

**AGENDA
INTERCITY TRANSIT AUTHORITY
SPECIAL MEETING
November 19, 2014
5:30 P.M.**

CALL TO ORDER

- | | | |
|------------|---|----------------|
| 1. | APPROVAL OF AGENDA | 1 min. |
| 2. | INTRODUCTIONS - None | 0 min. |
| 3. | PUBLIC COMMENT | 10 min. |
| | <i>Public Comment Note: This is the place on the agenda where the public is invited to address the Authority on any issue. The person speaking is asked to sign-in on the General Public Comment Form for submittal to the Clerk of the Board. Please include your first and last name, a mailing address or a phone number (in the event we need to contact you). When your name is called, step up to the podium and give your name for the audio record. If you are unable to utilize the podium, you will be provided a microphone at your seat. Citizens testifying are asked to limit testimony to three minutes.</i> | |
| | <i>The Authority will not typically respond to your comments this same evening; however, they may ask some clarifying questions.</i> | |
| 4. | CITIZEN ADVISORY COMMITTEE REPORT (Leah Bradley) | 10 min. |
| 5. | SURPLUS VAN GRANT PROGRAM (Carolyn Newsome) | 10 min. |
| 6. | 2014 FALL CITIZEN ADVISORY COMMITTEE RECRUITMENT (Ann Freeman-Manzanares) | 20 min. |
| 7. | FINANCIAL SCENARIO PLANNING (Ann Freeman-Manzanares) | 60 min. |
| 8. | GENERAL MANAGER'S REPORT | 10 min. |
| 9. | AUTHORITY ISSUES | 10 min. |
| 10. | ADJOURNMENT | |

Intercity Transit is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin consistent with requirements of Title VI of the Civil Rights Act of 1964 and Federal Transit Administration guidance in FTA Circular 4702.

For questions regarding Intercity Transit's Title VI Program, you may contact the agency's Title VI Officer at (360) 705-5885 or bholman@intercitytransit.com.

If you need special accommodations to participate in this meeting, please call us at (360) 705-5860 three days prior to the meeting.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial (360) 705-5860.

Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. This facility is served by Routes 62A, 62B (on Martin Way), and 66 (on Pacific Avenue).

**INTERCITY TRANSIT AUTHORITY
SPECIAL MEETING
AGENDA ITEM NO. 5
MEETING DATE: November 19, 2014**

FOR: Intercity Transit Authority
FROM: Carolyn Newsome (705-5829)
SUBJECT: Surplus Van Grant Program

1) **The Issue:** Provide an update to the Authority on the Surplus Van Grant Program.

2) **Recommended Action:** For information and discussion. No action is required.

3) **Policy:** The Surplus Van Grant program supports the Transit Development Plan's goal of strengthening partnerships with local agencies and non-profit groups by assisting them in meeting their needs for group transportation.

4) **Background:** On September 3, 2003, the Intercity Transit Authority adopted resolution 07-03 creating the Surplus Van Grant program, making up-to-four surplus vanpool vehicles available each year to non-profit groups in Thurston County's Public Transportation Benefit Area (PTBA) to meet the transportation needs of their clients not met by Intercity Transit's regular services.

A key aspect of this program is the vehicles must be for passenger transportation-related purposes for citizens who live within the PTBA boundaries for groups located in our PTBA. Selection criteria include passenger trips provided, community benefit, coordination of services and ability to maintain vehicle and service.

The applications are available now and due Friday, December 19, 2014. Staff sent notices to community groups, prepared a press release, uses social media and our website and utilizes the Thurston Regional Planning Council's list of community service groups to answer questions and show interested parties the vehicles. Staff will make a recommendation for vehicle award at the January 7, 2015, ITA meeting.

Since the program began in 2004, the agency's Van Grant program has awarded 33 vehicles to organizations such as: Catholic Community Services, Wee Love

Early Learning Center, Olympia Gospel Mission, Senior Services of South Sound, Thurston County Food Bank, Habitat for Humanity, Pacific Peaks Girl Scout Council, Yelm Adult Senior Services, and others.

The most recent van awards, made last fall, went to GRuB, Boys' and Girls' Clubs of Thurston County, Panza for Quixote Village, and Thurston County Food Bank. These and other organizations use their vans for transporting low-income and at-risk youth to before and after school programs and field trips; trips to the food bank, medical and social service appointments; transporting volunteers gleaning produce from local farms for the Food Bank; and much more.

In their quarterly program updates, grantees reported the vans were used at Senior Services for South Sound to transport seniors to the Senior Nutrition Program, Services to At-Risk Seniors (STARS), Adult Day Care and Respite, Korean Elders program and to assist seniors with essential errands. Behavioral Health Resources uses their granted vans to transport clients to outings, job interviews and socialization events. Olympia Union Gospel Mission operates a fulltime, addiction recovery program for both men and women in need of stable housing and recovery from addictions. The van will be used for trips to counseling, parenting classes, court mandated appointments and service opportunities.

5) **Alternatives:** N/A.

6) **Budget Notes:** The surplus van program will result in lost revenue to Intercity Transit from the sale of surplus vans. This is estimated at \$4,000 per vehicle or a total of \$16,000 for the four vehicles.

7) **Goal References:** **Goal #1:** *"Assess the transportation needs of our community."* **Goal #2:** *"Provide outstanding customer service."* **Goal #4:** *"Provide responsive transportation options."*

8) **References:** N/A.

**INTERCITY TRANSIT AUTHORITY
SPECIAL MEETING
AGENDA ITEM NO. 6
MEETING DATE: November 19, 2014**

FOR: Intercity Transit Authority

FROM: Ann Freeman-Manzanares (705-5838)

SUBJECT: 2014 Fall Citizen Advisory Committee Recruitment

1) **The Issue:** To review applications and identify applicants for interviews.

2) **Recommended Action:** Review and select applications received for vacancies on the CAC. Staff will schedule interviews after the Authority provides direction.

3) **Policy:** As per the Operating Principles, the Intercity Transit Authority appoints members to the Citizen Advisory Committee. In 2011, the Authority approved an additional youth position, increasing the number of members from 19 to 20. It is the Authority's direction to conduct an annual recruitment.

4) **Background:** The CAC is comprised of 20 members representing the diversity of our community. There are currently six vacant positions, which include one youth position. A recruitment process was held in the spring of this year; however, none of the candidates were selected. The Authority requested an additional recruitment in the fall to fill the remaining vacancies.

Staff received 11 applications in response to the current recruitment. At the direction of the Intercity Transit Authority, an ad hoc committee will conduct interviews of applicants between 11/27/14 and 12/10/14, and will make recommendations for appointment at the December 17, 2014, ITA meeting.

New members will be appointed by the Authority at the December 17, 2014, meeting, and their first meeting will be January 12, 2015.

5) **Alternatives:**

- A. Direct staff to schedule interviews for all or some of the applicants.
- B. Direct staff to defer a new recruitment until 2015.

6) **Budget Notes:** N/A.

7) **Goal References:** Maintaining active, interested Citizen Advisory Committee members supports all agency goals.

8) **References:** Citizen Advisory Committee applications.

INTERCITY TRANSIT AUTHORITY
SPECIAL MEETING
AGENDA ITEM NO. 7
MEETING DATE: November 19, 2014

FOR: Intercity Transit Authority

FROM: Ann Freeman-Manzanares (705-5838)
Ben Foreman (705-5813)

SUBJECT: Financial Scenario Planning

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- 1) **The Issue:** Review financial models which illustrate a variety of short and long range financial outcomes.
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- 2) **Recommended Action:** For information and discussion. No action is required.
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- 3) **Policy:** The Authority defines our short and long range plans and has budgetary responsibility.
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- 4) **Background:** Significant reductions in federal funding and the recession have negatively impacted Intercity Transit's budget and long range estimated forecast. This is an opportunity to review several long range scenarios that will help define the level of service Intercity Transit may provide in the future.
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- 5) **Alternatives:** N/A.
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- 6) **Budget Notes:** These discussions affect all of our short and long range plans and corresponding budgets.
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- 7) **Goal References:** This impacts all of our goals.
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- 8) **References:** Scenario #1: Hybrid Coaches/15 Year Replacement; Scenario #2: Hybrid Coaches/17 Year Replacement; Scenario #3: Diesel Coaches/17 Year Replacement; Motor Vehicle Tax; 2013 Route Service Summary; 2004-2014 Fuel Analysis; Coach Replacement Cycle Proposal.

Scenario 1: Hybrid Coaches/ 15 Year Replacement

This model illustrates Estimated Ending Cash and the point at which the system falls below our 90 day Operating Reserve. It identifies the effects of an additional 1/10th of 1% sales tax increase if we were to ask the voters in August 2015, 2016 and 2017 and the resulting effects on Estimated End Cash/Operating Reserve in the following years.

Assumptions: 1) Retain current service levels (Exception: RMG funded service if funding is discontinued) 2) Sales tax collection rate of 8/10th of 1% for 2015; 3) Anticipate 3% sales tax returns; 4) Estimate average cost of fuel in 2015: \$3.84 per gallon; 5) **Purchase of hybrid electric buses;** 6) **Retain coaches for 15 years** (Depending on funding opportunities and vehicle condition - note FTA replacement cycle is 12 years).

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Current Projected Ending Cash	\$22,636,588	\$19,134,885	\$18,349,254	\$16,097,981	\$3,796,508	(\$8,777,570)	(\$9,722,796)	(\$18,065,115)	(\$35,304,734)	(\$35,388,583)	(\$46,662,738)	(\$50,773,595)	(\$65,593,399)	(\$71,377,277)
Below our Operating Reserve					\$10,790,216	\$11,141,828	\$11,396,773	\$11,958,079	\$12,413,241	\$12,881,300	\$13,405,820	\$13,978,135	\$14,569,650	\$15,201,726
Projected Ending Cash 2016 (August 2015 Ballot)		\$23,118,697	\$26,516,068	\$28,654,557	\$20,957,435	\$13,210,392	\$17,147,704	\$13,905,219	\$1,843,291	\$6,842,882	\$903,557	\$2,164,681	(\$7,097,302)	(\$7,201,216)
Below our Operating Reserve									\$12,413,241	\$12,881,300	\$13,405,820	\$13,978,135	\$14,569,650	\$15,201,726
Projected Ending Cash 2017 (August 2016 Ballot)			\$22,452,580	\$24,509,800	\$16,729,783	\$8,898,187	\$12,749,255	\$9,418,801	(\$27,322,855)	\$2,229,870	(\$3,801,716)	(\$2,558,663)	(\$11,863,940)	(\$11,967,854)
Below our Operating Reserve						\$11,141,828		\$11,958,079		\$12,881,300				
Projected Ending Cash 2018 (August 2017 Ballot)				\$20,324,407	\$12,460,682	\$4,543,704	\$8,307,682	\$4,888,397	(\$7,353,867)	(\$2,391,142)	(\$8,467,325)	(\$7,224,272)	(\$16,529,549)	(\$16,633,463)
Below our Operating Reserve						11141828	11396773	\$11,958,079						

Scenario 2: Hybrid Coaches/ 17 Year Replacement

This model illustrates Estimated Ending Cash and the point at which the system falls below our 90 day Operating Reserve. It identifies the effects of an additional 1/10th of 1% sales tax increase if we were to ask the voters in August 2015, 2016 and 2017 and the resulting effects on Estimated End Cash/Operating Reserve in the following years.

Assumptions: 1) Retain current service levels (Exception: RMG funded service if funding is discontinued) 2) Sales tax collection rate of 8/10th of 1% for 2015; 3) Anticipate 3% sales tax returns; 4) Estimate average cost of fuel in 2015: \$3.84 per gallon; 5) **Purchase of hybrid electric buses;** 6) **Retain coaches for 17 years** (Depending on funding opportunities and vehicle condition - note FTA replacement cycle is 12 years).

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Current Projected Ending Cash	\$22,636,588	\$19,134,885	\$18,349,254	\$19,249,406	\$10,256,928	\$4,482,742	\$183,524	(\$14,600,801)	(\$15,400,278)	(\$20,187,833)	(\$43,089,553)	(\$47,200,410)	(\$60,992,241)	(\$66,776,118)
Below our Operating Reserve					\$10,790,216	\$11,141,828	\$11,396,773							
Projected Ending Cash 2016 (August 2015 Ballot)		\$23,118,697	\$26,516,068	\$31,805,982	\$27,417,856	\$26,470,704	\$27,229,575	\$17,743,051	\$22,198,022	\$22,901,001	\$5,655,273	\$7,011,431	(\$1,125,644)	(\$1,229,557)
Below our Operating Reserve											\$13,405,820	\$13,978,135		
Projected Ending Cash 2017 (August 2016 Ballot)			\$22,452,580	\$27,661,225	\$23,190,204	\$22,158,499	\$22,831,126	\$13,256,634	\$17,621,877	\$18,233,334	\$894,253	\$2,155,191	(\$6,079,009)	(\$6,182,922)
Below our Operating Reserve											\$13,405,820	\$13,978,135		
Projected Ending Cash 2018 (August 2017 Ballot)				\$23,475,832	\$18,921,103	\$17,804,016	\$18,389,553	\$8,726,229	\$13,000,864	\$13,519,900	(\$3,913,450)	(\$2,670,397)	(\$10,947,701)	(\$11,051,614)
Below our Operating Reserve							\$11,958,079				\$13,405,820	\$13,978,135	\$14,569,650	\$15,201,726

Scenario 3: Diesel Coaches/ 17 Year Replacement

This model illustrates Estimated Ending Cash and the point at which the system falls below our 90 day Operating Reserve. It identifies the effects of an additional 1/10th of 1% sales tax increase if we were to ask the voters in August 2015, 2016 and 2017 and the resulting effects on Estimated End Cash/Operating Reserve in the following years.

Assumptions: 1) Retain current service levels (Exception: RMG funded service) 2) Sales tax collection rate of 8/10th of 1% for 2015; 3) Anticipate 3% sales tax returns; 4) Estimate average cost of fuel in 2015: \$3.84 per gallon; 5) Purchase of diesel buses; 6) Retain coaches for 17 years (Depending on funding opportunities and vehicle condition - note FTA replacement cycle is 12 years).

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Current Projected Ending Cash	\$22,636,588	\$19,015,067	\$18,103,626	\$18,871,751	\$9,691,845	\$4,627,761	\$880,885	(\$10,029,965)	(\$11,345,234)	(\$15,505,481)	(\$34,162,066)	(\$37,233,172)	(\$48,245,820)	(\$53,036,246)
Below our Operating Reserve					\$10,835,185	\$11,200,288	\$11,505,388							
Projected Ending Cash 2016 (August 2015 Ballot)		\$22,998,879	\$26,270,441	\$31,428,328	\$26,852,774	\$26,615,724	\$27,926,937	\$22,313,888	\$26,344,484	\$27,757,701	\$14,854,242	\$17,434,131	\$12,284,693	\$13,419,925
Projected Ending Cash 2017 (August 2016 Ballot)			\$22,206,952	\$27,283,569	\$22,625,119	\$22,303,516	\$23,528,485	\$17,827,467	\$21,768,334	\$23,090,028	\$10,093,216	\$12,577,884	\$7,331,321	\$8,367,485
Below our Operating Reserve											\$13,590,346	\$14,168,197	\$14,765,415	\$15,403,363
Projected Ending Cash 2018 (August 2017 Ballot)				\$23,098,177	\$18,356,020	\$17,949,035	\$19,086,915	\$13,297,065	\$17,147,324	\$18,376,597	\$5,285,516	\$7,674,030	\$2,329,390	\$3,265,516
Below our Operating Reserve											\$13,590,346	\$14,168,197	\$14,765,415	\$15,403,363

MOTOR VEHICLE									
YEAR	SALES TAX (ST)		EXCISE TAX (MVET)		ST + MVET		YEAR		
1984	\$	2,258,805	\$	1,683,115	\$	3,941,920	1984		
1985	\$	2,507,565	11.0%	\$ 1,805,522	7.3%	\$ 4,313,087	9.4%	1985	
1986	\$	2,656,700	5.9%	\$ 2,127,037	17.8%	\$ 4,783,737	10.9%	1986	
1987	\$	2,845,843	7.1%	\$ 2,398,667	12.8%	\$ 5,244,510	9.6%	1987	
1988	\$	3,020,142	6.1%	\$ 2,558,447	6.7%	\$ 5,578,589	6.4%	1988	
1989	\$	3,467,074	14.8%	\$ 2,766,031	8.1%	\$ 6,233,105	11.7%	1989	
1990	\$	3,900,458	12.5%	\$ 3,292,585	19.0%	\$ 7,193,043	15.4%	1990	
1991	\$	4,234,781	8.6%	\$ 3,328,027	1.1%	\$ 7,562,808	5.1%	1991	
1992	\$	4,877,042	15.2%	\$ 3,681,173	10.6%	\$ 8,558,215	13.2%	1992	
1993	\$	5,776,442	18.4%	\$ 5,579,517	51.6%	\$ 11,355,959	32.7%	1993	1
1994	\$	6,065,116	5.0%	\$ 6,318,702	13.2%	\$ 12,383,819	9.1%	1994	
1995	\$	6,257,966	3.2%	\$ 6,114,914	-3.2%	\$ 12,372,881	-0.1%	1995	
1996	\$	6,263,321	0.1%	\$ 6,362,579	4.1%	\$ 12,625,901	2.0%	1996	
1997	\$	6,535,926	4.4%	\$ 6,610,766	3.9%	\$ 13,146,692	4.1%	1997	
1998	\$	7,019,682	7.4%	\$ 6,431,049	-2.7%	\$ 13,450,731	2.3%	1998	
1999	\$	7,679,853	9.4%	\$ 7,194,916	11.9%	\$ 14,874,769	10.6%	1999	
2000	\$	8,041,630	4.7%	\$ 4,785,089	-33.5%	\$ 12,826,719	-13.8%	2000	2
2001	\$	8,568,916	6.6%					2001	
2002	\$	9,187,400	7.2%					2002	
2003	\$	15,569,706	69.5%					2003	3
2004	\$	18,125,822	16.4%					2004	
2005	\$	20,106,081	10.9%					2005	
2006	\$	22,000,384	9.4%					2006	
2007	\$	23,563,780	7.1%					2007	
2008	\$	22,828,240	-3.1%					2008	
2009	\$	20,686,454	-9.4%					2009	
2010	\$	21,009,695	1.6%					2010	
2011	\$	26,590,446	26.6%					2011	4
2012	\$	28,175,394	6.0%					2012	
2013	\$	29,250,739	3.8%					2013	
2014	\$	30,041,124	2.7%					2014	

2014 Estimate

- 1 - County-Wide Expansion of MVET
- 2 - Loss of All MVET
- 3 - Sales Tax Increase from 3/10th of 1% to 6/10th and Boundary Reduction
- 4 - Sales Tax Increased to 8/10th of 1%

Average Sales Tax Since 1984 = 5.7%
 Average Sales Tax 1984 to 2003 = 7.8%
 Average Sales Tax 2004 to 2014 = 1.9%

2013 Route Service Summary					
Route	Total Boardings	Revenue Hours	Board / Hour	Rating	Comments
Trunk Routes					
13-E. Tumwater	356,723	14,648	24.4	Marginal	
41-TESC	546,797	13,088	41.8	Exceeds	
44-SPSCC/Cap. Mall	262,687	10,179	25.8	Satisfactory	
48-Capital Mall/TESC	371,232	9,210	40.3	Exceeds	Runs weekday & Saturday.
49-Capital Mall	23,154	623	37.1	Exceeds	Runs Sunday only.
62A-Martin/Meridian	381,936	13,661	28.0	Satisfactory	
62B-Martin/Meadows	366,136	14,768	24.8	Satisfactory	Improved. Marginal last year.
66-Ruddell	331,237	16,016	20.7	Marginal	
Secondary Routes					
12-W. Tumwater	122,133	7,897	15.5	Satisfactory	Improved. Marginal last year.
21-N. Bethel	81,606	3,216	25.4	Exceeds	
43-Barnes Blvd	195,744	7,390	26.5	Exceeds	
45-Conger/Cap. Mall	45,846	4,380	10.5	Marginal	
47-Capital Mall/CMC	201,379	8,171	24.6	Satisfactory	
60-Lilly/Panorama	127,848	8,973	14.2	Marginal	
64-College/Amtrak	218,497	13,252	16.5	Satisfactory	
67-Tri Lake	41,582	3,980	10.4	Marginal	
68-Carpenter/Boulevard	228,564	12,676	18.0	Satisfactory	
94-Yelm	203,803	13,256	15.4	Satisfactory	Improved. Marginal last year.
Specialized & Shuttle Routes					
42-Family Court	7,211	1,530	4.7	Unsatisfactory	Limited service. Runs only weekdays during AM/Noon/PM peak.
101-Dash	94,670	6,598	14.3	Satisfactory	Improved during Legislative session but decreased on Saturdays. Productivity: Session 19.6, Non-session 14.3, Saturdays 14.2
411-Nightline	13,600	352	38.6	Exceeds	8% increase. Operates Fri/Sat/Sun late night during academic year (under contract).
Express Routes					
			Per Trip		
603-Olympia/Tacoma	75,383	6,414	17.4	Satisfactory	Runs Weekdays only.
605-Olympia/Tacoma	97,463	6,491	21.2	Satisfactory	Runs Weekdays only.
609-Tumwater/Lakewood	5,121	1,625	3.8	Unsatisfactory	Runs Weekdays only. (9/30/13 to 12/31/13)
612-Lacey/Tacoma	8,495	672	16.7	Satisfactory	Runs Weekdays only.
620-Oly/Tacoma Mall	25,224	2,345	13.1	Marginal	Runs Sat/Sun only.
ST 592-Oly/Seattle	5,503	469	7.0	Unsatisfactory	Runs Weekdays only (9/30/13 to 12/31/13)
EXPRESS TOTALS	217,189	18,016	16.1	Satisfactory	Boardings increased 5.3%
Fixed Route Totals	4,439,574	201,879	22.0	Change from 2012: Boardings decreased 2.92%, Hours up 0.8%, Boardings per Hour down 3.5%.	

Other Intercity Transit Services					
Dial-A-Lift Service	150,224	--	--	4.4 % increase from 2012	
Vanpools	761,750	--	--	2.8 % increase from 2012	

System Total	5,351,548				1.85% decrease from 2012's 5,452,291 boardings.
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PERFORMANCE STANDARDS	Standard	Trunk	Primary	Secondary	Rural	Commuter	Express
	Riders per Hour					Riders per Trip	
	Exceeds standard	>40	>30	>25	>20	25 or more	25 or more
	Satisfactory	25-40	20-30	15-25	12-20	15.0 to 24.9	15.0 to 24.9
	Marginal	20-24	15-19	10-14	9-11	10.0 to 14.9	10.0 to 14.9
Unsatisfactory	<20	<15	<10	<9	Less than 10	Less than 10	

Service hours are utilized for budgeting purposes - 2013 service hours = 217,135

INTERCITY TRANSIT 2004-2014 FUEL ANALYSIS

Year	BIO-DIESEL			UNLEADED		
	Bio-Diesel Gallons Used	Cost	Cost/Gallon	Unleaded Gallons Used	Cost	Cost/Gallon
2004	488,069	\$776,921.24	\$1.59	65,503	\$105,519.22	\$1.61
2005	539,494	\$1,084,382.94	\$2.01	71,817	\$144,387.15	\$2.01
2006	595,805	\$1,275,022.70	\$2.14	76,595	\$153,660.64	\$2.01
2007	627,516	\$1,445,066.91	\$2.30	83,827	\$236,995.66	\$2.83
2008	718,053	\$2,382,979.68	\$3.32	89,360	\$285,781.32	\$3.20
2009	725,812	\$1,421,583.65	\$1.96	89,796	\$131,016.10	\$1.46
2010	712,010	\$1,849,896.36	\$2.60	76,475	\$188,753.33	\$2.47
2011	720,007	\$2,443,190.07	\$3.39	80,066	\$268,097.88	\$3.35
2012	716,550	\$2,534,636.12	\$3.54	86,243	\$304,030.07	\$3.53
2013	708,152	\$2,396,855.55	\$3.38	88,697	\$280,010.28	\$3.16
2014 **	606,844	\$1,954,570.92	\$3.22	73,409	\$236,963.18	\$3.23
2014 Pro-Rate	728,213	\$2,345,485.10	\$3.22	88,091	\$284,533.93	\$3.23

** 2014 Numbers are through October

Coach Replacement Cycle Proposal

VEHICLE PROJECTIONS

15 Year Replacement Cycle

Fixed Route Coaches	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Replacement Vehicles				4	4	17		5	18		6		7		61
Projected Cost/Year - Hybrids				3,151,425	3,245,967	14,209,222		4,433,695	16,440,142		5,813,782		7,195,815		54,490,049
Projected Cost/Year - Conventional Diesel				2,251,018	2,318,548	10,149,445		3,166,925	11,742,959		4,152,702		5,139,868		38,921,464

17 Year Replacement Cycle

Fixed Route Coaches	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
Replacement Vehicles						4	4	17		5	18		6		54
Projected Cost/Year - Hybrids						3,343,346	3,443,647	15,074,564		4,703,707	17,441,347		6,167,842		50,174,453
Projected Cost/Year - Conventional Diesel						2,388,105	2,459,748	10,767,546		3,359,791	12,458,105		4,405,601		35,838,895