected FY 2016-17	Year 5 Projected FY 2017-18	Year 6 Projected FY 2018-19	Year 7 Projected FY 2019-20	Year 8 Projected FY 2020-21	Year 9 Projected FY 2021-22	Year 10 Projected FY 2022-23
1. Beginning Working Capital	10,306,300	10,031,400	7,542,800	5,221,300	4,121,100	3,257,800	2,525,500	2,588,900	3,516,300	3,279,300	3,411,800
2. General Fund Revenues											
3. Passenger Fare Operating Revenues	6,720,000	6,865,200	7,208,500	7,569,000	7,947,500	8,344,900	8,752,100	9,200,300	9,660,300	10,143,300	10,650,500
4. Advertising	255,000	255,000	262,700	270,800	278,700	287,100	295,700	304,600	313,700	323,100	332,800
5. Special Services	310,000	310,000	325,500	341,800	358,900	376,800	395,600	415,400	436,200	458,000	480,900
6. Total Operating Revenues	7,285,000	7,430,200	7,796,700	8,181,400	8,585,100	9,008,800	9,453,400	9,920,300	10,410,200	10,924,400	11,464,200
7. Payroll-Related Taxes	27,692,800	29,128,700	30,917,400	32,823,300	34,923,100	37,144,000	39,508,400	42,025,600	44,705,600	47,558,900	50,596,900
8. STP-U Funding for PM	500,000	-	-	-	-	-	-	-	-	-	-
9. Preventive Maintenance (Federal 5307)	3,800,000	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000	4,100,000	2,000,000	1,200,000	1,200,000
10. Point2point Solutions Funding (STP & STP-U)	811,200	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100	411,100
11. Other Operating Grants	81,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
12. Total Grants	5,192,200	4,536,100	4,536,100	4,536,100	4,536,100	4,536,100	4,536,100	4,536,100	2,436,100	1,636,100	1,636,100
13. Miscellaneous	375,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
14. Interest	60,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
15. Total General Fund Revenues	40,605,000	41,235,000	43,450,200	45,740,800	48,244,300	50,888,900	53,697,900	56,682,000	57,751,900	60,319,400	63,897,200
16. General Fund Expenditures											
17. Fixed-Route Services	26,886,700	28,230,600	29,332,300	30,316,800	31,336,800	32,393,900	33,489,300	34,624,800	35,802,000	36,869,700	38,129,500
18. Personnel Services	5,964,700	6,084,000	6,205,700	6,329,800	6,456,400	6,585,500	6,717,200	6,851,500	6,988,500	7,128,300	7,270,900
19. Materials and Services less Fuel	2,600,000	3,300,000	3,465,000	3,638,300	3,820,200	4,011,800	4,211,800	4,422,400	4,643,500	4,875,700	5,119,500
20. Fuel	1,250,000	1,100,000	1,122,000	1,144,400	1,167,300	1,190,600	1,214,400	1,238,700	1,263,500	1,288,800	1,314,600
21. Insurance	36,701,400	38,714,600	40,125,000	41,429,300	42,780,700	44,181,200	45,632,700	47,137,400	48,697,500	50,162,500	51,834,500
22. Total Fixed-Route Operating Costs Before Adjustments	40,879,800	43,783,600	45,771,700	46,841,000	48,107,600	49,621,200	51,364,500	53,282,700	55,353,500	57,488,900	60,166,900
23. West Eugene EmX Service Addition	-	-	-	-	600,000	1,240,400	1,282,300	1,325,800	1,370,900	1,411,800	1,460,000
24. Transfer to Accessible Services Fund	2,501,300	3,551,400	3,906,500	4,297,200	4,726,900	5,199,600	5,719,500	6,291,400	6,920,500	7,612,600	8,373,900
25. Transfer to Capital Projects Fund	1,677,200	1,517,600	1,740,200	1,114,500	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
26. Total General Fund Expenditures	40,879,800	43,783,600	45,771,700	46,841,000	48,107,600	49,621,200	51,364,500	53,282,700	55,353,500	57,488,900	60,166,900
27. Ending Working Capital	10,031,400	7,542,800	5,221,300	4,121,100	3,257,800	2,525,500	2,688,900	3,516,300	3,279,300	3,411,800	4,640,600



General Information

Lane Transit District
Fiscal Year 2013-2014



**Lane Transit District
FY 2013-2014 Adopted Salary Schedule**

Job Classification	Grade	Salary Range	
Director of Customer Services & Planning	20	84,344	112,458
Director of Finance & Information Technology	20	84,344	112,458
Director of Human Resources & Risk Management	20	84,344	112,458
Director of Maintenance	20	84,344	112,458
Director of Transit Operations	20	84,344	112,458
Planning & Development Manager	20	84,344	112,458
Information Technology Manager	19	78,826	105,101
Facilities Manager	18	73,669	98,225
Chief Accountant/Internal Auditor	17	68,850	91,799
Database Administrator/Software Engineer	17	68,850	91,799
Finance Manager	17	68,850	91,799
IT Systems Engineer	17	68,850	91,799
Senior Project Manager	17	68,850	91,799
Senior Systems Analyst	17	68,850	91,799
Accessible & Customer Services Manager	15	60,138	80,184
Government Relations Manager	15	60,138	80,184
Purchasing Manager	15	60,138	80,184
Station & Security Manager	15	60,138	80,184
Service Planning Manager	15	60,138	80,184
Transportation Options Program Manager	15	60,138	80,184
Engineering Technician	14	56,203	74,937
Facilities Electrical & Electronics Specialist	14	56,203	74,937
Facilities Maintenance Supervisor	14	56,203	74,937
Maintenance Supervisor	14	56,203	74,937
Maintenance Technical Supervisor	14	56,203	74,937
Inventory Supervisor	14	56,203	74,937
Marketing Supervisor	14	56,203	74,937
Risk Manager	14	56,203	74,937
Scheduling Specialist	14	56,203	74,937
Development Planner	14	56,203	74,937
Transit Operations Supervisor	14	56,203	74,937
Transit Planner	14	56,203	74,937
Administrative Services Manager	13	52,527	70,035
Operations Training Supervisor	13	52,527	70,035
Senior Human Resources Analyst	13	52,527	70,035
Development Services Associate	12	49,090	65,453
Human Services Transportation Coordinator	12	49,090	65,453
Training Specialist	12	49,090	65,453
Employer Program Specialist	11	45,879	61,172
IT Support Technician II	11	45,879	61,172
Marketing Representative	11	45,879	61,172
Project Communications Coordinator	11	45,879	61,172
Rideshare Program Specialist	11	45,879	61,172
Accessible Services Specialist	10	42,876	57,168
Facilities Maintenance Generalist II	9	40,073	53,430
Human Resources Technician	9	40,073	53,430
Payroll Technician	9	40,073	53,430
Purchasing Specialist	9	40,073	53,430
Administrative Services Coordinator	8	37,452	49,936
Graphic Designer	8	37,452	49,936
SmartTrips Coordinator	8	37,452	49,936
Transportation Options Coordinator	8	37,452	49,936
Accounting Technician	7	35,001	46,668
Administrative Secretary	7	35,001	46,668
Administrative Services Assistant	6	32,712	43,616
Accounting Assistant	3	26,703	35,604
Distribution Coordinator	3	26,703	35,604



Lane Transit District
Wage Rates - Amalgamated Transit Union, Local 757

ATU-Represented Pay Table July 1, 2013, through June 30, 2014

Transit Operations	1st 12 Months	Next 9 Months	2nd 9 Months	3rd 9 Months	4th 9 Months	Thereafter
Bus Operator	\$17.33	\$18.48	\$19.61	\$20.76	\$21.92	\$23.07
Fleet Services						
Lead Journeyman	\$21.31	\$22.67	\$24.05	\$25.44	\$26.80	\$28.49
Journeyman Mechanic	\$20.28	\$21.60	\$22.93	\$24.22	\$25.55	\$27.14
Journeyman Tire Specialist	\$20.28	\$21.60	\$22.93	\$24.22	\$25.55	\$27.14
General Service Worker	\$16.99	\$18.10	\$19.22	\$20.36	\$21.47	\$22.89
Lead Detailer	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97
Equipment Detail Technician	\$16.48	\$17.56	\$18.64	\$19.71	\$20.77	\$21.88
Lead Inventory Technician	\$18.46	\$19.63	\$20.85	\$22.11	\$23.32	\$24.83
Inventory Technician	\$17.59	\$18.71	\$19.88	\$21.08	\$22.21	\$23.65
Customer Service						
Lead Customer Service Representative	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97
Customer Service Representative	\$16.48	\$17.56	\$18.64	\$19.71	\$20.77	\$21.88
Facilities Management						
Station Cleaner	\$17.28	\$18.42	\$19.56	\$20.68	\$21.82	\$22.97



Lane Transit District Schedule of Employee Benefits

	FY 2011-12 Actual	% of Salaries or Wages	FY 2012-13 Budget	% of Salaries or Wages	FY 2012-13 Estimate	% of Salaries or Wages	FY 2013-14 Proposed Budget	% of Salaries or Wages
Administrative Employees								
FICA/Medicare	392,913	7.6%	431,400	7.7%	419,200	7.6%	476,400	7.7%
Retirement								
Salaried Employees' Retirement Plan-Part 1	1,026,588	19.7%	1,184,700	21.2%	1,144,400	20.7%	1,182,200	19.2%
Salaried Employees' Defined Contribution Program	1,647	0.0%	4,600	0.1%	22,500	0.4%	55,300	0.9%
Salaried Employees' Retirement Plan-Part 2	300,243	5.8%	336,600	6.0%	352,300	6.4%	328,300	5.2%
Total Retirement	<u>1,328,478</u>	<u>25.5%</u>	<u>1,525,900</u>	<u>27.3%</u>	<u>1,519,200</u>	<u>27.5%</u>	<u>1,565,800</u>	<u>25.4%</u>
Insurance Benefits								
Medical Insurance	1,124,150	21.6%	1,272,900	22.8%	1,199,400	21.7%	1,282,000	20.8%
Deductible Reimbursement	3,876	0.1%	40,500	0.7%	24,900	0.5%	41,100	0.7%
Health Reimbursement Arrangement (HRA)	94,636	1.8%	107,600	1.9%	95,100	1.7%	101,900	1.7%
Dental Insurance	95,494	1.8%	96,500	1.7%	93,000	1.7%	96,200	1.6%
Vision Insurance	11,669	0.2%	13,000	0.2%	13,000	0.2%	13,200	0.2%
Life Insurance	14,215	0.3%	14,500	0.3%	10,900	0.2%	15,000	0.2%
Disability Insurance	23,895	0.5%	26,600	0.5%	28,400	0.5%	29,000	0.5%
Employee Assistance Group	1,899	0.0%	3,100	0.1%	2,800	0.1%	3,200	0.1%
Total Insurance Benefits	<u>1,369,834</u>	<u>26.3%</u>	<u>1,574,700</u>	<u>28.2%</u>	<u>1,467,500</u>	<u>26.6%</u>	<u>1,581,600</u>	<u>25.7%</u>
Total Administrative Benefits	<u><u>3,091,225</u></u>	<u>59.4%</u>	<u><u>3,532,000</u></u>	<u>63.3%</u>	<u><u>3,405,900</u></u>	<u>61.6%</u>	<u><u>3,623,800</u></u>	<u>58.8%</u>
Employees Represented by the Amalgamated Transit Union (ATU)								
FICA/Medicare	846,512	7.6%	897,700	7.7%	869,700	7.7%	919,500	7.7%
Retirement								
LTD/ATU Pension Trust	2,193,790	19.8%	2,320,800	19.8%	2,243,400	19.9%	2,323,200	19.3%
LTD/ATU Defined Contribution	-	0.0%	-	0.0%	116,900	1.0%	120,000	1.0%
Total Retirement	<u>2,193,790</u>	<u>19.8%</u>	<u>2,320,800</u>	<u>19.8%</u>	<u>2,360,300</u>	<u>20.9%</u>	<u>2,443,200</u>	<u>20.3%</u>
Insurance Benefits								
Medical Insurance	3,240,995	29.2%	3,609,300	30.8%	3,247,900	28.8%	3,383,400	28.2%
Deductible Reimbursement	11,980	0.1%	113,500	1.0%	113,500	1.0%	113,500	0.9%
Voluntary Employee Beneficiary Assoc. (VEBA)	231,000	2.1%	227,000	1.9%	232,000	2.1%	227,000	1.9%
Stop Loss Payments	30,820	0.3%	50,000	0.4%	36,600	0.3%	50,000	0.4%
Dental Insurance	262,232	2.4%	272,400	2.3%	251,200	2.2%	272,400	2.3%
Vision Insurance	33,933	0.3%	36,400	0.3%	39,500	0.3%	36,400	0.3%
Life Insurance	40,712	0.4%	40,900	0.3%	28,700	0.3%	40,900	0.3%
Disability Insurance	73,370	0.7%	70,400	0.6%	78,600	0.7%	77,100	0.6%
Employee Assistance Group	5,419	0.0%	7,000	0.1%	6,100	0.1%	7,000	0.1%
Total Insurance Benefits	<u>3,930,461</u>	<u>35.4%</u>	<u>4,426,900</u>	<u>37.8%</u>	<u>4,034,100</u>	<u>35.7%</u>	<u>4,207,700</u>	<u>35.0%</u>
Total ATU Benefits	<u><u>6,970,763</u></u>	<u>62.8%</u>	<u><u>7,645,400</u></u>	<u>65.2%</u>	<u><u>7,264,100</u></u>	<u>64.4%</u>	<u><u>7,570,400</u></u>	<u>63.0%</u>



**Lane Transit District
Operating Revenue and Cost Measurements - Fixed-Route System
Last Ten Fiscal Years**

	FY 2002-2003	FY 2003-2004	FY 2004-2005	FY 2005-2006	FY 2006-2007	FY 2007-2008	FY 2008-2009	FY 2009-2010	FY 2010-2011	FY 2011-2012
Operating Revenues (in dollars)	\$5,245,568	\$5,282,403	\$5,248,594	\$5,961,498	\$6,226,293	\$7,320,990	\$7,723,787	\$7,933,611	\$8,150,969	\$7,608,840
Operating Expenses (in dollars)	\$22,168,694	\$23,389,618	\$25,314,811	\$26,968,032	\$29,498,214	\$31,952,517	\$33,118,646	\$34,792,955	\$33,831,271	\$34,411,349
Revenue Margin	23.7%	22.5%	20.7%	22.1%	21.1%	22.9%	23.3%	22.8%	24.1%	22.1%
Revenue Hours	237,949	276,207	263,587	259,985	279,688	265,968	282,172	278,366	246,556	247,480
Operating Revenue per Service Hour	\$22.04	\$19.05	\$19.91	\$22.93	\$22.26	\$27.53	\$27.37	\$28.50	\$33.06	\$30.75
Operating Expense per Service Hour	\$93.17	\$84.68	\$96.04	\$103.73	\$105.47	\$120.14	\$117.37	\$124.99	\$137.22	\$139.05
Employees	315	313	317	314	337	342	336	314	295	303
Service Hours per Employees	755.39	882.45	831.50	827.98	829.93	777.68	839.80	886.52	835.78	816.77
Passenger Fares (in dollars)	\$4,314,671	\$4,435,613	\$4,378,336	\$5,078,340	\$5,213,706	\$6,122,561	\$6,602,497	\$7,032,027	\$7,393,034	\$6,738,397
Passenger Boardings	8,190,436	8,207,818	8,348,313	9,309,528	9,757,984	11,406,316	11,718,189	11,349,579	11,253,628	11,463,124
Passenger Fares per Boarding	\$0.53	\$0.54	\$0.52	\$0.55	\$0.53	\$0.54	\$0.56	\$0.62	\$0.66	\$0.59
Operating Expenses per Boarding	\$2.71	\$2.85	\$3.03	\$2.90	\$3.02	\$2.80	\$2.83	\$3.07	\$3.01	\$3.00
Revenue Hours per Boarding	0.029	0.034	0.032	0.028	0.029	0.023	0.024	0.025	0.022	0.022
Miles	4,068,221	3,969,539	3,798,306	3,909,576	4,029,581	4,076,093	4,097,838	4,054,883	3,587,553	3,549,802
Operating Expenses per Mile	\$5.45	\$5.89	\$6.67	\$6.90	\$7.32	\$7.84	\$8.08	\$8.58	\$9.43	\$9.69
Fleet Maintenance Costs (in dollars)	\$3,602,812	\$3,769,973	\$3,861,994	\$4,145,377	\$4,281,047	\$4,638,977	\$4,837,587	\$5,100,175	\$5,040,041	\$5,134,802
Fleet Maintenance Costs per Mile	\$0.89	\$0.95	\$1.02	\$1.06	\$1.06	\$1.14	\$1.18	\$1.26	\$1.41	\$1.45
Fuel Costs (in dollars)	\$763,297	\$912,896	\$1,292,404	\$1,821,552	\$1,996,335	\$2,778,672	\$2,162,213	\$1,941,476	\$2,502,026	\$2,850,255
Fuel Costs per Mile	\$0.19	\$0.23	\$0.34	\$0.47	\$0.50	\$0.68	\$0.53	\$0.48	\$0.70	\$0.80

Source: Comprehensive Annual Financial Report



**Lane Transit District
Performance Measures by Month**

Fiscal Year 2011-2012 Year-End Summary

Performance Measures	July 2011	August 2011	September 2011	October 2011	November 2011	December 2011	January 2012	February 2012	March 2012	April 2012	May 2012	June 2012	Year-End Total
Total Passenger Boardings	709,544	737,807	847,407	1,114,580	1,020,365	776,101	1,035,956	1,080,960	999,056	901,203	1,113,576	1,126,569	11,463,124
Average Weekday Passenger Boardings	29,275	27,778	35,198	45,901	44,388	30,425	41,597	45,356	38,995	36,155	44,693	46,772	38,878
Average Saturday Passenger Boardings	16,192	15,953	17,481	19,858	18,435	15,749	19,867	21,060	20,009	20,072	21,524	22,877	19,090
Average Sunday Passenger Boardings	8,615	8,775	9,580	10,274	10,107	9,338	10,338	11,060	10,277	10,398	11,060	10,570	10,033
Mobility-Assisted Rides	9,661	11,169	10,575	10,536	9,732	9,315	8,670	9,532	9,581	11,340	11,591	10,472	122,174
Total Days	30	31	29	31	29	30	30	29	31	30	30	30	360
Weekdays	20	23	21	21	20	22	22	21	22	21	22	21	256
Saturdays	5	4	4	5	5	5	4	4	5	5	4	4	54
Sundays	5	4	4	5	4	3	4	4	4	4	4	4	50
Boardings per Revenue Hour	44.2	51.3	53.5	45.8	52.1	49.1	37.2	51.0	52.6	43.2	36.5	37.8	46.2
Weekly Revenue Hours	4,777	4,992	4,990	4,914	4,966	4,863	4,755	4,889	4,911	4,698	4,481	4,513	4,812.4
Total Farebox Revenue	\$167,653	\$185,082	\$166,236	\$177,247	\$165,433	\$151,933	\$182,686	\$179,427	\$170,604	\$172,293	\$172,366	\$181,512	\$2,072,472
Total Passenger Revenue	\$492,569	\$515,860	\$416,944	\$700,071	\$589,839	\$456,706	\$636,624	\$636,457	\$523,500	\$522,763	\$632,309	\$631,349	\$6,754,990
Monthly Adult Pass Sales	1,937	2,061	2,063	2,052	1,832	1,652	2,094	2,079	1,985	1,967	2,030	2,228	23,980
Three-Month Adult Pass Sales	56	50	80	201	110	79	86	79	81	87	56	83	1,048
Monthly Reduced Fare Passes	1,063	1,147	1,186	974	1,104	1,112	1,038	1,095	1,158	1,210	1,161	1,071	13,319
Three-Month Reduced Fare Passes	50	42	79	61	43	70	46	62	63	85	47	69	717
Monthly Youth Passes	226	228	261	1,044	1,076	970	1,111	1,084	979	844	1,082	1,058	9,963
Three-Month Youth Passes	14	10	112	152	56	53	143	65	97	16	17	91	826



**Lane Transit District
Performance Measures by Month**

Fiscal Year 2012-2013 Year-to-Date Summary (March 2013)

Performance Measures	July 2012	August 2012	September 2012	October 2012	November 2012	December 2012	January 2013	February 2013	March 2013	FY 2012-13 Year to Date	FY 2011-12 Year to Date	Change Positive (Negative)	Percent Change
Total Passenger Boardings	956,649	998,660	1,034,352	741,355	1,011,099	1,177,469	816,497	770,902	757,862	8,264,845	8,321,776	(56,931)	-0.68%
Average Weekday Passenger Boardings	38,577	43,884	41,678	30,238	42,531	45,802	35,594	29,047	30,564	37,546	37,657	(111)	-0.29%
Average Saturday Passenger Boardings	19,404	20,152	19,033	17,703	18,899	20,682	18,161	16,560	16,979	18,619	18,289	330	1.80%
Average Sunday Passenger Boardings	9,903	10,093	10,326	9,617	10,591	10,379	9,881	9,146	9,620	9,951	9,818	132	1.35%
Mobility-Assisted Rides	11,897	10,193	10,391	9,968	10,932	12,360	11,644	12,961	11,606	101,952	88,771	13,181	14.85%
Total Days	31	28	30	30	29	31	29	31	30	269	270	(1)	-0.37%
Weekdays	21	20	22	20	21	23	19	23	21	190	192	(2)	-1.04%
Saturdays	5	4	4	5	4	4	5	4	4	39	41	(2)	-4.88%
Sundays	5	4	4	5	4	4	5	4	5	40	37	3	8.11%
Boardings per Revenue Hour	44.9	49.6	47.8	37.2	49.6	51.9	43.1	37.8	39.7	44.6	48.5	(3.9)	-8.03%
Weekly Revenue Hours	4,932	5,036	4,977	4,801	4,978	5,030	4,757	4,517	4,514	4,838	4,895.2	(57)	-1.17%
Total Farebox Revenue	\$166,631	\$161,084	\$170,019	\$160,183	\$165,262	\$195,445	\$177,133	\$199,114	\$187,998	\$1,582,869	\$1,546,301	\$36,568	2.36%
Total Passenger Revenue	\$504,646	\$628,210	\$643,508	\$518,762	\$631,238	\$665,421	\$462,889	\$535,495	\$522,785	\$5,112,954	\$4,968,569	\$144,385	2.91%
Monthly Adult Pass Sales	2,166	2,111	2,177	1,955	2,119	2,223	1,908	2,132	2,076	18,867	17,755	1,112	6.26%
Three-Month Adult Pass Sales	86	66	85	71	58	72	78	57	81	654	822	(168)	-20.44%
Monthly Reduced Fare Passes	1,257	1,218	1,155	1,147	1,359	1,289	1,029	1,437	1,201	11,092	9,877	1,215	12.30%
Three-Month Reduced Fare Passes	74	37	49	78	53	59	64	64	48	526	516	10	0.00%
Monthly Youth Passes	1,196	1,180	1,197	1,059	1,223	1,254	1,110	261	205	8,685	6,979	1,706	24.44%
Three-Month Youth Passes	68	69	89	69	59	102	139	47	14	656	702	(46)	-6.55%

LONG-RANGE FLEET PLAN

ACTIVE FLEET

FLEET NO.	MAKE (# in fleet)	SEATING CAPACITY	IN SERVICE	TYPE	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23
40 Foot															
150	GILLIG (3)	45	1997	40' DIESEL	3	3	3								
250	GILLIG (6)	26	1997	30' DIESEL	3										
300	GILLIG (14)	40	1998	40' DIESEL LF											
300	GILLIG (5)	40	1999	40' DIESEL-2 hot bus	5	5	5								
3003	GILLIG (18)	40	2003	40' DIESEL LF	18	18	18	18	18	18	3	3			
3003	GILLIG (1)	40	2005	40' DIESEL	1	1	1	1	1	1	1	1	1		
6200	GILLIG (20)	39	2006	40' DIESEL	20	20	20	20	20	20	20	20	7		
1100	GILLIG (24)	rep. 24, 1994, 40'	2011	40' HYBRID DIESEL	24	24	24	24	24	24	24	24	24	24	24
1500	GILLIG (10)	rep. 10, 1998, 40'	2015	40' HYBRID DIESEL				10	10	10	10	10	10	10	10
1800	GILLIG (20)	rep. 4, 98/99 - 16, 2003	2018	40' DIESEL							18	18	18	18	18
2000	GILLIG (20)	rep. 1, 2005 - 15, 2006	2020	40' DIESEL									16	16	16
2100	GILLIG (18)	repl 10, 2006, 24, 1100 in 26/27	2021	40' DIESEL										10	10

COMBINED ACTIVE 30' - 40' FLEET

74	71	71	73	73	73	76	76	76	78	78
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ARTICS

770	NEW FLYER (5)	57	2003	60' DIESEL	5	5	5	5	5	5					
7100	NEW FLYER (5)	57	2007	60' HYBRID ARTIC	5	5	5	5	5	5	5	5	5	5	5
1000	NEW FLYER (5)	rep. 8, 1991, 40'	2010	60' HYBRID ARTIC	5	5	5	5	5	5	5	5	5	5	5
1400	NEW FLYER (3)	rep. 4, 1994, 40'	2014	60' HYBRID ARTIC		3	3	3	3	3	3	3	3	3	3
1900	NEW FLYER (5)	repl 5, 770/5, 7100 in 2023	2019	60' HYBRID/ARTIC							5	5	5	5	10

ACTIVE ARTICULATED 60' FLEET

15	18	18	18	18	18	18	18	18	18	18	18	18	18	18
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TOTAL REGULAR ACTIVE FLEET

89	89	89	91	91	91	94	94	94	96	96
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PROJECTED PEAK BUS INCREASE/DECREASE

-3.9%	0.0%	1.4%	1.3%	0.0%	0.0%	2.6%	0.0%	0.0%	2.5%	0.0%
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PEAK ASSIGNMENTS

74	74	75	76	76	76	78	78	78	80	80
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TOTAL SPARES

15	15	15	15	15	15	16	16	16	16	16
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SPARE RATIO

20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
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BUS RAPID TRANSIT FLEET (BRT - SPECIAL USE FLEET)

6100	NEW FLYER	41	2006	60' BRT/HYBRID	6	6	6	6	6	6	6	6			
9100	NEW FLYER	38	2009	60' BRT	5	5	5	5	5	5	5	5	5	5	5
1600	NEW FLYER	38	2016	60' BRT - additional service					6	6	6	6	6	6	6
2000	NEW FLYER	replaces 6, 2006	2020	60' BRT/HYBRID									6	6	6
2300	NEW FLYER	replaces 5, 2009	2023	60' BRT									6	6	6

BUS RAPID TRANSIT ACTIVE FLEET (BRT)

11	11	11	11	17	17	17	17	17	17	17	17	17	17
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PROJECTED PEAK BRT BUS INCREASE

0.0%	0.0%	0.0%	0.0%	62.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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PEAK ASSIGNMENTS (BRT)

8	8	8	8	13	13	13	13	13	13	13
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TOTAL SPARES (BRT)

3	3	3	3	4	4	4	4	4	4	4
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BUS RAPID TRANSIT SPARE RATIO (BRT)

37.5%	37.5%	37.5%	37.5%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
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TOTAL COMBINED PEAK ASSIGNMENTS

82	82	83	84	89	89	91	91	91	93	93
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COMBINED ACTIVE ARTICULATED FLEET

26	29	29	29	35	35	35	35	35	35	35
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TOTAL COMBINED ACTIVE FLEET

100	100	100	102	108	108	111	111	111	113	113
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CONTINGENCY FLEET (SUBJECT TO CHANGE)

150	GILLIG		1997	40' DIESEL	-	-	-	3	3	-	-	-	-	-	-
250	GILLIG		1997	30' DIESEL	3	6	6	6	2	2	-	-	-	-	-
300	GILLIG		1998	40' DIESEL	10	10	8	2	2	2	-	-	-	-	-
300	GILLIG		1999	40' DIESEL	-	-	-	5	5	5	-	-	-	-	-
3003	GILLIG		2003/2005	40' DIESEL	-	-	-	-	-	-	10	10	-	-	-
770	NEW FLYER		2004	60' DIESEL	-	-	-	-	-	-	5	-	-	-	-
6200	GILLIG		2006	40' DIESEL	-	-	-	-	-	-	-	-	10	10	6
6100	NEW FLYER		2006	60' BRT/HYBRID	-	-	-	-	-	-	-	-	6	6	6
7100	NEW FLYER		2007	60' BRT/HYBRID	-	-	-	-	-	-	-	-	-	-	5

TOTAL CONTINGENCY INACTIVE FLEET

13	16	14	16	12	9	15	10	16	16	17
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TOTAL FLEET INVENTORY

113	116	114	118	120	117	126	121	127	129	130
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DISPOSAL (SUBJECT TO CHANGE)

150	GILLIG		1997	40' DIESEL	-	-	-	-	3	-	-	-	-	-	-
250	GILLIG		1997	30' DIESEL	-	-	-	-	4	-	-	-	-	-	-
300	GILLIG		1998	40' DIESEL	4	-	2	6	-	-	2	-	-	-	-
300	GILLIG		1999	40' DIESEL	-	-	-	-	-	-	5	-	-	-	-
3003	GILLIG		2003/2005	40' DIESEL	-	-	-	-	-	-	5	10	-	-	-
770	NEW FLYER		2004	60' DIESEL	-	-	-	-	-	-	-	5	2	-	-
6200	GILLIG		2006	40' DIESEL	-	-	-	-	-	-	-	-	3	7	4

TOTAL FLEET INVENTORY DISPOSAL

4	0	2	6	7	0	12	15	5	7	4
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4/8/2013



Lane Transit District General Fund Summary from Adopted Budget

	FY 2009-10			FY 2010-11			FY 2011-12			FY 2012-13
	Adopted Budget	FY 2009-10 Actual	% of Budget	Adopted Budget	FY 2010-11 Actual	% of Budget	Adopted Budget	FY 2011-12 Actual	% of Budget	Adopted Budget
Net Working Capital	\$ 5,280,000			\$ 5,873,200			\$ 10,304,200			\$ 10,306,300
Operating Revenues										
Cash Fares & Tokens	4,507,800	4,730,625	104.9%	4,261,500	5,012,886	117.6%	4,732,100	4,069,258	86.0%	4,456,900
Group Passes	2,030,500	2,301,402	113.3%	2,100,300	2,380,148	113.3%	2,377,200	2,669,139	112.3%	2,740,300
Total Passenger Fares	6,538,300	7,032,027	107.6%	6,361,800	7,393,034	116.2%	7,109,300	6,738,397	94.8%	7,197,200
Other Revenues										
Special Services	735,700	634,084	86.2%	593,800	482,435	81.2%	448,300	588,943	131.4%	572,500
Advertising	264,000	267,500	26.8%	213,000	275,500	34.1%	275,500	281,500	38.9%	279,100
Miscellaneous	179,500	281,609	156.9%	148,100	505,582	341.4%	145,400	211,334	145.3%	134,800
Interest	150,000	56,200	37.5%	53,900	60,462	112.2%	60,000	58,897	98.2%	60,000
Sale of Assets	-	-	0.0%	-	-	0.0%	10,000	45,103	0.0%	15,000
Payroll Taxes	23,327,600	21,424,079	91.8%	21,672,500	22,197,770	102.4%	22,573,900	23,047,471	102.1%	24,046,500
Self-Employment Taxes	1,400,000	1,381,109	98.7%	1,523,300	1,440,902	94.6%	1,522,200	1,507,575	99.0%	1,672,800
State-in-Lieu	1,400,000	1,755,311	125.4%	1,730,000	1,740,509	100.6%	1,668,000	1,869,854	112.1%	1,820,000
American Recovery & Reinvestment Act (ARRA)	3,201,500	3,201,570	100.0%	-	-	0.0%	-	-	0.0%	-
Other Operating Grants	1,025,000	845,133	82.5%	3,106,700	4,703,291	151.4%	4,780,500	4,585,391	95.9%	5,192,200
Transfer from Transportation Options	-	-	-	-	-	-	-	-	-	-
Total Other Revenues	31,683,300	29,846,595	94.2%	29,041,300	31,406,451	108.1%	31,483,800	32,196,068	102.3%	33,792,900
Total Resources	43,501,600	36,878,622		41,276,300	38,799,485		48,897,300	38,934,465		51,296,400
Requirements										
Operating Requirements										
Personnel Services	26,435,300	25,248,534	95.5%	24,968,900	24,818,713	99.4%	25,829,900	25,460,045	98.6%	27,574,800
Materials & Services	6,685,600	6,075,051	90.9%	7,111,500	7,201,147	101.3%	9,088,200	7,766,797	85.5%	9,259,700
Insurance & Risk Services	1,267,600	1,140,688	90.0%	1,422,400	1,054,275	74.1%	1,312,700	1,028,842	78.4%	1,416,200
Total Operating Requirements	34,388,500	32,464,273	94.4%	33,502,800	33,074,135	98.7%	36,230,800	34,255,684	94.5%	38,250,700
Non-Operating Requirements										
Transfer to Capital Projects Fund	-	-	-	776,600	-	-	3,062,900	3,031,900	99.0%	1,600,000
Transfer to Accessible Services & Transportation Options Funds	1,905,000	1,177,302	61.8%	1,068,800	1,400,925	131.1%	1,915,100	1,906,944	99.6%	2,501,300
Reserves										
Reserves - Operating Contingency	1,000,000			1,000,000			1,000,000			1,000,000
Reserves - Working Capital	5,208,100			3,928,100			5,688,500			6,944,400
Reserves - Payroll Tax Contingency										
Reserves - Self-Insurance & Risk	1,000,000	-	-	1,000,000	-	-	1,000,000	-	-	1,000,000
Total Non-Operating Requirements	9,113,100	1,177,302		7,773,500	1,400,925		12,666,500	4,938,844		13,045,700
Total Requirements	43,501,600	33,641,575		41,276,300	34,475,060		48,897,300	39,194,528		51,296,400
Excess (Deficiency) of Revenues Over Expenditures		3,237,047			4,324,425			(260,063)		
Fund Balance, Beginning of Year		5,327,216			8,564,263			12,888,688		
Fund Balance, End of Year		8,564,263			12,888,688			12,628,625		
Unappropriated		-			-			-		
Passenger Boardings		11,349,579			11,253,628			11,253,628		
Total Passenger Fares/Total Operating Requirements		21.7%			22.4%			19.7%		



Comparison of Operating Characteristics of Selected Transit Properties *
National Transit Database (NTD) Report Year 2011

System	Service Area Population	Revenue Hours	Annual Boardings	Passenger Miles	Fare Revenue	Peak Buses	Total Employees	Operating Expenses	Capital Exp. (Avg per Yr)	per Service Area Population:		Operating Expenses per:		Boardings per Rev Hr	Pass Miles per Rev Hr	Fare Recovery
										Boardings	Pass Miles	Boarding	Pass Mile			
Ann Arbor, MI	212,492	175,210	5,929,721	18,500,730	\$4,356,182	61	193	\$20,394,295	\$4,040,460	0.82	87	\$3.44	\$1.10	33.8	105.6	21%
Bakersfield, CA	466,353	299,708	6,902,592	22,655,903	\$5,151,986	70	263	\$22,417,448	\$4,773,236	0.64	49	\$3.25	\$0.99	23.0	75.6	23%
Bellingham, WA	201,923	125,386	5,125,550	15,344,966	\$1,663,823	43	146	\$14,274,228	\$3,981,614	0.62	76	\$2.78	\$0.93	40.9	122.4	12%
Colorado Spr., CO	559,409	123,902	2,666,804	17,380,938	\$2,971,667	41	***	\$11,164,142	\$5,223,082	0.22	31	\$4.19	\$0.64	21.5	140.3	27%
Fort Collins, CO	143,986	77,355	2,156,876	7,371,995	\$1,060,437	26	96	\$6,991,846	\$1,828,053	0.54	51	\$3.24	\$0.95	27.9	95.3	15%
Livermore, CA	166,972	111,465	1,712,879	8,347,679	\$2,051,489	51	***	\$11,564,234	\$5,045,734	0.67	50	\$6.75	\$1.39	15.4	74.9	18%
Olympia, WA	161,000	199,060	4,505,329	19,003,692	\$2,381,146	56	223	\$22,003,668	\$3,765,712	1.24	118	\$4.88	\$1.16	22.6	95.5	11%
Reno, NV	327,768	249,787	7,688,345	26,472,821	\$5,738,458	58	261	\$25,728,187	\$10,110,793	0.76	81	\$3.35	\$0.97	30.8	106.0	22%
Salem, OR	206,500	157,335	4,203,930	13,620,825	\$2,156,084	53	173	\$18,481,242	\$3,088,911	0.76	66	\$4.40	\$1.36	26.7	86.6	12%
Santa Cruz, CA	254,538	215,262	5,776,444	35,493,268	\$8,002,031	80	231	\$31,341,694	\$7,898,323	0.85	139	\$5.43	\$0.88	26.8	164.9	26%
Vancouver, WA	365,750	258,137	6,723,798	33,748,700	\$7,295,061	91	290	\$29,952,369	\$6,484,437	0.71	92	\$4.45	\$0.89	26.0	130.7	24%
Mean (average)	280,041	186,842	5,385,967	21,723,067	\$4,189,413	60	217	\$20,622,329	\$5,753,157	0.72	116	\$4.09	\$1.00	28.4	114.1	19%
Lane Transit	293,800	249,500	11,239,339	42,735,285	\$7,432,593	93	295	\$33,154,593	\$12,797,530	0.85	145	\$2.95	\$0.78	45.0	171.3	22%
Portland, OR **	1,489,796	1,636,603	58,248,403	219,728,219	\$53,576,560	520	1,641	\$222,887,559	\$35,011,086	1.10	147	\$3.83	\$1.01	35.6	134.3	24%

* Properties were selected based on providing a level of service comparable to LTD or providing service to a local university.

** Portland, Oregon, statistics are not included in the mean and are provided for information purposes only. Data is for fixed-route bus service only (light rail is not included).

*** Fixed-route service is contracted service. No employee counts are reported to NTD for contracted services.

Annual Budget Calendar

July	New fiscal year begins. Preliminary year-end financial report for year ended June 30 to the Board of Directors. New fiscal year's Adopted Budget filed with the State.
August	Previous year's performance analyzed. Materials for independent audit prepared.
September/ October	Independent audit of previous fiscal year's financial activity conducted. United Front request results known. New federal fiscal year begins. Comprehensive Annual Financial Report (CAFR) prepared for previous fiscal year.
December	CAFR with report of independent auditor presented to Board of Directors. Key issues from auditor's report reviewed with Board. Budget calendar for coming fiscal year prepared.
January	LTD Leadership Council (LC) holds strategic work session. Personnel services budget model for next fiscal year prepared. Staff drafts Capital Improvements Program (CIP).
February	LC reviews draft Capital Improvements Program (CIP). Board reviews service issues and proposed changes. Board reviews fare policy and proposed changes. Briefing provided for non-Board Budget Committee members.
March	Initial budget revenue and expenditure projections completed by staff. Initial Materials & Services (M&S) requests completed by department directors. Staff drafts Long-Range Financial Plan (LRFP).
April	Board approves Long-Range Financial Plan. Board approves Capital Improvements Program. LTD Board of Directors and LC hold strategic work session.
May	Proposed budget finalized. Staff presents proposed budget to the Budget Committee. Budget Committee meets to discuss the proposed budget and make changes. Budget Committee approves budget and sends to the Board for adoption.
June	Board adopts budget for the new fiscal year that begins July 1.



Legal Publications

Lane Transit District
Fiscal Year 2013-2014



Lane Transit District

July 1, 2013

Property Tax Division
Oregon Department of Revenue
955 Center Street, NE
Salem, OR 97309-5075

RE: Lane Transit District Fiscal Year 2013-2014 Budget

To Whom It Concerns:

Pursuant to Oregon Local Budget Law and Administrative Rules, enclosed please find a copy of a Resolution of the Board of Directors of Lane Transit District adopting the budget for FY 2013-2014 and making appropriations. It is our understanding that this submittal is required for jurisdictions not imposing a property tax.

Please call me at 541-682-6100 if you have any questions or concerns.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Diane Hellekson', is written in black ink.

Diane Hellekson
Director of Finance & Information Technology

DH:cj/crt

Enclosure

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LANE TRANSIT DISTRICT RESOLUTION NO. 2013-021

BE IT RESOLVED that the Board of Directors of Lane Transit District hereby adopts the budget for the Fiscal Year 2013-2014 in the total combined fund sum of \$181,049,000 now on file at the Lane Transit District offices.

BE IT FURTHER RESOLVED that the amounts for the fiscal year beginning July 1, 2013, and for the purposes shown below are hereby appropriated as follows:

GENERAL FUND - OPERATING BUDGET

Personnel Services	\$ 28,388,700
Materials & Services	<u>10,724,300</u>
Total Operating	39,113,000

GENERAL FUND - NON-OPERATING

Transfer to Accessible Services Fund	2,635,400
Transfer to Medicaid Fund	147,200
Transfer to Capital Projects Fund	1,792,700
Operating Contingency	1,000,000
Other Contingency	10,315,400
Self-Insurance Contingency	<u>1,000,000</u>
Total Non-Operating	<u>16,890,700</u>

Total General Fund 56,003,700

ACCESSIBLE SERVICES FUND

Materials & Services	5,896,500
Transfer to Capital Projects Fund	119,000
Operating Contingency	<u>259,700</u>
Total Accessible Services Fund	<u>6,275,200</u>

MEDICAID FUND

Materials & Services	5,734,400
Operating Contingency	<u>200,700</u>
Total Medicaid Fund	<u>5,935,100</u>

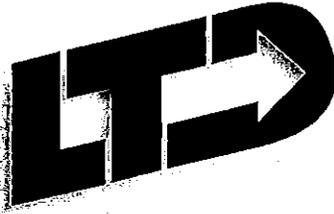
CAPITAL PROJECTS FUND

Capital Outlay	112,716,000
Capital Reserve	<u>119,000</u>
Total Capital Projects Fund	<u>112,835,000</u>

June 19, 2013

Date Adopted

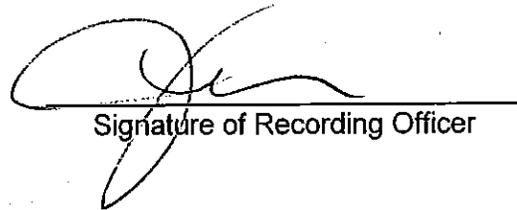

Board President



Lane Transit District
P. O. Box 7070
Springfield, Oregon 97475
(541) 682-6100
Fax: (541) 682-6111

CERTIFICATION

The undersigned duly qualified and acting Administrative Services Manager/Clerk of the Board of the Lane Transit District (LTD) certifies that the foregoing is a true and correct copy of LTD Resolution No. 2013-021, as adopted at a legally convened meeting of the Board of Directors held on June 19, 2013.

A handwritten signature in black ink, appearing to be 'Jen', is written over a horizontal line. Below the line, the text 'Signature of Recording Officer' is printed.

Administrative Services Manager/
Clerk of the Board

Title of Recording Officer

June 19, 2013

Date

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FORM LB-1

NOTICE OF BUDGET HEARING

A public meeting of the Lane Transit District Board of Directors will be held on June 19, 2013, at 5:30 p.m. at LTD Administrative Office, 3500 East 17th Avenue, Eugene, Oregon. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2013, as approved by the Lane Transit District Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at LTD Administrative Office, 3500 East 17th Avenue, Eugene, Oregon, between the hours of 8:00 a.m. and 5:00 p.m. or online at <http://www.ltd.org/pdf/finance/2013/LTD%20FY%202013-14%20Proposed%20Budget.pdf>. This budget is for an annual budget period. This budget was prepared on a basis of accounting that is the same as used the preceding year.

Contact: Diane Hellekson

Telephone: 541-682-6100

E-mail: diane.hellekson@ltd.org

FINANCIAL SUMMARY - RESOURCES			
TOTAL OF ALL FUNDS	Actual Amount 2011-12	Adopted Budget This Year 2012-13	Approved Budget Next Year 2013-14
Beginning Fund Balance/Net Working Capital	13,974,671	11,718,800	16,338,300
Fees, Licenses, Permits, Fines, Assessments & Other Service Charges	12,731,664	13,309,200	13,385,100
Federal, State and All Other Grants, Gifts, Allocations and Donations	24,763,674	35,579,000	117,266,600
Revenue from Bonds and Other Debt	0	0	0
Interfund Transfers / Internal Service Reimbursements	4,963,906	4,141,300	4,694,300
All Other Resources Except Current Year Property Taxes	26,790,780	27,749,100	29,364,700
Current Year Property Taxes Estimated to be Received	0	0	0
Total Resources	83,224,695	92,497,400	181,049,000

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION			
Personnel Services	25,460,045	27,574,800	28,388,700
Materials and Services	18,761,624	21,746,100	22,355,200
Capital Outlay	19,725,249	29,198,600	112,716,000
Debt Service	0	0	0
Interfund Transfers	4,963,906	4,141,300	4,694,300
Contingencies	0	9,836,600	12,894,800
Special Payments	0	0	0
Unappropriated Ending Balance and Reserved for Future Expenditure	0	0	0
Total Requirements	68,910,824	92,497,400	181,049,000

FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *			
Name of Organizational Unit or Program FTE for that unit or program			
Non-Departmental / Non-Program	39,194,528	92,497,400	181,049,000
FTE	303	308	313
Total Requirements	39,194,528	92,497,400	181,049,000
Total FTE	303	308	313

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

The slow but continued local economic recovery, coupled with a tax rate increase to .007 on January 1, 2014, will increase payroll tax receipts by 5.6 percent over FY 2012-13 estimated receipts. Cash fares will not change in FY 2013-14. Group pass contract rates will increase on January 1, 2014. Overall, fare revenue will increase 1.7 percent over FY 2012-13 actual receipts. Revenue increases will be partially offset by a 5.2 percent increase in total personnel services, the result of anticipated payouts for eight senior administrative staff retirements, a 2 percent wage adjustment required by the prevailing collective bargaining agreement, and the implementation of some minor staffing changes. Fuel expenses, the single largest materials and services outlay, will be held to \$3.75 per gallon or less as a result of buying diesel fuel when the price dropped storing almost a year's supply. Lane Transit District is assured of finishing the fiscal year under the \$3.75 per gallon goal in FY 2013-14.

PROPERTY TAX LEVIES			
	Rate or Amount Imposed	Rate or Amount Imposed	Rate or Amount Approved
Permanent Rate Levy (rate limit _____ per \$1,000)			
Local Option Levy			
Levy For General Obligation Bonds			

STATEMENT OF INDEBTEDNESS		
LONG TERM DEBT	Estimated Debt Outstanding on July 1.	Estimated Debt Authorized, But Not Incurred on July 1
General Obligation Bonds	\$0	\$0
Other Bonds	\$0	\$0
Other Borrowings	\$0	\$0
Total	\$0	\$0

* If more space is needed to complete any section of this form, insert lines (rows) on this sheet or add sheets. You may delete unused lines.

GUARD PUBLISHING COMPANY

3500 CHAD DRIVE
EUGENE, OREGON 97408

PHONE (541) 485-1234

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CHRIS THRASHER
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SPRINGFIELD, OR 97475-0470

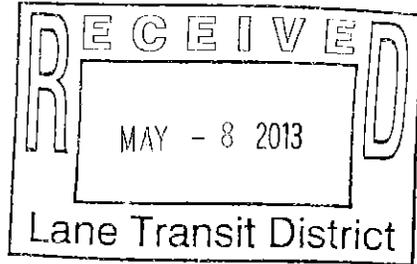
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AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }
COUNTY OF LANE, } ss.

I, **Wendy Raz**, being first duly affirmed, depose and say that I am the Advertising Manager, or his principal clerk, of The Register-Guard, a newspaper of general circulation as defined in ORS 193.010 and 193.020; published at Eugene in the aforesaid county and state; that the **Notice of Budget Committee Meeting** printed copy of which is hereto annexed, is publishing in the entire issue of said newspaper for **two** successive and consecutive **Week(s)** in the following issues:

April 21, May 06, 2013

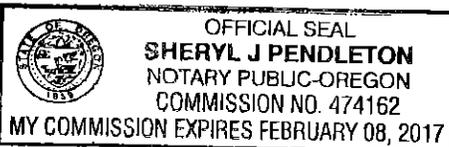


NOTICE OF BUDGET COMMITTEE MEETINGS
 A public meeting of the Lane Transit District Budget Committee, to discuss the budget for the fiscal year July 1, 2013, to June 30, 2014, will be held at 6:00 p.m. on Wednesday, May 15, 2013. The purpose of the meeting is to receive and consider the budget message and budget proposal for Fiscal Year 2013-2014. Included will be a review of proposed revenues and expenditures for the LTD budget for FY 2013-2014. Any person may appear at the meeting to discuss the budget proposal in whole or in part. A copy of the budget proposal will be available between the hours of 8 a.m. and 5 p.m. Monday through Friday at the Lane Transit District business office at 3500 E. 17th Avenue, Eugene (in Glenwood), beginning May 10, 2013. The Budget Committee also has scheduled May 16, 2013 (if needed) to continue budget deliberations and approve the budget for final adoption by the Board of Directors.

All meetings will be held in the LTD Board Room at 3500 E. 17th Avenue, Eugene (in Glenwood). Members of the public are invited to attend. Alternative formats of printed material and/or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

No. 5626965 - May 6, 2013

Subscribed and affirmed to before me this **May 06, 2013**



Account #: **1000160**
INVOICE **5626965**
Case: **May 15, 2013**
Ad Price: **\$195.00**

GUARD PUBLISHING COMPANY

3500 CHAD DRIVE PHONE (541) 485-1234
EUGENE, OREGON 97408

Legal Notice 5669121

Legal Notice Advertising

LANE TRANSIT DISTRICT
CHRIS THRASHER
PO BOX 7070
SPRINGFIELD, OR 97475-0470

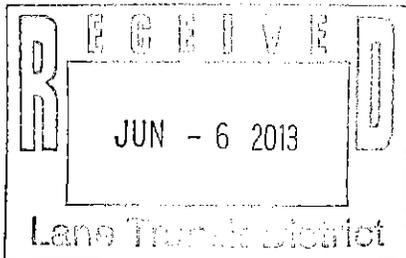
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AFFIDAVIT OF PUBLICATION

STATE OF OREGON, }
COUNTY OF LANE, } ss.

I, **Wendy Raz**, being first duly affirm and say that I am the Advertising Manager, or his principal, of The Register-Guard, a newspaper of general circulation in ORS 193.010 and 193.020; published at Eugene in this county and state; that the **Notice of Budget Hearing** printed copy of which is hereto annexed, is publishing issue of said newspaper for **one** successive and **co Day(s)** in the following issues:

June 04, 2013

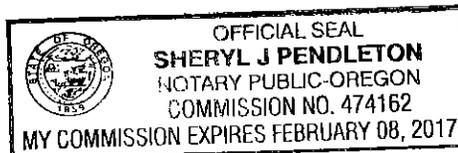


Wendy Raz

Subscribed and affirmed to before me this **June 05, 2013**

Sheryl J Pendleton
Notary Public of Oregon

Account #: **1000160**
INVOICE **5669121**
Case: **June 19, 2013**
Ad Price: **\$305.00**



LTD Adopted Budget
FY 2013-2014
Page 75

FORM LB-1

NOTICE OF BUDGET HEARING

A public meeting of the Lane Transit District Board of Directors will be held on June 19, 2013, at 5:30 p.m. at LTD Administrative Office, 3500 East 17th Avenue, Eugene, Oregon. The purpose of this meeting is to discuss the budget for the fiscal year beginning July 1, 2013, as approved by the Lane Transit District Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at LTD Administrative Office, 3500 East 17th Avenue, Eugene, Oregon, between the hours of 8:00 a.m. and 5:00 p.m. or online at <http://www.ltd.org/pdf/finance/2013/LTD%20FY%202013-14%20Proposed%20Budget.pdf>.

This budget is for an annual budget period. This budget was prepared on a basis of accounting that is the same as used the preceding year.

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FINANCIAL SUMMARY - RESOURCES

TOTAL OF ALL FUNDS

	Actual Amount	Adopted Budget This Year	Approved Budget Next Year
	2011-12	2012-13	2013-14
Beginning Fund Balance/Net Working Capital	13,974,671	11,718,800	16,338,300
Fees, Licenses, Permits, Fines, Assessments & Other Service Charges	12,731,664	13,309,200	13,385,100
Federal, State and All Other Grants, Gifts, Allocations and Donations	24,763,674	35,579,000	117,266,600
Interfund Transfers / Internal Service Reimbursements	4,963,906	4,141,300	4,694,300
All Other Resources Except Current Year Property Taxes	26,790,780	27,749,100	29,364,700
Total Resources	83,224,695	92,497,400	181,049,000

FINANCIAL SUMMARY - REQUIREMENTS BY OBJECT CLASSIFICATION

Personnel Services	25,460,045	27,574,800	28,388,700
Materials and Services	18,761,624	21,746,100	22,355,200
Capital Outlay	19,725,249	29,198,600	112,716,000
Interfund Transfers	4,963,906	4,141,300	4,694,300
Contingencies	0	9,836,600	12,894,800
Total Requirements	68,910,824	92,497,400	181,049,000

FINANCIAL SUMMARY - REQUIREMENTS AND FULL-TIME EQUIVALENT EMPLOYEES (FTE) BY ORGANIZATIONAL UNIT OR PROGRAM *

Name of Organizational Unit or Program	FTE for that unit or program		
Non-Departmental / Non-Program	39,194,528	92,497,400	181,049,000
FTE	303	308	313
Total Requirements	39,194,528	92,497,400	181,049,000
Total FTE	303	308	313

STATEMENT OF CHANGES IN ACTIVITIES and SOURCES OF FINANCING *

The slow but continued local economic recovery, coupled with a tax rate increase to .007 on January 1, 2014, will increase payroll tax receipts by 5.6 percent over FY 2012-13 estimated receipts. Cash fares will not change in FY 2013-14. Group pass contract rates will increase on January 1, 2014. Overall, fare revenue will increase 1.7 percent over FY 2012-13 actual receipts. Revenue increases will be partially offset by a 5.2 percent increase in total personnel services, the result of anticipated payouts for eight senior administrative staff retirements, a 2 percent wage adjustment required by the prevailing collective bargaining agreement, and the implementation of some minor staffing changes. Fuel expenses, the single largest materials and services outlay, will be held to \$3.75 per gallon or less as a result of buying diesel fuel when the price dropped storing almost a year's supply. Lane Transit District is assured of finishing the fiscal year under the \$3.75 per gallon goal in FY 2013-14.

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