



LANE TRANSIT DISTRICT BOARD OF DIRECTORS REGULAR MEETING

Wednesday, January 18, 2023 5:30 – 7:30 p.m.

IN-PERSON & VIRTUAL MEETING

LTD Board Room 3500 E. 17th Avenue, Eugene (Directions below)

Zoom: Link to watch live and provide public participation provided on the web calendar at www.LTD.org.

Broadcasting: Watch live (no participation) on channel 21 or via link: https://metrotv.ompnetwork.org/

AGENDA

Table with 4 columns: ITEM, Time, Page. Includes items like CALL TO ORDER, ROLL CALL, COMMENTS FROM THE GENERAL MANAGER, ELECTION OF BOARD OFFICERS, etc.

	<u>Time</u>	<u>Page</u>
X. CONSENT CALENDAR: Action Needed: Approval 1. Contract No. 2022-52: Medical Transportation Management, Inc. 2. Finance Committee Bylaws	6:00 p.m.	8
XIII. FY21-FY22 INDEPENDENT AUDIT REPORT AND ANNUAL COMPREHENSIVE FINANCIAL REPORT: <i>Materials Included</i> [Pam Strutz, Controller; Moss Adams Auditors] Action Needed: Adoption	6:05 p.m.	24
XIV. BOARD MEMBER COMMITTEE ASSIGNMENTS: <i>Materials Included</i> [Board President] Action Needed: Discussion	6:25 p.m.	169
XV. FY23-FY25 SATE TRANSPORTATION IMPROVEMENT FUND DISCRETIONARY AND STATE TRANSIT NETWORK RECOMMENDATIOONS: <i>Materials Included</i> [Tom Schwetz; Director of Planning; John Ahlen, Accessible Services Program Manager] Action Needed: Adoption	6:35 p.m.	171
XVI. LTD SOCIAL MEDIA STRATEGY AND PROGRESS UPDATE: <i>Materials Included</i> [Hailey Pratt, Digital Marketing Specialist] Action Needed: None. Information Only	6:45 p.m.	234
XVII. STATE AND FEDERAL LEGISLATIVE UPDATE: <i>Materials Included</i> [Tiffany Edwards, Director Government and Community Relations] Action Needed: None. Information Only	6:55 p.m.	248
XVIII. WRITTEN REPORTS – RESPOND IF QUESTIONS	7:10 p.m.	
A. FINANCIAL PERFORMANCE INDICATORS AND QUARTERLY FINANCIAL REPORT: <i>PROVIDED QUARTERLY – FEBRUARY, MAY, AUGUST, NOVEMBER</i> [Christina Shew] <i>Reports are provided on the financial health of the district on a Quarterly basis. These reports provide District financial information including highlights, trends, audits, key statistics and operating performance in order to provide context and aid the Board decision that impact the financial health of the District.</i>		
B. DELEGATED AUTHORITY REPORT [Wendi Frisbie, Interim Director of Business Services] <i>This report provides a listing of contracts that the General Manager has signed under their delegated authority.</i>		304
C. MONTHLY DEPARTMENT REPORTS – JANUARY [Jameson Auten, General Manager/Chief Executive Officer] <i>Monthly department activity reports, and reports throughout the District, are provided for the Board’s information.</i>		305
D. ITEMS FOR ACTION OR INFORMATION AT A FUTURE MEETING <i>Attached is a list of action or information items that will be included on the agenda for future Board meetings.</i>	7:15 p.m.	318
XVI. ITEMS FOR ACTION/INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD	7:20 p.m.	319
XVII. ADJOURNMENT	7:30 p.m.	

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

LTD Administrative Office: The office is located at 3500 East 17th Avenue (off Glenwood Blvd. in Glenwood). Click [here](#) for a map.

Bus:

From Eugene Station: Take the EmX bus from the LTD Downtown Station and get off at the outbound Glenwood EmX stop (in front of Planned Parenthood). From there walk west to the corner of Franklin Blvd. and Glenwood Blvd. and turn left. Continue walking south on Glenwood Blvd to 17th Avenue and turn left. The building entrance faces 17th Avenue.

From Springfield Station: Take the EmX bus from the Springfield Station and get off at the outbound Glenwood EmX stop (across Franklin Blvd. from Lane Forest Products). From there walk east to the crosswalk to cross Franklin Blvd., proceed south on Glenwood Blvd. Continue walking south on Glenwood Blvd to 17th Avenue and turn left. The building entrance faces 17th Avenue.

Bicycles: There are covered bicycle racks located by the front entrance.

Parking: Parking is available for free in the parking lot at the front of the building on 17th Avenue.



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023
ITEM TITLE: ELECTION OF BOARD OFFICERS
PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board
DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer
ACTION REQUESTED: Vote

PURPOSE: To vote on and approve the Board officer positions.

BOARD COMMUNICATION: N/A

PUBLIC COMMUNICATION: N/A

DESCRIPTION: In accordance with ORS 267.120(1), the LTD Board of Directors must elect from among its members by majority vote, a president, vice president, secretary, and treasurer to serve two-year terms.

BACKGROUND: Board members Caitlin Vargas and Don Nordin's terms ended effective December 31. This leaves the officer seats of Board President and Vice President vacant. Board member Pete Knox currently holds the seat of Board secretary having filled the remainder of former Board member Emily Secord's term that expired December 31. Board member Michelle Webber currently holds the seat of Treasurer, having filled the remainder of Don Nordin's term that expired December 31. As such, all four officer seats need to be filled.

CONSIDERATIONS: Consider the following instructions:

- The chair opens the floor for nominations for seat of Board President.

I nominate _____ as the LTD Board President, to fill the remainder of the term set to expire on December 30, 2024. (Nominations do not require a second.)
- When all nominations are complete the chair closes nominations.
- The chair takes a roll call vote for each nominee in the order nominated.
- The first nominee to receive a majority vote wins.

The elected Board chair takes over as chair from this point forward.

The process is repeated for the seats of Vice President, Secretary, and Treasurer. Board members nominate the Board member of their choosing.

ALTERNATIVES: The Board could choose to forward this item to a future meeting.

NEXT STEPS:

SUPPORTING DOCUMENTATION: N/A

PROPOSED MOTION: N/A



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: JANUARY EMPLOYEE OF THE MONTH

PREPARED BY: Norma Driskill, HR Coordinator

DIRECTOR: Perry Adams, Director of Human Resources

ACTION REQUESTED: None. Information Only

BACKGROUND: Chris Hrynyshyn was selected as Employee of the Month (EOM) for January 2023. He hired in April of 2017 and has been with Lane Transit District for five and half years.

Mr. Hrynyshyn was nominated for EOM by bus operator Suzanne Rollins for exceptional customer service. In her nomination of Mr. Hrynyshyn, she stated, "I believe Chris Hrynyshyn deserves Kudo's. How he speaks to Customer's is remarkable. He words things in a clear precise manner, whether it is something that a Customer does or does not want to hear. He truly is Customer Service. The skills he has cannot be taught; it is truly natural. I have been left in awe many a time with the way he is able deescalate a Customer, explain to them how sometimes he is unable to help them, and explain what they can do to help themselves not be in the situation again. He goes above and beyond to help everyone."

When asked to comment on Chris's selection as EOM, Bill Clum, Customer Service Manager, said:

"You will not find an employee at LTD that loves to be more helpful. Chris is always the one offering to jump in to help, passengers, fellow employees, supervisors, and customers it does not matter, if he can assist he will. He is a terrific representative for LTD and truly embodies the service to others spirit."

AWARD: Mr. Hrynyshyn will attend the January 18 regular Board Meeting to be introduced to the Board and receive his award.



AGENDA ITEM SUMMARY

DATE OF MEETING:	January 18, 2023
ITEM TITLE:	BOARD MEMBER REPORTS
PREPARED BY:	Camille Gandolfi, Interim Chief of Staff/Clerk of the Board
DIRECTOR:	Jameson Auten, General Manager/Chief Executive Officer
ACTION REQUESTED:	None. Information Only

BACKGROUND: The Lane Transit District Board of Directors has several subcommittees and Community Advisory Committees in which Directors are assigned to attend as representatives of the Board. Directors also are assigned to represent the District at a variety of local governmental and stakeholder committees. This report provides an overview of the topics covered at all Board subcommittees, Community Advisory Committees, and local governmental and stakeholder committees that Directors have attended since the previous months Board meeting. Directors also provide more in-depth verbal updates during Board meetings.

The following activities have occurred since the last Board meeting:

MEETINGS HELD: Board members may take this opportunity to report briefly on any one-on-one meetings they have held with local officials or other meetings that they have attended on behalf of LTD.

1. **Lane Area Commission on Transportation (LaneACT):** In 2009 the Oregon State Legislature directed Lane County to develop an Area Commission on Transportation (ACT). Commission membership includes representatives from Lane County, cities within the county, LCOG, and LTD, and meets on the second Wednesday of the month. The Board Member representative seat is currently vacant, General Manager/Chief Executive Officer Jameson Auten is the alternate. At the January 11 meeting, the committee received an ODOT update; a Central Lane Metropolitan Policy Committee update; and other member updates. Committee members discussed Oregon Transportation Commission next steps; discussed letters of support for Oregon Community Paths grant proposals; and Statewide Transportation Improvement Fund Discretionary Grants Lane ACT Subcommittee. The next meeting is scheduled for February 8. For more information about LaneACT, please go to: https://www.oregon.gov/ODOT/Get-Involved/Pages/ACT_Lane.aspx.
2. **LTD Board Finance Committee:** This Committee meets bi-monthly on the second Tuesday of the month and is composed of Board members Michelle Webber, and Susan Cox; the third seat is vacant. At the January 9 meeting, committee members reviewed contracts scheduled to go to the Board of Directors for approval and reviewed the Financial Report. The next meeting is scheduled for March 14.

No Meetings were held for the following committees:

3. **Strategic Planning Committee (SPC):** This committee meets bi-monthly on the fourth Tuesday of the month and is composed of Board members Pete Knox and Susan Cox, members of local units of government, and community representatives. The December 13 and December 27 meetings were canceled. The next meeting is scheduled for January 31.
4. **Metropolitan Policy Committee (MPC):** The two Board members representative seats are currently vacant; Board member Pete Knox is the alternate; General Manager/Chief Executive Officer Jameson Auten is the District's ex-officio attendee. The January 5 meeting was canceled. The next meeting is scheduled for February 2. For more information about MPC, please go to: <https://www.lcog.org/346/Metropolitan-Policy-Committee>.
5. **Oregon Metropolitan Planning Organization Consortium (OMPOC):** The Oregon Metropolitan Planning Organizations (MPO) Consortium was formed on May 25, 2005, as a forum for MPOs to work together on matters of mutual interest and statewide significance. An LTD Board Member attends the committee meetings as LTD's representative. The Board member seat is currently vacant. The next meeting is scheduled for February 3. For more information about OMPOC, please go to: <https://www.ompoc.org/>.

6. **LTD Pension Trust Committee:** LTD's two pension plans (one for ATU-represented employees and one for administrative employees) are each governed by a board of trustees. The pension trustees generally meet three times a year, and Board Member Gino Grimaldi serves as one of the trustees. The next meeting is scheduled for February 21, 2023.
7. **LCOG Board of Directors:** Board member Pete Knox serves as LTD's representative on the LCOG Board of Directors as a non-voting member; Board member Michelle Webber is the alternate. The LCOG Board of Directors meets five times per year on the fourth Thursday of: February, April, June, September and December. The next meeting is scheduled for February 23. For more information about LCOG Board meeting, please go to: <https://www.lcog.org/bc-bod>.
8. **LTD Board Budget Committee:** The Budget Committee is composed of all seven Board members and seven citizen members. The Budget Committee meets multiple times a year to give guidance regarding LTD's annual budget. Each LTD Board member selects one citizen member to fill a term of three years. The next meeting is scheduled for April 12, 2023.
9. **State Transportation Improvement Fund (STIF) Committee:** The Committee is administered by LCOG. The Committee will meet a minimum of two times per year, or a sufficient number of times to advise the LTD Board of Directors regarding its review of project proposals and the STIF Plan. The committee, in accordance with state law, is composed of 14 members with eight (8) members representing in-district communities, two (2) members representing out-of-district communities, and three (3) ex-officio (non-voting) members; the ex officio LTD Board member is Pete Knox. The second Board seat is currently vacant. The next meeting has not been scheduled. For more information about STIF, please go to: <https://www.lcog.org/bc-stif>.
1. **Main Street Projects Governance Team:** This committee was formed to provide informed direction and collaborative decision making to support the Main Street-McVay Transit Study and four other concurrent projects along Main Street in Springfield. Board members Gino Grimaldi and Michelle Webber serve as LTD's representatives. The next meeting has not been scheduled. For more information about Main Street, please go to: <http://ourmainstreetspringfield.org/>.
2. **MovingAhead Oversight Committee:** This committee is composed of representatives from the City of Eugene, LTD, and regional partners with the goal of a system-level approach to corridor improvements. LTD Board member's Gino Grimaldi and Susan Cox serve as LTD's representatives. The next meeting has not been scheduled. For more information about MovingAhead, please go to: <http://www.movingahead.org/>.
3. **Vision Zero Task Force:** The City of Eugene, as part of its Vision Zero implementation, has developed a Vision Zero Task Force. LTD Board member Gino Grimaldi serves as LTD's representative; General Manager/Chief Executive Officer Jameson Auten is the alternate. The next meeting has not been scheduled. For more information about Vision Zero, please go to: <https://www.eugene-or.gov/4270/Vision-Zero>.



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: CONSENT CALENDAR

PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board

DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer

ACTION REQUESTED: Adoption

BACKGROUND: Items for approval that can be explained clearly in the written materials for each meeting, and not expected to draw public testimony or controversy, are included in the Consent Calendar for approval as a group. Board members can remove any item from the Consent Calendar for discussion before the Consent Calendar is approved each month.

The Consent Calendar for January 18, 2023, consists of:

- Approval of Contract no. 2022-52: Medical Transportation Management, Inc.
- Approval of Finance Committee Bylaws

ATTACHMENT:

- 1) Contract no. 2022-52: Medical Transportation Management, Inc.
- 2) Finance Committee Bylaws

PROPOSED MOTION: I move adoption of LTD Resolution No. 2023-01-18-001; It is hereby resolved that the Consent Calendar for January 18, 2023, is approved as presented [amended].



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: CONTRACT NO. 2022-52: MEDICAL TRANSPORTATION MANAGEMENT, INC.

PREPARED BY: John Ahlen, Accessible Services Program Manager

DIRECTOR: Cosette Rees, Chief Customer Experience Officer

ACTION REQUESTED: Forward to the Board of Directors with a recommendation of approval

Please disclose any actual or potential conflict of interest.

PURPOSE: To authorize the general manager to execute a contract with Medical Transportation Management, Inc. for the provision of services related to the RideSource call center and special transportation fleet operations.

CONTRACT TYPE: New Contract

REASON FOR CONTRACT TYPE: With changes to the Coordinated Care Organization (CCO) Plan, changes needed to be made the service that were not in the original Request for Proposal. To keep it fair to all vendors, the service was resolicited.

ROLE OF THE BOARD: In accordance with LTD Resolution No. 2021-09-15-048, the Board must review and approve all contracts exceeding \$249,999, and all individual or cumulative contract amendments and change orders that exceed the lesser of \$250,000 or ten-percent (10%) of the initial contract value.

STRATEGIC BUSINESS PLAN: The District's FY22-24 Strategic Business Plan has five strategic areas of focus. These include 1) Customer Satisfaction 2) Employee Engagement 3) Community Value 4) Financial Health 5) Sustainability. Each of these priorities has tactics, milestones, and performance measures to ensure achievability and accountability. All District projects and matters brought before the Board align with one of these five strategic areas of focus.

This agenda item aligns with the strategic area of: Community Value.

DESCRIPTION: The RideSource call center provides transportation options to older adults and people with disabilities who may otherwise be unable to access our fixed route bus system. This creates equity in our community and increases independence for people with disabilities, while connecting our community.

BACKGROUND: On August 10, 2022, LTD issued a Requests for Proposals No. 2022-52 seeking qualified contractors or firms capable of operating and managing its RideSource Call Center (RSCC) and Special Transportation Fleet. On October 21, 2022 (Proposal Due Date), proposals were received from two (2) contractors: First Transit and Medical Transportation Management, Inc. ("MTM").

The proposals were provided to an Evaluation Committee to determine responsibility and to fully evaluate proposals. The evaluation committee was comprised of members from the Accessible Services, , Operations, Planning, and Information Technology divisions. The evaluation criteria were: proposer qualifications and experience, approach and methodology, diversity & cultural competency commitment, proposal pricing, transit & transportation experience, and references. (Please see Attachment A for scoring criteria).

Following their review, discussion and evaluation, the evaluation committee requested to interview the two proposers. Interviews were conducted on November 30, 2022. The evaluation criteria were: content and value of presentation, demonstrated ability to sufficiently handle RideSource operations & call center, and thoroughness & ability responding to questions. The interviews resulted in unanimous consensus recommending Medical Transportation Management, Inc. as deemed to be the most responsive and responsible highest-scored proposer.

Proposal rankings:

Contract No. 2022-52: Medical Transportation Management, Inc.

<u>NAME</u>	<u>SCORE</u>
MTM	854
FIRST TRANSIT	810

The Call Center takes ride reservations and schedules transportation services for individuals residing in Lane County for a variety of transportation programs, including Medicaid Non-Emergency Medical Transportation and the unfunded federally mandated ADA complementary paratransit service. MTM will subcontract with a variety of transportation providers, and utilize volunteers and other available resources to ensure a strong network of capacity to serve nearly 500,000 trips per year processed by the Call Center. MTM will also be responsible for operating the Special Transportation Fleet for ADA paratransit and other contracted services.

FINANCIAL IMPACT/FUNDING SOURCE: RideSource services leverage the use of a variety of funding sources including Federal grants such as §5310, State grants such as Statewide Transportation Improvement Funds, and local funds such as general funds and farebox revenues. RideSource ADA paratransit services are federally mandated to create comparable transportation options for people with disabilities who are unable to access the fixed route bus system. Non-Emergent Medical Transportation (NEMT) is provided to eligible Medicaid members through funding provided through local coordinated care organizations. RideSource operations includes both sustained fixed costs to maintain estimated service levels through the call center, as well as variable costs which change based on the number of trips requested through the call center.

Throughout the bid 5-year base contract term, fixed costs are proposed at \$16,325,852.89. For comparison, the current fixed costs for service over a 5-year period would equal \$21,675,975. The proposed contract would result in a decrease in anticipated fixed costs of nearly 25%. Variable costs are proposed at \$25,313,501.23, for a total proposed price of \$41,639,345.12 throughout the base term.

CONSIDERATIONS: Anticipated start date from the contract award is expected to be in January 2023. The current contract with Medical Transportation Management Inc. maintains status quo pending a new contract, contract termination, or a contract transition. Staff anticipates that maintaining the current vendor through approval of the contract as proposed would simplify any transition period to a new contract.

ALTERNATIVES: The Finance Committee could (1) deny approval of contract; requesting that staff review or re-initiate a request for proposals (2) request LTD to look into other alternatives, which would impact our current service.

SUPPORTING DOCUMENTATION:

- 1) Resolution No. 2023-01-18-002
- 2) Attachment A – Scoring Criteria

PROPOSED MOTION: I move adoption of LTD Resolution No. 2023-01-18-002:

It is hereby resolved that the LTD Board of Directors, acting as the LTD Contract Review Board, approves Contract No. 2022-52 as presented [amended].

ATTACHMENT A – SCORING CRITERIA

(PROPOSAL) EVALUATION CRITERIA AND SCORING MATRIX

Proposals will be evaluated on the criteria as defined in this section. It is in the interest of the Proposer to provide a clear and complete Proposal which demonstrates a thoughtful and informed approach. All Proposals will be evaluated by the evaluation committee based on the following criteria:

Criteria	Points
A. Proposer Qualifications and Experience	30
B. Approach and Methodology	25
C. Diversity and Cultural Competency Commitment	25
D. Proposal Pricing	10
E. Transit and Transportation Experience	5
F. References	5
Total Possible Points:	100

A. Proposer Qualifications and Experience (30 Points)

1. Describe the nature and scope of the Proposer's experience in providing the services offered and described in the Scope of Work.
2. Provide the names, credentials, resumes, or profiles of staff who will perform the work described in the Scope of Work and identify what role each staff member will play in the performance of the services. Resumes should be an attached document accompanying the Proposal.
3. Provide names, credentials, resumes, or profiles of any consultants or sub-consultants the Proposer may rely on to perform the work and describe what role each consultant or sub-consultant will play in the performance of the services.
4. Proposer may provide an Organizational Chart, if necessary, outlining the proposed roles and responsibilities and key staff of the Proposer and sub-consultants.

B. Approach and Methodology (25 Points)

1. Describe from a project management and logistical perspective how Proposer would perform the services outlined in the Scope of Work.
2. Describe your approach knowing LTD is seeking a creativity and innovation.
3. What information or materials will your team expect LTD to provide at the start of the project?
4. Provide a detailed timeline identifying major milestones for the Work.

C. Diversity and Cultural Competency Commitment (25 Points)

Provide a narrative for workforce diversity and Disadvantaged Business Enterprise (DBE) utilization on this project. This narrative should also include identification of

Proposer’s certifications and/or nondiscrimination practices, and any historical DBE collaborations, Subcontracting, or Mentoring plans. (See example provided Exhibit B)

D. Proposal Pricing (10 Points)

The evaluation committee will look at the schedule of values and total project cost to determine:

- i. Does the overall project cost meet the requirements of the project?
- ii. Does the total project cost seem reasonable in relation to the Scope of Work proposed?
- iii. Is the ratio of reimbursable expenses to the overall fee within reason?
- iv. How well does the overall project cost reflect the quality of work anticipated by the contractor?

E. Transit and Transportation Experience (5 Points)

Describe Proposer’s experience working with public agencies and provide a list and description of recent, relevant work performed by Proposer within the last five years.

F. References (5 Points)

This area will be scored by the evaluation committee based on their assessment of the information the references provided, i.e., has the Proposer demonstrated competency in the subject matters specified in the identified tasks? How satisfactory is the quality of work conducted in those efforts? To what extent has the Proposer successfully implemented projects of a similar size, scope and nature as is set forth in the Scope of Work?

Please make the references aware and ask them to expect an email from LTD after proposals are due.

(PRESENTATION) EVALUATION CRITERIA AND SCORING MATRIX

Criteria	Points
A. Content and Value of Presentation	10
B. Demonstrated Ability to Sufficiently Handle RideSource Operations & Call Center	10
C. Thoroughness & Ability Responding to Questions	10
Total Points Possible:	30 Points

A. Content and value of presentation (10 points)

Did potential vendor provide a complete picture of the proposal submitted? Were all items addressed that were requested beforehand from the proposers?

B. Demonstrated ability to sufficiently handle RideSource Operations & Call Center (10 points)

Did the Proposer sufficiently address in the presentation enough detail to show they sufficiently have the knowledge and capability of running the RideSource Operations & Call Center? Based on your understanding do you feel they have the ability to fulfill and grow with LTD’s needs?

C. Thoroughness responding to questions (10 points)

Firm and project principal's ability to answer questions asked thoroughly. Was the question answered? How well did they address any and all concerns mentioned?
(Responses to questions provided before and during the meeting. Some may be tabled for a later conversation and should not be considered in this scoring.)



RESOLUTION NO. 2023-01-18-002

APPROVAL OF CONTRACT NO. 2022-52: CONTRUACTUAL SERVICES BETWEEN LANE TRANSIT DISTRICT AND MEDICAL TRANSPORTATION MANAGEMENT, INC.

WHEREAS, Lane Transit District (LTD) is authorized to enter into contractual agreements pursuant to ORS 267.200 (3)-(4);

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to LTD resolution No. 2021-09-15-048, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts exceeding \$249,999;

WHEREAS, the Contract Review Board has authorized the LTD Contract Committee to review and recommend action on contracts prior to those contracts being presented to the LTD Board for review and approval;

WHEREAS, due to changes in the Coordinated Care Organization plan, LTD is required to conduct a formal solicitation in fiscal year 2022 to re-procure these services;

WHEREAS, the Contract Committee reviewed the proposed contract between LTD and Medical Transportation Management, Inc. on January 10, 2023, and recommended adoption;

NOW, THEREFORE, BE IT RESOLVED that the LTD Board of Directors, acting as the LTD Contract Review Board, passes a Resolution as follows:

- 1) The contract shall be in compliance with all applicable laws and regulations.
- 2) Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the General Manager, or her designee, is hereby authorized to: (a) negotiate and enter into a contract with Medical Transportation Management, Inc. for the purpose of providing RideSource Call Center & Service Operation; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 10 percent of the initial contract price or \$250,000, whichever is less.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 18th DAY OF JANUARY 2023.

Board President,



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023
ITEM TITLE: FINANCE COMMITTEE BYLAWS – AMENDED AND RESTATED
PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board
DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer
ACTION REQUESTED: Adoption

PURPOSE: To provide the Board with the amended and restated bylaws of the Contract Committee re-chartering the committee to the Finance Committee.

DESCRIPTION: At the December 14, 2022, Special Board meeting the Board adopted resolution no. 2022-12-14-072 approving the re-charter of the Contract Committee to the Finance Committee. The Committee bylaws have been updated to reflect the change in purpose. The bylaws also went through a legal review to ensure there is no conflicting language with the Boards bylaws. The language edits are reflected in the redlined version of the bylaws within the meeting packet.

BACKGROUND: At the December 14, 2022, Special Board meeting the Board adopted resolution no. 2022-12-14-072 approving the re-charter of the Contract Committee to the Finance Committee. The purpose of the Committee has been expanded from contract review to include strategic discussion relating to long-term investment impacts on organizational financial stability; and provide an opportunity for engagement and fiduciary oversight of expenditures and program performance.

CONSIDERATIONS: N/A

ALTERNATIVES:

- The Board may approve the draft amended and restated bylaws as presented.
- The Board may request additional review and edits to the draft amended and restated bylaws.
- The Board may hold further discussion regarding the purpose of the Committee and adopt the amended and restated bylaws at a future meeting.

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION:

- 1) Draft amended bylaws
- 2) Resolution No. 2023-01-18-003

PROPOSED MOTION: I move adoption of LTD Resolution No. 2023-01-18-003:

It is hereby resolved that the LTD Board of Directors adopts the Finance Committee bylaws as presented [amended].



RESOLUTION NO. 2023-01-18-003

ADOPTION OF THE AMENDED AND RESTATED FINANCE COMMITTEE BYLAWS

WHEREAS, the LTD Board of Directors (“Board”) has the enumerated power to conduct business that may be necessary or convenient;

WHEREAS, the Board established the Contract committee to review contracts and make recommendations to the full Board;

WHEREAS, at its December 14, 2023, special Board meeting, the Board approved re-chartering the Contract Committee to the Finance Committee by resolution no. 2022-12-14-072;

WHEREAS, the purpose of the Finance Committee has been expanded to include strategic discussion relating to long-term investment impacts on organizational financial stability; and provide an opportunity for engagement and fiduciary oversight of expenditures and program performance;

WHEREAS, the Finance Committee bylaws have been updated to reflect the expanded purpose;

WHEREAS, the Finance Committee bylaws have undergone legal review;

THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors passes a Resolution as follows:

Adopting the amended and restated Finance Committee bylaws.

Adopted by the Lane Transit District Board of Directors on the 18th day of January, 2023.

Board President,



FINANCE COMMITTEE BOARD SUBCOMMITTEE BYLAWS

ARTICLE I PURPOSE

SECTION 1.1 *Purpose.* The Finance Committee (“Committee”) is established by the Lane Transit District (“LTD” or the “District”) Board of Directors (the “Board”) to review and make recommendations to the Board regarding all financial matters within the purview of the Board, including but not limited to: contracts that exceed the General Manager’s delegated contract authority; financial reporting; procurement; financial policies; and overall financial oversight of LTD.

ARTICLE II GOVERNANCE PROCEDURES

SECTION 2.1 *Governance Procedures.* The Finance Committee will comply with Oregon’s Public Meetings Law, Public Records Law, and all applicable governance procedures set forth in the LTD Ordinance 52, Providing Rules for Meetings of the LTD Board of Directors.

ARTICLE III MEMBERSHIP, COMPOSITION, APPOINTMENT

SECTION 3.1 *Membership.* The Finance Committee shall consist of three (3) Board members. All members of the Committee are voting members.

SECTION 3.2 *Composition.* This section intentionally left blank.

SECTION 3.3 *Appointment.* Appointment to the Committee will be made by the Board president.

ARTICLE IV TERMS OF SERVICE, VACANCIES

SECTION 4.1 *Terms of Service.* Finance Committee members shall serve for the duration of their Board appointment, or as otherwise determined by the Board president.

SECTION 4.2 *Vacancies.* The Board president shall appoint a Board member to fill any vacancy.

ARTICLE V OFFICERS, DUTIES

SECTION 5.1 *Officers.* The Committee shall choose from among its members, by majority vote of the members, a committee chair and vice chair to serve a one (1) year term. Terms of office shall begin on the first day of January and end on the last day of December each year.

Adopted: 03_21_18
Amended: 02_19_20
Amended: 01_18_23



SECTION 5.2 Chair. The chair, and in the chair's absence, the vice chair, shall preside at the Committee meetings. The presiding officer shall be entitled to vote on all matters and may make and second motions and participate in discussion and debate.

SECTION 5.3 Vice Chair. In the event of the absence of the chair, or of the chair's inability to perform any of the duties of the chair's office or to exercise any of the chair's powers, the vice chair shall perform such duties and possess such powers as are conferred on the chair, and shall perform such other duties as may from time to time be assigned to the vice chair by the chair or Committee.

SECTION 5.4 Secretary. This section intentionally left blank.

SECTION 5.5 Treasurer. This section intentionally left blank.

SECTION 5.6 Vacancies. In the case of a vacancy in any office other than by expiration of an officer's term, the vacancy shall be filled by election by the Committee members when the need arises and the newly elected officer shall take office immediately upon the occurrence of such vacancy to fill the balance of the unexpired term.

SECTION 5.7 Committee Assignments. This section intentionally left blank.

ARTICLE VI **CODE OF ETHICS AND CONFLICT OF INTEREST POLICY**

SECTION 6.1 Code of Ethics and Conflicts of Interest Policy. Each Committee member, as a member of the LTD Board of Directors, is governed by the Board of Directors Ethics and Conflicts of Interest Policy and the Federal Transit Administration Circular 4220.1F, regarding conflicts of interest.

ARTICLE VII **MEETINGS**

SECTION 7.1 Committee Meetings. The Finance Committee will comply with Oregon's Public Meetings Law, Public Records Law, and all governance procedures and meeting requirements set forth in the LTD Ordinance 52, Providing Rules for Meetings of LTD Board of Directors.

SECTION 7.2 Quorum Requirements. A quorum of Finance Committee members is a majority of the Committee members, even if a member is absent or a position is vacant.

SECTION 7.3 Meeting Times. The Finance Committee will meet bi-monthly, in advance of the regular LTD Board meeting.

SECTION 7.4 Attendance. All Finance Committee members are expected to regularly attend Committee meetings and to be fully engaged with minimal distraction (from cell phones, etc.) at regularly scheduled Committee meetings, unless prevented by illness or an unavoidable cause.

SECTION 7.5 Telephonic/Video Attendance. If a Committee member is unable to attend a meeting, there is an option to attend remotely by video or telephone. A Committee meeting can also be held exclusively by video or telephone, as long as all requirements of the Public Meetings Law are followed (notice, recording, and a location for the public to attend and listen).

SECTION 7.6 Meeting Preparation. All Committee members should prepare for Committee meetings by reading the materials ahead of the meeting and asking questions of the CEO/General Manager prior to the day of the meeting, if possible.

Adopted: 03_21_18
Amended: 02_19_20
Amended: 01_18_23



SECTION 7.7 Committee Meeting Discussion. Committee discussions should be thorough yet concise and pertinent to the issues on the agenda.

SECTION 7.8 Public Participation. Although Public Meetings Law guarantees the public the right to attend all public meetings, it does not provide the public the right to participate. Public testimony is received at Finance Committee meetings. Public testimony will typically be limited to 3 minute increments, but is adjustable at the discretion of the Committee chair.

SECTION 7.9 Scheduling. All Committee members are expected to cooperate in scheduling special meetings and/or work sessions for training purposes.

ARTICLE VIII **VOTING RULES**

SECTION 8.1 Voting. Committee members are expected to cast a vote on all matters except when a conflict of interest arises.

SECTION 8.2 Conflict of Interest. Committee members should be familiar with the Board of Directors Ethics and Conflicts of Interest Policy and the Federal Transit Administration Circular 4220.1F regarding conflicts of interest. If a Committee member believes they may have a conflict of interest, that concern should be communicated with the Clerk of the Board and/or the CEO/General Manager in advance of the Committee meeting. They may consult with legal counsel.

SECTION 8.3 Voting Requirements. The affirmative vote of a majority of all Finance Committee members (two of three) is required to pass a motion. Even if only two members attend the meeting, two must vote affirmatively to pass the motion.

ARTICLE IX **SEVERABILITY**

SECTION 9.1 Severability. If any provision of these Bylaws or its application to any person or circumstances is held invalid, the remainder of these Bylaws, or the application of the provision to other persons or circumstances is not affected.

ARTICLE X **AMENDMENTS**

SECTION 10.1 Action. These Bylaws, as adopted by the Board, may be revised or amended at any regular or special meeting of the Board by a vote of the majority of the whole membership of the Board.

Adopted: 03_21_18
Amended: 02_19_20
Amended: 01_18_23



FINANCE CONTRACT COMMITTEE
BOARD SUBCOMMITTEE
BYLAWS

ARTICLE I
PURPOSE

SECTION 1.1 Purpose. The ~~Finance Contract~~ Committee (“Committee”) ~~was~~ established by the Lane Transit District (“LTD” or the “District”) Board of Directors (the “Board”) to review and make recommendations to the Board regarding all financial matters within the purview of the Board, including but not limited to: contracts that exceed the General Manager’s delegated contract authority; financial reporting; procurement; financial policies; and overall financial oversight of LTD.

ARTICLE II
GOVERNANCE PROCEDURES

SECTION 2.1 Governance Procedures. The ~~Finance Contract~~ Committee will comply with Oregon’s Public Meetings Law, Public Records Law, and all applicable governance procedures set forth in the LTD Ordinance 52, Providing Rules for Meetings of the LTDane Transit Board of Directors, attached hereto as Exhibit A.

ARTICLE III
MEMBERSHIP, COMPOSITION, APPOINTMENT

SECTION 3.1 Membership. The ~~Finance Contract~~ Committee shall consist of three (3) Board members. All members of the Committee are voting members.

SECTION 3.2 Composition. This section intentionally left blank.

SECTION 3.3 Appointment. Appointment to the Committee will be made by the Board president.

ARTICLE IV
TERMS OF SERVICE, VACANCIES

SECTION 4.1 Terms of Service. ~~Finance Committee m~~Members shall serve for the duration of their Board appointment, or as otherwise determined by the Board president.

SECTION 4.2 Vacancies. The Board president shall appoint a Board member to fill any vacancy.

ARTICLE V
OFFICERS, DUTIES

SECTION 5.1 Officers. The Committee shall choose from among its members, by majority vote of the members, a president-committee chair and vice chair to serve a one (1) year term. Terms of office shall begin on the first day of January and end on the last day of December each year. Each member, before entering upon the duties of office, shall take and subscribe to an oath that the member will honestly, faithfully



~~and impartially perform duties as a member and disclose any conflict of interest the member may have in any matter to be acted upon by the Committee.~~

SECTION 5.2 President Chair. The president chair, and in the president's chair's absence, ~~a member selected by the members present to the vice chair~~ act as president pro tem, shall preside at the Committee meetings. The presiding officer shall be entitled to vote on all matters and may make and second motions and participate in discussion and debate.

SECTION 5.3 Vice President Chair. ~~In the event of the absence of the chair, or of the chair's inability to perform any of the duties of the chair's office or to exercise any of the chair's powers, the vice chair shall perform such duties and possess such powers as are conferred on the chair, and shall perform such other duties as may from time to time be assigned to the vice chair by the chair or Committee. This section intentionally left blank.~~

SECTION 5.4 Secretary. This section intentionally left blank.

SECTION 5.5 Treasurer. This section intentionally left blank.

SECTION 5.6 Vacancies. In the case of a vacancy in any office other than by expiration of an officer's term, the vacancy shall be filled by election by the Committee members when the need arises and the newly elected officer shall take office immediately upon the occurrence of such vacancy to fill the balance of the unexpired term.

SECTION 5.7 Committee Assignments. This section intentionally left blank.

ARTICLE VI **CODE OF ETHICS AND CONFLICT OF INTEREST POLICY**

SECTION 6.1 Code of Ethics and Conflicts of Interest Policy. Each Committee member, as a member of the LTD Board of Directors, is governed by the Board of Directors Ethics and Conflicts of Interest Policy and the Federal Transit Administration Circular 4220.1F, regarding conflicts of interest, ~~attached hereto as Exhibit B, and will complete the Conflicts of Interest Acknowledgment and Disclosure Form annually.~~

ARTICLE VII **MEETINGS**

SECTION 7.1 Committee Meetings. The ~~Finance Contract~~ Committee will comply with Oregon's Public Meetings Law, Public Records Law, and all governance procedures and meeting requirements set forth in the LTD Ordinance 52, Providing Rules for Meetings of LTDane Transit District Board of Directors, ~~attached hereto as Exhibit A. This Article VII is intended to supplement the law and LTD's Ordinances.~~

SECTION 7.2 Quorum Requirements. A quorum of Finance Committee members is a majority of the Committee members, even if a member is absent or a position is vacant.

SECTION 7.3 Meeting Times. The Finance Committee will meet ~~approximately once a month~~ bi-monthly, in advance of the regular LTD Board meeting. ~~Respect the scheduled starting and ending times for meetings.~~

SECTION 7.4 Attendance. All Finance Committee members are expected to regularly attend Committee meetings and to be fully engaged with minimal distraction (from cell phones, etc.) at regularly scheduled Committee meetings, unless prevented by illness or an unavoidable cause.



SECTION 7.5 *Telephonic/Video Attendance.* If a Committee member is unable to attend a meeting, there is an option to attend remotely by video or telephonetelephonically. A Committee meeting can also be held exclusively by video or telephone, ically, without any members having to physically attend, seas long as all the requirements of the Public Meetings Law are still followed (notice, recording, and a location for the public to attend and listen).

SECTION 7.6 *Meeting Preparation.* All Committee members should prepare for Committee meetings by reading the materials ahead of the meeting and asking questions of the CEO/General Manager prior to the day of the meeting, if possible

SECTION 7.7 *Committee Meeting Discussion.* Committee discussions should be thorough yet concise and pertinent to the issues on the agenda.

SECTION 7.8 *Public Participation.* Although Public Meetings Law guarantees the public the right to attend all public meetings, it does not provide the public the right to participate. Public testimony is typically not received at Finance Committee meetings, although it is adjustable at the discretion of the president and the Board of Directors. Public testimony will typically be limited to 3 minute increments, but it is adjustable at the discretion of the Committee chair.

SECTION 7.9 *Scheduling.* All Committee members are expected to cooperate in scheduling special meetings and/or work sessions for training purposes.

ARTICLE VIII **VOTING RULES**

SECTION 8.1 *Voting.* Committee members are expected to cast a vote on all matters except when a conflict of interest arises.

SECTION 8.2 *Conflict of Interest.* Committee members should be familiar with the Board of Directors Ethics and Conflicts of Interest Policy and the Federal Transit Administration Circular 4220.1F regarding conflicts of interest. ,attached hereto as Exhibit B. If a Committee member believes they/he/she may have a conflict of interest, that concern should be communicated with the Clerk of the Board and/or the CEO/General Manager in advance of the CommitteeBoard meeting. They may consult with legal counsel.

SECTION 8.3 *Voting Requirements.* The affirmative vote of a majority of all Finance Committee members (two of three) is required to pass a motion. Even if only two members attend the meeting, two must vote affirmatively to pass the motion.

ARTICLE IX **PUBLIC MEETINGS LAW AND PUBLIC RECORDS LAW**

~~**SECTION 9.1 *Legal Requirements.*** The requirements of Oregon's Public Meetings Law must be followed whenever a quorum of Committee members meet to deliberate toward a decision. All Committee communications are subject to the Public Records Law. This Article IX is intended to supplement the requirements of the Public Meetings Law and Public Records Law.~~

~~**SECTION 9.2 *Serial Communications.*** If Committee members have serial communications among a quorum of its members, the requirements of the Public Meetings Law apply. A serial communication occurs when Committee member 1 deliberates toward a decision with Committee member 2, which is a quorum of Committee members. While serial communications can take place in person or over the phone, they most often occur via email.~~



SECTION 9.3 ~~Committee email.~~ The following guidelines apply to use of Committee email:

- ~~a. Committee members should use their LTD email account for all Committee-related business;~~
- ~~b. Do not reply to Committee emails to deliberate towards a decision that should occur in public session;~~
- ~~c. "Deliberation towards a decision" can only occur among Committee members. It is acceptable to reply to an email from the General Manager and/or Clerk of the Board, so long as the General Manager and/or Clerk of the Board do not share your opinion with any other Committee members; and~~
- ~~d. Committee emails are subject to public records request. As a general rule, do not write anything in an email that you would not want printed in the newspaper.~~

ARTICLE IX SEVERABILITY

SECTION 109.1 *Severability.* If any provision of these Bylaws or its application to any person or circumstances is held invalid, the remainder of these Bylaws, or the application of the provision to other persons or circumstances is not affected.

ARTICLE XI AMENDMENTS

SECTION 104.1 *Action.* These Bylaws, as adopted by the Board, may be revised or amended at any regular or special meeting of the Board by a vote of the majority of the whole membership of the Board.



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: FISCAL YEAR 2021-2022 INDEPENDENT AUDIT REPORT AND ANNUAL COMPREHENSIVE FINANCIAL REPORT

PREPARED BY: Christina Shew, Director of Finance

DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer

ACTION REQUESTED: Adoption

PURPOSE: To provide the Board with the Annual Comprehensive Financial Report (ACFR) for review and adoption.

ROLE OF THE BOARD: The Board's role in this instance is to perform a Board governance action.

BOARD COMMUNICATION: This item is brought to the Board on an annual basis.

PUBLIC COMMUNICATION: This item is brought to the Board on an annual basis.

DESCRIPTION: At the conclusion of each fiscal year, independent audits of Lane Transit District's (LTD) financial statements and internal controls are performed. The results of the independent audit, including the independent auditor's reports are incorporated into the District's ACFR and Single Audit.

Ashley Osten and Kelly Jones of Moss Adams, LLP will attend the January 18, 2023, Board meeting to make a presentation and answer any questions Board members may have about the audit process or results.

BACKGROUND: N/A

CONSIDERATIONS: N/A

ALTERNATIVES: N/A

NEXT STEPS: Upon approval, the ACFR will be posted on the District's website and submitted to the various granting agencies, the applicable state agencies and the Government Finance Officer Association's financial excellence certification review board.

SUPPORTING DOCUMENTATION:

- 1) Annual Comprehensive Financial Report
- 2) Audit Presentation
- 3) Resolution No. 2023-01-18-004

PROPOSED MOTION: I move adoption of LTD Resolution No. 2023-01-18-004:

It is hereby resolved that the LTD Board of Directors adopts the ACFR and Single Audit Report as presented [amended].

Lane Transit District

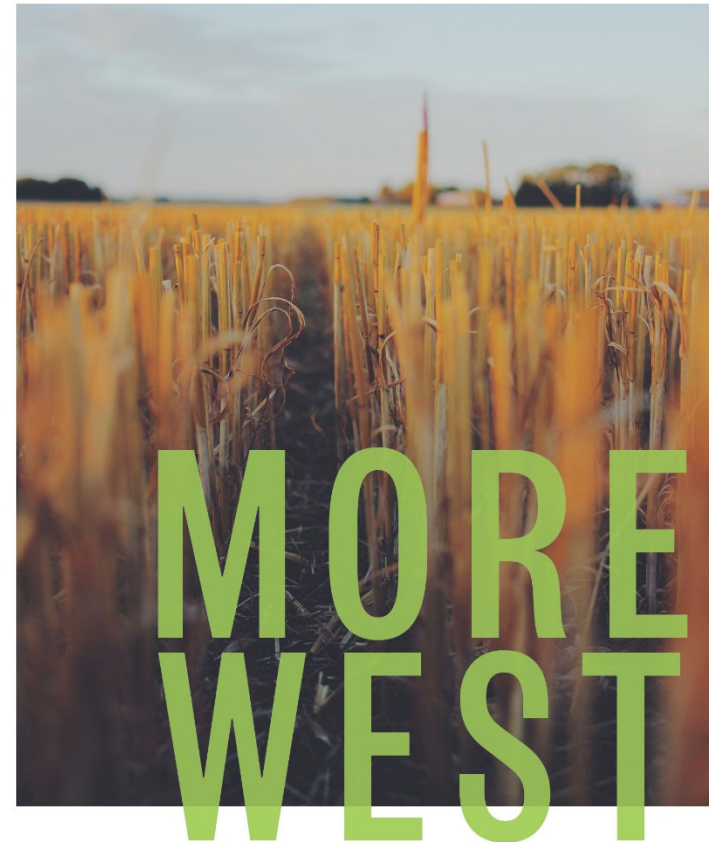
Dear Board of Directors:

Thank you for your continued engagement of Moss Adams LLP. We are pleased to have the opportunity to meet with you to discuss the results of our audit of the financial statements and federal program compliance of Lane Transit District (the "District") as of and for the year ended June 30, 2022.

The accompanying report, which is intended solely for the use of the Board Members and Management and not intended to be, and should not be, used by anyone other than these specified parties, presents important information regarding the District's financial statements and our audit that we believe will be of interest to you.

We conducted our audit with the objectivity and independence that you expect. We received the full support and assistance of the District's personnel. We are pleased to serve and be associated with the District as its independent public accountants and look forward to our continued relationship.

We look forward to discussing our report or any other matters of interest with you during this meeting.





Agenda

1. Auditor Opinions and Reports
2. Required Communication with Those Charged with Governance
3. Other Information

Auditor Opinions & Reports




Auditor Report on the Financial Statement

Unmodified Opinion

Financial statements are presented fairly and in accordance with U.S. Generally Accepted Accounting Principles (U.S. GAAP)



Other Auditor Reports – Oregon Municipal Auditing Standards



Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements in Accordance with *Oregon Municipal Auditing Standards*

- No control findings
- No compliance findings

Communication with Those Charged with Governance



Our Responsibility Under U.S. Generally Accepted Auditing Standards and Government Auditing Standards

1 To express our opinion on whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, and in accordance with U.S. GAAP. However, our audit does not relieve you or management of your responsibilities.

2 To perform an audit in accordance with generally accepted auditing standards issued by the AICPA and Government Auditing Standards issued by the Comptroller General of the United States, and design the audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement.

3 To consider internal control over financial reporting and internal control over compliance as a basis for designing audit procedures but not for the purpose of expressing an opinion on its effectiveness or to provide assurance concerning such internal control.

4 To communicate findings that, in our judgment, are relevant to your responsibilities in overseeing the financial reporting process and administering federal awards. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.



Planned Scope & Timing of the Audit

It is the auditor's responsibility to determine the overall audit strategy and the audit plan, including the nature, timing and extent of procedures necessary to obtain sufficient appropriate audit evidence and to communicate with those charged with governance an overview of the planned scope and timing of the audit.

Our Comments

The planned scope and timing of the audit was communicated to the District during the District's Board Meeting held on September 21, 2022.



Significant Accounting Policies & Unusual Transactions

The auditor should determine that the Board is informed about the initial selection of and changes in significant accounting policies or their application. The auditor should also determine that the Board is informed about the methods used to account for significant unusual transactions and the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Our Comments

Management has the responsibility for selection and use of appropriate accounting policies. The significant accounting policies used by the District are described in the footnotes to the financial statements. Throughout the course of an audit, we review changes, if any, to significant accounting policies or their application, and the initial selection and implementation of new policies. During the year, the District adopted GASB 87, *Leases*. As a result of the adoption of this statement, the District updated their disclosures and adjusted the statement of net position appropriately. There were no other changes to significant accounting policies for the year ended June 30, 2022.

We believe management has selected and applied significant accounting policies appropriately and consistent with those of the prior year.



Management Judgments & Accounting Estimates

The Board should be informed about the process used by management in formulating particularly sensitive accounting estimates and about the basis for the auditor's conclusions regarding the reasonableness of those estimates.

Our Comments

Management's judgments and accounting estimates are based on knowledge and experience about past and current events and assumptions about future events. We apply audit procedures to management's estimates to ascertain whether the estimates are reasonable under the circumstances and do not materially misstate the financial statements. The most sensitive estimates affecting the financial statements were:

- Fair value of investments
- Useful lives of capital assets
- Estimated liabilities for claims and judgments
- Pension liability and other postemployment benefit liabilities

We deemed all significant management estimates reasonable.



Financial Statement Disclosures

Our views about qualitative aspects of the entity's significant accounting practices, including accounting policies, accounting estimates, and financial statement disclosures.

Our Comments

The disclosures in the financial statements are clear and consistent. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were as follows:

- Note 1 – Summary of Significant Accounting Policies. This describes the financial reporting entity as well as how the District accounts for significant transactions throughout the year.
- Note 4 – Other Information. This note discloses information related to the District's pension and other postemployment benefits.



COMMUNICATION WITH GOVERNING BODY

Difficulties Encountered in Performing the Audit

The Board should be informed of any significant difficulties encountered in dealing with management related to the performance of the audit.

Our Comments

No significant difficulties were encountered during our audit.



Significant Audit Adjustments & Unadjusted Differences Considered by Management to be Immaterial

The Board should be informed of all significant audit adjustments arising from the audit. Consideration should be given to whether an adjustment is indicative of a significant deficiency or a material weakness in District's internal control over financial reporting, or in its process for reporting interim financial information, that could cause future financial statements to be materially misstated.

The Board should also be informed of uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented that were determined by management to be immaterial, both individually and in the aggregate, to the financial statements as a whole.

Our Comments

No corrected adjustments were identified as a result of our audit procedures.

One uncorrected misstatement was identified to record a right of use asset and corresponding lease liability in the amount of \$240,895 as of June 30, 2022.



Potential Effect on the Financial Statements of Significant Risks, Exposures, & Uncertainties

The Board should be adequately informed of the potential effect on the financial statements of significant risks and exposures and uncertainties that are disclosed in the financial statements.

Our Comments

The District is subject to potential legal proceedings and claims that arise in the ordinary course of business, which are disclosed in the notes to the financial statements, if required.



Disagreements with Management

Disagreements with management, whether or not satisfactorily resolved, about matters that individually or in the aggregate could be significant to District's financial statements, or the auditor's report.

Our Comments

We are pleased to report that there were no disagreements with management.



Deficiencies in Internal Control

Any material weaknesses and significant deficiencies in the design or operation of internal control that came to the auditor's attention during the audit must be reported to the Board.

Our Comments

- **Material Weaknesses**
 - None noted
- **Significant deficiencies & non-compliance**
 - None noted



Management's Consultation with Other Accountants

In some cases, management may decide to consult about auditing and accounting matters. If management has consulted with other accountants about an auditing and accounting matter that involves application of an accounting principle to the District's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts.

Our Comments

We are not aware of any significant accounting or auditing matters for which management consulted with other accountants.



Other Material Written Communications

Report to the Board significant written communications between the auditor and client management.

Our Comments

Other than the contract, engagement letter, agreed-upon procedures engagement letter, and the management representation letter, there have been no other significant communications.



COMMUNICATION WITH GOVERNING BODY

Material Uncertainties Related to Events & Conditions

Any doubt regarding the entity's ability to continue, as a going concern, should be communicated to the Board.

Our Comments

No such matters came to our attention.



Fraud & Noncompliance with Laws and Regulations

Fraud involving senior management and fraud (whether caused by senior management or other employees) that causes a material misstatement of the financial statements should be communicated. We are also required to communicate any noncompliance with laws and regulations involving senior management that come to our attention, unless clearly inconsequential.

Our Comments

We have not become aware of any instances of fraud or noncompliance with laws and regulations.



Accounting Update



New Standards

GASB 91, *Conduit Debt Obligations* – effective for the District’s fiscal year 2023.

GASB 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements* – effective for the District’s fiscal year 2023.

GASB 96, *Subscription-Based Information Technology Arrangements* – effective for the District’s fiscal year 2023.



GASB 99, *Omnibus 2022* – varied effective dates from immediate (the District’s fiscal year 2022) to 2023 and 2024.

GASB 100, *Accounting Changes and Error Corrections* – effective for the District’s fiscal year 2024.

GASB 101, *Compensated Absences* – effective for the District’s fiscal year 2025.

Contact Us



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The material appearing in this presentation is for informational purposes only and should not be construed as advice of any kind, including, without limitation, legal, accounting, or investment advice. This information is not intended to create, and receipt does not constitute, a legal relationship, including, but not limited to, an accountant-client relationship. Although this information may have been prepared by professionals, it should not be used as a substitute for professional services. If legal, accounting, investment, or other professional advice is required, the services of a professional should be sought.

Assurance, tax, and consulting offered through Moss Adams LLP. Investment advisory offered through Moss Adams Wealth Advisors LLC. Investment banking offered through Moss Adams Capital LLC.

THANK
YOU

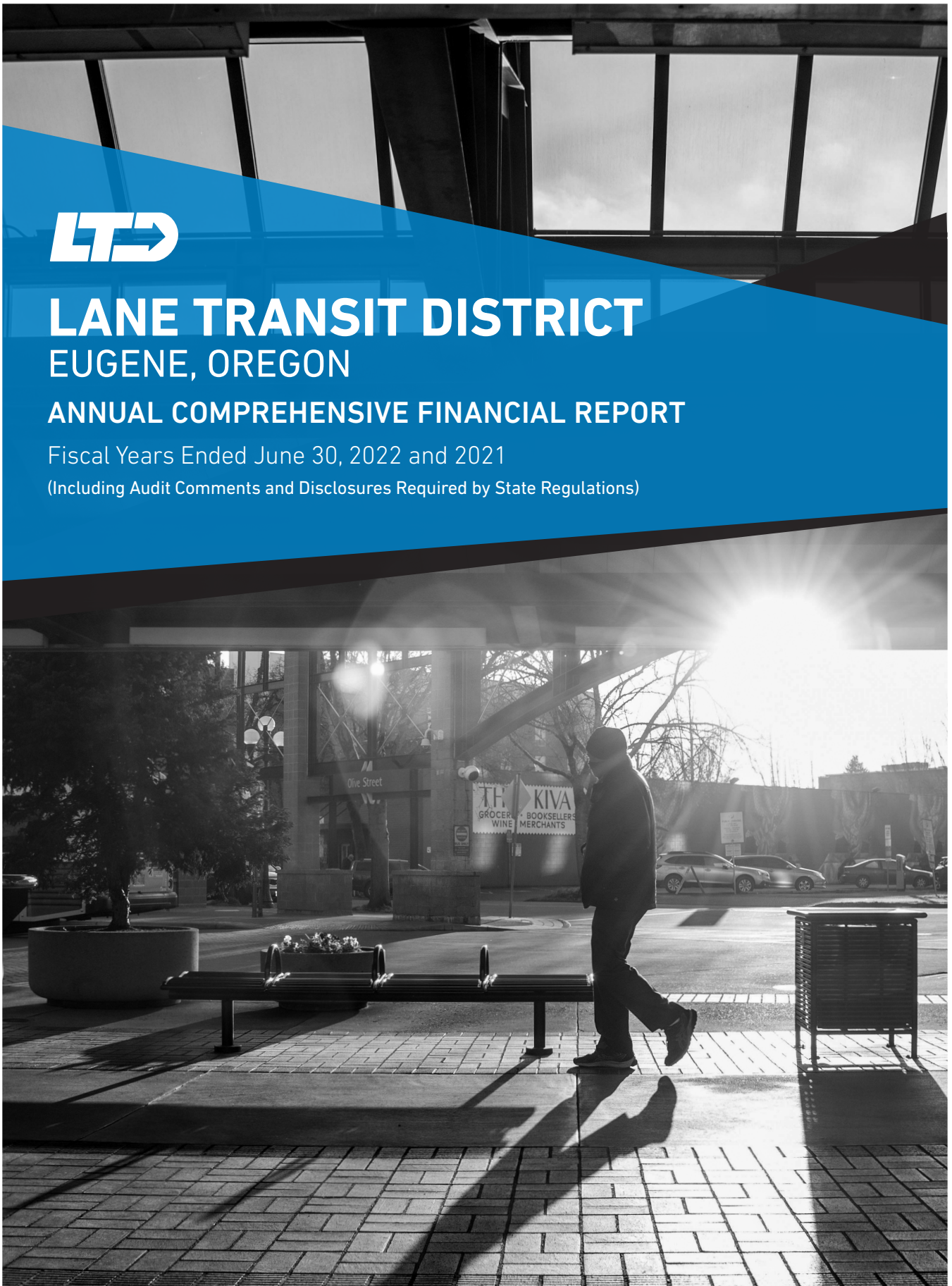


LANE TRANSIT DISTRICT EUGENE, OREGON

ANNUAL COMPREHENSIVE FINANCIAL REPORT

Fiscal Years Ended June 30, 2022 and 2021

(Including Audit Comments and Disclosures Required by State Regulations)





2021-2022
Annual
Comprehensive
Financial
Report

Lane Transit District
Eugene, Oregon

For Fiscal Years Ended June 30, 2022 and 2021

Prepared by the Finance Department
Christina Shew, Director of Finance

LANE TRANSIT DISTRICT
Annual Comprehensive Financial Report
June 30, 2022 and 2021

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DISCLOSURES AND COMMENTS REQUIRED

BY STATE MINIMUM STANDARDS

Report of Independent Auditors on Compliance and on Internal Control
Over Financial Reporting Based on an Audit of Financial Statements
Performed in Accordance with *Oregon Municipal Audit Standards*101-102

INTRODUCTORY SECTION



December 20, 2022

Board of Directors
Lane Transit District
3500 East 17th Avenue
Eugene, OR 97403

It is our pleasure to submit to you the “Annual Comprehensive Financial Report” (ACFR) of the Lane Transit District for the fiscal year ended June 30, 2022.

Oregon Statutes require that Lane Transit District publish, within six months of the close of each fiscal year (unless extended), a complete set of financial statements presented in conformance with generally accepted accounting principles (GAAP) in the United States of America and audited in accordance with auditing standards generally accepted in the United States of America by a firm of licensed, certified public accountants.

The accuracy of the District’s financial statements and the completeness and fairness of their presentation is the responsibility of District management. The District maintains a system of internal accounting controls designed to provide reasonable assurance that assets are safeguarded against loss or unauthorized use and that financial records can be relied upon to produce financial statements in accordance with GAAP. The concept of reasonable assurance recognizes that the cost of maintaining the system of internal accounting controls should not exceed benefits likely to be derived.

The District’s financial statements were audited by Moss Adams LLP, a firm of licensed, certified public accountants. The goal of this independent audit was to provide reasonable assurance that the financial statements of the District for the fiscal year ended June 30, 2022, are free of material misstatements. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was a reasonable basis for rendering an unmodified opinion that the District’s basic financial statements for the fiscal year ended June 30, 2022, are fairly presented in all material respects in conformity with GAAP. The independent auditor’s report is presented in the Financial Section of this report.

In addition to meeting the requirements set forth above, the independent audit also was designed to meet the special needs of federal grantor agencies as provided for in the Federal Single Audit Act and the Office of Management and Budget’s (OMB) Uniform Guidance. These standards require the independent auditor to report not only on the fair presentation of the basic financial statements but also on the audited government’s internal controls and compliance with legal requirements, with special emphasis on internal controls and legal requirements involving the administration of federal awards.

Management’s Discussion and Analysis (MD&A) is located in the Financial Section immediately following the independent auditor’s report and precedes the basic financial statements. The MD&A provides a narrative introduction, overview, and analysis of the basic financial statements. This letter of transmittal is designed to complement the MD&A and should be read in conjunction with the MD&A.

District Overview

Lane Transit District (LTD) was established in 1970 under the laws of the State of Oregon that allowed the formation of transit districts as special taxing entities. The District began operating in the Eugene-Springfield area on November 23, 1970. LTD serves a population base of approximately 318,700 with a fleet of 100 buses in revenue service operating on 30 routes (31 routes pre-pandemic). Comparative Operating Characteristics for FY2019 (pre-pandemic) and FY2022 are provided below:

LTD Comparative Operating Characteristics FY2019 and FY2022		
	FY2019 Pre-COVID-19	FY2022
Annual Miles Travelled (Millions)	3.9	2.8
Revenue Hours Operated	284,000	228,285
Passenger Boardings (Millions)	10	5

The boundaries of Lane Transit District fall entirely within Lane County, encompassing approximately 482 square miles. LTD serves the Eugene-Springfield metropolitan area; the incorporated cities of Coburg, Creswell, Cottage Grove, Lowell, Veneta, and Junction City; and the unincorporated area along Highway 126 between Springfield and the McKenzie Bridge Ranger Station.

LTD is governed by a Board of Directors composed of seven members, each appointed by the governor of Oregon and confirmed by the Oregon State Senate. Each Board member represents a sub-district of LTD's service area. The Board is responsible for development of District policies and hires and directs the activities of the Chief Executive Officer (CEO). The CEO, in turn, directs the daily activities of the District and is responsible for the overall management of the District and its employees.

The District's mission is to connect our community. To achieve this, LTD collaborates with our regional partners throughout Lane County in order to meet the growing transportation needs of those we serve. Those transportation needs include the successful implementation of total fixed-route accessibility and the successful operation of a demand-response/paratransit service for persons unable to use the fixed-route system. All of LTD's fixed-route buses are equipped with wheelchair lifts or ramps. The District also provides comparable demand-response services for those persons who are unable to use the fixed-route system. In addition to the fixed-route and demand-response services, LTD also provides bus rapid transit services, Point2point non single occupancy transportation options, serves as the county's Medicaid non-emergency medical transportation brokerage, provides mobility-on-demand services and is the qualified entity for management of the region's Statewide transportation improvement fund.

The District was empowered by the state legislature, under Oregon Revised Statutes 267, to impose an excise tax on every employer on the wages paid with respect to employment of individuals. The same authority permits the District to levy an equal tax on self-employed individuals. The allowable rate has been gradually increased by amendment to the statute and the authority of the District's Board of Directors. Per LTD Ordinances 50 and 51, the payroll and self-employment taxes for calendar year 2021 were seventy-six one hundredths of one percent (.76%) and for calendar year 2022 were seventy-seven one hundredths of one percent (.77%).

In 2017, the state legislature passed House Bill 2017 (HB 2017). Section 122 of HB 2017 known as "Keep Oregon Moving" established funding intended to support improvements in public transportation in Oregon to help build vibrant economies with good jobs, increased quality of life, clean environment, and safe and healthy people. The fund provides a dedicated statewide resource for transit and is funded by an employee payroll tax of one-tenth of one percent. In FY2023, the District has budgeted \$3.2 million for new mobility programs and continuing previously funded programs, including the Florence Rhody Express, Oakridge Diamond Express, and Cottage Grove Connector Mobility on Demand services. Other programs include:

- Mobile Wallet multi-modal trip planning application across multiple transportation modes
- RideSource Shopper expansion for older adults and people with disabilities
- Pilot Mobility on Demand Services in areas with high concentrations of low-income and seniors
- Mobility Management Planning to explore investments in multi-modal transit
- Bike Share enhancement to expand and improve access to shared bicycles
- Fare collection integration for a seamless fare collection system when riders are moving between communities
- within and outside the District
- Procurement of fixed-route and demand-response vehicles
- Student transit passes providing free rides for students K-12
- Low-income fare programs

For financial planning and control, the District prepares and adopts an annual budget in accordance with Oregon Revised Statutes Chapters 294.305 through 294.565. The legally adopted budget is at the fund level for current expenditures, with separate appropriations established for capital outlay, inter-fund transfers contingencies and reserves. Budgetary control is internally administered at a more restrictive level. Budget-to-actual comparisons for each individual fund for which an appropriated annual budget has been adopted are provided as supplementary information in this report.

Factors Affecting Financial Condition

Local Economy

LTD serves the Eugene-Springfield metropolitan area. Lane Transit District's boundaries fall entirely within Lane County and encompasses 482 square miles serving a population base of approximately 318,700. In June 2022, total nonfarm employment in Lane County was 156,600 compared to 156,800 in June 2021, which is relatively flat from the prior year.

Eugene/Springfield MSA (Lane County) Economic Data

	June <u>2017</u>	June <u>2018</u>	June <u>2019</u>	June <u>2020</u>	June <u>2021</u>	June <u>2022</u>
Civilian labor force	181,413	181,050	181,479	180,444	181,991	180,635
Unemployment	8,435	8,213	7,854	19,481	10,271	11,096
Unemployment rate	4.6%	4.5%	4.3%	10.8%	5.6%	6.1%
Total employment	172,978	172,837	173,625	160,963	171,720	169,539
Total nonfarm employment	161,600	165,100	165,900	146,500	156,800	156,600
Percent annual change	6.1%	2.2%	0.5%	-11.7%	7.0%	-0.1%

The unemployment rate increased to 6.1 percent as of June 2022. Lane county has regained the majority of jobs lost in March and April of 2020. This represents a recovery of more than 95 percent of the jobs lost during the pandemic. The June 2022 unemployment rate was 4.7 percentage points lower than for June 2020.

Relevant Financial Policies

Relevant financial policies are addressed in Note 1 to the financial statements. In the current year no one policy produced a significant impact on the financial statements.

Long-Range Financial Plan

Annually, as part of the budget process, the District updates the rolling ten-year Long-Range Financial Plan (LRFP). The LRFP is reviewed in detail in a separate schedule that combines operating revenue and expenditure projections with capital outlay requirements as outlined in the Community Investment Plan (CIP).

Major assumptions for the LRFP include the following:

- Passenger fare revenue is forecasted to increase commensurate with returning service levels. We assume no major changes to our ongoing fare programs for students and low-income riders. Fare revenue is therefore projected to recover to roughly 70% of pre-pandemic levels by FY2024.
- Payroll-type taxes which include payroll, self-employment and government employee payroll taxes have exceeded pre-pandemic levels in FY2022 at \$50 million. FY2023 is conservatively forecasted to be roughly flat from FY2022. The following-fiscal years

growth is in alignment with tax receipt projections from the Oregon State Office of Economic Forecasting. This forecast projects FY24 growth of 4.9 percent.

- Federal assistance will continue to bridge the near-term expenditure-revenue gap resulting from higher costs to operate coupled with lower revenues in order to comply with OSHA and CDC requirements in an endemic environment. As the costs to operate normalize, operations are planned to be structurally balanced and Federal formula assistance for operating will no longer be utilized.

Major Initiatives

The District has a number of major initiatives that will impact current and future budgets:

- The Eugene Station which is the central point of our hub and spoke transit system is 25-years old. This station will be modernized to benefit existing riders, attract new riders and enhance the quality of life around this centrally located station at the heart of downtown Eugene.
- The core of our daily operations is our computer-aided dispatch/automatic vehicle location system. Our antiquated system does not seamlessly interact with other operational software. By upgrading this system we will reduce service disruptions and be able to provide our riders real-time vehicle location information that feeds directly into Google maps, our LTD website and the UMO mobility application. The modernized system will also include on-board video surveillance to increase driver and rider safety.
- EMX is short for Emerald Express which is the District's bus rapid transit system, also known as a BRT system. A BRT system provides the speed, reliability and frequency of light rail with the flexibility and simplicity of a bus at one quarter of the cost. The District's BRT system comprises 35% - 45% of our ridership which is the highest ridership within our system. This makes it an important part of the greenhouse gas emission solution as it provides a competitive, reliable alternative to a private vehicle. We will continue to invest in this critical service to improve safety, coverage and frequency.
- Public transportation plays an important role in combatting the climate emergency and helping Oregon to achieve its Climate Action Plan to reduce greenhouse gas pollution by at least 45% below 1990 levels by 2035 and by 80% by 2050. LTD has also been reducing our fleet's greenhouse gas emissions and consumption of fossil fuels through our fleet procurement plan. Currently, 13% of our fleet is electric. By 2024, 30% of our buses will be all electric. In addition, LTD is exploring emerging technologies and alternative clean or renewable fuels with a goal of phasing out 100% of our fossil fuel fleet by 2035.
- The District's Operation Command Control Center (OCC) is located on the Glenwood campus and was constructed 34 years ago. The OCC upgrade will allow for bus operations service supervision, incident response and bus dispatchers to communicate with bus operators and public safety officers despite service disruptions, traffic, construction, emergencies and mechanical failures. The upgrade will also improve heating, ventilation and air conditioning systems to mitigate the spread of contamination. Lastly, the upgrade includes installation of a training simulator which will reduce training costs, improve every day operations and increase employee development.

GFOA Certificate of Achievement for Excellence in Financial Reporting

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the District for its Annual Comprehensive Financial Report for the years ended June 30, 2020 and 2021. In order to be awarded a Certificate of Achievement, the District published an easily readable and efficiently organized Annual Comprehensive Financial Report that conforms to program standards. The report satisfies both accounting principles generally accepted in the United States of America and applicable legal requirements. A Certificate of Achievement is valid for a period of only one year. We believe we have met the GFOA's standards for financial reporting for the year ended June 30, 2022, and therefore, the District will again be submitting its current Annual Comprehensive Financial Report to that body for consideration for a Certificate of Achievement. To that end, we will advise the Board of the results of the GFOA's review of our report.

Acknowledgments

The preparation of the "Annual Comprehensive Financial Report" was made possible by the efforts across the agency including Finance, Human Resources, Planning and Marketing. The Finance Department appreciates and thanks all staff who assisted and contributed to the report's presentation. Staff also thank the members of the LTD Board of Directors for their interest and support in managing the financial operations of the District in a responsible and progressive manner.

Respectfully submitted,



Jameson Auten
Chief Executive Officer

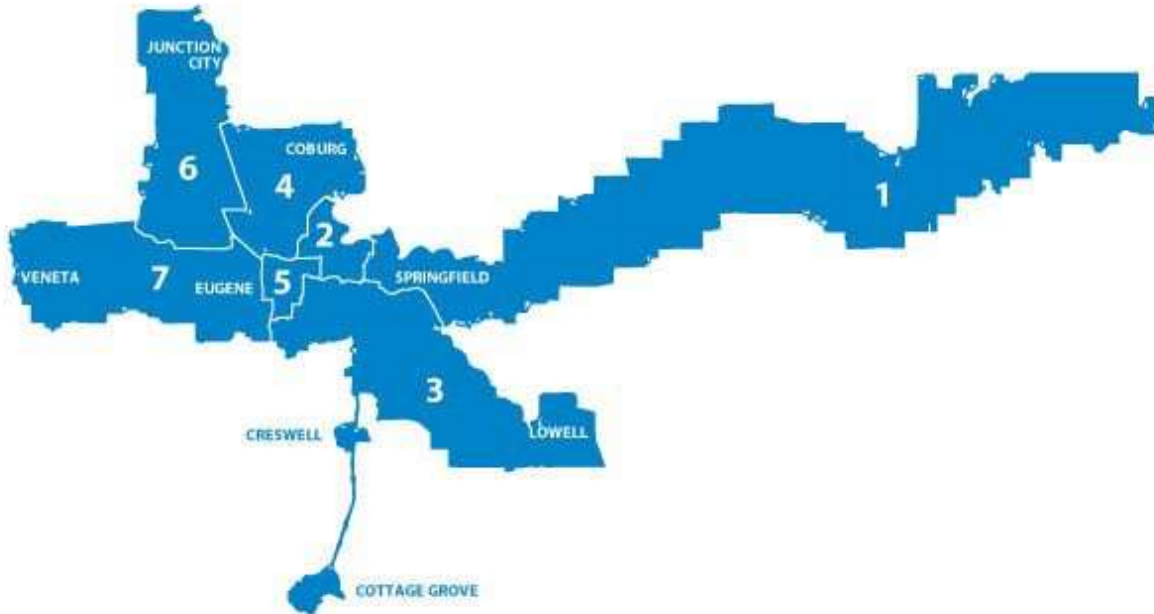


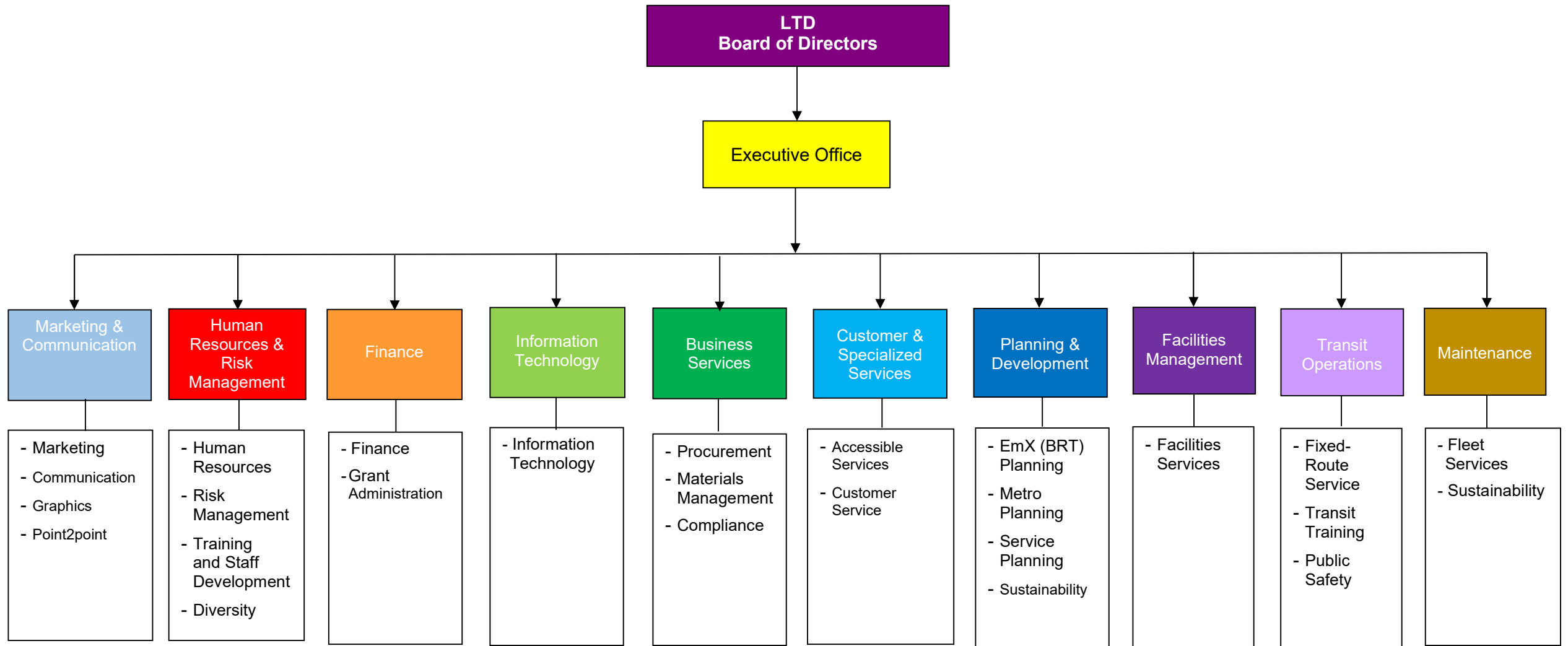
Christina Shew, CPA
Director of Finance

LTD Board of Directors

(Four-year Terms)

	<u>Sub-District</u>	<u>Term Expiration</u>
Gino Grimaldi	1	12/31/25
Michelle Webber	2	12/31/24
Don Nordin, Treasurer	3	12/31/22
Vacant	4	
Pete Knox	5	12/31/25
Caitlin Vargas	6	12/31/22
Susan Cox	7	12/31/24







Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Lane Transit District
Oregon**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2021

Christopher P. Morill

Executive Director/CEO

FINANCIAL SECTION

Report of Independent Auditors

The Board of Directors
Lane Transit District, Oregon

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of Lane Transit District, Oregon (the District) and its fiduciary fund comprised of Lane Transit District Salaried Employee's Retirement Plan Trust Fund as of and for the years ended June 30, 2022 and 2021 and the Amalgamated Transit Union Local No. 757 Pension Trust Fund as of and for the years ended December 31, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the District and its fiduciary fund comprised of Lane Transit District Salaried Employee's Retirement Plan Trust Fund as of and for the years ended June 30, 2022 and 2021 and the Amalgamated Transit Union Local No. 757 Pension Trust Fund as of and for the years ended December 31, 2021 and 2020, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The supplementary information, as listed in the table of contents, is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

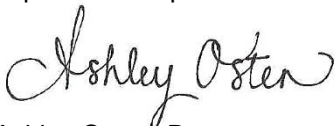
In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 20, 2022 on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

Other Reporting Required by Minimum Standards for Audits of Oregon Municipal Corporations

In accordance with the *Minimum Standards for Audits of Oregon Municipal Corporations*, we have also issued our report dated December 20, 2022, on our consideration of the District's compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the provisions of Oregon Revised Statutes as specified in Oregon Administrative Rules 162-010-0000 through 162-010-0330 of the *Minimum Standards for Audits of Oregon Municipal Corporations*. The purpose of that report is to describe the scope of our testing of compliance and the results of that testing and not to provide an opinion on compliance.



Ashley Osten, Partner,
For Moss Adams LLP
Portland, Oregon
December 20, 2022

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

The following management's discussion and analysis (MD&A) provides an overview of the Lane Transit District (LTD or the District) financial performance for the fiscal years ended June 30, 2022, 2021 and 2020. It is designed to assist the reader in focusing on significant financial issues, providing an overview of the District's financial activity, and identifying changes in the District's financial position.

This MD&A is based on currently known facts, decisions, and conditions that existed as of the date of the independent auditor's report. As with other sections of the financial report, the information contained within the MD&A should be read in conjunction with the Financial statements, the notes to the financial statements and other supplementary information that is provided in addition to this MD&A. Additional information outside the scope of this analysis can be found in the Letter of Transmittal.

Overview of the Financial Statements

The District's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP). In accordance with GAAP, the District's financial statements have been prepared using the accrual basis of accounting. Under this basis of accounting, revenues are recognized in the period in which they are earned, and expenses are recognized in the period in which they are incurred, regardless of the timing of related cash flows.

The Financial statements provide information about the District's overall financial status as well as the District's net position, segregated by net investment in capital assets, restricted and unrestricted. Net position is the difference between the District's assets, deferred outflows of resources, liabilities and deferred inflows of resources. Over time, increases or decreases in net position, as reported on the statements, may serve as a useful indicator of whether the financial position of the District is improving or deteriorating. In addition to the Statement of Net Position, the financial statements include Statements of Revenues, Expenses, and Changes in Net Position; and Statements of Cash Flows. These statements offer short- and long-term financial information about all the District's activities. The notes to the financial statements contain more detail on some of the information presented in the financial statements.

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided within the financial statements. The notes to the financial statements are found on pages 29-63 of this report.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

Financial Summary

Statement of Net Position

	District Total			Increase (decrease) 2022-2021	Percentage Change 2022-2021	Increase (decrease) 2021-2020	Percentage Change 2021-2020
	2022	2021	2020				
Assets							
Current assets	\$ 85,390,621	\$ 54,247,709	\$ 44,174,300	\$ 31,142,912	57.4%	\$ 10,073,409	22.8%
Capital assets, net of depreciation	154,313,187	165,243,367	158,549,761	(10,930,180)	-6.6%	6,693,606	4.2%
Total assets	239,703,808	219,491,076	202,724,061	20,212,732	9.2%	16,767,015	8.3%
Deferred Outflows of Resources	7,550,226	7,613,208	4,665,520	(62,982)	-0.8%	2,947,688	63.2%
Total assets and deferred outflows of resources	247,254,034	227,104,284	207,389,581	20,149,750	8.9%	19,714,703	9.5%
Liabilities							
Current liabilities	21,619,434	14,996,365	11,741,277	6,623,069	44.2%	3,255,088	27.7%
Noncurrent liabilities	33,635,638	32,584,389	35,558,933	1,051,249	3.2%	(2,974,544)	-8.4%
Total liabilities	55,255,072	47,580,754	47,300,210	7,674,318	16.1%	280,544	0.6%
Deferred Inflows of Resources	6,206,311	8,115,917	2,538,142	(1,909,606)	-23.5%	5,577,775	219.8%
Net Position							
Investment in capital assets	154,313,187	165,243,367	158,549,761	(10,930,180)	-6.6%	6,693,606	4.2%
Restricted for STIF, Specialized Serv., Point2point and Medicaid programs	9,710,147	11,552,594	5,946,354	(3,202,743)	-27.7%	5,606,240	94.3%
Unrestricted	21,769, 17	(5,388,348)	(6,944,886)	28,517,962	-529.3%	1,556,538	-22.4%
Total net position	185,792,651	171,407,613	157,551,229	14,385,038	8.4%	13,856,384	8.8%
Total liabilities, deferred inflows of resources and net position	\$ 247,254,034	\$ 227,104,284	\$ 207,389,581	\$ 20,149,750	8.9%	\$ 19,714,703	9.5%

FY22

The District's total assets increased \$20.2 million. The portion of Current assets that is cash or convertible to cash increased \$31.1 million. Restricted cash increased \$5.6 million due to statewide transportation improvement fund programs that have been on hold during the pandemic. Grants receivable decreased \$2.4 million due to Federal grants that were drawn down in FY22, which allowed the District to be reimbursed for expenditures that were incurred in prior years. In FY22, Federal and state grant reimbursements totaled \$26.6 million.

The net book value of capital assets decreased \$10.9 million. This decrease in net value is the result of recording the annual depreciation expense, disposals and a delay in receiving fleet additions. In FY22, capital asset additions totaled \$3.2 million. Additions included building and station improvements of \$1.5 million, fleet technology additions of \$1.1 million, and other equipment for \$0.6 million which includes a new phone system. Construction-in-progress increased \$1.6 million due to several improvement projects in process at the Glenwood and RideSource locations. Disposed items totaled \$7.2M and included 14 vehicles, the old phone system and various equipment items. The district also sold a right-of-way for \$171 thousand and moved \$129 thousand of planning costs to expense.

The District's total liabilities increased \$7.7 million from \$47.6 million to \$55.3 million. This is largely attributable to changes in current liabilities, which increased primarily due to a \$5.5 million increase in unearned revenue from the Statewide Transportation Improvement Fund (STIF). The first distributions

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

of STIF funds for the program period ending in FY23 were received in FY22. A number of planned service expansion programs have been delayed as a result of COVID-19.

Noncurrent liabilities increased \$1.1 million. This is due to an increase in the Salaried Plan net pension liability of \$5.1 million, and a decrease in the ATU Plan net pension liability of \$3.4 million. The combined increase was partially offset by a decrease to the net OPEB obligation of \$0.6 million. The Salaried Plan pension liability increase was due to a reduction in the long-term expected rate of return from 5.5 percent to 5.0 percent and a decrease in the Plan's fiduciary net position as a result of negative investment returns. The ATU liability decrease was due to investment gains as of the end of the December 31, 2021 valuation period

The net OPEB obligation decrease of \$0.6 million is due to a decrease in the discount rate from 0 percent to 2.16 percent, combined with economic and demographic changes such as the repeal of the ACA Cadillac tax on high-cost health plans.

The net position of the District increased \$14.4 million (8.4 percent) in FY22, from \$171.4 million to \$185.8 million. Of the \$185.8 million, \$154.3 million is invested in capital assets and the remaining balance is unrestricted, or restricted for use in the Statewide Transportation Improvement Fund (STIF), Accessible Services, Medicaid, and Point2point programs.

FY21

The District's total assets increased \$16.8 million. Current assets, which are assets that are cash or convertible to cash increased \$10.1 million, including an increase of \$1.4 million from increases in cash and investments. Additionally, grants receivable increased \$6.0 million due to Federal grants that were executed in FY21, which allowed the District to be reimbursed for expenditures that were incurred in FY20 and FY21. The remaining increase was for restricted cash for statewide transportation improvement fund programs that have been on hold during the pandemic. In FY21, Federal and state grant reimbursements totaled \$27.6 million.

The net book value of capital assets increased \$6.7 million. This increase was the result of the addition of 11 all electric buses and 5 diesel electric-hybrid buses to our fleet. In FY21, capital asset additions totaled \$22.4 million. Additions included the previously mentioned 11 all electric buses, 5 diesel electric-hybrid buses, and 11 accessible service vehicles, the Santa Clara Transit station, shelters and signs. Construction-in-progress decreased \$1.9 million due to the completion of the Santa Clara Transit Station which opened for revenue service in February of 2021. This new station is along River Road in the Santa Clara community.

The District's total liabilities increased \$.3 million from \$47.3 million to \$47.6 million. This is largely attributable to changes in current liabilities, which increased primarily due to a \$3.6 million increase in unearned revenue from the Statewide Transportation Improvement Fund (STIF). A number of planned service expansion programs were delayed as a result of COVID-19.

Noncurrent liabilities decreased \$3 million. This is due to decreases in both the ATU and Salaried Plan net pension liabilities by \$1 million and \$5 million, respectively. These decreases were partially offset by an increase to the net OPEB obligation of \$2.9 million. Both the ATU and Salaried Plan pension liability decreases were due to positive net investment incomes of \$5.3 million and \$5.7 million, respectively. The ATU decrease was partially offset by a change in the long-term expected rate of return from 6.50 percent to 5.75 percent.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

The net OPEB obligation increase of \$2.9 million is due to a decrease in the discount rate used to calculate the present value of the benefits from 3.50 percent to 2.21 percent.

The net position of the District increased \$13.9 million (8.8 percent) in FY21, from \$157.5 million to \$171.4 million. Of the \$171.4 million, \$165.2 million is invested in capital assets and the remaining balance is unrestricted or restricted for use in the Statewide Transportation Improvement Fund (STIF), Accessible Services, Medicaid, and Point2point programs.

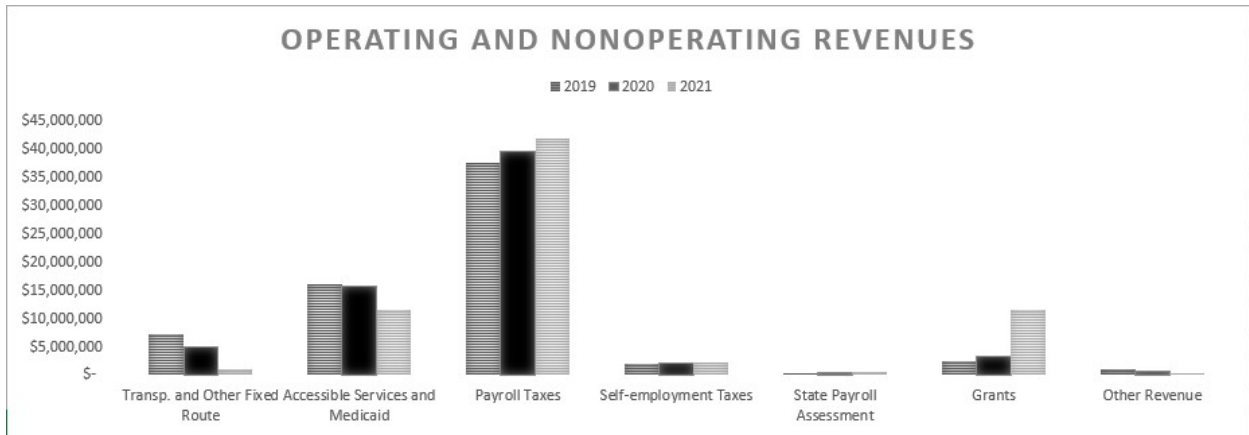
Statements of Revenues, Expenses, and Changes in Net Position

	District Total			Increase (decrease) 2022-2021	Percentage Change 2022-2021	Increase (decrease) 2021-2020	Percentage Change 2021-2020
	2022	2021	2020				
Operating Revenues							
Passenger fares	\$ 3,798,924	\$ 775,378	\$ 4,533,611	\$ 3,023,546	389.94%	\$ (3,758,233)	-82.90%
Special services	-	-	197,114	-	N/A	(197,114)	-100.00%
Accessible Services, Point2point, and Medicaid	13,978,068	11,579,378	15,825,212	2,398,690	20.72%	(4,245,834)	-26.83%
Advertising	31,125	276,512	366,667	(245,387)	-88.74%	(90,155)	-24.59%
Total operating revenues	17,808,117	12,631,268	20,922,604	5,176,849	40.98%	(8,291,336)	-39.63%
Nonoperating Revenues							
Employer payroll tax	47,048,331	42,081,318	39,842,212	4,967,013	11.80%	2,239,106	5.62%
Self-employment tax	2,323,671	2,203,730	2,017,855	119,941	5.44%	185,875	9.21%
State payroll assessment	646,016	589,303	555,192	56,713	9.62%	34,111	6.14%
Grant revenue	17,974,451	11,643,403	3,445,027	6,331,048	54.37%	8,198,376	237.98%
Interest	181,836	154,305	310,904	27,531	17.84%	(156,599)	-50.37%
Facility rental and other nonoperating revenues	50,477	33,308	115,456	17,169	51.55%	(82,148)	-71.15%
Miscellaneous income	375,729	194,899	285,823	180,830	NA	(90,924)	NA
Loss on disposal of capital assets	(313,277)	(14,983)	-	(298,294)	NA	(14,983)	NA
Total nonoperating revenues	68,287,234	56,885,283	46,572,469	11,401,951	20.04%	10,312,814	22.14%
Total operating and nonoperating revenues	86,095,351	69,516,551	67,495,073	16,578,800	23.85%	2,021,478	3.00%
Operating Expenses							
Personnel services	34,903,213	31,125,751	36,417,695	3,777,462	12.14%	(5,291,944)	-14.53%
Materials and services	11,561,068	9,720,500	9,415,470	1,840,568	18.93%	305,030	3.24%
Insurance	1,270,429	1,784,846	1,084,094	(514,417)	-28.82%	700,752	64.64%
Accessible Services, Point2point, and Medicaid	16,008,711	12,843,940	16,922,825	3,164,771	24.64%	(4,078,885)	-24.10%
Depreciation	15,383,574	15,727,034	14,005,049	(343,460)	-2.18%	1,721,985	12.30%
OPEB expense	699,290	746,187	479,250	(46,897)	-6.28%	266,937	100.00%
Total operating expenses	79,826,285	71,948,258	78,324,383	7,878,027	10.95%	(6,376,125)	-8.14%
Gain (Loss) before contributions	6,269,066	(2,431,707)	(10,829,310)	8,700,773	-357.81%	8,397,603	-77.55%
Capital contributions	8,115,972	16,288,091	12,340,910	(8,172,119)	-50.17%	3,947,181	31.98%
Changes in net position	14,385,038	13,856,384	1,511,600	528,654	3.82%	12,344,784	816.67%
Total net position - beginning of period	171,407,613	157,551,229	156,039,629	13,856,384	8.79%	1,511,600	0.97%
Total net position - end of period	185,792,651	171,407,613	157,551,229	\$ 14,385,038	8.39%	\$ 13,856,384	8.79%

FY22

The District's Change in net position was \$14.4 million in FY22 compared to \$13.9 million in FY21. Total revenues were up \$16.6 million (23.9 percent), accompanied by an increase in total expenses of \$7.9 million (10.9 percent).

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

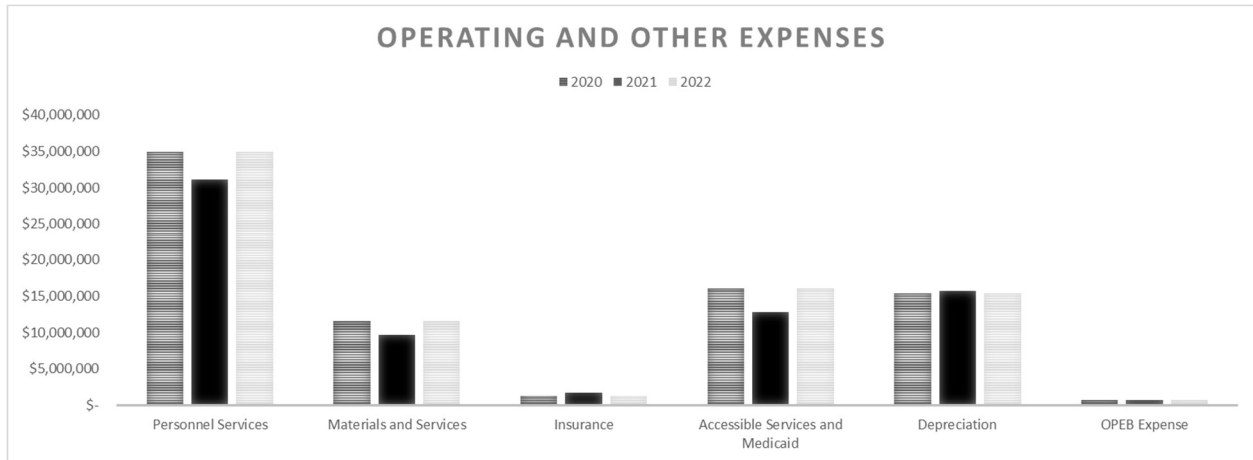


Operating revenues of \$17.8 million reflects an increase of 41.0 percent in FY22. This increase was due to a partial recovery from the effects of COVID-19. At the start of the pandemic, all modes of transit dropped to roughly one third of pre-pandemic volume, fares were not being collected, and grant funded programs such as mobility on demand and safe routes to schools were stopped or activity significantly reduced. By fiscal year-end, passenger boardings had recovered to approximately 50 percent of pre-pandemic levels.

Non-operating revenues of \$68.3 million were up 20 percent in FY22. The increase in non-operating revenues was due to increases in grant revenue of \$6.3 million (54.4 percent) and employer paid payroll-type tax revenues of \$5.0 million (11.8 percent). The employer paid payroll tax increase is due to a fast pandemic recovery, temporary COVID-19 related spikes in employment from vaccine testing sites and other health care and social assistance providers as well as increased economic activity in the run up to the world athletic championships. Grant revenues are from the Federal Coronavirus Aid Relief and grant completions that were delayed due to the pandemic.

Since March of 2022, the Federal government has been tightening financial conditions to get inflation under control including increasing the Federal Funds rate 6 times between March and November of 2022 which resulted in increases in our Oregon local government investment pool interest rates. Interest increased as interest rates began to recover. As of June 2022, the interest rate is 1.15 percent compared to June 2021 at .60 percent.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**



Operating expense of \$79.8 million was up 11 percent in FY22. The largest increases were in personnel services, materials & services, and Specialized Services and Medicaid non-emergency medical transportation expenses.

Personnel services at \$34.9 million was up \$3.8 million (12.1 percent) due to some recovery from COVID-related staff reductions and: 1) increases in medical premiums of 7 percent, 2) contractual ATU wage increases of 2 percent on July 1, 2021 and another 1.0 percent effective January 1, 2022 and 3) average administrative employee wage increases of 3.8 percent.

Materials and service increases totaled \$1.8 million (18.9 percent) as a result of 1) fuel cost increases, 2) COVID-19 expenses to improve worker safety and 3) contracted services to fill critical position gaps in HR and Administration.

Insurance decreased \$0.5 million (-28.8 percent) from a reduction in the amount due for unemployment claims. During the pandemic the District deposited funds for anticipated increases in claims. The increase in claims was less than estimated resulting in deposited funds being available to pay for current claims.

Increases in Specialized Services, Point2point, and Medicaid of \$3.2 million (24.6 percent) was primarily driven by an increase in transportation service costs as a result of rising administrative and variable trip costs from regulatory changes and COVID-19 protocols as well as inflation. The remaining increase was from resuming STIF projects that had been delayed due to the pandemic.

Depreciation is down \$.3 million (2.2 percent). A number of fixed route and accessible service vehicles that had reached the end of their useful life were disposed of, and delivery of the replacement vehicles is delayed due to difficulty in obtaining parts.

Capital contributions reflect funds received from federal, state, and local sources for use in capital projects. This component of the change in net position can vary significantly from year to year depending on the number and type of capital projects undertaken. The decrease in capital contributions by \$8.2 million in FY22 is primarily related to the delay in delivery of our replacement

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

rolling stock. Details of capital spending can be found below in the capital assets portion of this analysis.

FY21

The District's net position increased \$13.9 million in FY21 to \$171.4 million. Total revenues were up \$2 million (3 percent), accompanied by a decrease in total expenses of \$6.4 million (8.1 percent). As a result of the COVID-19 pandemic, the District stopped collecting fares in mid-March of 2020 to protect the safety of our transit operators. Cash fare collection did not resume until February 2021 and contactless fares did not resume until April 2021. The result was a significant decrease in passenger fare revenue which was not proportionally offset by decreases in expenses. The District has continued to operate modified services since the pandemic began, incurred increased costs to comply with OSHA, CDC and other requirements to manage the pandemic diverting some operators to sanitizing buses rather than driving. By the end of FY21, service routes were restored to approximately 80 percent of pre-pandemic levels. The District was able to reduce some operating material and service costs, but fewer personnel service costs.

Operating revenues of \$12.6 million reflects a decrease of 39.6 percent in FY21. This decrease was due to COVID-19. At the start of the pandemic, all modes of transit dropped to roughly one third of pre-pandemic volume, fares were not being collected, and grant funded programs such as mobility on demand and safe routes to schools were stopped or activity significantly reduced. By fiscal year-end, passenger boardings had recovered to approximately 43 percent of pre-pandemic levels.

Non-operating revenues of \$56.9 million were up 22.1 percent in FY21. The increase in non-operating revenues was due to increases in grant revenue of \$8.2 million (238 percent) and payroll-type tax revenues of \$2.5 million (5.9 percent). The payroll tax increase aligns with the Lane county total nonfarm employment increase of 7 percent from June 2020 to June 2021. Grant revenues are from the Federal Coronavirus Aid Relief and Economic Security (CARES) Act and Federal section 5307 formula funds.

Interest is down \$157 thousand due to interest rates dropping by more than half in FY21. As of June 2021, the interest rate is .60 percent compared to June 2020 at 1.3 percent.

Operating expense of \$71.9 million was down 8.1 percent in FY21. The largest decreases were in personnel services and Specialized Services and Medicaid non-emergency medical transportation expenses.

Personnel services at \$31.1 million was down \$5.3 million due to COVID-related staff reductions partially offset by: 1) increases in medical premiums of 7 percent, 2) contractual ATU wage increases of 2 percent effective July 1, 2020 and 1.5 percent effective January 1, 2021 and 3) average administrative employee wage increases of 3.1 percent.

Materials and service increases totaled \$.3 million as a result of 1) hardware and software investments that harden our network system infrastructure and improve the rider experience and driver safety, 2) COVID-19 expenses to improve worker safety and 3) contracted services to fill critical position gaps in HR and operations. These increases were offset by decreases in fuel, lubricants, parts and tires as a result of the pandemic-induced modified service levels.

Decreases in Accessible Services, Point2point, and Medicaid of \$4.1 million (24.1 percent) was primarily driven by a decrease in demand for those programs as a result of the COVID-19 pandemic.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

Ridership declined to less than half of pre-pandemic levels starting in March of 2020. The majority of that decrease was from both Eugene-Springfield ADA services and the Medicaid non-emergency medical transportation services.

Depreciation is up \$1.7 million (12.3 percent). A number of fixed route and accessible service vehicles that had reached the end of their useful life were disposed of and replaced with new environmentally-friendly electric and hybrid-electric vehicles. This is the majority of the annual depreciation cost increase. The new Santa Clara Transit station was also placed into service in February of 2021, but was only depreciated for less than half of the fiscal year.

Capital contributions reflect funds received from federal, state, and local sources for use in capital projects. This component of the change in net position can vary significantly from year to year depending on the number and type of capital projects undertaken. The increase in capital contributions by \$3.9 million in FY21 is primarily related to rolling stock and to the development of the Santa Clara Transit Station. Details of capital spending can be found below in the capital assets portion of this analysis.

Capital Assets

At June 30, 2022, the District had invested \$154.3 million, net of accumulated depreciation, in a variety of capital assets.

Capital Assets, net of depreciation							
As of June 30							
	District Total			Increase (decrease) 2022-2021	Percentage Change 2022-2021	Increase (decrease) 2021-2020	Percentage Change 2021-2020
	2022	2021	2020				
Land	\$ 17,476,089	\$ 17,646,689	\$ 17,612,178	\$ (170,600)	-1.0%	\$ 34,511	0.2%
Freestanding public art	366,917	366,917	366,917	-	0.0%	-	0.0%
Construction in progress	2,278,749	728,341	2,490,900	1,550,408	212.9%	(1,762,559)	-70.8%
Busways	76,967,661	83,513,498	90,062,145	(6,545,837)	-7.8%	(6,548,647)	-7.3%
Rolling stock and related equipment	27,992,987	31,459,642	20,236,349	(3,466,655)	-11.0%	11,223,293	55.5%
Stations, shelters, and bus signs	12,446,593	13,157,239	8,024,574	(710,646)	-5.4%	5,132,665	64.0%
Buildings and improvements	12,928,290	14,280,829	16,173,855	(1,352,539)	-9.5%	(1,893,026)	-11.7%
Accessible Services vehicles	2,383,579	2,520,897	1,611,526	(137,318)	-5.4%	909,371	56.4%
Other equipment and support vehicles	1,472,322	1,569,315	1,971,317	(96,993)	-6.2%	(402,002)	-20.4%
	<u>\$154,313,187</u>	<u>\$165,243,367</u>	<u>\$158,549,761</u>	<u>\$ (10,930,180)</u>	-6.6%	<u>\$ 6,693,606</u>	4.2%

FY22

In FY22, the District spent \$4.9 million for capital acquisition and construction, approximately 90 percent of which are eligible to be covered by federal and state grants. The reimbursement percentage is 83 percent, some with statewide transportation improvement fund match with only a few projects this year requiring general funding exclusively. Additions included building and station improvements of \$1.5 million, fleet technology additions of \$1.1 million, and other equipment for \$0.6 million which includes a new phone system. Construction-in-progress increased \$1.6 million due to several improvement projects in process at the Glenwood and RideSource locations.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

FY21

In FY21, the District spent \$22.4 million for capital acquisition and construction, approximately 80 percent of which are eligible to be covered by federal and state grants. The reimbursement percentage is up from 69 percent, as the majority of grants were 78 percent grant fund eligible, some with statewide transportation improvement fund match with only a few projects this year requiring general funding exclusively. Of the \$22.4 million capital additions, \$17.1 million was for rolling stock, including \$1.2 million in mobility management vehicles; \$4.9 million was associated with the Santa Clara Station; and the remaining \$.4 million in investments were in other supporting operating equipment. Overall, the District's net position in capital assets increased by \$6.7 million, primarily as a result of additions.

Note 3(d) (page 40) contains additional detail information about capital assets activity.

Economic Factors and Related Budget Impact

During the preparation of the budget for the ensuing fiscal year, the impacts of the local economy were examined in conjunction with business decisions made by the District. A number of economic factors are at play. The FY23 budget was developed as we entered our third year amidst continuing uncertainty driven by COVID-19 and its variants which have been exacerbated by destabilizing world events. The economy has been facing significant headwinds as low interest rates, low inflation and government stimulus have come to an end. The State of Oregon's Office of Economic Analysis has put the risk of recession as "uncomfortably high" beginning in late 2023. Other economic factors impacting the FY23 budget include continued rising costs for materials, services, and labor as a result of inflation which hit a record high of 9.1 percent in June. Labor and supply chain shortages are also having an impact. The District's ability to increase service is highly dependent on its ability to hire bus operators and on-time completion of projects requires vendors to have the parts and supplies needed. In addition, the cost of operating under a post-pandemic and labor-shortage environment is expensive. Incremental costs are required for increased equipment, additional cleaning, overtime for absences, training new hires, and contracted services to fill critical position gaps.

The District's Board of Directors adopted the FY23 budget on May 18, 2022. The total adopted budget for FY23 is \$203.6 million, which includes \$162.2 million in total appropriations, an 18 percent increase from the FY22 budget. 51 percent of the increase is due to partially grant-funded community investments in the Capital Projects fund and 44 percent of the increase is due to the creation of a sustainable services reserve. Fixed route services and general District operating costs budgeted through the District's General Fund are up 13 percent. This increase is a result of both: 1) an increase in the number of employees needed to strategically build back our transit system given the demand for new mobility options and changed ridership demographics and 2) an increase in medical premium costs of 7%. The Amalgamated Transit Union working and wage agreement expired on June 30, 2022 and is currently under renegotiation. Changes to this contract may result in additional increases in operating costs. The FY23 adopted budget can be found under "Financials" and "Annual Budget" at: <https://www.ltd.org/financials/>. Budget highlights are listed below.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

Resources:

The continuing impact of the COVID-19 pandemic on transit continues. While transit ridership has gradually improved through most of fiscal year 2022, it remains well below pre-pandemic levels. Although the majority of pre-pandemic jobs have been recovered, the August 2022 unemployment rate rose for the first time in nearly two years. 89 percent of LTD's FY2023 budgeted annual revenues are a combination of fares, taxes paid by local employers and employees and from state and federal sources. The remaining 11 percent is from Medicaid.

- For FY23, we expect to see some recovery of the District's non-grant revenue sources as we work to restore ridership. COVID-19 costs and revenue shortfalls will continue to be recovered through the remaining Federal pandemic relief act monies: Coronavirus Aid Relief and Economic Security (CARES) and American Rescue Plan (ARPA). The Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) grant has been fully utilized and closed. The majority of the relief funds for FY2023 will be from the American Rescue Plan (ARPA). All of these Federal relief act monies are finite and continue to be utilized strategically to cover the increased cost of running our services as a result of record inflation and rising wages. Key revenue changes are:
 - **Employer Payroll-type taxes** are flat to FY2022 actuals, but have increased 25% from the FY2022 budget, which was conservatively cautious given the ever-changing impacts of the COVID-19 variants. At \$50.1 million, the FY23 budget reflects the faster than anticipated pandemic recovery and strong wage growth expectations given the tight labor market.
 - **FY2023 Operating Revenues** at \$19.5 million is estimated to be roughly flat from the FY2022 budget, but \$1.7 million higher than FY2022 actuals. The FY22 budget projected a faster return to ridership than actually occurred. We expect fare revenues to recover to roughly 95% of pre-pandemic levels when ridership returns to pre-pandemic levels.
- **Statewide Transportation Improvement Fund (STIF) Revenue:** Oregon House bill 2017 established a .1% employee payroll tax for public transportation in Oregon that benefits a high percentage of students and low-income households. In FY2021 and FY2022 some projects funded through this program were put on hold due to COVID-19, but many have since resumed. The FY2023 programs funded included:
 - **Vehicle replacement:** Federal grant matches to replace aging fixed route vehicles with environmentally-friendly alternative fuel vehicles. \$5.9 million is budgeted for this grant match.
 - **Paratransit vehicle replacement** for vehicles that have reached the end of their useful lives. These programs are budgeted at \$1.1 million.
 - **Mobile Wallet:** An application that enables customers to plan a trip using a variety of transportation modes (transit, bike share, scooter share, walking, etc.) and to pay for that trip using an all-in-one "mobile wallet". This program is budgeted at \$470 thousand.
 - **Fare Subsidy Revenue:** The youth and low-income fare program provides a fare subsidy program for school districts to access free passes for middle- and high-school students and offers a discount for low-income individuals. These programs are budgeted at \$1.7 million.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

Expenditures:

LTD prides itself on serving our community and going above and beyond what is expected. The District worked overtime to coordinate with agencies across the state in order to increase service, prevent congestion and showcase our community to an international audience during the World Athletic Championships. We also responded quickly to evacuate Oakridge residents during the Cedar Creek Fire. Throughout the COVID-19 pandemic, the District provided essential services for our transit dependent community members, allowing them to get to jobs, medical appointments, shopping, school and social services. In addition to servicing our riders, our facilities serve as a community hub - allowing easy access to COVID-19 vaccines at our transit stations.

The COVID-19 pandemic has had profound impacts on our society and has drastically altered public travel behavior. Hybrid work schedules and remote learning options are shifting both the size and pattern of those commuting to work and school, affecting how public transit is used. Shifts in ridership demographics and an increased need for mobility services require that the District reimagine how we connect our community in the future while being a part of regional climate change and equity solutions. In FY2023 the District is focusing on gathering the information needed to create the plans to strategically and thoughtfully "build back smarter". The FY2023 budget utilizes our finite dollars to 1) strategically cover the increased costs of running our service under COVID-19 endemic conditions, 2) ensure adequate reserves to minimize service disruptions as a result of adverse financial impacts, and 3) ensure investment in infrastructure that enables us to continue to provide safe, equitable and reliable service in the future.

The District's General Fund is proposed to expend \$56.8 million in FY2023 compared to a FY2022 adopted budget expenditure of \$52.2 million. Below are the strategies and major factors impacting the expenditure decisions in FY23:

Operating Requirements:

- Reduced expenses in personnel services that resulted from COVID-19 related service reductions are budgeted to be replaced with increased expenses for personnel from a 7 percent increase in medical coverage and the addition of five critical positions that bring us back to our pre-pandemic staffing level. FY23 personnel service cost is up \$1.1 million (3%) from the FY2022 budget, but \$4.4 million (12%) over FY2022 actuals which was lower than budgeted due to bus operator hiring challenges.
- The FY21 – FY22 Amalgamated Transit Union (ATU) agreement was ratified in February 2021, increasing wages 2 percent on July 1, 2021, and 1 percent on January 1, 2022. This contract expired June 30, 2022 and is currently under negotiation.
- Fuel and Lubricant costs are our largest District materials expenditure. Fuel costs are budgeted to increase 57 percent per gallon adding \$1.3 million over the FY2022 budget as a result of high inflation.
- Parts and tires at \$2.5 million is up 19 percent from the FY2022 budget. This increase is the result of both high inflation and supply chain constraints. We are increasing our inventory on hand due to anticipated delivery delays.
- The tight labor market has impacted our ability to timely fill critical positions needed to achieve our strategic objectives. Professional services fill these gaps and is up \$.4 million over the FY2022 budget.

**LANE TRANSIT DISTRICT
MANAGEMENT'S DISCUSSION AND ANALYSIS (Continued)
FOR THE FISCAL YEAR ENDED JUNE 30, 2022**

- Increased use of technology, inflation and supply chain disruptions have made computer software and hardware more expensive adding \$.2 million over the FY2022 budget.

General Fund Transfers:

- The FY23 budget General Fund transfer to the Specialized Services Fund has increased by \$.5 million over the FY2022 budget as a result of continuing increases to administrative and variable rate trip costs resulting from regulatory changes and COVID-19 protocols as well as anticipated increases to ridership.
- \$9.1 million is budgeted to be transferred to the Capital Projects Fund to cover grant matches. A few notable projects in the FY23 Capital Projects fund include:
 - \$24.7 million to replace buses that have reached the end of their useful life with electric buses to meet our Climate Action Policy and Fleet Procurement Goals of becoming 100% fossil fuel free by 2035.
 - \$3 million for the alternative fuels infrastructure which is a future need to achieve the community's sustainability goals.
 - \$2.5 million which is half of the \$5 million contribution that LTD is making to the joint project with the cities of Eugene and Springfield along the Franklin Boulevard Opportunity zone corridor. This project will improve safety, add transit capacity and create safe pedestrian and bicycle access along this corridor.
 - \$1.9 million for frequent transit network safety and amenity improvements which will reduce the number of near misses and collisions along all EmX and improve comfort and accessibility with ADA improvements, bike lockers and real-time signs.
 - \$1.8 million to replace special transportation vehicles that have reached the end of their useful lives.
 - \$9.9 million in technology infrastructure & system projects to replace our aging systems, many of which are obsolete
 - \$1.4 million for the Operations Command Control Center which updates the operations dispatch, creates a separate training room, and updates the wellness center – all of which improve our operations and increase employee development.
 - \$1.2 million for major bus components to replace engines and other major parts.

Requests for Information

This financial report is designed to provide a general overview of the District's finances for those with an interest in the District's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to the following:

Finance Department
Lane Transit District
P.O. Box 7070
Springfield, OR 97475-0470

Basic Financial Statements

**Lane Transit District
Statements of Net Position
June 30, 2022 and 2021**

	2022	2021
Assets		
Current assets		
Cash and investments		
Unrestricted	\$ 42,427,081	\$ 17,175,489
Restricted	18,261,539	12,673,004
Accounts receivable	1,909,503	1,230,868
Taxes receivable	11,690,780	10,366,941
Grants receivable	8,434,303	10,874,370
Leases receivable	10,418	-
Inventory of parts and supplies	2,061,275	1,489,549
Prepaid expense	595,722	437,488
Total current assets	85,390,621	54,247,709
Capital assets		
Land	17,476,089	17,646,689
Freestanding public art	366,917	366,917
Construction in progress	2,278,749	728,341
Other capital assets (net of depreciation)	134,191,432	146,501,420
Net capital assets	154,313,187	165,243,367
Total assets	239,703,808	219,491,076
 Deferred outflows of resources		
Deferred outflows - LTD ATU Pension Trust	3,843,491	5,136,462
Deferred outflows - LTD Salaried Employees' Plan	1,591,259	-
Deferred outflows - OPEB	2,115,476	2,476,746
Total deferred outflows of resources	7,550,226	7,613,208
 Total assets and deferred outflows of resources	\$ 247,254,034	\$ 227,104,284

The notes to basic financial statements are an integral part of this statement.

**Lane Transit District
Statements of Net Position (Continued)
June 30, 2022 and 2021**

	2022	2021
Liabilities		
Accounts payable	\$ 3,067,768	\$ 2,193,300
Accrued payroll	1,134,529	955,887
Payroll withholdings and taxes	92,085	84,211
Accrued pension	34,878	14,327
Accrued vacation and sick leave	758,132	764,675
Unearned revenue	16,320,645	10,847,875
Other current liabilities	211,397	136,090
Total current liabilities	21,619,434	14,996,365
Noncurrent liabilities		
Accrued vacation and sick leave	2,011,677	2,007,697
Total OPEB liability	14,165,454	14,773,657
Net pension liability - LTD ATU Pension Trust	7,395,964	10,831,456
Net pension liability - LTD Salaried Employees' Plan	10,062,543	4,971,579
Total noncurrent liabilities	33,635,638	32,584,389
Total liabilities	55,255,072	47,580,754
Deferred inflows of resources		
Deferred inflows - Leases	10,418	-
Deferred inflows - LTD ATU Pension Trust	4,282,600	3,868,207
Deferred inflows - LTD Salaried Employees' Plan	44,945	3,325,585
Deferred inflows - OPEB	1,868,348	922,125
Total deferred inflows of resources	6,206,311	8,115,917
Net position		
Investment in capital assets	154,313,187	165,243,367
Restricted for transportation programs	5,687,227	8,264,291
Restricted for capital projects	4,022,920	3,288,303
Unrestricted	21,769,317	(5,388,348)
Total net position	185,792,651	171,407,613
Total liabilities, deferred inflows of resources and net position	\$ 247,254,034	\$ 227,104,284

The notes to basic financial statements are an integral part of this statement.

Lane Transit District
Statements of Revenues, Expenses, and Changes in Net Position
For the fiscal years ended June 30, 2022 and 2021

	2022	2021
Operating revenues		
Passenger fares	\$ 3,798,924	\$ 775,378
Accessible Services, Medicaid and Point2Point	13,978,068	11,579,378
Advertising	31,125	276,512
Total operating revenues	17,808,117	12,631,268
Operating Expenses		
Personnel services	34,903,213	31,125,751
Materials and services	11,561,068	9,720,500
Insurance	1,270,429	1,784,846
Accessible Services, Medicaid and Point2Point	16,008,711	12,843,940
Depreciation	15,383,574	15,727,034
OPEB expense	699,290	746,187
Total operating expenses	79,826,285	71,948,258
Operating loss	(62,018,168)	(59,316,990)
Nonoperating Revenues (Expenses)		
Employer payroll tax, net of state administrative fees (2022, \$624,996; 2021, \$675,927)	47,048,331	42,081,318
Self-employment tax, net of state administrative fees (2022, \$99,996; 2021, \$107,980)	2,323,671	2,203,730
State payroll assessment	646,016	589,303
Grant revenue	17,974,451	11,643,403
Interest	181,836	154,305
Facility rental and other nonoperating revenues	50,477	33,308
Miscellaneous income	375,729	194,899
Loss on disposal of capital assets	(313,277)	(14,983)
Total nonoperating revenues	68,287,234	56,885,283
Gain (loss) before capital contributions	6,269,066	(2,431,707)
Capital contributions		
Federal and state grants for capital acquisition	8,115,972	16,288,091
Changes in net position	14,385,038	13,856,384
Total net position - beginning	171,407,613	157,551,229
Total net position - ending	\$ 185,792,651	\$ 171,407,613

The notes to basic financial statements are an integral part of this statement.

Lane Transit District
Statements of Cash Flows
For the fiscal years ended June 30, 2022 and 2021

	2022	2021
Cash flows from operating activities		
Cash received from customers	\$ 17,129,479	\$ 13,315,910
Cash paid to suppliers for goods and services	(28,620,393)	(24,685,898)
Cash paid to employees for services	(36,207,772)	(32,079,283)
Cash received from other sources	426,206	504,719
Net cash used for operating activities	(47,272,480)	(42,944,552)
Cash flows from noncapital financing activities		
Employer payroll tax	45,724,492	41,725,100
Self-employment tax	2,323,671	2,203,730
State payroll assessment	646,016	589,303
Federal operating grant	17,974,451	11,643,403
Net cash provided by noncapital financing activities	66,668,630	56,161,536
Cash flows from capital and related financing activities		
Contribution from federal and state agencies	16,028,809	13,746,265
Proceeds from disposal of capital assets	170,600	-
Acquisition and construction of capital assets	(4,937,268)	(22,435,623)
Net cash used for capital and related financing activities	11,262,141	(8,689,358)
Cash flows from investing activities		
Interest receipts	181,836	154,305
Net change in cash and cash equivalents	30,840,127	4,681,931
Cash and cash equivalents, beginning of the year	29,848,493	25,166,562
Cash and cash equivalents, end of the year	\$ 60,688,620	\$ 29,848,493
Reconciliation of operating loss to net cash used for operating activities:		
Operating loss	(62,018,168)	(59,316,990)
Cash provided by rental activities	50,477	33,308
Miscellaneous income	375,729	194,899
Adjustments to reconcile operating loss to net cash used for operating activities		
Depreciation	15,383,574	15,727,034
Change in net pension liability and related deferred inflows and outflows	(1,509,063)	(1,232,489)
Change in net OPEB liability and related deferred inflows and outflows	699,290	746,187
Change in accounts receivable	(678,635)	961,154
Change in inventory of parts and supplies	(571,726)	(187,212)
Change in prepaid expenses	(158,234)	184,053
Change in accounts payable	74,466	(311,186)
Change in accrued payroll and related liabilities	204,501	278,957
Change in other current liabilities	75,307	(22,267)
	\$ (47,272,480)	\$ (42,944,552)

Cash and cash equivalents consist of unrestricted and restricted amounts.

The notes to basic financial statements are an integral part of this statement.

**Lane Transit District
Statements of Fiduciary Net Position**

	Pension Trust Funds As of June 30, 2022	Pension Trust Funds As of June 30, 2021
Assets		
Cash		
Cash and cash equivalents	\$ 1,521,708	\$ 1,158,796
Investments		
Shares of registered investment companies	62,626,425	62,007,852
Total Assets	64,148,133	63,166,648
Liabilities		
Accrued expenses	8,799	7,437
Fiduciary Net Position - Restricted for Pensions	\$ 64,139,334	\$ 63,159,211

**Lane Transit District
Statements of Changes in Fiduciary Net Position**

	Pension Trust Funds For the Year Ended June 30, 2022	Pension Trust Funds For the Year Ended June 30, 2021
Additions		
Employer contributions	\$ 5,208,819	\$ 4,141,969
Net change in fair value of investments	(924,287)	10,132,855
Interest, dividends and other income	1,774,046	905,690
Investment expenses	(111,758)	(96,891)
Net investment income	738,001	10,941,654
Total Additions	5,946,820	15,083,623
Deductions		
Benefits paid to participants	4,838,171	4,824,088
Administrative expenses	128,526	194,877
Total deductions	4,966,697	5,018,965
Net increase in fiduciary net position	980,123	10,064,658
Fiduciary Net Position - Restricted for Pensions		
Beginning of the year	63,159,211	53,094,553
Fiduciary Net Position - Restricted for Pensions		
End of the year	\$ 64,139,334	\$ 63,159,211

The notes to basic financial statements are an integral part of this statement.

LANE TRANSIT DISTRICT

Notes to Basic Financial Statements

Years Ended June 30, 2022 and 2021

1. Organization and Summary of Significant Accounting Policies

Lane Transit District, Oregon (“LTD” or “the District”) was organized under the provisions of Oregon Revised Statutes (ORS) Chapter 267 to provide mass transit services to the Eugene-Springfield area. Formation of the District was effective November 23, 1970, with the assumption of the operations of a privately-owned bus system. Under ORS 267, the District is authorized to levy taxes and charge fares to pay for the operations of the District. The District also is authorized to issue general obligation bonds and revenue bonds. The District is governed by a seven-member Board of Directors appointed by the Governor of the State of Oregon. Board members represent and must live in certain geographical subdistricts. The Board of Directors set District policy, levy taxes, appropriate funds, adopt budgets, serve as contract board, and perform other duties required by state and federal law. The District uses one budgetary fund to account for its operating activities: General Fund. The General Fund accounts for the financial resources associated with operating the District. Principle sources of revenue in the General Fund are passenger fares, employer payroll and self-employment taxes, State of Oregon payroll assessments (“in lieu”), federal grants, and interest. Primary expenditures in the General Fund are personnel services, materials and services, and principal and interest on debt secured by General Fund revenues. The District has the following four other funds: Point2point Fund, Specialized Services Fund, Medicaid Fund, and Capital Projects Fund. The District also has fiduciary responsibility for two pension plan trust funds: The Lane Transit District Salaried Employee’s Retirement Plan Trust Fund covering nonunion employees, and the Amalgamated Transit Union, Local No. 757 Pension Trust Fund covering union employees. The investment, pension funding and benefit payment activity are reported in these two LTD fiduciary pension trust funds.

(a) Financial Reporting Entity

Accounting principles generally accepted in the United States of America require that the reporting entity include the primary government, all organizations for which the primary government is financially accountable and other organizations that, by the nature and significance of their relationship with the primary government, would cause the financial statements to be incomplete or misleading if excluded. Based on these criteria, LTD is considered a primary government and does not have any component unit relationships. Conversely, LTD is not considered a component unit of any primary government.

(b) Basis of Accounting and Revenue Recognition

The District’s financial statements are presented as a single proprietary fund. Proprietary funds are used to account for operations and activities that are similar to those found in the private sector. The measurement focus is on the determination of net income.

The financial statements have been prepared using the economic resources measurement focus and accrual basis of accounting in accordance with generally accepted accounting principles in the United States of America. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized as an expense in the Statements of Revenues, Expenses, and Changes in Net Position, and all assets, deferred inflows of resources, liabilities, and deferred outflows associated with the operation of the District are included in the Statements of Net Position.

1. Summary of Significant Accounting Policies (Continued)

Operating revenues consist primarily of passenger fares. The District also recognizes contracted service revenue and transit advertising revenue as operating revenue. Operating expenses are the costs of operating the District, including depreciation on capital assets. Capital contributions include grant revenue and other contributions related to capital asset acquisitions or construction. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

The District has no allowance for doubtful accounts. Past experience has shown that uncollectible amounts are likely to be insignificant.

(c) Tax Revenues

Funding of day-to-day operations is primarily provided by the payroll tax imposed by the District pursuant to ORS 267.380 and the self-employment tax imposed by the District pursuant to ORS 267.385. The payroll tax is imposed on employers with respect to wages earned within the District service area. An employer is not permitted to deduct any portion of the tax from the wages of an employee. The self-employment tax is imposed on self-employed individuals with respect to their net earnings generated within the District service area. The District currently imposes these taxes at a rate of 0.75 percent of the wages paid to individuals (for payroll tax) and net earnings from self-employed individuals (for self-employment tax). The taxes are collected on the District's behalf by the Department of Revenue of the State of Oregon under an agreement entered into pursuant to ORS 305.620. Imposed tax revenues are recorded as assets and revenues in the period that the obligation is incurred by the employers and the self-employed individuals. Amounts paid are based on actual cash receipts from employers and are trueed up following the tax return filings of employers. Future cash distributions are adjusted for true-ups identified during the filing of employer tax returns.

(d) Restricted Assets

Restricted assets are assets set aside to meet externally-imposed legal and contractual obligations. Restricted assets are used in accordance with their requirements. Where both restricted and unrestricted resources are available for use, restricted resources are used first, and then unrestricted resources are used as they are needed. Restricted assets are current assets restricted for use in Specialized Services, Point2point and Medicaid programs, along with State Transportation Improvement Funding (STIF) which is restricted for use for various approved projects.

(e) Cash and Investments

Cash and cash equivalents include deposits in the State of Oregon Local Government Investment Pool and financial institutions.

ORS Chapter 294 authorizes the District to invest in obligations of the U.S. Treasury and U.S. Government agencies and instrumentalities, certain bankers' acceptances and corporate indebtedness, repurchase agreements, and the State of Oregon Local Government Investment Pool.

Investments are accounted for at fair value in accordance with GASB Statement No. 72.

1. Summary of Significant Accounting Policies (Continued)

For purposes of the Statement of Cash Flows, the District considers pooled cash, investments and deposits in financial institutions (including deposited cash) having an original maturity of three months or less to be cash and cash equivalents.

(f) Lease Receivables

Lease receivables are recognized at the net present value of the leased assets at a borrowing rate either explicitly described in the agreement or implicitly determined by the District, reduced by payments received.

(g) Grant Receivables

Grant receivables are recorded in accordance with the nonexchange guidance. Accordingly, receivables are recorded when all eligibility criteria have been met and agreements have been executed.

(h) Inventories and Prepaid Expenses

Inventories of fuel, lubricants, parts, and supplies are valued at cost, which approximates market, using the average-cost method.

Payments to vendors reflecting costs applicable to future accounting periods are recorded as prepaid expenses.

(i) Capital Assets and Depreciation

Capital assets are stated at cost, except for donated capital assets, donated works of art and similar items and capital assets received in a service concession arrangement, which are stated at the acquisition value on the date of donation. Expenditures for additions and improvements with a value in excess of \$5,000 and a useful life of more than one year are capitalized. Expenditures for maintenance, repairs, and minor improvements are charged to operations as incurred. Upon disposal of capital assets, the accounts are relieved of the related costs and accumulated depreciation, and the resulting gains or losses are reflected in the Statement of Revenues, Expenses, and Changes in Net Position as other nonoperating revenue.

Capital assets, excluding land, freestanding public art, and construction in progress, are depreciated using the straight-line method over the estimated useful lives of the assets. Depreciation is an accounting process to allocate the cost of capital assets to expense in a systematic and rational manner to those periods expected to benefit from the use of capital assets. Depreciation is not intended to represent an estimate in the decline of fair value, nor are capital assets, net of accumulated depreciation, intended to represent an estimate of the current condition of the assets or the maintenance requirements needed to maintain the assets at their current level of condition.

Fixed route revenue rolling stock is depreciated using a twelve-year life as suggested by the U.S. Government Federal Transit Administration (FTA). Shelters, stations, and buildings have estimated useful lives of ten to forty years. Demand Response vehicles have estimated useful lives of five to eight years. Useful lives for furniture and other equipment range from three to twenty years.

1. Summary of Significant Accounting Policies (Continued)

(j) Deferred Inflows and Outflows of Resources

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net assets that applies to a future period and so will not be recognized as an outflow of resources (expense/expenditure) until then.

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to a future period and so will not be recognized as an inflow of resources (revenue) until then.

(k) Accrued Vacation and Sick Leave Liabilities

The liability for vested or accumulated leave pay is recorded as the benefits accrue to employees. Vacation pay is payable upon termination, retirement, or death for both union and nonunion employees. Sick leave is recorded at approximately 50 percent of total accumulated benefits based on the estimated total benefits to be paid to employees prior to or at retirement or separation from service.

(l) Unearned Revenue

Income from pass sales that relates to succeeding months is recognized when earned. Receipts in excess of related Medicaid program expenditures are recognized as revenues or refunded when program review is completed by the Oregon Department of Human Services. Manufacturers' rebates are recognized as revenue when grant-related conditions for application are met. Pass-through proceeds from the sale of State of Oregon Lottery bonds are recognized as revenues when grant-related conditions are met. Tax collections for the State Transportation Improvement Fund (STIF) are received quarterly in advance. STIF unearned revenue represents the portion of those payments that have not yet been spent on the approved projects.

(m) Net position

Net investment in capital assets consists of all capital assets reduced by amounts of accumulated depreciation and amounts related to issued debt that are attributable to the acquisition, construction, and improvement of those assets. Restricted net position consists of net position for which constraints are placed thereon by external parties, such as lenders, grantors, contributors, laws, regulations, and enabling legislation, including self-imposed legal mandates. Unrestricted net position consists of all other net position not included in the above categories.

(n) Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles in the United States of America requires management to make estimates and assumptions that affect reported amounts of certain assets, liabilities, revenues, and expenses. Actual results may differ from such estimates.

1. Summary of Significant Accounting Policies (Continued)

(o) New Accounting Pronouncements

GASB Statement No. 87 –Leases became effective for fiscal year 2021-2022. The District's only material lease is for parking spaces at the Eugene Station. The District is the lessor, and the lease receivable equals the deferred inflows of resources, so no restatement to beginning balances was necessary due to the implementation of GASB Statement No. 87.

2. Stewardship, Compliance, and Accountability

(a) Budgets and Appropriations

The District uses the following budgetary funds to account for its activities:

- **General Fund:** This fund accounts for the financial resources of the District that are not accounted for in any other fund. Principal sources of revenue are passenger fares, advertising and special services, employer payroll and self-employment taxes, State of Oregon payroll assessments, federal operating assistance, and interest. Primary expenditures are for personnel services, materials and services, insurance, and interfund transfers to support specialized services, Medicaid, Point2point, and capital acquisition programs.
- **Point2point Fund:** This fund accounts for federal, state, and local resources to provide transportation options projects and programs for the District and Lane Metropolitan Planning Organization. Resources include both one-time and ongoing financial resources.
- **Specialized Services Fund:** This fund is used to account for the financial resources received primarily from federal and state grants restricted to use for specialized services programs, primarily for seniors and persons with disabilities, which complement regular fixed-route service. Primary revenue sources include State of Oregon Special Transportation Fund (STF) dollars, federal grants, and interfund transfers from the General Fund. Primary expenditures are for contract services, program administration, and interfund transfers of local match funds for program capital asset acquisitions.
- **Medicaid Fund:** This fund is used to account for the financial resources received from federal and state Medicaid programs restricted to use for these programs. The Medicaid program provides transportation services to individuals who qualify for Oregon Health Plan (OHP) Plus medical coverage. With the opening of the RideSource Call Center on May 19, 2008, the District became the countywide broker for all Medicaid nonemergency medical transportation (NEMT) trips. Trips are provided door-to-door in most cases. Primary revenue sources are reimbursements for services provided; federal, state, and local grants; and interfund transfers from the General Fund. Primary expenditures are for contract services and program administration.
- **Capital Projects Fund:** This fund is primarily used to account for financial resources to be used for the acquisition or construction of capital assets. The primary revenue sources are federal and state grants and transfers from the General Fund and Specialized Services Fund.

2. Stewardship, Compliance, and Accountability (Continued)

The structure of the funds outlined above is in conformity with Oregon Local Budget Law (Oregon Revised Statutes 294.305 to 294.595). Budgetary basis revenues and expenditures are recognized on the modified accrual basis. The treatment of capital expenditures, pension expenses, and other post-employment benefits is the principal difference between the budgetary basis and the accrual basis. Capital expenditures on a budgetary basis are recorded as current expenditures.

The General Manager submits proposed operating and capital budgets to the Budget Committee in a sufficient length of time in advance to allow adoption of the budget prior to July 1. The operating and capital projects budgets include proposed expenditures and the means to finance them. Public hearings are conducted to obtain citizen comments.

The District legally adopts its annual budget prior to July 1 through passage of a resolution. The resolution authorizes appropriations by fund and at broad classification levels for personnel services, materials and services, capital outlay, and contingency. Expenditures cannot legally exceed appropriations at these control levels. Appropriations that have not been spent at year-end expire.

The Board of Directors, by resolution, may amend the budget as originally adopted. The District adopted one supplemental budget during the year to recognize additional service needs.

(b) Encumbrances

Encumbrance accounting, under which purchase orders, contracts, and commitments for the expenditure of monies are recorded to restrict a portion of the appropriation, is employed for administrative control purposes during the year. Encumbrances lapse at year-end and do not constitute expenses or liabilities.

3. Detail Notes

(a) Cash and Investments

Cash and investments at June 30 are comprised of the following:

	<u>2022</u>	% of <u>portfolio</u>	<u>2021</u>	% of <u>portfolio</u>
<u>Cash and investments</u>				
Cash on hand	\$ 4,485	0.0%	\$ 4,485	0.0%
Demand deposits with financial institutions	3,796,761	6.3%	1,835,388	6.1%
Oregon local government investment pool	<u>56,887,374</u>	93.7%	<u>28,008,620</u>	93.8%
Total cash and investments	<u>\$ 60,688,620</u>		<u>\$ 29,848,493</u>	

Cash and investments are reflected in the Statements of net position as follows:

Cash and investments		
Unrestricted	\$ 42,427,081	\$ 17,175,489
Restricted	<u>18,261,539</u>	<u>12,673,004</u>
Total cash and investments	<u>\$ 60,688,620</u>	<u>\$ 29,848,493</u>

Cash and Cash Equivalents

Cash includes cash on hand and demand deposits. Demand deposits are covered by the Federal Deposit Insurance Corporation ("FDIC") or by collateral held by the State of Oregon.

Fair Value Measurements

Fair value is defined as the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. Observable inputs are developed based on market data obtained from sources independent of the reporting entity. Unobservable inputs are developed based on the best information available about the assumptions market participants would use in pricing the asset. The classification of securities within the fair value hierarchy is based upon the activity level in the market for the security type and the inputs used to determine their fair value, as follows:

Level 1 - Unadjusted quoted prices for identical instruments in active markets.

Level 2 - Quoted prices for similar instruments in active markets; quoted prices for identical or similar instruments in markets that are not active; and model-derived valuations in which all significant inputs are observable.

Level 3 - Valuations derived from valuation techniques in which significant inputs are unobservable.

3. Detail Notes (Continued)

The Local Government Investment Pool (LGIP) is administered by the Oregon State Treasury. The LGIP is an open-ended, no-load, diversified portfolio offered to any agency, political subdivision, or public corporation of the State who by law is made the custodian of, or has control of, any fund. The LGIP is commingled with the State's short-term funds. In seeking to best serve local governments of Oregon, the Oregon Legislature established the Oregon Short-Term Fund Board, which is not registered with the U.S. Securities and Exchange Commission as an investment company. The purpose of the Board is to advise the Oregon State Treasury in the management and investment of the LGIP. The Oregon Audits Division of the Secretary of State's Office audits the LGIP annually. The Division's most recent audit report on the LGIP was unmodified. The fair value of pool shares is equal to Lane Transit District's proportionate position in the pool. The LGIP includes investments in external investment pools and does not meet the requirements for "leveling" disclosures as established in GASB Statement No. 72. Therefore, fair value of the LGIP is determined by the pool's underlying portfolio.

Investments

Oregon Revised Statutes Chapter 294 authorizes the District to invest in obligations of the U.S. Treasury and U.S. government agencies and instrumentalities, certain bankers' acceptances, and corporate indebtedness, repurchase agreements, the State of Oregon Local Government Investment Pool, time certificates of deposits, and various interest-bearing bonds of Oregon municipalities. The District's investment objectives, as stated in the District's Investment Policy, are as follows:

- Preservation of capital and the protection of investment principal
- Conformance with all federal and state statutes
- Maintenance of sufficient liquidity to meet operating requirements
- Diversification to avoid unreasonable risks
- Attainment of an investment return appropriate for the portfolio, using the State of Oregon Local Government Investment Pool (LGIP) as the performance yardstick

The District's position in the LGIP at June 30, 2022 and 2021 is reported at fair value, which approximates cost and its share value.

Interest Rate Risk

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment. The District's investments held in the LGIP have an interest rate risk based on the average maturity of the LGIP's investments. The LGIP manages this risk by limiting the period of the reset date (reset) or maturity of the investments held by the Pool. The LGIP rules require that at least 50 percent of the LGIP portfolio mature or reset within 93 days; not more than 25 percent of the LGIP portfolio may mature or reset in over a year; and no investments are reset more than three years from settlement date.

3. Detail Notes (Continued)

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. The LGIP's policies provide for a composite minimum weighted average credit quality rating for the fund's holdings to be the equivalent of a AA Standard and Poor's (S&P) rating. This composite is calculated based on the median rating if three agencies rate the security, the lower rating if two ratings are available, or the single rating if only one rating is available. On June 30, 2022 and 2021, the LGIP fund's composite weighted average rating was equivalent to S&P's AA.

Concentration of Credit Risk

The District's investment policy requires that at least \$1 million be held outside of the LGIP and in accordance with State of Oregon statutes.

Custodial Credit Risk – Deposits and Investments

For deposits, custodial credit risk is the risk of loss of funds due to the event of a bank failure. In order to minimize this risk, ORS Chapter 295 governs the collateralization of certain Oregon public funds, including requiring that banks holding public funds become members of the Public Funds Collateralization Program (PFCP), a multiple financial institution collateral pool created by the Office of the State Treasurer. All banks holding funds in the District's name were properly included on the list of qualified depositories maintained by the Oregon State Treasurer.

For an investment, custodial credit risk is the risk that, in the event of a failure of the counterparty, the District will not be able to recover the value of its investments or collateralized securities that are in the possession of an outside party. The District's investment policy limits the types of investments that may be held, requires all investments purchased to be held in the District's name, and does not allow securities to be held by the counterparty.

(b) **Receivables**

Accounts - Unrestricted accounts receivable at June 30 consisted of the following:

	<u>2022</u>	<u>2021</u>
Passenger fares	\$ 529,404	\$ 302,076
Medicaid reimbursement	1,360,296	667,640
Medicaid nonmedical reimbursement	5,000	213,392
Medicaid developmental disability reimbursement	13,991	8,462
Miscellaneous	812	39,298
Net total accounts receivable	<u>\$ 1,909,503</u>	<u>\$ 1,230,868</u>

3. Detail Notes (Continued)

Taxes - Unrestricted taxes receivable at June 30 consisted of the following:

	<u>2022</u>	<u>2021</u>
Employer payroll taxes	\$ 11,422,088	\$ 10,127,818
Self-employment taxes	105,268	91,022
State-in-lieu	163,424	148,101
Total tax receivable	<u>\$ 11,690,780</u>	<u>\$ 10,366,941</u>

Grants - Grants receivable at June 30 consisted of the following:

	<u>2022</u>	<u>2021</u>
Restricted federal grants	\$ 4,039,284	\$ 9,192,853
Restricted state grants	3,805,934	957,569
Total restricted grants	7,845,218	10,150,422
Grants restricted for Accessible Services, Medicaid, and Point2Point	589,085	723,948
Total grants receivable	<u>\$ 8,434,303</u>	<u>\$ 10,874,370</u>

Leases – In 2014 the District entered into a lease agreement with McDonald Theatre Properties, LLC and Kesey Enterprises, Inc. to allow the theatre to use a parking lot owned by the District. The lease did not include an interest rate, but the estimated incremental borrowing rate is 5.50%. The lease terminates on April 30, 2034.

Future maturities are as follows:

Fiscal <u>Year</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2023	642	558	1,200
2024	679	521	1,200
2025	717	483	1,200
2026	758	442	1,200
2027	800	400	1,200
2028-2032	4,735	1,265	6,000
2033-2034	2,087	113	2,200
Total	<u>10,418</u>	<u>3,782</u>	<u>14,200</u>

(c) **Restricted Assets**

Restricted assets consist of current assets that are restricted for Specialized Services, Point2point and Medicaid programs, along with State Transportation Improvement Fund projects.

The components of the restricted assets, liabilities payable from restricted assets, and restricted net position as of June 30, 2022, were as follows:

3. Detail Notes (Continued)

	Specialized Services, Medicaid and Point2point	Capital Projects	General Fund	Total
Restricted assets				
Cash and investments	\$1,792,629	\$373,113	\$16,095,797	\$ 18,261,539
Accounts receivable	1,360,296	-	-	1,360,296
Federal and state grants receivable	589,085	4,022,919	3,822,299	8,434,303
Total restricted assets	<u>3,742,010</u>	<u>4,396,032</u>	<u>19,918,096</u>	<u>28,056,138</u>
Liabilities payable from restricted assets				
Accounts payable	(\$1,687,019)	(\$338,336)	\$ -	\$ (2,025,355)
Unearned revenue	(190,063)	(34,777)	(16,095,797)	(16,320,637)
Total liabilities payable from restricted assets	<u>(1,877,082)</u>	<u>(373,113)</u>	<u>(16,095,797)</u>	<u>(18,345,992)</u>
Total net restricted position	<u>\$ 1,864,928</u>	<u>\$ 4,022,919</u>	<u>\$ 3,822,299</u>	<u>\$ 9,710,147</u>

The components of the restricted assets, liabilities payable from restricted assets, and restricted net positions as of June 30, 2021, were as follows:

	Specialized Services, Medicaid and Point2point	Capital Projects	General Fund	Total
Restricted assets				
Cash and investments	\$ 1,389,315	\$ 575,552	\$10,708,137	\$12,673,004
Accounts receivable	678,223	-	-	678,223
Federal and state grants receivable	702,783	3,288,302	6,883,285	10,874,370
Total restricted assets	<u>2,770,321</u>	<u>3,863,854</u>	<u>17,591,422</u>	<u>24,225,597</u>
Liabilities payable from restricted assets				
Accounts payable	\$ (1,284,397)	\$ (540,731)	\$ -	\$ (1,825,128)
Unearned revenue	(104,918)	(34,820)	(10,708,137)	(10,847,875)
Total liabilities payable from restricted assets	<u>(1,389,315)</u>	<u>(575,551)</u>	<u>(10,708,137)</u>	<u>(12,673,003)</u>
Total net restricted positions	<u>\$ 1,381,006</u>	<u>\$ 3,288,303</u>	<u>\$ 6,883,285</u>	<u>\$11,552,594</u>

3. Detail Notes (Continued)

(d) Capital Assets

Major classes of capital assets and accumulated depreciation as of June 30, 2022 and 2021:

	Balance June 30, 2021	Additions	Disposals	Transfers	Balance June 30, 2022
Capital assets not being depreciated:					
Land	\$ 17,646,689	\$ -	\$ (170,600)	\$ -	\$ 17,476,089
Public art	366,917	-	-	-	366,917
Construction in progress	728,341	1,724,439	(129,443)	(44,588)	2,278,749
Total capital assets not being depreciated	<u>18,741,947</u>	<u>1,724,439</u>	<u>(300,043)</u>	<u>(44,588)</u>	<u>20,121,755</u>
Capital assets being depreciated:					
Busways	129,274,804	-	-	-	129,274,804
Rolling stock and related equipment	77,675,510	837,098	(6,601,165)	-	71,911,443
Stations, shelters, and bus signs	33,748,774	868,857	-	44,588	34,662,219
Buildings and improvements	47,588,845	722,674	(345,982)	-	47,965,537
Accessible Services vehicles	6,357,082	253,818	(199,394)	-	6,411,506
Other equipment and support vehicles	17,136,587	530,384	(98,022)	-	17,568,949
Total capital assets being depreciated	<u>311,781,602</u>	<u>3,212,831</u>	<u>(7,244,563)</u>	<u>44,588</u>	<u>307,794,458</u>
Less accumulated depreciation for:					
Busways	45,761,306	6,545,837	-	-	52,307,143
Rolling stock and related equipment	46,215,868	4,303,754	(6,601,166)	-	43,918,456
Stations, shelters, and bus signs	20,591,535	1,624,091	-	-	22,215,626
Buildings and improvements	33,308,016	1,892,557	(163,326)	-	35,037,247
Accessible Services vehicles	3,836,185	391,136	(199,394)	-	4,027,927
Other equipment and support vehicles	15,567,272	626,199	(96,844)	-	16,096,627
Total accumulated depreciation	<u>165,280,182</u>	<u>15,383,574</u>	<u>(7,060,730)</u>	<u>-</u>	<u>173,603,026</u>
Total capital assets being depreciated, net	<u>146,501,420</u>	<u>(12,170,743)</u>	<u>(183,833)</u>	<u>44,588</u>	<u>134,191,432</u>
Total capital assets, net	<u>\$ 165,243,367</u>	<u>\$ (10,446,304)</u>	<u>\$ (483,876)</u>	<u>\$ -</u>	<u>\$ 154,313,187</u>

3. Detail Notes (Continued)

	Balance				Balance
	June 30, 2020	Additions	Disposals	Transfers	June 30, 2021
Capital assets not being depreciated:					
Land	\$ 17,612,178	\$ 34,511	\$ -	\$ -	\$ 17,646,689
Public art	366,917	-	-	-	366,917
Construction in progress	2,490,900	106,928	-	(1,869,487)	728,341
Total capital assets not being depreciated	<u>20,469,995</u>	<u>141,439</u>	<u>-</u>	<u>(1,869,487)</u>	<u>18,741,947</u>
Capital assets being depreciated:					
Busways	129,274,804	-	-	-	129,274,804
Rolling stock and related equipment	65,913,397	15,906,321	(4,144,208)	-	77,675,510
Stations, shelters, and bus signs	26,965,546	4,913,741	-	1,869,487	33,748,774
Buildings and improvements	47,588,845	-	-	-	47,588,845
Accessible Services vehicles	5,682,547	1,196,886	(522,351)	-	6,357,082
Other equipment and support vehicles	17,078,400	277,236	(219,049)	-	17,136,587
Total capital assets being depreciated	<u>292,503,539</u>	<u>22,294,184</u>	<u>(4,885,608)</u>	<u>1,869,487</u>	<u>311,781,602</u>
Less accumulated depreciation for:					
Busways	39,212,659	6,548,647	-	-	45,761,306
Rolling stock and related equipment	45,677,048	4,683,028	(4,144,208)	-	46,215,868
Stations, shelters, and bus signs	18,940,972	1,650,563	-	-	20,591,535
Buildings and improvements	31,414,990	1,893,026	-	-	33,308,016
Accessible Services vehicles	4,071,021	287,515	(522,351)	-	3,836,185
Other equipment and support vehicles	15,107,083	664,255	(204,066)	-	15,567,272
Total accumulated depreciation	<u>154,423,773</u>	<u>15,727,034</u>	<u>(4,870,625)</u>	<u>-</u>	<u>165,280,182</u>
Total capital assets being depreciated, net	<u>138,079,766</u>	<u>6,567,150</u>	<u>(14,983)</u>	<u>1,869,487</u>	<u>146,501,420</u>
Total capital assets, net	<u>\$ 158,549,761</u>	<u>\$ 6,708,589</u>	<u>\$ (14,983)</u>	<u>\$ -</u>	<u>\$ 165,243,367</u>

Depreciation expense was \$15,383,574 and \$15,727,034, for fiscal years ended June 30, 2022 and 2021, respectively.

The federal government retains a reversionary interest in property and equipment to the extent that capital grants provided for their purchase. Upon disposal of property and equipment, a prorated share of proceeds, if any, is returned to the federal government. There are no leased assets reported at June 30, 2022 or 2021.

3. Detail Notes (Continued)

(e) Accrued Vacation and Sick Leave Liabilities

Accrued vacation and sick leave payable at June 30 consisted of the following:

	<u>2022</u>	<u>2021</u>
Accrued vacation and sick leave payable at beginning of period	\$ 2,772,372	\$ 2,551,529
Total vacation accrued for period	1,650,937	1,486,706
Total sick leave accrued for period	643,182	496,095
Total vacation taken for period	(1,569,658)	(1,270,950)
Total sick leave taken for period	(641,732)	(457,751)
Total sick leave lost for period	<u>(85,292)</u>	<u>(33,257)</u>
Accrued vacation and sick leave payable at end of period	<u>\$ 2,769,809</u>	<u>\$ 2,772,372</u>
Vacation time - union-represented employees	\$ 1,132,275	\$ 1,030,999
Combined annual leave - nonunion employees	743,827	763,825
Sick leave - union-represented employees	483,517	574,931
Extended illness bank - nonunion employees	<u>410,190</u>	<u>402,617</u>
Total accrued vacation and sick leave	<u>\$ 2,769,809</u>	<u>\$ 2,772,372</u>
Current portion vacation and sick leave	\$ 758,132	\$ 764,675
Noncurrent vacation and sick leave	<u>2,011,677</u>	<u>2,007,697</u>
Total	<u>\$ 2,769,809</u>	<u>\$ 2,772,372</u>

4. Other Information

(a) Pension Benefits

The District contributes to two single-employer public employee retirement plans. The Lane Transit District Salaried Employee's Retirement Plan Trust Fund (LTDSP) covers all nonunion employees hired before January 1, 2012. Amalgamated Transit Union, Local No. 757 Pension Trust Fund (LTD ATU Pension Trust) covers all union employees.

Each plan's assets are held in trust, independent of the District, and solely for the purpose of paying each plan's benefits and administrative expenses. The plans are included in the reporting entity of the District as fiduciary pension trust funds. The assets are invested in a variety of stocks, bonds, and other securities. Neither plan includes in its assets any District securities nor securities of any related parties. No loans have been granted to the District from plan funds.

4. Other Information (Continued)

Lane Transit District Salaried Employee's Retirement Plan Trust Fund (plan entrants prior to January 1, 2012)

Plan Description

Lane Transit District Salaried Employee's Retirement Plans' (LTDSP) combines a defined benefit plan (Part 1) and a defined contribution plan (Part 2) for all participants who entered the plan prior to January 1, 2012. Part 1 and Part 2 of the LTDSP are now closed to new participants.

The LTDSP is contained in a plan document that was originally adopted effective July 1, 1975, was amended on several subsequent occasions, was last restated effective July 1, 2011, and was last amended on February 1, 2021.

The plan is administered by three appointed trustees, including a member of the Lane Transit District Board of Directors, and the general manager and the director of finance of LTD.

The LTDSP Part 1 provides retirement, disability, and death benefits to participants and beneficiaries and covers all District nonunion employees hired before January 1, 2012.

Benefits Provided

Plan members are eligible to receive a full monthly benefit, payable for life, once they reach 60 years of age and have earned five years of vesting credit, or at any age with 30 years of vesting credit. Reduced benefits are available to plan members who retire at or after age 55 but before age 62 with five years of vesting credit, or at age 62 with less than five years of vesting credit.

Annual benefits are calculated as the higher of the following:

1. The number of years of benefit credit times average annual salary (determined for the 36 consecutive calendar months of employment that produce the highest average annual salary) times 1.67 percent; or
2. The number of years of benefit credit (not exceeding 25) times average annual salary times 3 percent, less the plan member's Primary Social Security Benefit; or
3. The benefit calculated under this plan in effect as of June 30, 1989, and determined as of that date, if applicable.

Unused sick leave is included as a component of compensation, which increases the annual retirement benefit. Ad hoc cost-of-living adjustments (most recently in 1998) have been provided to members and beneficiaries at the discretion of the District's Board of Directors.

Under LTDSP Part 2, the District contributes to an account, invested at the plan member's direction, 6 percent of a member's compensation for each payroll period that begins after six calendar months of employment. For the years ended June 30, 2022 and 2021, employer contributions to this plan recognized as expense were \$179,753 and \$125,108, respectively.

4. Other Information (Continued)

Members are immediately vested in their LTDSP Part 2 employer-contribution accounts.

Employees Covered by Benefit Terms

These employees were covered by benefit terms as of the most recent actuarial valuation:

Inactive employees or beneficiaries currently receiving benefits	98
Inactive employees entitled to but not yet receiving benefits (including transfers to the ATU Plan)	32
Active employees	25
	155
	155

Summary of Accounting Policies

The LTDSP financial statements are prepared using the accrual basis of accounting. LTD contributions are recognized in the period in which the contributions are earned. Benefits are recognized when due and payable in accordance with the terms of the plan.

Investment Policy and Method to Value Investments

The LTDSP investment policy allows the plan to utilize multiple professional investment management firms to implement the investment program. The long-term performance objective of the plan is an optimized return on plan funds achieved through a prudent mix of income production and asset growth, utilizing a diversified portfolio of asset classes. Eligible investments include the following: equity investments, fixed-income investments, short-term investments, and alternative investments.

Plan investments are reported at fair value. The LTDSP categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. Fair value of securities is determined by the plan asset managers at quoted market price, where available, except for securities which are not actively traded, which are valued at net asset value by the asset manager. The LTDSP has the following fair value measurements by fair value level at June 30, 2022 and 2021:

	Balance at June 30, 2022	Fair Value Measurement Using		
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Measured at Fair Value Level:				
Mutual Funds - Fixed income	\$ 5,651,234	\$ -	\$ 5,651,234	\$ -
Mutual Funds - Equities	8,749,374	-	8,749,374	-
Collective Investment Trust	2,031,868	-	2,031,868	-
Mutual Funds - Balanced	4,897,635	-	4,897,635	-
Total Fair Value of Investments	\$ 21,330,111	\$ -	\$ 21,330,111	\$ -

4. Other Information (Continued)

	Fair Value Measurement Using			
	Balance at June 30, 2021	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Measured at Fair Value Level:				
Mutual Funds - Fixed income	\$ 6,308,112	\$ -	\$ 6,308,112	\$ -
Mutual Funds - Equities	10,789,379	-	10,789,379	-
Collective Investment Trust	2,343,231	-	2,343,231	-
Mutual Funds - Balanced	5,712,644	-	5,712,644	-
Total Fair Value of Investments	<u>\$ 25,153,366</u>	<u>\$ -</u>	<u>\$ 25,153,366</u>	<u>\$ -</u>

Net Pension Liability

The District's net pension liability for the LTDSP Part 1 at June 30, 2022, was measured as of that date, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of July 1, 2021.

Actuarial Methods and Assumptions

The total pension liability in the July 1, 2021, actuarial valuation was determined using the following actuarial assumptions applied to all periods included in the measurement:

Inflation Rate	2.50%
Salary increases	Age based, with ultimate rate of 2.75% at ages 50+
Investment rate of return, net	5.00%
Mortality	Pri-2012 Mortality Tables with White Collar adjustment with generational projection using MP-2020 mortality improvement projection scales starting at the 2012 base year.
Actuarial cost method	Entry Age Normal as level % of pay

The LTDSP Part 1 does not provide for automatic, post-retirement benefit increases. However, the District's Board of Directors has adopted ad hoc increases from time to time (most recently in 1998). The long-term expected rate of return on pension plan investments was selected based on the plan's target asset allocation as of the valuation date combined with capital market assumptions from several sources, including published studies summarizing the expectations of various investment experts. Following are the target asset allocation percentages set by policy and expected arithmetic real rates of return:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Domestic Equity	28.0%	5.80%
International Equity	24.0%	8.35%
Fixed Income	25.0%	2.50%
Real Return (all asset strategies)	13.0%	4.70%
Global Tactical Asset Allocation (GTAA)	10.0%	5.00%
Total	<u>100.0%</u>	

4. Other Information (Continued)

Discount Rate

The discount rate used to measure the total pension liability was 5.00 percent. The projection of cash flows used to determine the discount rate were based on the District's funding policy. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on investments was applied to all periods of projected benefit payments to determine the total pension liability.

Changes in the Net Pension Liability

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at 6/30/21	\$ 30,592,338	\$ 25,620,759	\$ 4,971,579
Changes for the year:			
Service cost	362,233	-	362,233
Interest	1,652,038	-	1,652,038
Economic/demographic (gains)	(157,307)	-	(157,307)
Changes of assumptions	1,392,657	-	1,392,657
Employer contributions	-	1,576,101	(1,576,101)
Net investment loss	-	(3,342,352)	3,342,352
Benefit payments	(1,835,050)	(1,835,050)	-
Administrative expense	-	(75,092)	75,092
Net changes	<u>1,414,571</u>	<u>(3,676,393)</u>	<u>5,090,964</u>
Balances at 6/30/22	<u>\$ 32,006,909</u>	<u>\$ 21,944,366</u>	<u>\$ 10,062,543</u>

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at 6/30/20	\$ 30,461,639	\$ 20,478,594	\$ 9,983,045
Changes for the year:			
Service cost	406,604	-	406,604
Interest	1,644,930	-	1,644,930
Economic/demographic (gains)	-	-	-
Changes of assumptions	-	-	-
Employer contributions	-	1,470,780	(1,470,780)
Net investment income	-	5,692,779	(5,692,779)
Benefit payments	(1,920,835)	(1,920,835)	-
Administrative expense	-	(100,559)	100,559
Net changes	<u>130,699</u>	<u>5,142,165</u>	<u>(5,011,466)</u>
Balances at 6/30/21	<u>\$ 30,592,338</u>	<u>\$ 25,620,759</u>	<u>\$ 4,971,579</u>

Contributions

The funding policy for the LTDSP Part 1 is established and may be amended by the District's Board of Directors. Contributions to the plan are made biweekly according to an actuarially determined rate recommended by an independent actuary. This rate is intended to finance the cost of current benefits earned, plus an amount to finance the unfunded accrued liability. This rate, expressed as a percentage of covered payroll, was 16.9 percent for the years ended June 30, 2022 and 2021. The District makes an additional level dollar contribution to further reduce the unfunded accrued liability. For the years ended June 30, 2022 and 2021, that amount was \$1,132,332 each year.

4. Other Information (Continued)

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the District, calculated using a discount rate of 5.00 percent for 2022 and 5.50 for 2021, as well as what the District's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the rate used:

	Net Pension Liability	
2022		
1% decrease (4.00%)	\$	13,651,827
Current discount rate (5.00%)		10,062,543
1% increase (6.00%)		7,025,183
2021		
1% decrease (4.50%)	\$	8,456,259
Current discount rate (5.50%)		4,971,579
1% increase (6.50%)		2,029,156

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended June 30, 2022 and 2021, the District recognized pension expense of \$1,795,166 and \$693,969, respectively. The District reported deferred outflows of resources and deferred inflows of resources from the following sources at June 30 (note that because the measurement date and the report date are the same, there is no deferred outflows of resources for contributions made after the measurement date):

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
2022		
Differences between expected and actual experience	\$ -	\$ (44,945)
Changes in assumptions or inputs	397,902	-
Net difference between projected and actual earnings	1,193,357	-
Total	<u>\$ 1,591,259</u>	<u>\$ (44,945)</u>
2021		
Net difference between projected and actual earnings	\$ -	\$ (3,325,585)
Total	<u>\$ -</u>	<u>\$ (3,325,585)</u>

4. Other Information (Continued)

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year ended June 30,		
2023	\$	498,984
2024		117,633
2025		6,690
2026		923,007
	\$	<u>1,546,314</u>

The LTDSP financial statements are presented below. LTDSP does not issue stand alone financial statements.

4. Other Information (Continued)

**Lane Transit District
Statements of Fiduciary Net Position
Salaried Employee's Retirement Plan Trust Fund
As of June 30, 2022 and 2021**

	<u>As of June 30, 2022</u>	<u>As of June 30, 2021</u>
Assets		
Cash		
Cash and cash equivalents	\$ 623,054	\$ 467,393
Investments		
Shares of registered investment companies	21,330,111	25,153,366
Total Assets	<u>21,953,165</u>	<u>25,620,759</u>
Liabilities		
Accrued expenses	<u>8,799</u>	<u>-</u>
Fiduciary Net Position - Restricted for Pensions	<u>\$ 21,944,366</u>	<u>\$ 25,620,759</u>

**Lane Transit District
Statements of Changes in Fiduciary Net Position
Salaried Employee's Retirement Plan Trust Fund
For the Pan Years Ended June 30, 2022 and 2021**

	<u>For the Year Ended June 30, 2022</u>	<u>For the Year Ended June 30, 2021</u>
Additions		
Employer contributions	\$ 1,576,101	\$ 1,470,780
Investment income (loss)		
Net change in fair value of investments	(4,018,087)	5,310,638
Interest, dividends and other income	706,770	411,027
Investment expenses	(58,757)	(56,617)
Net investment income (loss)	<u>(3,370,074)</u>	<u>5,665,048</u>
Total (Net) Additions	<u>(1,793,973)</u>	<u>7,135,828</u>
Deductions		
Benefits paid to participants	1,835,050	1,920,824
Administrative expenses	<u>47,370</u>	<u>72,839</u>
Total deductions	<u>1,882,420</u>	<u>1,993,663</u>
Net increase (decrease) in fiduciary net position	(3,676,393)	5,142,165
Fiduciary Net Position - Restricted for Pensions Beginning of the year	<u>25,620,759</u>	<u>20,478,594</u>
Fiduciary Net Position - Restricted for Pensions End of the year	<u>\$ 21,944,366</u>	<u>\$ 25,620,759</u>

4. Other Information (Continued)

Lane Transit District Salaried Employee's Defined Contribution Program

Plan Description

The Lane Transit District Salaried Employee's Defined Contribution Program became effective on January 1, 2012. All nonunion employees hired after December 31, 2011 are eligible to participate.

Benefits Provided

This program provides contributions to a discretionary account and the opportunity to receive contributions to a matching account. The discretionary contribution made by the District is currently between 4.5 percent and 9 percent, depending on the number of years of vesting service completed. The matching contribution percentage is currently set at 50 percent of a participant's elective contribution (to a Section 457 deferred compensation account) up to a maximum of 3 percent of their base pay. For the years ended June 30, 2022 and 2021, employer contributions recognized as expense were \$335,231 and \$354,122, respectively.

Participants are immediately vested in their own contributions. They become vested in the discretionary and matching contributions according to a graduated schedule over 7 years.

Nonvested contributions are forfeited upon termination of employment and are used to offset future contributions, thereby reducing expense recognized by the District.

Amalgamated Transit Union, Local No. 757 Pension Trust Fund

Plan Description

The Amalgamated Transit Union, Local No. 757 Pension Trust Fund (ATU) provides retirement, disability, and death benefits to plan members and beneficiaries and covers all District union employees. The plan was created effective March 1, 1972, by collective bargaining agreement, was amended on several subsequent occasions, and was last amended on January 1, 2015.

The plan is administered by six appointed trustees, including a member of the Lane Transit District Board of Directors; the general manager of LTD; the director of finance; the president (or designee) of the ATU, Local No. 757; an ATU, Local No. 757 member; and an executive board officer of ATU, Local No. 757.

Benefits Provided

Participation begins after six months of employment. Benefits are 100 percent vested when the plan member earns five years of credited service or is an employee while age 60 or older. Vested plan members who retire at or after age 60, and plan members who terminate employment after June 30, 2000, with 30 years of credited service, are entitled to a monthly retirement benefit for life, with a minimum of 36 monthly payments made to the plan member or the member's beneficiary. The retirement benefit for plan members terminating employment before January 1, 2016, is \$65.50 per month per year of credited service.

4. Other Information (Continued)

This multiplier is scheduled to increase in annual increments, eventually reaching \$78 per month per year of credited service for members terminating employment on or after January 1, 2021. Plan members with ten years of credited service may also retire with a reduced benefit as early as age 55. One year of credited service is earned for the first 1,600 hours in a calendar year.

Partial credit of 0.25 of a year of credited service is earned for every 400 hours, up to 1,600 hours, in a calendar year. Unused sick leave does not increase the monthly retirement benefit or convert to any other pension benefit.

An Employee Participation Account is kept for each participant. Each participant's Employee Participation Account is credited with \$.10 per compensated hour. The value of the Employee Participation Account is adjusted once a plan year by an investment rate of return chosen by the trustees. The Employee Participation Account is paid to a plan member who terminates employment before age 60 with at least three, but less than five, years of credited service and is paid as a preretirement death benefit to the beneficiary of a married plan member who dies with at least three, but less than five, years of credited service or to the beneficiary of an unmarried plan member who dies with at least three years of credited service.

Employees Covered by Benefit Terms

The following employees were covered by the benefit terms as of the most recent actuarial valuation:

Inactive employees or beneficiaries currently receiving benefits	265
Inactive employees entitled to but not yet receiving benefits	57
Active employees	213
	<hr/>
	535
	<hr/>

Net Pension Liability

The District's net pension liability for the LTD ATU Pension Trust at June 30, 2022, was measured as of December 31, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of January 1, 2020.

Summary of Accounting Policies

The LTD ATU Pension Trust financial statements are prepared using the accrual basis of accounting. LTD contributions are recognized in the period in which the contributions are earned. Benefits are recognized when due and payable in accordance with the terms of the plan.

Investment Policy and Method to Value Investments

The LTD ATU Pension Trust investment policy allows the plan to utilize multiple professional investment management firms to implement the investment program. The long-term performance objective of the plan is an optimized return on plan funds achieved through a prudent mix of income production and asset growth, utilizing a diversified portfolio of asset

4. Other Information (Continued)

classes. Eligible investments include the following: equity investments, fixed-income investments, short-term investments, and alternative investments.

Plan investments are reported at fair value. The LTD ATU Pension Trust categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. Fair value of securities is determined by the plan asset managers at quoted market price, where available, except for securities which are not actively traded, which are valued at net asset value by the asset manager. The LTD ATU Pension Trust has the following fair value measurements by fair value level at December 31, 2021 and 2020:

	Balance at December 31, 2021	Fair Value Measurement Using		
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Measured at Fair Value Level:				
Mutual Funds - Fixed income	8,209,006	-	8,209,006	-
Mutual Funds - Equities	18,873,621	-	18,873,621	-
Collective Investment Trust	4,219,545	-	4,219,545	-
Mutual Funds - Balanced	9,402,378	-	9,402,378	-
Miscellaneous	591,764	-	591,764	-
	<u>\$ 41,296,314</u>	<u>\$ -</u>	<u>\$ 41,296,314</u>	<u>\$ -</u>

	Balance at December 31, 2020	Fair Value Measurement Using		
		Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Measured at Fair Value Level:				
Mutual Funds - Fixed income	\$ 8,382,574	\$ -	\$ 8,382,574	\$ -
Mutual Funds - Equities	17,055,213	-	17,055,213	-
Collective Investment Trust	3,524,812	-	3,524,812	-
Mutual Funds - Balanced	7,288,773	-	7,288,773	-
Miscellaneous	603,114	-	603,114	-
	<u>\$ 36,854,486</u>	<u>\$ -</u>	<u>\$ 36,854,486</u>	<u>\$ -</u>

Actuarial Methods and Assumptions

The total pension liability in the January 1, 2020, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

4. Other Information (Continued)

Inflation Rate	2.50%
Salary increases	3.00%
Future benefit rate increases	3.00%
Investment rate of return, net	5.75%
Mortality	Pri-2012 Combined Mortality with Blue Collar Adjustment, generational projection using MP-2019 starting at the 2012 base year, and a one-year set-forward

Ad hoc cost-of-living adjustments are provided to members and beneficiaries at the discretion of the trustees. The trustees last adopted an ad hoc increase of 2 percent on January 1, 2006.

The long-term expected rate of return on pension plan investments was selected based on the plan's target asset allocation as of the valuation date, combined with capital market assumptions from several sources, including published studies summarizing the expectations of various investment experts. Following is the target asset allocation percentage set by policy and expected real rates of return:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Domestic Equity	28.0%	5.80%
International Equity	24.0%	8.35%
Fixed Income	25.0%	2.50%
Real Return (all asset strategies)	13.0%	4.70%
Global Tactical Asset Allocation (GTAA)	10.0%	5.00%
Total	<u>100.0%</u>	

Discount Rate

The discount rate used to measure the total pension liability was 5.75 percent. The projection of cash flows used to determine the discount rate were based on the District's funding policy. Based on those assumptions, the plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on investments was applied to all periods of projected benefit payments to determine the total pension liability.

4. Other Information (Continued)

Changes in the Net Pension Liability

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at December 31, 2020	\$ 48,369,908	\$ 37,538,452	\$ 10,831,456
Changes for the year:			
Service cost	1,446,066	-	1,446,066
Interest	2,778,079	-	2,778,079
Employer contributions	-	3,632,718	(3,632,718)
Net investment income	-	4,108,073	(4,108,073)
Benefit payments	(3,003,121)	(3,003,121)	-
Administrative expense	-	(81,154)	81,154
Net changes	<u>1,221,024</u>	<u>4,656,516</u>	<u>(3,435,492)</u>
Balances at December 31, 2021	<u>\$ 49,590,932</u>	<u>\$ 42,194,968</u>	<u>\$ 7,395,964</u>

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balances at December 31, 2019	\$ 44,452,761	\$ 32,615,959	\$ 11,836,802
Changes for the year:			
Service cost	1,369,480	-	1,369,480
Interest	2,884,018	-	2,884,018
Employer contributions	-	2,671,188	(2,671,188)
Net investment income	-	5,276,607	(5,276,607)
Benefit payments	(2,905,472)	(2,905,472)	-
Administrative expense	-	(119,830)	119,830
Effect of economic/demographic (gains) or losses	(511,992)	-	(511,992)
Effect of assumptions changes or inputs	3,081,113	-	3,081,113
Net changes	<u>3,917,147</u>	<u>4,922,493</u>	<u>(1,005,346)</u>
Balances at December 31, 2020	<u>\$ 48,369,908</u>	<u>\$ 37,538,452</u>	<u>\$ 10,831,456</u>

Contributions

The funding policy of the LTD ATU Pension Trust is established and may be amended by the District's Board of Directors in compliance with the terms of the current Working and Wage Agreement between the ATU and the District.

Contributions are made according to an actuarially determined rate recommended by an independent actuary that is intended to finance the cost of current benefits earned, plus an amount to finance the unfunded accrued liability. This rate, expressed as an amount per compensable hour, was \$5.52 for each of the years ended December 31, 2021 and 2020. No employee contributions are required or permitted.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the District, calculated using a discount rate of 5.75 percent as well as what the District's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the rate used:

4. Other Information (Continued)

	Net Pension Liability	
2021		
1% decrease (4.75%)	\$	12,690,157
Current discount rate (5.75%)		7,395,964
1% increase (6.75%)		2,891,889
2020		
1% decrease (4.75%)	\$	15,995,295
Current discount rate (5.75%)		10,831,456
1% increase (6.75%)		6,438,280

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the years ended December 31, 2021 and 2020, the District recognized pension expense of \$1,758,759 and \$2,679,081 respectively. The District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources at December 31:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
2021		
Differences between expected and actual experience	\$ 13,573	\$ (284,440)
Changes in assumptions or inputs	2,114,363	-
Net difference between projected and actual earnings	-	(3,998,160)
Total (prior to post-measurement date contributions)	<u>2,127,936</u>	<u>(4,282,600)</u>
Contributions made subsequent to the measurement date	1,715,555	-
Total	<u>\$ 3,843,491</u>	<u>\$ (4,282,600)</u>
2020		
Differences between expected and actual experience	\$ 28,652	\$ (398,216)
Changes in assumptions or inputs	3,246,424	-
Net difference between projected and actual earnings	-	(3,469,991)
Total (prior to post-measurement date contributions)	<u>3,275,076</u>	<u>(3,868,207)</u>
Contributions made subsequent to the measurement date	1,861,386	-
Total	<u>\$ 5,136,462</u>	<u>\$ (3,868,207)</u>

Deferred outflows of resources related to pensions of \$1,715,555 resulting from District contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the plan year ending December 31, 2022. Other amounts reported as deferred inflows and outflows of resources related to pensions will be recognized in pension expense/(income) as follows:

4. Other Information (Continued)

Year ended December 31,	
2022	\$ 92,668
2023	(1,076,978)
2024	(783,586)
2025	(386,768)
	<u>\$ (2,154,664)</u>

The ATU financial statements are presented below. The ATU plan does not issue stand-alone financial statements.

4. Other Information (Continued)

**Lane Transit District
Statements of Fiduciary Net Position
Amalgamated Transit Union, Local No. 757 Pension Trust Fund
As of December 31, 2021 and 2020**

	<u>As of December 31, 2021</u>	<u>As of December 31, 2020</u>
Assets		
Cash		
Cash and cash equivalents	\$ 898,654	\$ 691,403
Investments		
Shares of registered investment companies	<u>41,296,314</u>	<u>36,854,486</u>
Total Assets	<u>42,194,968</u>	<u>37,545,889</u>
Liabilities		
Accrued expenses	<u>-</u>	<u>7,437</u>
Fiduciary Net Position - Restricted for Pensions	<u>\$ 42,194,968</u>	<u>\$ 37,538,452</u>

**Lane Transit District
Statements of Changes in Fiduciary Net Position
Amalgamated Transit Union, Local No. 757 Pension Trust Fund
For the Plan Years Ended December 31, 2021 and 2020**

	<u>For the Year Ended December 31, 2021</u>	<u>For the Year Ended December 31, 2020</u>
Additions		
Employer contributions	\$ 3,632,718	\$ 2,671,189
Investment income		
Net change in fair value of investments	3,093,800	4,822,217
Interest, dividends and other income	1,067,276	494,663
Investment expenses	<u>(53,001)</u>	<u>(40,274)</u>
Net investment income	<u>4,108,075</u>	<u>5,276,606</u>
Total Additions	<u>7,740,793</u>	<u>7,947,795</u>
Deductions		
Benefits paid to participants	3,003,121	2,903,264
Administrative expenses	<u>81,156</u>	<u>122,038</u>
Total deductions	<u>3,084,277</u>	<u>3,025,302</u>
Net increase in fiduciary net position	4,656,516	4,922,493
Fiduciary Net Position - Restricted for Pensions		
Beginning of the year	<u>37,538,452</u>	<u>32,615,959</u>
Fiduciary Net Position - Restricted for Pensions		
End of the year	<u>\$ 42,194,968</u>	<u>\$ 37,538,452</u>

4. Other Information (Continued)

Aggregate Deferred Inflows, Deferred Outflows, Net Pension Liability, and Pension Expense:

June 30, 2022	Deferred Outflows of Resources	Deferred (Inflows) of Resources	Net Pension Liability	Pension Expense
Salaried	\$ 1,591,259	\$ (44,945)	\$ 10,062,543	\$ 1,795,166
ATU	3,843,491	(4,282,600)	7,395,964	1,758,759
Total	<u>\$ 5,434,750</u>	<u>\$ (4,327,545)</u>	<u>\$ 17,458,507</u>	<u>\$ 3,553,925</u>

June 30, 2021	Deferred Outflows of Resources	Deferred (Inflows) of Resources	Net Pension Liability	Pension Expense
Salaried	\$ -	\$ (3,325,585)	\$ 4,971,579	\$ 693,969
ATU	5,136,462	(3,868,207)	10,831,456	2,679,081
Total	<u>\$ 5,136,462</u>	<u>\$ (7,193,792)</u>	<u>\$ 15,803,035</u>	<u>\$ 3,373,050</u>

Lane Transit District and Amalgamated Transit Union, Local No. 757, Defined Contribution Program

Plan Description

Lane Transit District and Amalgamated Transit Union, Local No. 757, Defined Contribution Program became effective on July 6, 2014. All union employees who are eligible for the defined benefit program above are eligible to participate in this program.

Benefits Provided

This program provides employer contributions to a matching account based on a participant's elective contribution to a Section 457 deferred compensation account. The matching contribution is currently set at 50 percent of the participant's elective contribution, up to a maximum of 3 percent of their base pay. For the years ended June 30, 2022 and 2021, employer contributions recognized as expense were \$353,754 and \$300,823, respectively.

Participants are immediately vested in their matching account. Forfeitures of contributions, arising from the inability to locate a valid beneficiary, are used to offset future contributions, thereby reducing expense recognized by the District.

(b) Other Post-Employment Benefits

Plan Description

The District administers a single-employer defined benefit healthcare plan per the requirements of collective bargaining agreements, which are applied uniformly to all employees. The plan provides an explicit employer-paid benefit, according to the option chosen by the retiree, as follows:

4. Other Information (Continued)

- Up to \$275 per month per pre-Medicare retiree until the retiree becomes eligible for Medicare, typically age 65. Once they become Medicare-eligible the benefit reduces to \$160 per month; or
- \$425 per month until the retiree becomes Medicare eligible, at which time the benefit reduces to zero.

This benefit can be used towards post-retirement healthcare insurance premiums or other healthcare costs of the retiree, their spouse, domestic partner, or eligible dependents. Retirees are allowed to continue District-sponsored insurance coverage or use their benefit to obtain coverage from a carrier of their choice.

The District's post-retirement healthcare plan was established in accordance with Oregon Revised Statutes (ORS) 243.303. ORS stipulates that for the purpose of establishing healthcare premiums, the rate must be based on all plan members, including both active employees and retirees. The difference between retiree claims costs (which because of the effect of age is generally higher in comparison to all plan members) and the amount of retiree healthcare premiums represents the District's implicit employer contribution, which is a liability in addition to the employer-paid benefit described above.

The District has not established a trust fund to supplement the costs for the net other post-employment benefit (OPEB) obligation. No stand-alone financial report is generated for the plan.

Funding Policy

The District has elected not to prefund the actuarially determined future cost, choosing instead to finance the plan on a pay-as-you-go basis. The District contributes all benefits listed above to individual VEBA accounts from which the retiree is responsible for paying eligible premiums and costs.

Employees covered by benefit terms at the January 1, 2022 valuation date:

Active Employees	297
Eligible Retirees	199
Spouses of Ineligible Retirees	<u>0</u>
Total Participants	<u><u>496</u></u>

The District's total OPEB liability as of June 30, 2022 was \$14,165,454.

Actuarial assumptions and other inputs: The total OPEB liability was determined by an actuarial valuation, as of the valuation date of January 1, 2022, calculated based on the discount rate of 2.16 percent, and actuarial assumptions below, and was then projected backward to the measurement date of June 30, 2021.

The discount rate was based on a 20-year general obligation bond yield published by The Bond Buyer.

Changes in Total OPEB Liability:

4. Other Information (Continued)

	<u>Increase (Decrease)</u>
	<u>Total OPEB</u>
	<u>Liability</u>
Balance at 6/30/21	\$ 14,773,657
Changes for the year:	
Service cost	1,076,830
Interest	343,840
Economic/demographic changes	(1,080,363)
Changes of assumptions	(361,074)
Benefit payments	(587,436)
Net changes	<u>(608,203)</u>
Balance at 6/30/22	<u>\$ 14,165,454</u>

	<u>Increase (Decrease)</u>
	<u>Total OPEB</u>
	<u>Liability</u>
Balance at 6/30/20	\$ 11,873,234
Changes for the year:	
Service cost	825,960
Interest	427,108
Changes of assumptions	2,220,768
Benefit payments	(573,413)
Net changes	<u>2,900,423</u>
Balance at 6/30/20	<u>\$ 14,773,657</u>

Sensitivity of the total OPEB liability to changes in the discount rate

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current discount rate of 2.16 percent:

	1%	Current	1%
	Decrease	Discount	Increase
	<u>Rate</u>	<u>Rate</u>	<u>Rate</u>
Total OPEB Liability	\$ 16,157,830	\$ 14,165,454	\$ 12,521,001

Sensitivity of the total OPEB liability to changes in the healthcare cost trend rates:

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using health care cost trend rates that are one percentage point lower or one percentage point higher than the current health care trend rates:

4. Other Information (Continued)

	1% Decrease	Current Trend Rate	1% Increase
Total OPEB Liability	\$ 13,951,293	\$ 14,165,454	\$ 14,416,109

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB - For the year ended June 30, 2022 and 2021, the District recognized an OPEB expense of \$1,256,914 and \$746,187, respectively. The District reported deferred inflows of resources and deferred outflows of resources related to OPEB from the following source:

	Deferred Outflows of Resources	Deferred Inflows of Resources
2022		
Differences between expected and actual experience	\$ -	\$ (1,081,767)
Changes in assumptions or inputs	1,557,852	(786,581)
Contributions made subsequent to the measurement date	<u>557,624</u>	<u>-</u>
Total	<u>\$ 2,115,476</u>	<u>\$ (1,868,348)</u>
2021		
Differences between expected and actual experience	\$ -	\$ (234,386)
Changes in assumptions or inputs	1,889,310	(687,739)
Contributions made subsequent to the measurement date	<u>587,436</u>	<u>-</u>
Total	<u>\$ 2,476,746</u>	<u>\$ (922,125)</u>

The amount \$557,624 reported as deferred outflows of resources related to OPEB resulting from District benefit payments subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ending June 30, 2023. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year ended June 30,	
2023	\$ (163,756)
2024	(151,571)
2025	(37,202)
2026	29,895
2027	<u>12,138</u>
	<u>\$ (310,496)</u>

4. Other Information (Continued)

Actuarial Methods & Assumptions – The total OPEB liability in the January 1, 2022 actuarial valuation was determined using the following actuarial methods and assumptions:

Discount rate	2.16%
Valuation date	January 1, 2022
Measurement date	June 30, 2021
Inflation	2.50%
Salary increases	3.00%
Health Cost Trend	5.50% in the first year (anticipated January 1, 2023 premiums compared with January 1, 2022 premiums), 5.25% in the second year, 5.00% in the third through fourth year, 4.75% in the fifth through eighth years, 4.50% in the ninth through 43rd years, 4.25% in the 44th through 48th years, and 4.00% after the 48th year.
Mortality rates	For healthy ATU members and dependents: Pri-2012 Mortality Tables with Blue Collar adjustment, generational projection using MP-2021 mortality improvement projection scales starting at the 2012 base year, and a one-year set-forward. For Administration members and dependents: Pri-2012 Mortality Tables with White Collar adjustment with generational projection using MP-2020 mortality improvement projection scales starting at the 2012 base year. For disabled retirees: Pri-2012 Disabled Mortality Tables and generational projection using MP-2021 mortality improvement projection scales starting at the 2012 base year.
Election rates	100% for District-paid explicit benefits 50% for District-sponsored coverage prior to age 65 40% spouse coverage for District-sponsored coverage
Actuarial cost method	Entry Age Normal; Level Percent of Pay

(c) Risk Management

Risk is managed through a combination of purchased commercial insurance coverage and self-insurance with risk reserves. There has been no significant reduction in insurance coverage during the year. The limits are consistent with coverage carried by other public entities of the District's size and type in Oregon.

Oregon tort liability law generally limits claims for one incident to \$1,925,500. Additional coverage is for federal claims, out-of-state claims, or contractual liability. This coverage is tabulated as follows:

5. Other Information (Continued)

Description	Retention Level (Deductible)	Limits of Coverage
Vehicle liability / uninsured motorist	\$ 100,000	\$ 10,000,000
Property and contents	25,000	29,762,949
General and tort liability	25,000	10,000,000
Bus - physical damage	50,000	Stated value
Earthquake / flood	Greater of \$5,000 or 2% of covered loss	15,000,000
Pollution liability (fuel storage tanks)	10,000	1,000,000
Public employee blanket	1,000	250,000
Workers' compensation	N/A	500,000

The greatest risk exposure for the District is in vehicle liability. The District self-insures up to \$100,000 per accident. The level of risk reserving is set by Board policy considering both the history of payments and the potential exposure to risk. The reserve level is evaluated and the reserve amount is budgeted during the annual budget process. Current Board policy sets this amount at \$1,000,000. In the last three fiscal years, no settlements have exceeded the limits of insurance coverage.

Liabilities are reported when it is probable that a loss has occurred and the amount of the loss reasonably can be estimated. Liabilities include an amount for claims that have been incurred but not reported (IBNR). Claim liabilities are set by an independent firm.

These liabilities are calculated considering the effects of inflation, recent claim settlement trends (including frequency and amount of payouts), and other economic and social factors.

Changes in the balances of claims liabilities during the past three years are as follows:

	Automobile/Bus Liability		
	2022	2021	2020
Unpaid claims and claim adjustment expenses, beginning of the year	\$ 154,166	\$ 261,896	\$ 170,862
Incurred claims (including IBNRs)	171,767	(53,077)	109,041
Claim payments	(98,889)	(54,653)	(18,007)
Total unpaid claims and claim adjustment expenses, end of the year	<u>\$ 227,044</u>	<u>\$ 154,166</u>	<u>\$ 261,896</u>

Unpaid claims are carried at estimated gross settlement value.

(d) Commitments and Contingencies

Under the terms of federal and state grants, periodic audits are required and costs may be questioned as not being appropriate under the terms of the grants. Such audits could lead to reimbursement to the grantor agencies. District management believes disallowance, if any, will be immaterial.

As of June 30, 2022, the District has commitments of \$16,854,601 for electric buses.

*Required Supplementary
Information*

**LANE TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED JUNE 30, 2022
Schedule of Changes in the Net Pension Liability and Related Ratios
LTD Salaried Employees' Retirement Plan Trust Fund
Last 10 Fiscal Years**

	2022	2021	2020	2019	2018 ¹	2017	2016 ¹	2015	2014 ¹	2013
Total pension liability										
Service cost	\$ 362,233	\$ 406,604	\$ 348,035	\$ 396,714	\$ 445,756	\$ 486,472	\$ 521,040	\$ 545,340	\$ 538,088	\$ 527,537
Interest	1,652,038	1,644,930	1,751,505	1,718,740	1,698,307	1,651,225	1,564,487	1,504,888	1,426,182	1,343,938
Economic/demographic (gains) or losses	(157,307)	-	(484,865)	(425)	(206,000)	-	99,443	-	354,334	-
Changes of assumptions	1,392,657	-	1,961,345	-	942,158	-	2,952,420	-	506,129	-
Benefit payments	(1,835,050)	(1,920,835)	(1,580,862)	(1,504,188)	(1,413,238)	(1,332,068)	(1,224,898)	(1,182,843)	(939,485)	(690,418)
Net change in total pension liability	1,414,571	130,699	1,995,158	610,841	1,466,983	805,629	3,912,492	867,385	1,885,248	1,181,057
Total pension liability - beginning	30,592,338	30,461,639	28,466,481	27,855,640	26,388,657	25,583,028	21,670,536	20,803,151	18,917,903	17,736,846
Total pension liability - ending	<u>\$ 32,006,909</u>	<u>\$ 30,592,338</u>	<u>\$ 30,461,639</u>	<u>\$ 28,466,481</u>	<u>\$ 27,855,640</u>	<u>\$ 26,388,657</u>	<u>\$ 25,583,028</u>	<u>\$ 21,670,536</u>	<u>\$ 20,803,151</u>	<u>\$ 18,917,903</u>
Plan fiduciary net position										
Employer contributions	\$ 1,576,101	\$ 1,470,780	\$ 1,483,553	\$ 1,506,168	\$ 1,577,474	\$ 1,842,970	\$ 1,174,309	\$ 1,333,241	\$ 1,161,609	\$ 1,165,565
Net investment income (loss)	(3,342,352)	5,692,779	546,424	1,051,294	1,357,720	1,893,124	(361,265)	222,900	2,081,971	1,298,746
Benefit payments	(1,835,050)	(1,920,835)	(1,580,862)	(1,504,188)	(1,413,238)	(1,332,068)	(1,224,898)	(1,182,843)	(939,485)	(690,418)
Administrative expense	(75,092)	(100,559)	(80,147)	(69,893)	(84,998)	(54,251)	(105,822)	(55,910)	(87,860)	(92,282)
Net change in plan fiduciary net position	(3,676,393)	5,142,165	368,968	983,381	1,436,958	2,349,775	(517,676)	317,388	2,216,235	1,681,611
Plan fiduciary net position - beginning	25,620,759	20,478,594	20,109,626	19,126,245	17,689,287	15,339,512	15,857,188	15,539,800	13,323,565	11,641,954
Plan fiduciary net position - ending	<u>\$ 21,944,366</u>	<u>\$ 25,620,759</u>	<u>\$ 20,478,594</u>	<u>\$ 20,109,626</u>	<u>\$ 19,126,245</u>	<u>\$ 17,689,287</u>	<u>\$ 15,339,512</u>	<u>\$ 15,857,188</u>	<u>\$ 15,539,800</u>	<u>\$ 13,323,565</u>
District's net pension liability - ending	<u>\$ 10,062,543</u>	<u>\$ 4,971,579</u>	<u>\$ 9,983,045</u>	<u>\$ 8,356,855</u>	<u>\$ 8,729,395</u>	<u>\$ 8,699,370</u>	<u>\$ 10,243,516</u>	<u>\$ 5,813,348</u>	<u>\$ 5,263,351</u>	<u>\$ 5,594,338</u>
Plan fiduciary net position as a percentage of the total pension liability	68.56%	83.75%	67.23%	70.64%	68.66%	67.03%	59.96%	73.17%	74.70%	70.43%
Covered payroll	\$ 2,112,000	\$ 1,985,000	\$ 2,876,162	\$ 3,166,571	\$ 3,331,000	\$ 3,717,503	\$ 4,028,000	\$ 4,263,366	\$ 5,226,297	\$ 5,214,746
District's net pension liability as a percentage of covered payroll	476.45%	250.46%	347.10%	263.91%	262.07%	234.01%	254.31%	136.36%	100.71%	107.28%

Notes to Schedule:

1. Assumed discount rate was lowered to reflect more conservative asset allocations given closure to new entrants.

**LANE TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED JUNE 30, 2022
Schedule of Employer Contributions
LTD Salaried Employees' Retirement Plan Trust Fund
Last 10 Fiscal Years**

	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>
Actuarially determined contribution	\$ 1,489,000	\$ 1,468,000	\$ 1,482,000	\$ 1,525,000	\$ 1,400,000	\$ 1,455,247	\$ 1,175,000	\$ 1,205,400	\$ 1,157,450	\$ 1,156,122
Contribution in relation to the actuarially determined contribution	<u>1,576,101</u>	<u>1,470,780</u>	<u>1,483,553</u>	<u>1,506,168</u>	<u>1,577,474</u>	<u>1,842,970</u>	<u>1,174,309</u>	<u>1,333,241</u>	<u>1,161,609</u>	<u>1,156,127</u>
Contribution deficiency (excess)	<u>\$ (87,101)</u>	<u>\$ (2,780)</u>	<u>\$ (1,553)</u>	<u>\$ 18,832</u>	<u>\$ (177,474)</u>	<u>\$ (387,723)</u>	<u>\$ 691</u>	<u>\$ (127,841)</u>	<u>\$ (4,159)</u>	<u>\$ (5)</u>
Covered payroll	\$ 2,112,000	\$ 1,985,000	\$ 2,876,162	\$ 3,166,571	\$ 3,331,000	\$ 3,717,503	\$ 4,028,000	\$ 4,263,366	\$ 5,226,297	\$ 5,214,746
Contributions as a percentage of covered payroll	74.63%	74.09%	51.58%	47.56%	47.36%	49.58%	29.15%	31.27%	22.23%	22.17%

Notes to Schedule:

Valuation date	7/1/2019	7/1/2019	7/1/2017	7/1/2017	7/1/2015	7/1/2015	7/1/2013	7/1/2013	7/1/2011	7/1/2011
Investment rate of return assumption	5.00%	5.50%	6.25%	6.25%	6.50%	6.50%	7.25%	7.25%	7.50%	7.50%

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Individual entry age normal, level percentage of pay
Amortization method	Effective July 1, 2011: Closed 20-year amortization, level dollar
Asset valuation method	Market value gains and losses smoothed over three years, with result not less than 80% or greater than 120% of market value
Healthy mortality	Effective July 1, 2019: Pri-2012 Mortality Tables with White Collar adjustment with generational projection using MP-2019 mortality improvement projection scales starting at the 2012 base year. Effective July 1, 2017: RP-2014 Mortality Tables with White Collar adjustments with fully generational mortality protection starting 2006 using mortality improvement Scale MP-2017 Effective July 1, 2015: RP-2014 Mortality Tables with White Collar adjustments Effective July 1, 2011: RP-2000 Combined Health Mortality Table projected using Scale AA to 2018 for retirees and 2026 for others
Inflation	Effective July 1, 2017: 2.50% per year Effective July 1, 2015: 2.75% per year Through July 1, 2013: 3.00% per year
Salary increases	Effective July 1, 2017: Age-based, with an ultimate rate of 2.75% per year at ages 50+ Effective July 1, 2015: Age-based, with an ultimate rate of 3.00% per year at ages 50+ Effective July 1, 2011: Age-based, with an ultimate rate of 3.50% per year at ages 50+

LANE TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED JUNE 30, 2022
Schedule of Changes in the Net Pension Liability and Related Ratios
Amalgamated Transit Union, Local No. 757 Pension Trust Fund
Last 10 Fiscal Years ¹

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Total pension liability										
Service cost	\$ 1,446,066	\$ 1,369,480	\$ 1,329,592	\$ 1,021,112	\$ 991,371	\$ 817,980	\$ 794,155	\$ 853,018	\$ 828,173	\$ -
Interest	2,778,079	2,884,018	2,795,682	2,655,520	2,574,590	2,586,906	2,495,722	2,424,057	2,326,828	-
Changes of benefit terms	-	-	-	-	-	-	-	356,341 ¹	-	-
Economic/demographic losses	-	(511,992)	-	73,889	-	-	-	-	-	-
Differences between expected and actual experience	-	-	-	-	-	(627,827)	-	(646,134)	-	-
Changes of assumptions	-	3,081,113	-	2,192,110	-	1,752,783	-	-	-	-
Benefit payments	(3,003,121)	(2,905,472)	(2,706,819)	(2,456,503)	(2,336,977)	(2,148,257)	(1,963,737)	(1,916,128)	(1,761,397)	-
Net change in total pension liability	1,221,024	3,917,147	1,418,455	3,486,128	1,228,984	2,381,585	1,326,140	1,071,154	1,393,604	-
Total pension liability - beginning	48,369,908	44,452,761	43,034,306	39,548,178	38,319,194	35,937,609	34,611,469	33,540,315	32,146,711	-
Total pension liability - ending	<u>\$ 49,590,932</u>	<u>\$ 48,369,908</u>	<u>\$ 44,452,761</u>	<u>\$ 43,034,306</u>	<u>\$ 39,548,178</u>	<u>\$ 38,319,194</u>	<u>\$ 35,937,609</u>	<u>\$ 34,611,469</u>	<u>\$ 33,540,315</u>	<u>\$ 32,146,711</u>
Plan fiduciary net position										
Employer contributions	\$ 3,632,718	\$ 2,671,188	\$ 2,850,360	\$ 2,895,673	\$ 2,653,938	\$ 3,089,304	\$ 2,309,003	\$ 2,222,585	\$ 2,248,159	\$ -
Net investment income	4,108,073	5,276,607	4,707,038	(1,845,557)	4,247,805	1,506,119	(577,624)	1,008,693	2,498,570	-
Benefit payments	(3,003,121)	(2,905,472)	(2,706,819)	(2,456,503)	(2,336,977)	(2,148,257)	(1,963,737)	(1,916,128)	(1,761,397)	-
Administrative expense	(81,154)	(119,830)	(103,752)	(137,086)	(112,050)	(110,564)	(70,779)	(115,303)	(82,478)	-
Net change in plan fiduciary net position	4,656,516	4,922,493	4,746,827	(1,543,473)	4,452,716	2,336,602	(303,137)	1,199,847	2,902,854	-
Plan fiduciary net position - beginning	37,538,452	32,615,959	27,869,132	29,412,605	24,959,889	22,623,287	22,926,424	21,726,577	18,823,723	-
Plan fiduciary net position - ending	<u>\$ 42,194,968</u>	<u>\$ 37,538,452</u>	<u>\$ 32,615,959</u>	<u>\$ 27,869,132</u>	<u>\$ 29,412,605</u>	<u>\$ 24,959,889</u>	<u>\$ 22,623,287</u>	<u>\$ 22,926,424</u>	<u>\$ 21,726,577</u>	<u>\$ 18,823,723</u>
District's net pension liability - ending	<u>\$ 7,395,964</u>	<u>\$ 10,831,456</u>	<u>\$ 11,836,802</u>	<u>\$ 15,165,174</u>	<u>\$ 10,135,573</u>	<u>\$ 13,359,305</u>	<u>\$ 13,314,322</u>	<u>\$ 11,685,045</u>	<u>\$ 11,813,738</u>	<u>\$ 13,322,988</u>
Plan fiduciary net position as a percentage of the total pension liability	85.09%	77.61%	73.37%	64.76%	74.37%	65.14%	62.95%	66.24%	64.78%	58.56%
Covered payroll	\$ 12,247,000	\$ 11,101,000	\$ 14,007,000	\$ 13,176,000	\$ 13,645,000	\$ 11,848,000	\$ 11,344,000	\$ 10,802,000	\$ 10,625,000	\$ 10,629,000
District's net pension liability as a percentage of covered payroll	60.39%	97.57%	84.51%	115.10%	74.28%	112.76%	117.37%	108.17%	111.19%	125.35%

Notes to Schedule:

1. A new collective bargaining agreement increased the benefit multiplier.

**LANE TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED JUNE 30, 2022
Schedule of Employer Contributions
Amalgamated Transit Union, Local No. 757 Pension Trust Fund
Last 10 Fiscal Years**

	Plan Year Ending December 31,									
	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>	<u>2014</u>	<u>2013</u>	<u>2012</u>
Actuarially determined contribution	\$ 3,465,000	\$ 2,920,000	\$ 2,849,000	\$ 2,896,000	\$ 2,671,000	\$ 2,490,859	\$ 2,324,000	\$ 2,118,000	\$ 2,152,000	\$ 2,055,000
Contribution in relation to the actuarially determined contribution	<u>2,671,188</u>	<u>2,850,360</u>	<u>2,895,673</u>	<u>2,653,938</u>	<u>3,089,304</u>	<u>3,089,304</u>	<u>2,309,003</u>	<u>2,222,585</u>	<u>2,248,159</u>	<u>2,205,000</u>
Contribution deficiency (excess)	<u>\$ 793,812</u>	<u>\$ 69,640</u>	<u>\$ (46,673)</u>	<u>\$ 242,062</u>	<u>\$ (418,304)</u>	<u>\$ (598,445)</u>	<u>\$ 14,997</u>	<u>\$ (104,585)</u>	<u>\$ (96,159)</u>	<u>\$ (150,000)</u>
Covered payroll	\$ 11,290,000	\$ 11,092,000	\$ 14,028,000	\$ 13,311,000	\$ 13,292,000	\$ 11,661,000	\$ 10,999,000	\$ 10,526,000	\$ 10,544,000	\$ 10,450,000
Contributions as a percentage of covered payroll	23.66%	25.70%	20.64%	19.94%	23.24%	26.49%	20.99%	21.12%	21.32%	21.10%

Notes to Schedule:

Valuation date	1/1/2020	1/1/2020	1/1/2018	1/1/2018	1/1/2016	1/1/2016	1/1/2014	1/1/2014	1/1/2012	1/1/2012
Investment rate of return assumption	5.75%	5.75%	6.50%	6.50%	6.75%	6.75%	7.25%	7.25%	7.25%	7.25%

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Effective January 1, 2014: Individual entry age normal, level percentage of pay Through January 1, 2012: Individual entry age normal, level dollar
Amortization method	Effective January 1, 2014: Layered 20-year amortization, level percentage of pay Effective January 1, 2006: Layered 20-year amortization, level dollar
Asset valuation method	Market value gains and losses are smoothed over three years, with result not less than 80% or greater than 120% of market value The actuarial asset method was reset to the market value of assets effective January 1, 2018
Mortality	Effective January 1, 2020: Pri-2012 Combined Mortality with Blue Collar Adjustment, generational projection using MP-2019 starting at the 2012 base year, and a one-year set-forward Effective January 1, 2018: RP-2014 Combined Mortality with Blue Collar Adjustment, generational projection using MP-2017 starting at the 2006 base year, and a one-year set-forward Effective January 1, 2012: RP-2000 Combined Health Mortality Table with Blue Collar Adjustment, projected using Scale AA to 2015 Through January 1, 2008: 1994 Uninsured Pensioner Mortality
Inflation	Effective January 1, 2018: 2.50% per year Effective January 1, 2016: 2.75% per year Through January 1, 2014: 3.00% per year
Salary increases	Effective January 1, 2014: 3% per year Through January 1, 2012: N/A
Future benefit rate increases	Effective January 1, 2014: 3% per year

**LANE TRANSIT DISTRICT
 REQUIRED SUPPLEMENTARY INFORMATION
 YEAR ENDED JUNE 30, 2021
 Schedule of Total OPEB Liability (TOL)
 Last 10 Fiscal Years ¹**

Fiscal Year Ended	Total OPEB Liability	Covered Employee Payroll	TOL as a percent of covered payroll
6/30/2022	\$ 14,165,454	\$ 13,402,000	105.70%
6/30/2021	14,773,657	13,077,000	112.97%
6/30/2020	11,873,234	16,904,162	70.24%
6/30/2019	11,660,678	16,477,571	70.77%
6/30/2018	9,605,874	16,623,000	57.79%
6/30/2017	9,853,579	15,378,503	64.07%

Notes to Schedule:

1. This schedule is intended to show a 10-year trend of changes in the total OPEB liability. However, until a full 10-year trend is compiled, information will only be presented for those years in which it is available.
2. There are no assets accumulated in a trust that meets the criteria of GASB codification P22.101 or P52.101 to pay related benefits for the OPEB plan.

**LANE TRANSIT DISTRICT
REQUIRED SUPPLEMENTARY INFORMATION
YEAR ENDED JUNE 30, 2021
Schedule of Changes in Total OPEB Liability (TOL)
Last 10 Fiscal Years ¹**

Fiscal Year Ended	TOL Beginning Balance	Service Costs	Interest on the TOL	Benefit Payments	Economic/ Demographic (gains)/losses	Changes of Assumptions	Changes to Benefit Terms	TOL Ending Balance
6/30/2021	\$ 14,773,657	\$ 1,076,830	\$ 343,840	\$ (587,436)	\$ (1,080,363)	\$ (361,074)	\$ -	\$ 14,165,454
6/30/2021	11,873,234	825,960	427,108	(573,413)	-	2,220,768	-	14,773,657
6/30/2020	11,660,678	830,562	473,004	(542,982)	(334,126)	(213,902)	-	11,873,234
6/30/2019	9,605,874	753,687	355,173	(490,681)	-	(326,239)	1,762,864	11,660,678
6/30/2018	9,853,579	792,964	296,401	(496,473)	-	(840,597)	-	9,605,874

Notes to Schedule:

1. This schedule is intended to show a 10-year trend of changes in the total OPEB liability. However, until a full 10-year trend is compiled, information will only be presented for those years in which it is available.

*Supplementary
Information*

Lane Transit District
General Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022

	Budget		Actual	Variance with Final Budget
	Original	Final		
Revenues				
Passenger fares	\$ 4,448,880	\$ 4,448,880	\$ 3,798,924	\$ (649,956)
Advertising	-	-	31,125	31,125
Employer payroll tax	38,228,432	40,700,000	47,048,331	6,348,331
Self-employment tax	1,371,536	2,900,000	2,323,671	(576,329)
State payroll assessment	494,832	500,000	646,016	146,016
Federal assistance	20,030,000	20,030,000	16,907,812	(3,122,188)
State assistance	1,700,000	1,700,000	1,066,639	(633,361)
Capital asset disposal	-	-	170,600	170,600
Miscellaneous	504,912	504,912	426,202	(78,710)
Interest	274,700	274,700	181,836	(92,864)
Total revenues	67,053,292	71,058,492	72,601,156	1,542,664
Expenditures				
Personnel services	40,425,776	39,392,082	36,414,838	2,977,244
Materials and services	11,119,024	11,197,524	9,871,874	1,325,650
Insurance	676,291	1,631,685	1,270,429	361,256
Transit Services [1]	52,221,091	52,221,291	47,557,141	4,664,150
Other uses				
Transfer to Accessible Services Fund	3,736,631	5,236,631	2,100,000	3,136,631
Transfer to Medicaid Fund	400,200	400,200	400,200	-
Transfer to Point2point Fund	218,124	218,124	115,000	103,124
Transfer to Capital Projects Fund	12,420,116	12,420,116	12,420,116	-
Non-operating [1]	16,775,071	18,275,071	15,035,316	3,239,755
Reserve for future expenditure	550,000	562,130	-	562,130
Total expenditures and other uses	69,546,162	71,058,492	62,592,457	8,466,035
Excess (deficiency) of revenues over expenditures	(2,492,870)	-	10,008,699	10,008,699
Fund balance, beginning of year	2,492,870	-	26,538,029	26,538,029
Fund balance, end of year	\$ -	\$ -	\$ 36,546,728	\$ 36,546,728

[1] Legal level of appropriation

**Lane Transit District
Point2point Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022**

	Budget		Actual	Variance with Final Budget
	Original	Final		
Revenues				
Federal assistance	\$ 495,385	\$ 495,385	\$ 359,908	\$ (135,477)
Other sources				
Transfer from General Fund	218,124	218,124	115,000	(103,124)
Total revenues	<u>713,509</u>	<u>713,509</u>	<u>474,908</u>	<u>(238,601)</u>
Expenditures				
Point2Point Administration	135,750	135,750	71,273	64,477
Emergency Home Ride	2,000	2,000	177	1,823
Safe Routes to School	264,000	264,000	65,673	198,327
Vanpool	130,000	130,000	30,037	99,963
Projects:				
Safe Routes to School Bike Ped Safety Program	40,334	40,334	-	40,334
ETC program	40,000	40,000	-	40,000
Driveless Connection/Get There	-	-	121	(121)
SmartTrips	70,000	70,000	91	69,909
Non-program	26,425	26,425	-	26,425
Transit Services [1]	<u>708,509</u>	<u>708,509</u>	<u>167,372</u>	<u>541,137</u>
Other sources (uses)				
Working capital contingency	5,000	5,000	-	5,000
Total other uses	<u>5,000</u>	<u>5,000</u>	<u>-</u>	<u>5,000</u>
Total expenditures and other uses	<u>713,509</u>	<u>713,509</u>	<u>167,372</u>	<u>546,137</u>
Excess of revenues over expenditures	-	-	307,536	307,536
Fund balance, beginning of year	-	-	(166,867)	(166,867)
Fund balance, end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 140,669</u>	<u>\$ 140,669</u>

[1] Legal level of appropriation

**Lane Transit District
Specialized Services Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022**

	Budget		Actual	Variance with Final Budget
	Original	Final		
Revenues				
Passenger fares	\$ 286,043	\$ 286,043	\$ 269,643	\$ (16,400)
Federal assistance	3,619,928	4,015,943	1,036,501	(2,979,442)
State assistance	3,775,973	3,514,630	1,287,089	(2,227,541)
Local assistance	296,057	161,384	147,996	(13,388)
Miscellaneous	-	-	50	50
Other sources				
Transfer from General Fund	3,736,631	5,236,631	2,100,000	(3,136,631)
Total revenues	<u>11,714,632</u>	<u>13,214,631</u>	<u>4,841,279</u>	<u>(8,373,352)</u>
Expenditures				
Eugene-Springfield services				
ADA RideSource	7,444,264	8,944,263	3,374,609	5,569,654
Transit training and hosts	154,038	154,038	13,780	140,258
Mental health transportation	231,064	231,064	103,186	127,878
LTD staff time	145,000	145,000	-	145,000
Total Eugene-Springfield services	<u>7,974,366</u>	<u>9,474,365</u>	<u>3,491,575</u>	<u>5,982,790</u>
Rural Lane County services				
South Lane	261,599	261,599	143,107	118,492
Oakridge	362,284	362,284	270,033	92,251
Florence	458,884	458,884	220,060	238,824
Volunteer coordination	-	-	74,089	(74,089)
Total rural Lane County services	<u>1,082,767</u>	<u>1,082,767</u>	<u>707,289</u>	<u>375,478</u>
Other services				
Mobility management	127,906	127,906	104,235	23,671
Crucial connections	7,500	7,500	4,019	3,481
Veterans transportation	12,500	12,500	1,328	11,172
Total other services	<u>147,906</u>	<u>147,906</u>	<u>109,582</u>	<u>38,324</u>
Statewide Transportation Improvement				
BikeShare enhancement	417,000	417,000	-	417,000
Cottage Grove MOD	260,000	260,000	-	260,000
Enhance Lane-Douglas connector	105,593	105,593	-	105,593
Fare collection integration	37,500	37,500	-	37,500
Florence/Eugene connector	60,000	60,000	-	60,000
Florence/Yachats	21,500	21,500	-	21,500
Lane County STIF program overview	55,000	55,000	-	55,000
Mobility management plan	275,000	275,000	-	275,000
Pilot MOD service	300,000	300,000	-	300,000
STIF transit demand plan	-	-	7,363	(7,363)
STIF grant administration	200,000	228,000	486,723	(258,723)
RideSource shopper expansion	300,000	300,000	-	300,000
Mobile wallet	450,000	450,000	-	450,000
STIF Reserve	28,000	-	-	-
Total Statewide Transportation Improvement	<u>2,509,593</u>	<u>2,509,593</u>	<u>494,086</u>	<u>2,015,507</u>
Transit Services [1]	<u>11,714,632</u>	<u>13,214,631</u>	<u>4,802,532</u>	<u>8,412,099</u>
Excess of revenues over expenditures	-	-	38,747	38,747
Fund balance, beginning of year	-	-	2,369,505	2,369,505
Fund balance, end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2,408,252</u>	<u>\$ 2,408,252</u>

[1] Legal level of appropriation

Lane Transit District
Medicaid Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022

	Budget		Actual	Variance with Final Budget
	Original	Final		
Revenues				
Medicaid medical services	\$ 13,267,295	\$ 13,517,295	\$ 10,876,880	\$ (2,640,415)
Medicaid waived transportation	1,249,725	1,249,725	-	(1,249,725)
Other sources				
Transfer from General Fund	400,200	400,200	400,200	-
Total revenues and other sources	<u>14,917,220</u>	<u>15,167,220</u>	<u>11,277,080</u>	<u>(3,890,140)</u>
Expenditures				
Medicaid nonemergency medical transportation (NEMT)				
Services	10,240,000	10,490,000	7,382,433	3,107,567
Mobility management	96,000	96,000	63,793	32,207
Program administration	2,931,495	2,931,495	2,936,423	(4,928)
Total Medicaid NEMT	<u>13,267,495</u>	<u>13,517,495</u>	<u>10,382,649</u>	<u>3,134,846</u>
Medicaid waived transportation				
Services	1,259,600	1,259,600	628,540	631,060
Mobility management	41,975	41,975	20,852	21,123
Program administration	20,400	20,400	6,765	13,635
Grant program match requirements	327,750	327,750	-	327,750
Total Medicaid waived transportation	<u>1,649,725</u>	<u>1,649,725</u>	<u>656,157</u>	<u>993,568</u>
Transit Services [1]	<u>14,917,220</u>	<u>15,167,220</u>	<u>11,038,806</u>	<u>4,128,414</u>
Excess of revenues over expenditures	<u>-</u>	<u>-</u>	<u>238,274</u>	<u>238,274</u>
Fund balance, beginning of year	<u>-</u>	<u>-</u>	<u>758,159</u>	<u>758,159</u>
Fund balance, end of year	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 996,433</u>	<u>\$ 996,433</u>

[1] Legal level of appropriation

**Lane Transit District
Capital Projects Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022**

	Budget		Actual	Variance with Final Budget
	Original	Final		
Revenues				
Federal assistance	\$ 22,099,496	\$ 22,099,496	\$ 4,245,993	\$ (17,853,503)
State assistance	2,545,806	2,545,806	3,805,978	1,260,172
Local assistance	180,000	180,000	64,000	(116,000)
CARES act	-	-	-	-
Other sources				
Transfer from General Fund	12,420,116	12,420,116	12,420,116	-
Total revenues and other sources	37,245,418	37,245,418	20,536,087	(16,709,331)
Expenditures				
Community Investments:				
Frequent transit network				
Franklin Blvd Transformation	5,000,000	5,000,000	-	5,000,000
MovingAhead	383,717	383,717	29,835	353,882
West Eugene EmX Extension	-	-	657	(657)
Main Street/McVay transit study	125,000	125,000	-	125,000
River Road Transit disposal	-	-	1,734	(1,734)
Planning studies	1,290,000	1,290,000	163,999	1,126,001
Total frequent transit network	6,798,717	6,798,717	196,225	6,602,492
Facilities				
SantaClara Community Transit Center	90,000	90,000	6,544	83,456
Eugene station modifications	-	-	61,151	(61,151)
Green Lane Corner improvements	10,000	10,000	-	10,000
Hunsaker Development Project	30,000	30,000	6,934	23,066
Passenger Boarding Improvements	200,000	200,000	152,989	47,011
Total facilities	330,000	330,000	227,618	102,382
Technology Infrastructure & Systems				
Fare management system	-	-	2,937	(2,937)
Novus modules	200,000	200,000	56,625	143,375
STIF Mobile Wallet/Trip Planner (MaaS)	450,000	450,000	-	450,000
EmX electronic sign management system	200,000	200,000	-	200,000
Website	450,000	450,000	-	450,000
Fare collection integration	75,000	75,000	-	75,000
Total technology infrastructure & systems	1,375,000	1,375,000	59,562	1,315,438
Safety & Security				
FTN safety and amenity improvements	500,000	500,000	1,886,643	(1,386,643)
System security improvements	1,200,000	1,200,000	-	1,200,000
Total safety and security	1,700,000	1,700,000	1,886,643	(186,643)
Total Community Investments	10,203,717	10,203,717	2,370,048	7,833,669
State of Good Repair				
Fleet				
Ten Yr.-Fixed Route fleet replacement	19,755,000	19,755,000	1,477,981	18,277,019
Ten-Year Non-revenue fleet	260,000	260,000	213,715	46,285
Ten Yr. Spec Srvc fleet replacement	1,500,000	1,500,000	-	1,500,000
Spare parts for vehicles	-	-	99,946	(99,946)
Fleet procurement plan	150,000	150,000	74,550	75,450
Total fleet	21,665,000	21,665,000	1,866,192	19,798,808

Continued on next page

**Lane Transit District
Capital Projects Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balance
Budget and Actual on a Non-GAAP Budget Basis
For the fiscal year ended June 30, 2022**

	Budget		Actual	Variance with Final Budget
	Original	Final		
Facilities				
Training facility	-	-	86,564	(86,564)
Bus wash replacement	750,000	750,000	81,481	668,519
Stations, shelters & facilities	450,000	450,000	362,627	87,373
Total facilities	<u>1,200,000</u>	<u>1,200,000</u>	<u>530,672</u>	<u>669,328</u>
Technology Infrastructure & Systems				
Computer hardware and software	2,788,400	2,788,400	240,580	2,547,820
NTD software	-	-	85,685	(85,685)
Scheduling software	-	-	51,984	(51,984)
Administrative software	-	-	10,872	(10,872)
CAD/AVL	-	-	538	(538)
Data warehouse	-	-	28,178	(28,178)
ERP	-	-	68,982	(68,982)
Microsoft 365	-	-	62,298	(62,298)
Mobile gateways	-	-	2,689	(2,689)
Operations software/Midas replacement	-	-	20,622	(20,622)
Disaster recovery preparedness	-	-	208,636	(208,636)
Total technology infrastructure & systems	<u>2,788,400</u>	<u>2,788,400</u>	<u>781,064</u>	<u>2,007,336</u>
Safety & Security				
System security improvements	-	-	982,799	(982,799)
Onboard security systems	298,301	298,301	-	298,301
Total safety and security	<u>298,301</u>	<u>298,301</u>	<u>982,799</u>	<u>(684,498)</u>
Total State of Good Repair	<u>25,951,701</u>	<u>25,951,701</u>	<u>4,160,727</u>	<u>21,209,019</u>
Grant Funded Non-Capitalized				
COVID-19	<u>360,000</u>	<u>360,000</u>	<u>95,686</u>	<u>264,314</u>
Transit Investments [1]	<u>36,515,418</u>	<u>36,515,418</u>	<u>6,626,461</u>	<u>29,307,002</u>
Total expenditures and other uses	<u>36,515,418</u>	<u>36,515,418</u>	<u>6,626,461</u>	<u>29,307,002</u>
Excess of revenues over expenditures	730,000	730,000	13,909,626	13,179,626
Fund balance, beginning of year	-	-	10,517,193	10,517,193
Fund balance, end of year	<u>\$ 730,000</u>	<u>\$ 730,000</u>	<u>\$ 24,426,819</u>	<u>\$ 23,696,819</u>

[1] Legal level of appropriation

Lane Transit District
Reconciliation of Excess (Deficiency) of Revenues
Over Expenditures on a Budgetary Basis to
Changes in Net Position on a GAAP Basis
For the fiscal year ended June 30, 2022

Excess of revenues over expenditures	
General Fund	\$ 10,008,699
Point2point Fund	307,536
Specialized Services Fund	38,747
Medicaid Fund	238,274
Capital Projects Fund	13,909,626
Total excess of revenues over expenditures	24,502,882
Reconciling items:	
Depreciation	(15,383,574)
Acquisition of capital assets	4,937,271
Sale of right-of-way	(170,600)
Loss on capital asset disposal	(313,277)
OPEB expense	(699,290)
Pension expense in excess of pension contribution	1,509,063
Accrued vacation and sick leave	2,563
Total reconciling items	(10,117,844)
Change in net position on a GAAP basis	\$ 14,385,038

Lane Transit District
Reconciliation of Budgetary Fund Balances to
Net Position on a GAAP Basis
June 30, 2022

Budgetary fund balances:	
General Fund	\$ 36,546,728
Point2point Fund	140,669
Specialized Services Fund	2,408,252
Medicaid Fund	996,433
Capital Projects Fund	24,426,819
Total budgetary fund balances	64,518,901
Reconciling items:	
Leases receivable	10,418
Capital assets	154,313,187
Deferred outflows of resources	7,550,226
Compensated absences	(2,769,809)
Total OPEB liability	(14,165,454)
Net pension liability	(17,458,507)
Deferred inflows of resources	(6,206,311)
Total reconciling items	121,273,750
Net position on a GAAP basis	\$ 185,792,651

**Lane Transit District
Combining Statements of Fiduciary Net Position**

	Amalgamated Transit Union, Local No. 757 Pension Trust Fund As of December 31, 2021	Lane Transit District Salaried Employee's Retirement Plan Trust Fund As of June 30, 2022	Total June 30, 2022
Assets			
Cash			
Cash and cash equivalents	\$ 898,654	\$ 623,054	\$ 1,521,708
Investments			
Shares of registered investment companies	41,296,314	21,330,111	62,626,425
Total Assets	42,194,968	21,953,165	64,148,133
Liabilities			
Accrued expenses	-	8,799	8,799
Fiduciary Net Position - Restricted for Pensions	\$ 42,194,968	\$ 21,944,366	\$ 64,139,334

	Amalgamated Transit Union, Local No. 757 Pension Trust Fund As of December 31, 2020	Lane Transit District Salaried Employee's Retirement Plan Trust Fund As of June 30, 2021	Total June 30, 2021
Assets			
Cash			
Cash and cash equivalents	\$ 691,403	\$ 467,393	\$ 1,158,796
Investments			
Shares of registered investment companies	36,854,486	25,153,366	62,007,852
Total Assets	37,545,889	25,620,759	63,166,648
Liabilities			
Accrued expenses	7,437	-	7,437
Fiduciary Net Position - Restricted for Pensions	\$ 37,538,452	\$ 25,620,759	\$ 63,159,211

Lane Transit District
Combining Statement of Changes in Fiduciary Net Position

	Amalgamated Transit Union, Local No. 757 Pension Trust Fund	Lane Transit District Salaried Employee's Retirement Plan Trust Fund	Total
	For the Year Ended December 31, 2021	For the Year Ended June 30, 2022	For the Year Ended June 30, 2021
Additions			
Employer contributions	\$ 3,632,718	\$ 1,576,101	\$ 5,208,819
Investment income			
Net change in fair value of investments	3,093,800	(4,018,087)	(924,287)
Interest, dividends and other income	1,067,276	706,770	1,774,046
Investment expenses	(53,001)	(58,757)	(111,758)
Net investment income	4,108,075	(3,370,074)	738,001
Total (Net) Additions	7,740,793	(1,793,973)	5,946,820
Deductions			
Benefits paid to participants	3,003,121	1,835,050	4,838,171
Administrative expenses	81,156	47,370	128,526
Total deductions	3,084,277	1,882,420	4,966,697
Net increase (decrease) in fiduciary net position	4,656,516	(3,676,393)	980,123
Fiduciary Net Position - Restricted for Pensions			
Beginning of the year	37,538,452	25,620,759	63,159,211
Fiduciary Net Position - Restricted for Pensions			
End of the year	\$ 42,194,968	\$ 21,944,366	\$ 64,139,334

	Amalgamated Transit Union, Local No. 757 Pension Trust Fund	Lane Transit District Salaried Employee's Retirement Plan Trust Fund	Total
	For the Year Ended December 31, 2020	For the Year Ended June 30, 2021	For the Year Ended June 30, 2019
Additions			
Employer contributions	\$ 2,671,189	\$ 1,470,780	\$ 4,141,969
Investment income			
Net change in fair value of investments	4,822,217	5,310,638	10,132,855
Interest, dividends and other income	494,663	411,027	905,690
Investment expenses	(40,274)	(56,617)	(96,891)
Net investment income	5,276,606	5,665,048	10,941,654
Total Additions	7,947,795	7,135,828	15,083,623
Deductions			
Benefits paid to participants	2,903,264	1,920,824	4,824,088
Administrative expenses	122,038	72,839	194,877
Total deductions	3,025,302	1,993,663	5,018,965
Net increase in fiduciary net position	4,922,493	5,142,165	10,064,658
Fiduciary Net Position - Restricted for Pensions			
Beginning of the year	32,615,959	20,478,594	53,094,553
Fiduciary Net Position - Restricted for Pensions			
End of the year	\$ 37,538,452	\$ 25,620,759	\$ 63,159,211

STATISTICAL SECTION

STATISTICAL SECTION

This part of the Lane Transit District's annual comprehensive financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the District's overall financial health.

Contents

Financial Trend Information

These schedules contain trend information to help the reader understand how the District's financial performance and well-being have changed over time.

Demographic and Economic Information

These schedules offer demographic and economic indicators to help the reader understand the environment within which the District's financial activities take place.

Operating Information

These schedules contain service and infrastructure data to help the reader understand how the information in the District's financial report relates to the services the District provides and the activities it performs.

Sources: Unless otherwise noted, the information in these schedules is derived from the annual financial reports for the relevant year.

Financial Trend Information

LANE TRANSIT DISTRICT
Comparative Statements of Net Position
Last Ten Years At June 30

	2022	2021	Restated 2020	2019	Restated 2018	2017	2016	2015	Restated 2014	2013
Assets										
Current assets	\$ 85,390,621	\$ 54,247,709	\$ 44,174,300	\$ 38,916,289	\$ 39,716,401	\$ 33,622,720	\$ 53,537,565	\$ 56,639,732	\$ 41,747,999	\$ 37,774,109
Capital assets, net of accumulated depreciation	154,313,187	165,243,367	158,549,761	162,507,251	176,573,417	182,179,014	160,464,158	125,447,247	113,337,904	114,242,299
Other assets	-	-	-	-	-	-	-	-	-	1,068,705
Total assets	239,703,808	219,491,076	202,724,061	201,423,540	216,289,818	215,801,734	214,001,723	182,086,979	155,085,903	153,085,113
Deferred outflows of resources	7,550,226	7,613,208	4,665,520	6,301,745	3,425,274	5,235,429	6,267,714	1,540,509	1,693,168	-
Total assets and deferred outflows of resources	\$ 247,254,034	\$ 227,104,284	\$ 207,389,581	\$ 207,725,285	\$ 219,715,092	\$ 221,037,163	\$ 220,269,437	\$ 183,627,488	\$ 156,779,071	\$ 153,085,113
Liabilities										
Current liabilities	\$ 21,619,434	\$14,996,365	\$11,741,277	\$ 5,932,870	\$ 8,635,621	\$ 9,017,767	\$17,233,164	\$ 22,159,541	\$ 10,036,528	\$ 9,926,804
Noncurrent liabilities	33,635,638	32,584,389	35,558,933	37,147,793	30,336,335	28,793,940	29,591,803	23,454,799	22,635,145	4,167,895
Total liabilities	55,255,072	47,580,754	47,300,210	43,080,663	38,971,956	37,811,707	46,824,967	45,614,340	32,671,673	14,094,699
Deferred outflows of resources	6,206,311	8,115,917	2,538,142	1,181,933	2,236,492	696,930	351,796	712,072	1,784,272	-
Net position										
Investment in capital assets	154,313,187	165,243,367	158,549,761	162,507,251	176,573,417	182,179,014	160,464,158	125,447,247	113,337,904	114,242,299
Restricted for Accessible Services, Point2point and Medicaid programs	9,710,147	11,552,594	5,946,354	579,853	1,792,304	38,863	2,775,776	440,273	398,255	436,632
Unrestricted	21,769,317	(5,388,348)	(6,944,886)	375,585	140,923	310,649	9,852,739	11,413,556	8,586,967	24,311,483
Total net position	185,792,651	171,407,613	157,551,229	163,462,689	178,506,644	182,528,526	173,092,673	137,301,076	122,323,126	138,990,414
Total liabilities, deferred inflows of resources and net position	\$ 247,254,034	\$ 227,104,284	\$ 207,389,581	\$ 207,725,285	\$ 219,715,092	\$ 221,037,163	\$ 220,269,437	\$ 183,627,488	\$ 156,779,071	\$ 153,085,113

Source: Lane Transit District Financial Statements

LANE TRANSIT DISTRICT

Changes in Net Position
Last Ten Years Ended June 30

	2022	2021	Restated 2020	2019	Restated 2018	2017	2016	2015	Restated 2014	2013
Operations										
Fixed route										
Revenue	\$ 3,830,049	\$ 1,051,890	\$ 5,097,392	\$ 7,344,209	\$ 7,338,415	\$ 7,921,433	\$ 7,807,665	\$ 7,893,869	\$ 7,733,140	\$ 7,640,918
Expense	(47,734,710)	(42,631,097)	(46,917,260)	(48,814,789)	(45,931,894)	(47,650,802)	(40,932,868)	(38,541,017)	(36,660,628)	(35,813,713)
Total fixed route	(43,904,661)	(41,579,207)	(41,819,868)	(41,470,580)	(38,593,479)	(39,729,369)	(33,125,203)	(30,647,148)	(28,927,488)	(28,172,795)
Accessible Services, Point2point and Medicaid										
Revenue	13,978,068	11,579,378	15,825,212	16,244,867	14,115,229	12,572,295	14,115,352	13,173,252	9,857,780	9,394,430
Expense	(16,008,711)	(12,843,940)	(16,922,825)	(18,697,692)	(17,118,488)	(15,482,280)	(16,768,307)	(14,617,685)	(12,314,118)	(10,841,746)
Total Accessible Services, Point2point and Medicaid	(2,030,643)	(1,264,562)	(1,097,613)	(2,452,825)	(3,003,259)	(2,909,985)	(2,652,955)	(1,444,433)	(2,456,338)	(1,447,316)
Loss from operations	(45,935,304)	(42,843,769)	(42,917,481)	(43,923,405)	(41,596,738)	(42,639,354)	(35,778,158)	(32,091,581)	(31,383,826)	(29,620,111)
Nonoperating revenues										
Employer payroll tax	47,048,331	42,081,318	39,842,212	37,749,489	35,797,722	32,827,455	34,394,558	30,981,560	25,374,737	24,891,777
Self-employment tax	2,323,671	2,203,730	2,017,855	1,932,829	2,072,662	1,983,365	1,902,866	1,683,987	1,647,329	1,576,826
State payroll assessment	646,016	589,303	555,192	439,545	439,600	411,860	400,795	609,978	1,914,665	1,941,063
Federal assistance	17,974,451	11,643,403	3,445,027	2,487,542	2,825,907	-	4,736,708	6,001,519	5,993,929	6,563,936
State assistance	-	-	-	-	-	115,475	154,426	29,688	723,888	-
Interest	181,836	154,305	310,904	338,244	167,305	201,295	99,207	52,359	85,619	77,171
Other revenues	426,206	228,207	401,279	639,391	166,934	349,986	400,494	433,787	366,327	325,339
Total nonoperating revenues	68,600,511	56,900,266	46,572,469	43,587,040	41,470,130	35,889,436	42,089,054	39,792,878	36,106,494	35,376,112
Income (loss) before capital contributions	22,665,207	14,056,497	3,654,988	(336,365)	(126,608)	(6,749,918)	6,310,896	7,701,297	4,722,668	5,756,001
Capital contributions										
Federal and state grants for capital acquisition	8,115,972	16,288,091	12,340,911	3,638,471	17,530,013	27,832,523	40,998,913	18,893,678	8,564,456	2,165,876
Changes in net position before depreciation, OPEB expense, and gain (loss) on sale of assets	30,781,179	30,344,588	15,995,899	3,302,106	17,403,405	21,082,606	47,309,808	26,594,975	13,287,124	7,921,877
Depreciation	(15,383,574)	(15,727,034)	(14,005,049)	(16,192,571)	(15,613,426)	(11,331,319)	(11,129,702)	(11,152,433)	(10,519,936)	(10,561,286)
OPEB expense	(699,290)	(746,187)	(479,250)	(2,159,635)	247,705	(353,155)	(395,154)	(461,715)	(555,778)	(614,905)
Gain (loss) on disposal of capital assets	(313,277)	(14,983)	-	6,145	(1,075,334)	37,721	6,644	(2,877)	13,052	7,635
Changes in net position	\$ 14,385,038	\$ 13,856,384	\$ 1,511,600	\$ (15,043,955)	\$ 962,350	\$ 9,435,853	\$ 35,791,596	\$ 14,977,950	\$ 2,224,462	\$ (3,246,679)

Source: Lane Transit District Financial Statements

Demographic and Economic Information

**LANE TRANSIT DISTRICT
Principal Employers of Lane County
Current Year and Nine Years Ago**

Employer	2022			2013		
	Employees ³	Rank	Percentage of Lane County Employment	Employees ³	Rank	Percentage of Lane County Employment
PeaceHealth Corp	5,347	1	3.54%	4,212	2	2.7%
University of Oregon	5,036	2	3.34%	4,847	1	3.1%
Eugene 4J School District	2,347	3	1.56%	1,900	4	1.2%
U.S. Government	1,813	4	1.20%	1,625	5	1.0%
Oregon State Government	1,805	5	1.20%	1,100	9	0.7%
City of Eugene	1,733	6	1.15%	1,427	7	0.9%
Lane Community College	1,721	7	1.14%	1,151	8	0.7%
Lane County Government	1,552	8	1.03%	2,000	3	1.3%
Springfield School District	1,130	9	0.75%	1,500	6	0.9%
Mckenzie-Willamette Med Ctr	1,060	10	0.70%	N/A	N/A	N/A
Wal-Mart	N/A	N/A	N/A	1,050	10	0.7%
	<u>23,546</u>		<u>15.61%</u>	<u>20,812</u>		<u>13.1%</u>
Total Employees	<u>153,276</u> ¹			<u>158,703</u> ²		

¹Per Bureau of Labor Statistics, total covered employment as of Dec 2021

²Per OLMIS Labor Force Data - Employed Level - Monthly Data (January)

³ Employee count and percent of county employment is as of January 1st of each year

Source: Eugene Chamber of Commerce, Oregon Employment Department

**Demographic and Economic Statistics
Last Ten Years**

Fiscal Year	Lane Transit District Population (a)	Lane County, Oregon			
		Population (b)	Personal Income (,000) (c)	Per Capita Income (c)	Unemployment Rate (d)
2012	297,500	354,506	12,784,129	36,062	8.8%
2013	298,300	356,212	13,047,961	36,630	8.1%
2014	300,000	358,805	13,575,594	37,867	7.0%
2015	302,200	362,600	14,597,955	40,259	6.1%
2016	305,350	369,519	15,160,278	41,027	5.5%
2017	311,395	374,748	16,275,162	43,430	4.0%
2018	314,500	379,611	17,431,415	45,919	4.3%
2019	316,600	382,067	18,087,217	47,340	4.2%
2020	317,600	382,986	18,989,468	49,583	10.7%
2021	318,700	383,189	21,131,525	55,146	5.5%

Notes

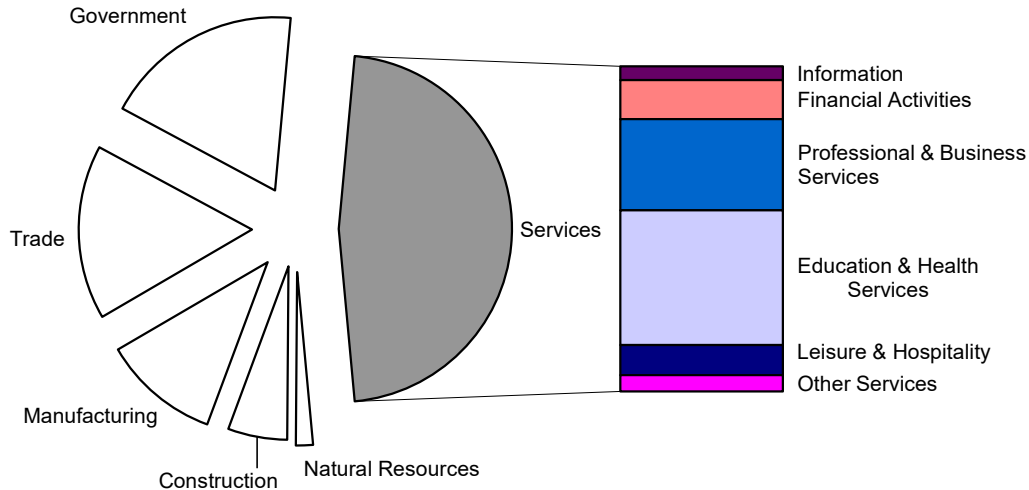
a. District population in census years determined by Lane Transit District planning staff from U.S. Census Bureau census tract information. Intervening years are an estimate using information from the Census and

Source

- b. Oregon Employment Department and the Population Research Center at Portland State University
- c. Bureau of Economic Analysis, U.S. Department of Commerce.
- d. Bureau of Labor Statistics, U.S. Department of Labor. Rates presented are annualized for the calendar year.

LANE TRANSIT DISTRICT

Lane County 2021 Covered Payroll



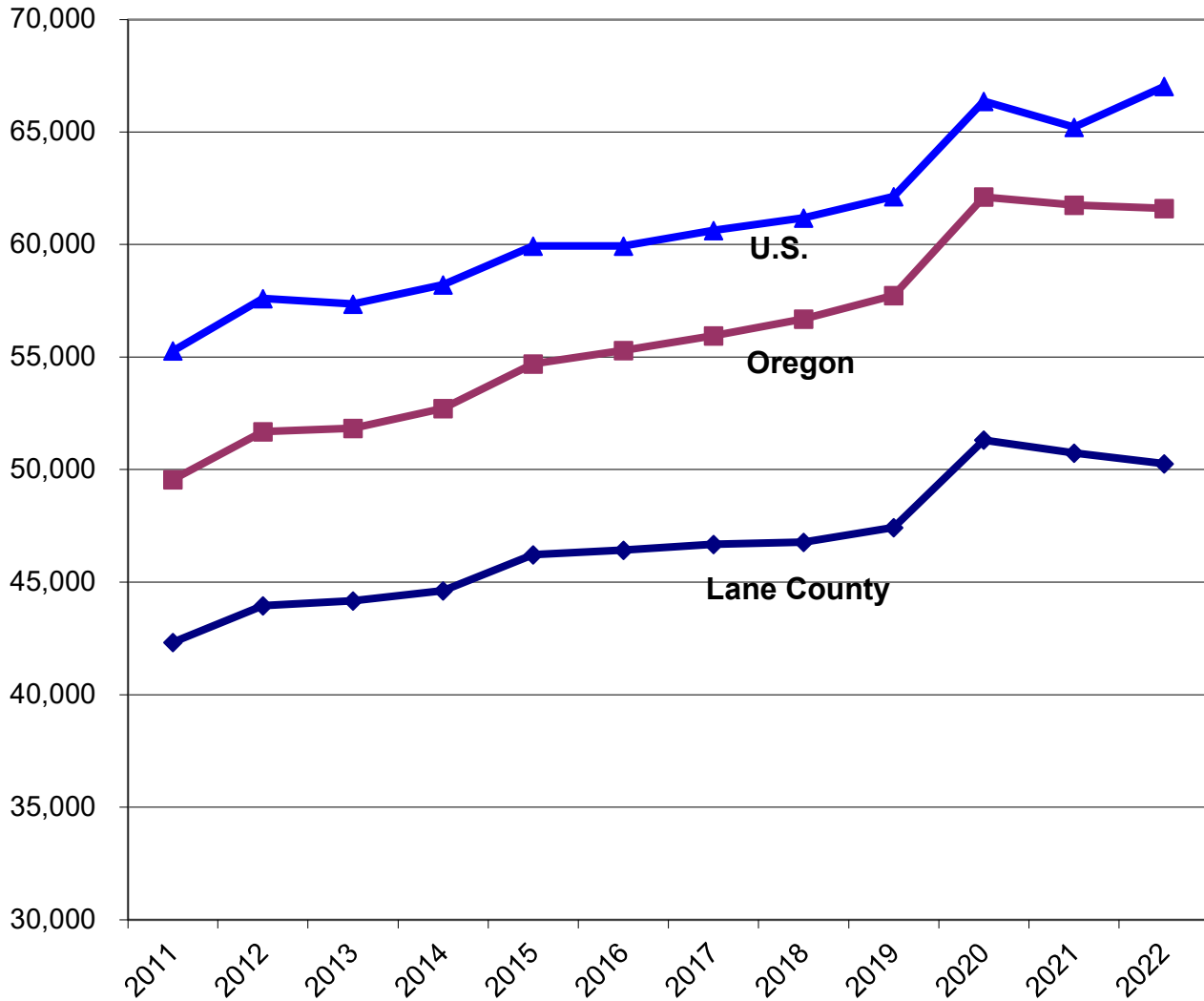
2021 Covered Employment and Wages Summary Report for Lane County

	Units	Covered Employment		Covered Payroll		Average Pay
		Count	Percent	Total in Millions	Percent	
Natural resources and mining	308	2,592	1.7%	\$ 126	1.6%	\$ 48,628
Construction	1,158	7,460	5.0%	\$ 438	5.5%	\$ 58,674
Manufacturing	561	14,367	9.5%	\$ 866	10.9%	\$ 60,295
Trade, transportation and utilities Service	2,005	29,300	19.5%	\$ 1,289	16.3%	\$ 43,996
Information	320	1,913	1.3%	\$ 158	2.0%	\$ 82,797
Financial activities	1,158	6,318	4.2%	\$ 447	5.6%	\$ 70,742
Professional and business services	1,912	17,827	11.8%	\$ 1,045	13.2%	\$ 58,603
Education and health services	2,824	27,921	18.5%	\$ 1,548	19.5%	\$ 55,427
Leisure and hospitality	1,183	14,843	9.9%	\$ 342	4.3%	\$ 23,069
Other services	1,187	4,813	3.2%	\$ 175	2.2%	\$ 36,415
Total Service	8,584	73,635	48.9%	\$ 3,715	46.9%	\$ 50,456
Unclassified	465	244		\$ 12	0.2%	\$ 23,069
Total all government	435	23,001	15.3%	\$ 1,474	18.6%	\$ 64,083
Total 2021 Covered Employment	13,516	150,599	100%	\$ 7,921	99.8%	\$ 52,596

Source: Oregon Employment Department

LANE TRANSIT DISTRICT

Inflation Adjusted Annual Average Wages



Source: Oregon Employment Department

LANE TRANSIT DISTRICT
Eugene-Springfield Metropolitan Statistical Area (Lane County) Economic Data Sheet

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2011-2021	
												Change:	% Change
Total population	353,155	354,200	356,125	358,805	362,150	365,940	370,600	375,120	378,880	381,365	383,677	30,522	8.6%
Births minus Deaths												n/av	n/av
Net Migration												n/av	n/av
Civilian labor force	177,663	173,244	168,771	170,318	172,635	178,047	180,766	180,495	181,067	178,467	180,126	2,463	1.4%
Unemployment	17,353	15,416	13,346	11,546	9,790	8,902	7,911	7,840	7,227	14,103	11,096	(6,257)	-40.6%
Unemployment rate	9.8%	8.9%	7.9%	6.8%	5.7%	5.0%	4.4%	4.3%	4.0%	7.9%	6.1%	(0)	
Total employment	160,310	157,828	155,425	158,772	162,845	169,145	172,855	172,655	173,840	164,364	169,539	9,229	5.8%
Total nonfarm employment	142,100	142,900	144,800	148,400	153,100	157,600	160,600	163,100	164,400	152,100	155,900	13,800	9.7%
Labor-management disputants	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent annual change	0.2%	0.6%	1.3%	2.5%	3.2%	2.9%	1.9%	1.6%	0.8%	-7.5%	2.5%	2.3%	
Total personal income (millions)	\$12,225.2	\$12,795.6	\$12,849.4	\$13,695.2	\$14,666.8	\$15,343.1	\$16,273.8	\$17,030.1	\$17,559.5	\$18,989	\$21,131	\$8,906	69.6%
Percent annual change	3.1%	4.7%	0.4%	6.6%	7.1%	4.6%	6.1%	4.6%	3.1%	8.1%	11%	\$0	248.5%
Per capita personal income - Lane County	\$34,523	\$36,022	\$36,129	\$38,226	\$40,487	\$41,557	\$43,317	\$44,957	\$45,960	\$49,583	\$55,146	\$20,623	61.2%
Per capita personal income - Oregon	\$37,596	\$39,370	\$39,787	\$42,133	\$44,693	\$45,998	\$47,982	\$50,535	\$52,462	\$56,312	\$61,596	\$24,000	66.6%
Per capita personal income - U.S.	\$42,783	\$44,614	\$44,894	\$47,017	\$48,891	\$49,812	\$51,811	\$54,098	\$56,047	\$59,510	\$64,143	\$21,360	52.5%
As percent of Oregon	92%	91%	91%	91%	91%	90%	90%	89%	88%	88%	90%	-2%	
As percent of U.S.	81%	81%	80%	81%	83%	83%	84%	83%	82%	83%	86%	5%	
Total covered payroll (millions)	\$4,987.0	\$5,148.4	\$5,319.4	\$5,583.4	\$5,991.4	\$6,288.5	\$6,593.7	\$6,863.3	\$7,144.9	\$7,299.8	\$7,920.9	2,934	60.7%
Percent annual change	3.2%	3.2%	3.3%	5.0%	7.3%	5.0%	4.9%	4.1%	4.1%	2.2%	8.5%	5%	
Average annual wage - Lane County	\$36,789	\$37,616	\$38,351	\$39,371	\$40,829	\$41,534	\$42,644	\$43,783	\$45,199	\$49,503	\$52,596	15,807	44.0%
Average annual wage - Oregon	\$43,077	\$44,229	\$45,008	\$46,516	\$48,322	\$49,467	\$51,117	\$53,053	\$55,019	\$59,927	\$64,018	20,941	50.3%
Average annual wage - U.S.	\$48,043	\$49,289	\$49,808	\$51,364	\$52,942	\$53,621	\$55,390	\$57,266	\$59,209	\$64,021	\$67,610	19,567	41.9%
As percent of Oregon	85%	85%	85%	85%	84%	84%	83%	83%	82%	83%	82%	-3%	
As percent of U.S.	77%	76%	77%	77%	77%	77%	77%	76%	76%	77%	78%	1%	
Inflation adjusted wages and income (2020 Dollars)													
CPI-U; U.S. city average	224.939	229.594	232.957	236.736	237.017	240.007	245.12	251.107	255.657	258.811	268.3	43	19.9%
Blow-up factor; 2019 = 100	1.1506	1.1686	1.1517	1.1333	1.1320	1.1179	1.0946	1.0685	1.0495	1.0367	1.0000	(0)	
Inflation adjusted total covered payroll (millions)	\$5,740.0	\$6,020.0	\$6,130.0	\$6,330.0	\$6,780.0	\$7,030.0	\$7,220.0	\$7,330.0	\$7,500.0	\$7,570.0	\$9,380.0	3,640	63.5%
Percent annual change	3.1%	4.9%	1.8%	3.3%	7.1%	3.7%	2.7%	1.5%	2.3%	0.9%	7.0%	4%	
Inflation adjusted average annual wage - Lane County	\$42,330	\$43,960	\$44,170	\$44,620	\$46,220	\$46,430	\$46,680	\$46,780	\$47,430	\$51,320	\$50,740	8,410	19.7%
Inflation adjusted average annual wage - Oregon	\$49,560	\$51,690	\$51,840	\$52,720	\$54,700	\$55,300	\$55,950	\$56,690	\$57,740	\$62,120	\$61,750	12,190	24.6%
Inflation adjusted average annual wage - U.S.	\$55,280	\$57,600	\$57,360	\$58,210	\$59,930	\$59,940	\$60,630	\$61,190	\$62,140	\$66,370	\$65,220	9,940	17.9%
Inflation adjusted total personal income (millions)	14066.10326	14952.77897	14798.8808	15521.16112	16602.61573	17151.7667	17812.71633	18196.10628	18427.9021	19685.69444	20383.6573	6,318	44.9%
Inflation adjusted per capita personal income - Lane County	\$39,720	\$42,090	\$41,610	\$43,320	\$45,830	\$46,460	\$47,410	\$48,040	\$48,230	\$51,400	\$53,200	13,480	33.7%
Inflation adjusted per capita personal income - Oregon	\$43,260	\$46,010	\$45,820	\$47,750	\$50,590	\$51,420	\$52,520	\$54,000	\$55,060	\$58,380	\$59,420	16,160	37.8%
Inflation adjusted per capita personal income - U.S.	\$49,230	\$52,140	\$51,710	\$53,290	\$55,340	\$55,680	\$56,710	\$57,800	\$58,820	\$61,690	\$61,870	12,640	26.2%
U.S.personal income vs Lane County	9510	10050	10100	9970	9510	9220	9300	9760	10590	10290	8670	(840)	-10.1%

Source: Oregon Employment Department

Operating Information

LANE TRANSIT DISTRICT
Expenditures and Full-Time Equivalent Employees (FTEs) by Organizational Units
Budgetary Basis
Last Ten Fiscal Years Ended June 30

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Operations										
Transportation	\$23,362,870	\$20,849,603	\$23,496,971	\$23,817,103	\$24,126,915	\$23,803,818	\$ 21,227,434	\$ 19,006,723	\$ 17,775,567	\$ 17,278,362
FTEs at end of period	192.0	192.0	169.0	232.0	222.0	245.5	203.6	203.6	202.0	202.0
Maintenance	\$12,107,492	\$10,489,274	\$11,501,372	\$12,276,394	\$11,966,793	\$11,540,571	\$9,976,217	\$9,893,756	\$9,712,732	\$9,472,080
FTEs at end of period	50.0	47.0	46.0	56.0	50.0	54.0	52.5	52.5	51.1	51.3
Customer Service, Marketing, and Planning	\$2,731,040	\$2,286,134	\$2,749,516	\$2,854,091	\$3,264,027	\$4,325,815	\$3,645,111	\$3,284,172	\$3,733,361	\$3,150,530
FTEs at end of period	20.0	18.0	19.0	21.0	32.9	33.2	27.9	27.9	22.2	22.3
Administration	\$8,085,155	\$6,919,019	\$5,929,333	\$6,347,874	\$7,179,980	\$7,154,290	\$4,146,877	\$3,835,509	\$4,406,890	\$4,002,512
FTEs at end of period	47.5	33.0	27.0	31.0	35.7	30.7	25.8	25.8	35.0	31.0
Insurance and Risk	\$1,270,429	\$1,788,727	\$1,091,939	\$974,086	\$1,200,016	\$1,058,700	\$941,876	\$1,092,057	\$1,084,682	\$1,224,832
FTEs at end of period	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Accessible Services, Medicaid and P2p	\$16,008,711	\$12,984,024	\$17,067,824	\$18,697,683	\$16,213,315	\$15,482,279	\$16,768,307	\$14,617,685	\$12,314,118	\$10,841,746
FTEs at end of period	3.0	3.0	2.0	8.0	2.6	2.6	2.6	2.6	3.0	3.0
Total operations	\$63,565,697	\$55,316,781	\$61,836,955	\$64,967,231	\$63,951,046	\$63,365,473	\$56,705,822	\$51,729,902	\$49,027,350	\$45,970,062
Total FTEs at end of period	312.5	293.0	263.0	348.0	343.2	366.0	312.4	312.4	313.3	309.5
Capital Transfers from General Fund	\$12,420,116	\$5,454,930	\$0	\$0	\$5,273,562	\$18,487,923	\$1,667,600	\$3,351,100	\$1,792,700	\$1,600,000
Capital Transfers from Specialized Services Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,236
Total operations and capital transfers	\$ 75,985,813	\$ 64,170,924	\$ 61,836,955	\$ 64,967,231	\$ 69,224,608	\$ 81,853,396	\$ 58,373,422	\$ 55,081,002	\$ 50,820,050	\$ 47,577,298

LANE TRANSIT DISTRICT
Capital Asset Statistics
Last Ten Years Ended June 30

	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
Miles of busway	15.4	15.4	15.4	15.4	15.4	15.4	8.45	8.45	8.45	8.45
Rolling stock										
40-foot buses	52	57	69	78	77	78	73	75	79	79
40-foot buses (electric)	11	11	0	0	0	0	0	0	0	0
60-foot buses	14	19	19	18	18	18	18	24	15	15
< 40-foot buses	0	0	0	0	0	0	0	3	6	6
EmX vehicles	21	21	18	18	18	18	18	11	11	11
Total rolling stock	98	108	106	114	113	114	109	113	111	111
Accessible Services vehicles	66	65	73	77	71	73	88	79	82	82
Primary stations	2	2	2	2	2	2	2	2	2	2
EmX station platforms	60	60	59	59	59	59	31	31	31	31
Other stations	9	9	9	9	9	9	6	9	9	9
Shelters	186	186	186	184	184	183	181	183	193	193
Signed stops	1137	1137	1137	1137	1137	1,147	1,250	1,233	1,218	1,217
Maintenance facility	1	1	1	1	1	1	1	1	1	1
Administration facility	1	1	1	1	1	1	1	1	1	1
Brokerage/paratransit facility	1	1	1	1	1	1	1	1	1	1

LANE TRANSIT DISTRICT
Operating Revenue & Cost Measurements - Fixed-Route System
Last Ten Fiscal Years

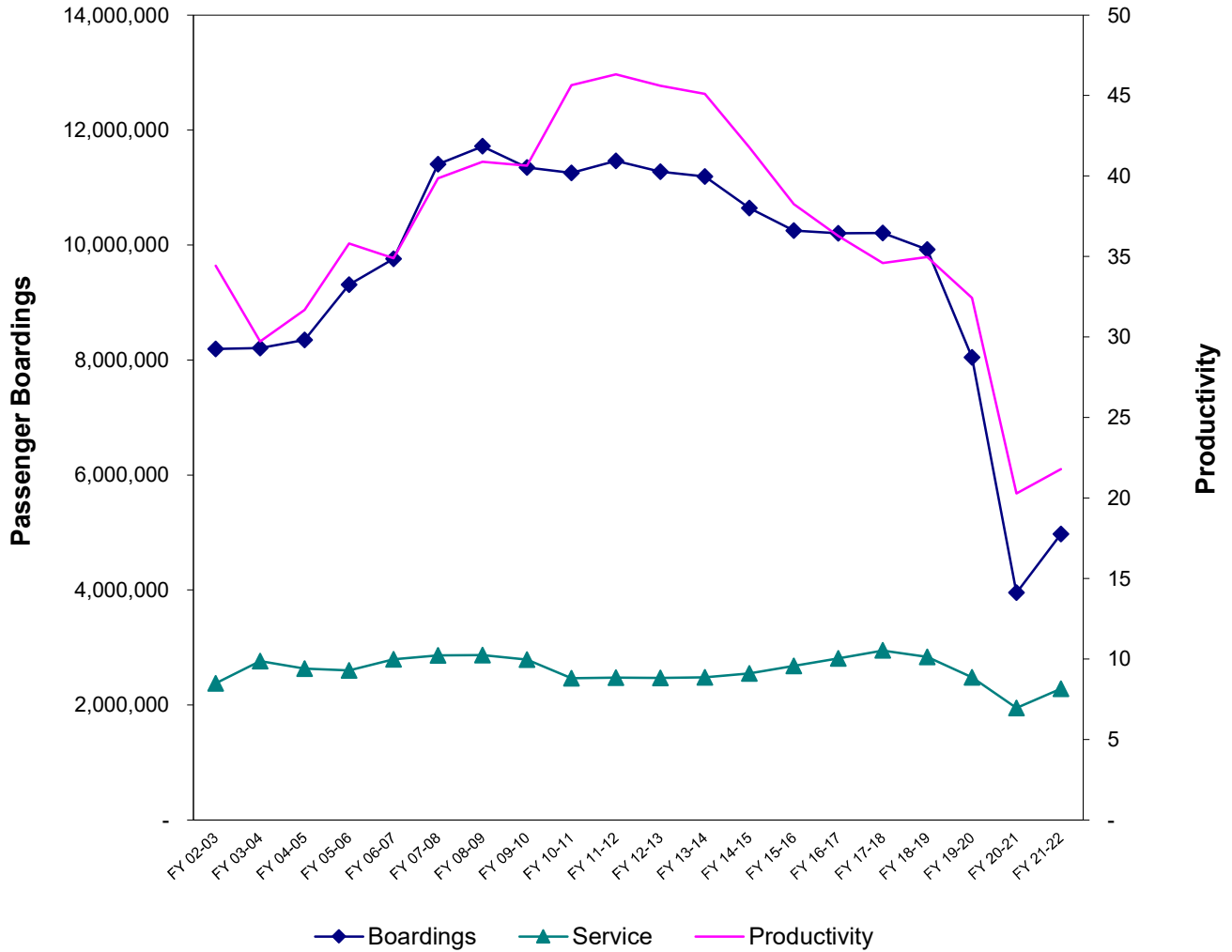
Fiscal Year	Operating* Revenues	Operating* Expenses	Revenue Margin	Revenue Hours	Percent Change	Operating Revenue / Service Hour	Percent Change	Operating Expenses / Revenue Hour	Percent Change
2021-22	3,830,049	47,734,710	8.0%	228,285	17.1%	16.78	210.9%	209.10	-3.7%
2020-21	1,051,890	42,332,758	2.5%	194,899	-21.5%	5.40	-73.7%	217.20	20.4%
2019-20	5,097,392	44,769,129	11.4%	248,190	-12.6%	20.54	-20.6%	180.38	10.7%
2018-19	7,344,209	46,268,303	15.9%	283,835	-3.8%	25.87	4.1%	163.01	5.2%
2017-18	7,338,415	45,714,796	16.1%	295,103	4.9%	24.87	-11.7%	154.91	-0.7%
2016-17	7,921,433	43,893,522	18.0%	281,280	5.0%	28.16	-3.3%	156.05	6.4%
2015-16	7,807,665	39,310,213	19.9%	268,010	5.2%	29.13	-6.0%	146.67	0.7%
2014-15	7,893,869	37,112,217	21.3%	254,779	3.0%	30.98	-0.9%	145.66	-1.9%
2013-14	7,733,140	36,713,232	21.1%	247,286	0.0%	31.27	1.2%	148.46	4.5%
2012-13	7,640,918	35,128,316	21.8%	247,303	-0.1%	30.90	0.5%	142.05	2.6%

Fiscal Year	Employees	Revenue Hours / Employees	Percent Change	Passenger Fares	Passenger Boardings	Passenger Fares / Boarding	Operating Expenses / Boarding	Percent Change	Revenue Hours / Trip
2021-22	313	730.51	18.1%	3,798,924	4,975,763	0.76	9.59	-9.5%	0.046
2020-21	315	618.73	-8.8%	775,378	3,991,821	0.19	10.60	90.6%	0.049
2019-20	366	678.11	-16.9%	4,533,611	8,047,918	0.56	5.56	19.3%	0.031
2018-19	348	815.62	-1.9%	6,755,899	9,923,771	0.68	4.66	3.5%	0.029
2017-18	355	831.28	1.1%	6,740,382	10,146,391	0.66	4.51	4.7%	0.029
2016-17	342	822.46	-3.0%	7,242,637	10,203,700	0.71	4.30	12.2%	0.028
2015-16	316	848.13	3.9%	7,141,779	10,250,227	0.70	3.84	10.0%	0.026
2014-15	312	816.60	3.4%	7,200,332	10,644,718	0.68	3.49	6.3%	0.024
2013-14	313	790.05	-1.0%	6,948,609	11,192,854	0.62	3.28	5.3%	0.022
2012-13	310	797.75	-2.3%	6,914,308	11,276,282	0.61	3.12	4.2%	0.022

Fiscal Year	Miles	Operating Expenses / Mile	Percent Change	Fleet Maintenance Costs	Fleet Maintenance Cost / Mile	Percent Change	Fuel Cost	Fuel Cost / Mile	Percent Change
2021-22	3,144,375	15.181	-19.5%	8,717,839	2.773	-12.9%	2,150,895	0.684	99.3%
2020-21	2,245,947	18.849	44.0%	7,152,595	3.185	28.7%	770,973	0.343	-30.1%
2019-20	3,420,369	13.089	10.2%	8,461,989	2.474	36.2%	1,680,022	0.491	-15.2%
2018-19	3,896,512	11.874	-4.2%	7,078,508	1.817	6.4%	2,256,354	0.579	-5.4%
2017-18	3,688,939	12.392	11.0%	6,298,321	1.707	8.7%	2,258,902	0.612	-1.4%
2016-17	3,930,595	11.167	6.5%	6,175,683	1.571	3.7%	2,441,661	0.621	11.6%
2015-16	3,750,517	10.481	0.4%	5,683,792	1.515	-6.2%	2,086,824	0.556	-2.6%
2014-15	3,554,759	10.440	0.5%	5,740,550	1.615	10.1%	2,030,066	0.571	-21.8%
2013-14	3,534,864	10.386	3.8%	5,186,756	1.467	3.0%	2,580,822	0.730	-1.4%
2012-13	3,512,473	10.001	3.6%	5,002,973	1.424	-1.5%	2,601,015	0.741	-7.8%

*Excludes Specialized Services, depreciation, and OPEB expense

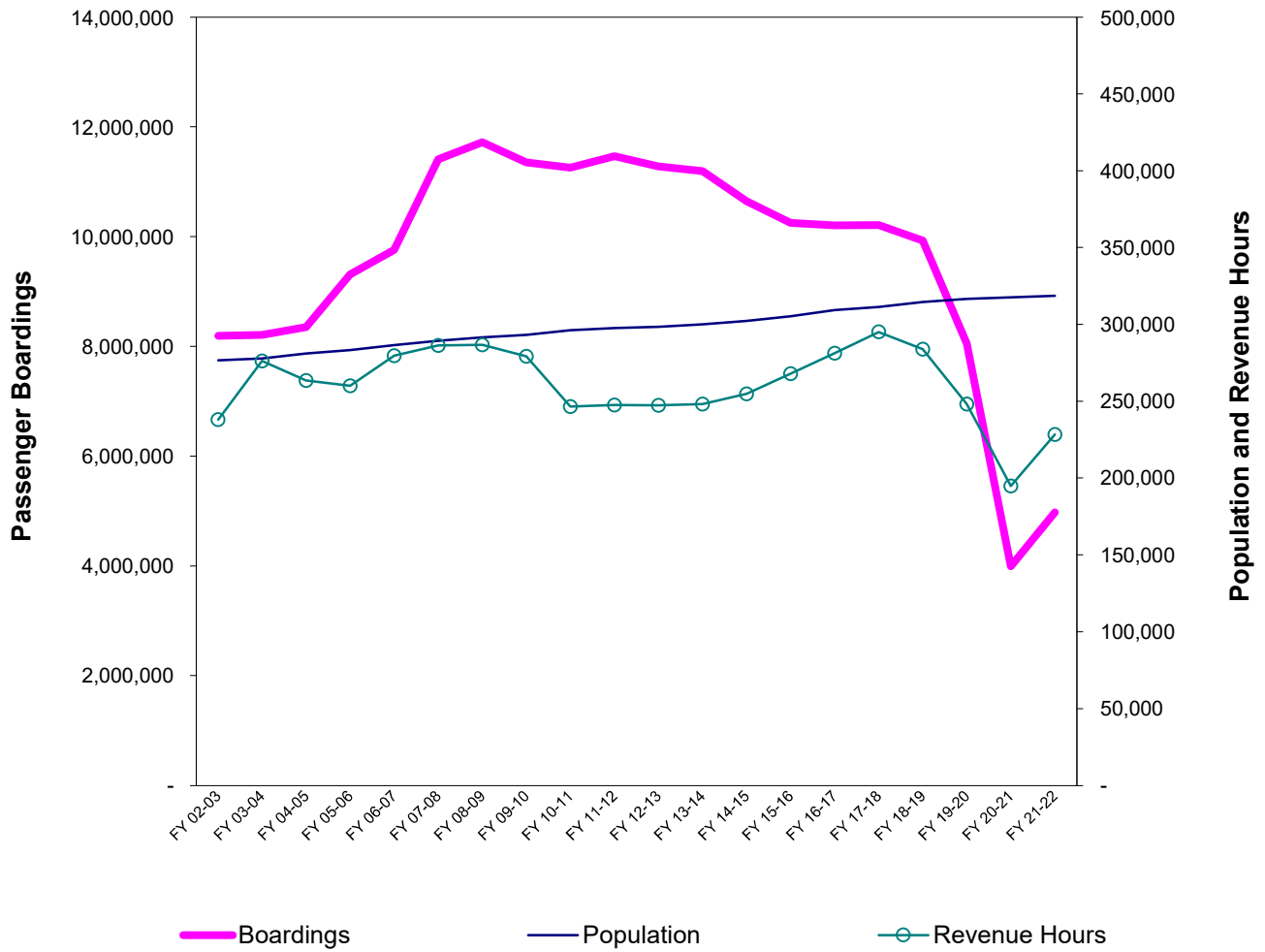
LANE TRANSIT DISTRICT Ridership, Service, and Productivity Last Twenty Years



LANE TRANSIT DISTRICT
Ridership, Fare, Service, and Productivity
Last Twenty Years

Fiscal Year	Revenue Hours	Percent Change	Passenger Boardings	Percent Change	System Productivity	Percent Change	Base Cash Fare
2021-22	228,285	17.1%	4,975,763	24.6%	21.796	6.42%	1.75
2020-21	194,899	-21.5%	3,991,821	-50.4%	20.481	-36.84%	1.75
2019-20	248,190	-12.6%	8,047,918	-18.9%	32.426	-7.26%	1.75
2018-19	283,835	-3.8%	9,923,771	-2.8%	34.963	1.04%	1.75
2017-18	295,103	4.9%	10,211,323	0.1%	34.603	-4.61%	1.75
2016-17	281,280	5.0%	10,203,700	-0.5%	36.276	-5.15%	1.75
2015-16	268,010	5.2%	10,250,227	-3.7%	38.246	-8.46%	1.75
2014-15	254,779	2.7%	10,644,718	-4.9%	41.780	-7.36%	1.75
2013-14	248,172	0.4%	11,192,854	-0.7%	45.101	-1.09%	1.75
2012-13	247,303	-0.1%	11,276,282	-1.6%	45.597	-1.56%	1.50
2011-12	247,480	0.4%	11,463,124	1.9%	46.319	1.48%	1.50
2010-11	246,556	-11.7%	11,253,628	-0.8%	45.643	12.30%	1.50
2009-10	279,241	-2.6%	11,349,579	-3.1%	40.644	-0.57%	1.50
2008-09	286,654	0.1%	11,718,189	2.7%	40.879	2.58%	1.25
2007-08	286,226	2.3%	11,406,316	16.9%	39.851	14.22%	1.25
2006-07	279,688	7.6%	9,757,984	4.8%	34.889	-2.57%	1.25
2005-06	259,985	-1.3%	9,309,528	11.5%	35.808	13.04%	1.25
2004-05	263,537	-4.6%	8,348,313	1.7%	31.678	6.60%	1.25
2003-04	276,207	16.1%	8,207,818	0.2%	29.716	-13.67%	1.25
2002-03	237,949	-9.3%	8,190,436	-4.6%	34.421	5.18%	1.25
2001-02	262,242	-4.0%	8,582,138	-0.5%	32.726	3.64%	1.00

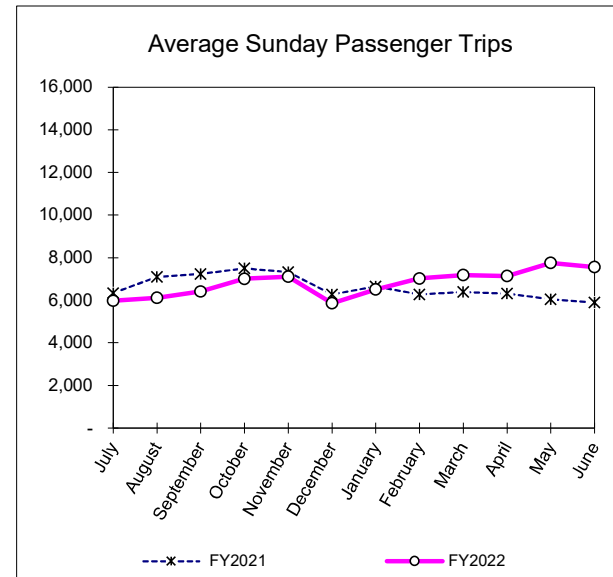
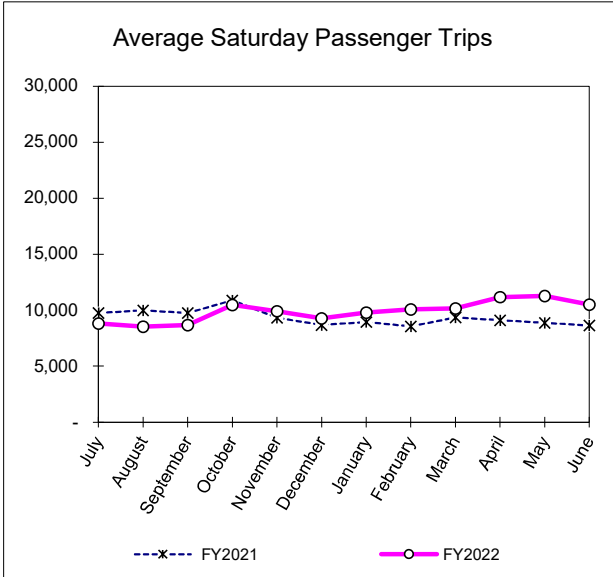
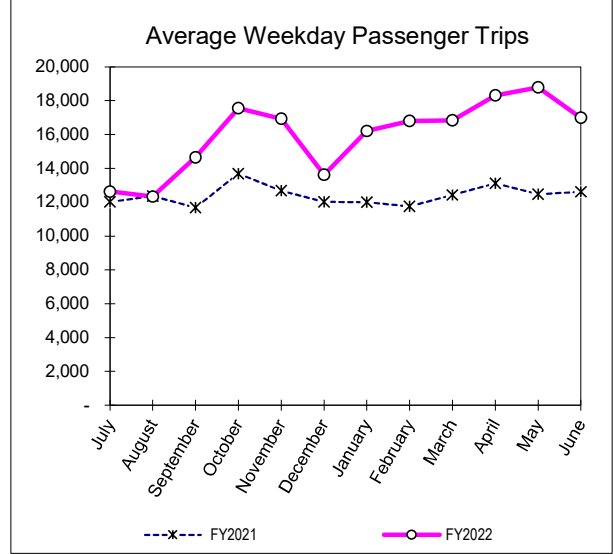
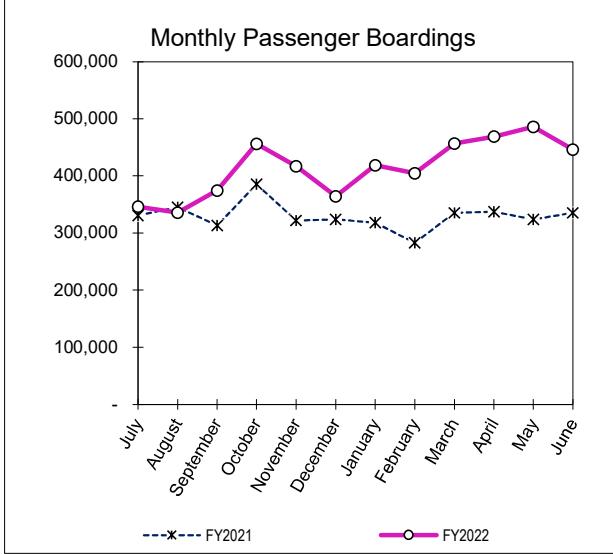
LANE TRANSIT DISTRICT Ridership, Service, and Service Area Population Last Twenty Years



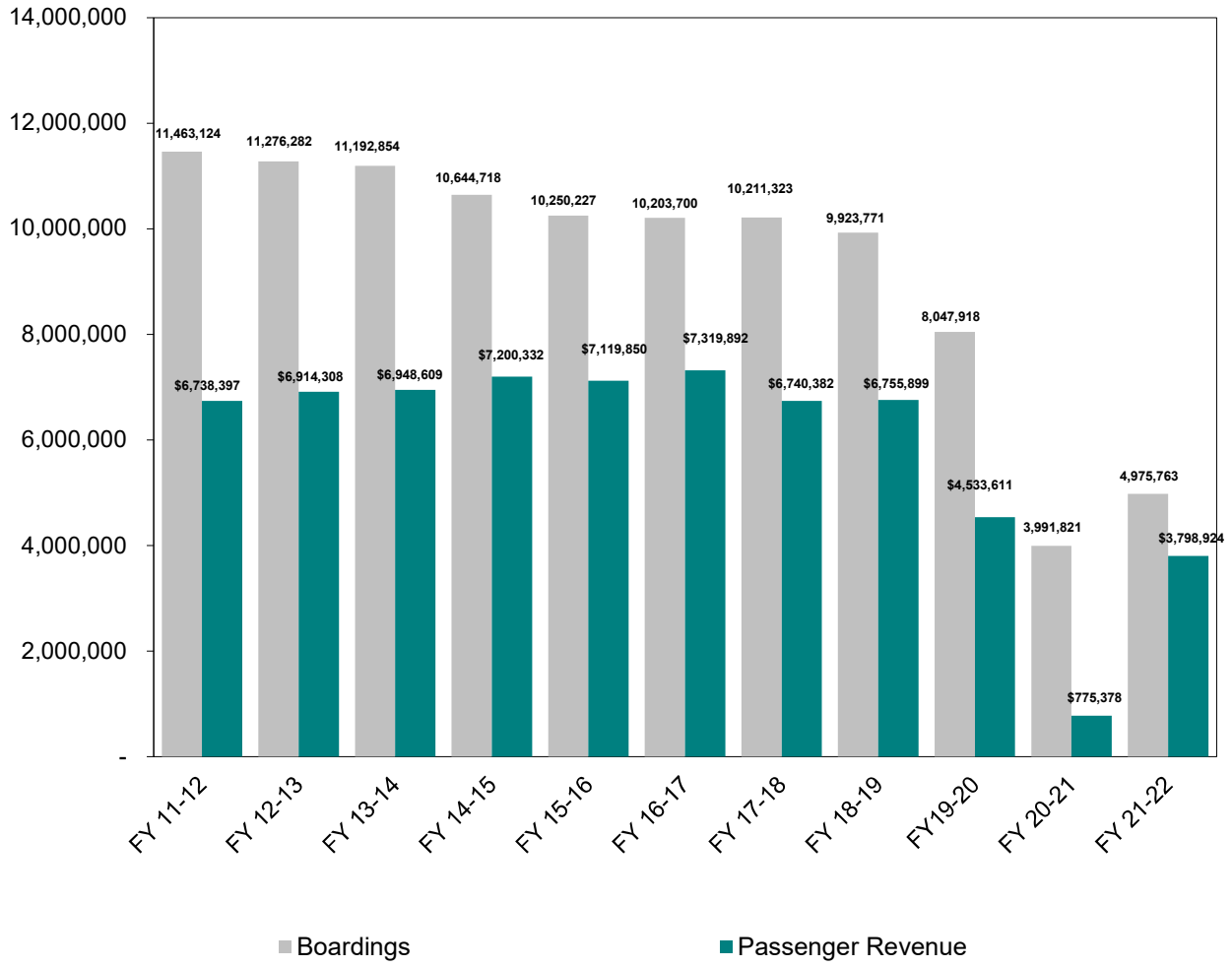
LANE TRANSIT DISTRICT

Ridership Trends by Month

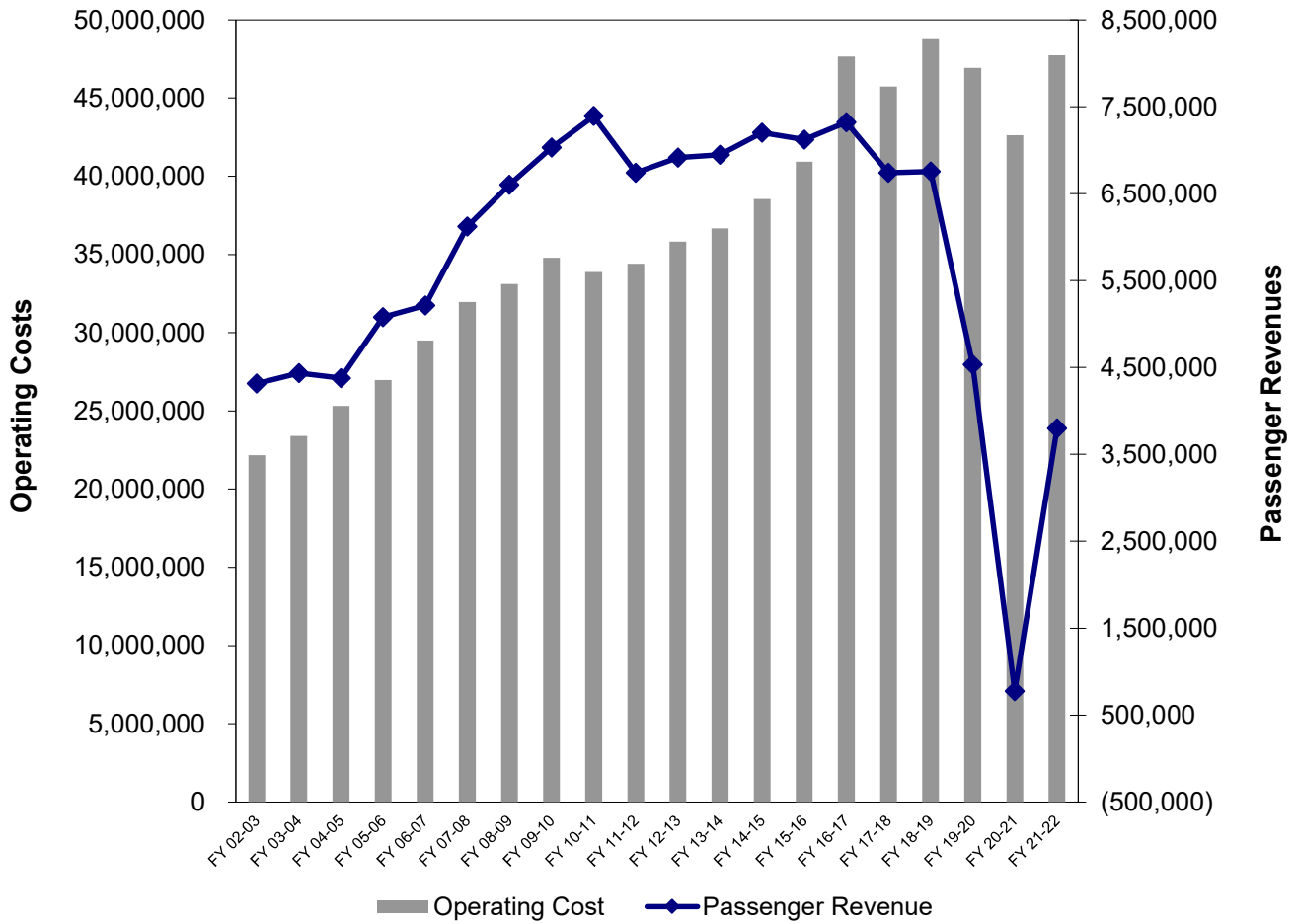
For the fiscal years ended June 30, 2022 and 2021



LANE TRANSIT DISTRICT Passenger Boardings and Passenger Revenues Last Ten Years



LANE TRANSIT DISTRICT
Passenger Revenues and Operating Costs
Last Twenty Years

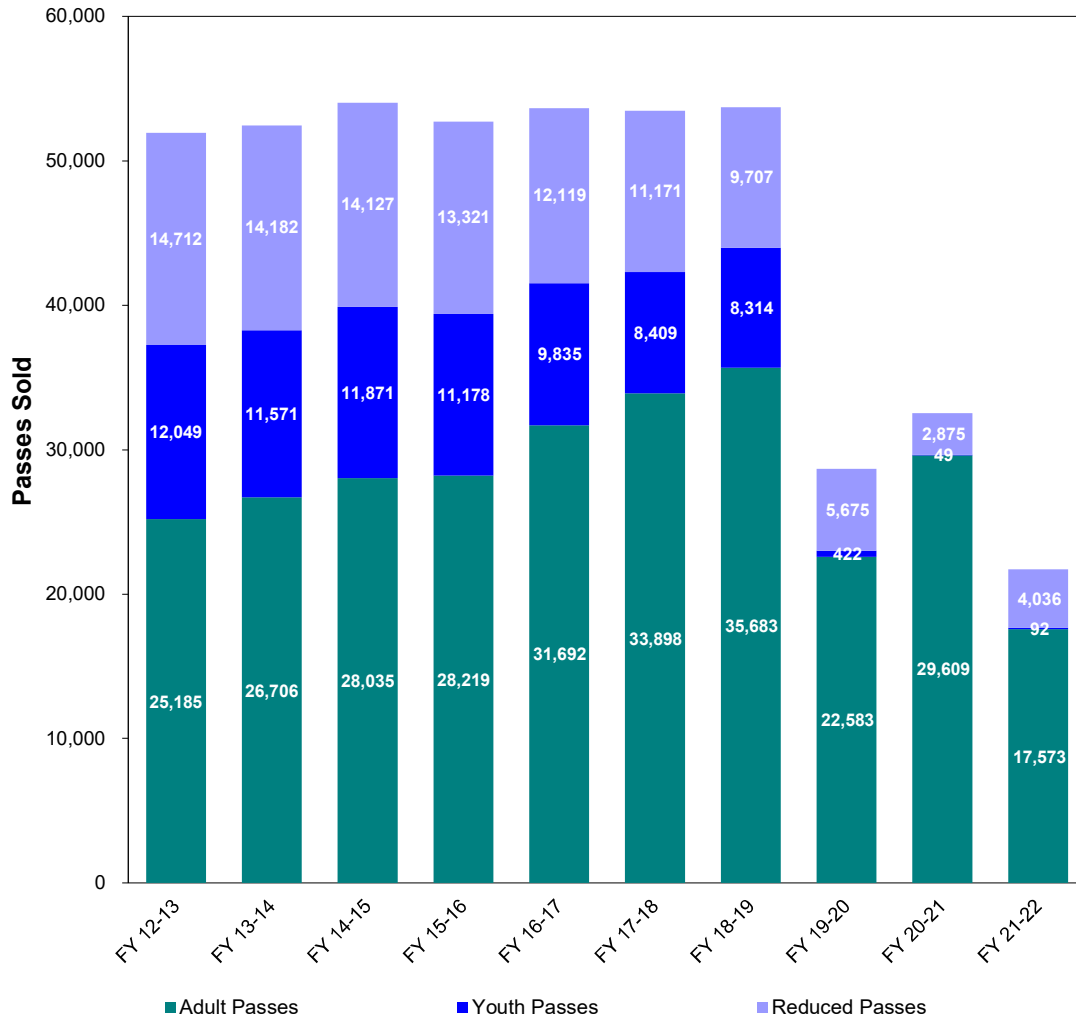


LANE TRANSIT DISTRICT
Transportation Revenues by Category
Last Ten Years

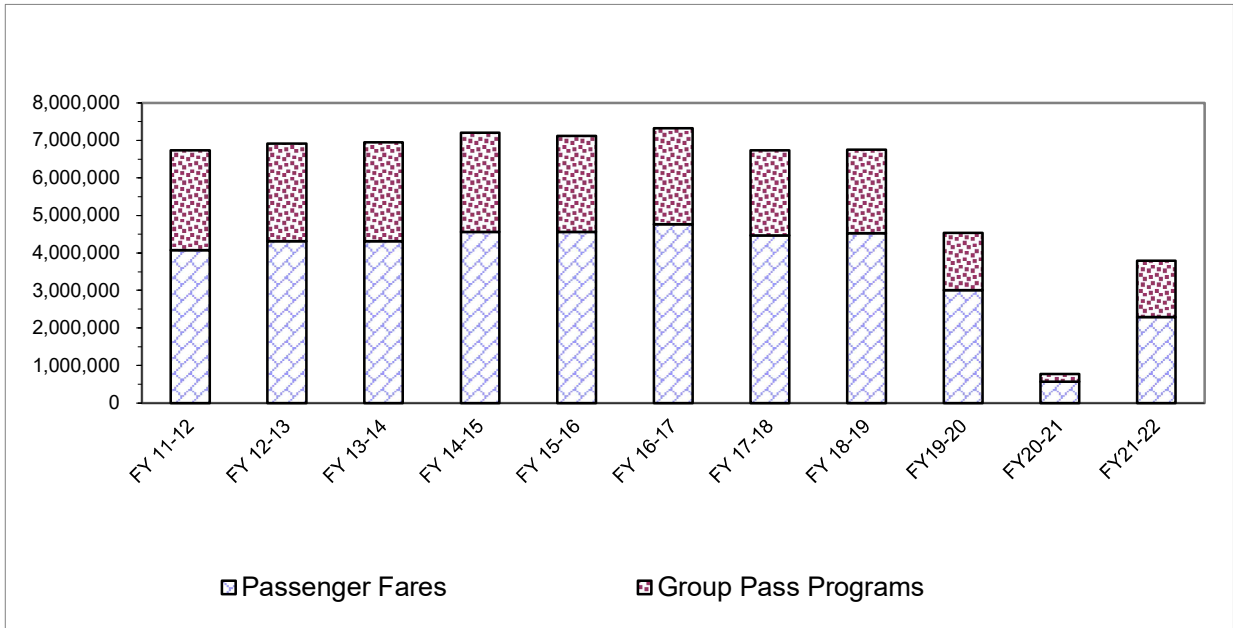
Fiscal Year	Fare Box/ Cash	Percentage Change	Ten-Ride Ticket Books	Percentage Change	Touchpass	Percentage Change	Annual & Monthly Passes	Percentage Change
2021-22	\$ 669,368	193.1%	\$ -	-100.0%	\$ 1,249,503	225.5%	\$ 372,468	844.8%
2020-21	228,388	-81.5%	(510)	-100.3%	383,875	-14.5%	39,424	-97.0%
2019-20	1,236,409	-22.9%	164,279	-56.1%	449,079	-	1,318,908	-45.5%
2018-19	1,603,722	-9.1%	374,176	5.0%	-	-	2,418,570	3.2%
2017-18	1,763,975	-8.3%	356,350	-5.9%	-	-	2,344,198	-1.7%
2016-17	1,923,688	-5.9%	378,690	4.7%	-	-	2,385,603	-16.5%
2015-16	2,043,958	0.7%	361,792	33.2%	-	-	2,858,164	26.7%
2014-15	2,029,943	1.1%	271,712	3.7%	-	-	2,256,492	10.1%
2013-14	2,007,169	-3.6%	262,028	15.3%	-	-	2,049,093	2.0%
2012-13	2,081,984	0.5%	227,321	46.1%	-	-	2,008,581	9.1%

Fiscal Year	Group Pass	Percentage Change	Special Service	Percentage Change	Total Transportation Revenues	Percentage Change
2021-22	\$ 1,506,909	633.8%	\$ 31,800	-73.6%	\$ 3,830,048	292%
2020-21	205,353	-86.5%	120,266	-53.4%	976,796	-80%
2019-20	1,526,638	-31.5%	258,028	-10.5%	4,953,341	-28%
2018-19	2,227,545	-2.1%	288,310	-12.1%	6,912,324	-2.2%
2017-18	2,275,859	-10.9%	328,033	41.5%	7,068,415	-5.4%
2016-17	2,554,656	-0.4%	231,795	-5.0%	7,474,433	-7.4%
2015-16	2,565,681	-2.9%	243,928	-4.6%	8,073,523	8.3%
2014-15	2,642,185	0.5%	255,587	-21.2%	7,455,919	2.5%
2013-14	2,630,319	1.3%	324,531	-26.1%	7,273,140	-1.1%
2012-13	2,596,422	-2.7%	439,110	-25.4%	7,353,418	0.4%

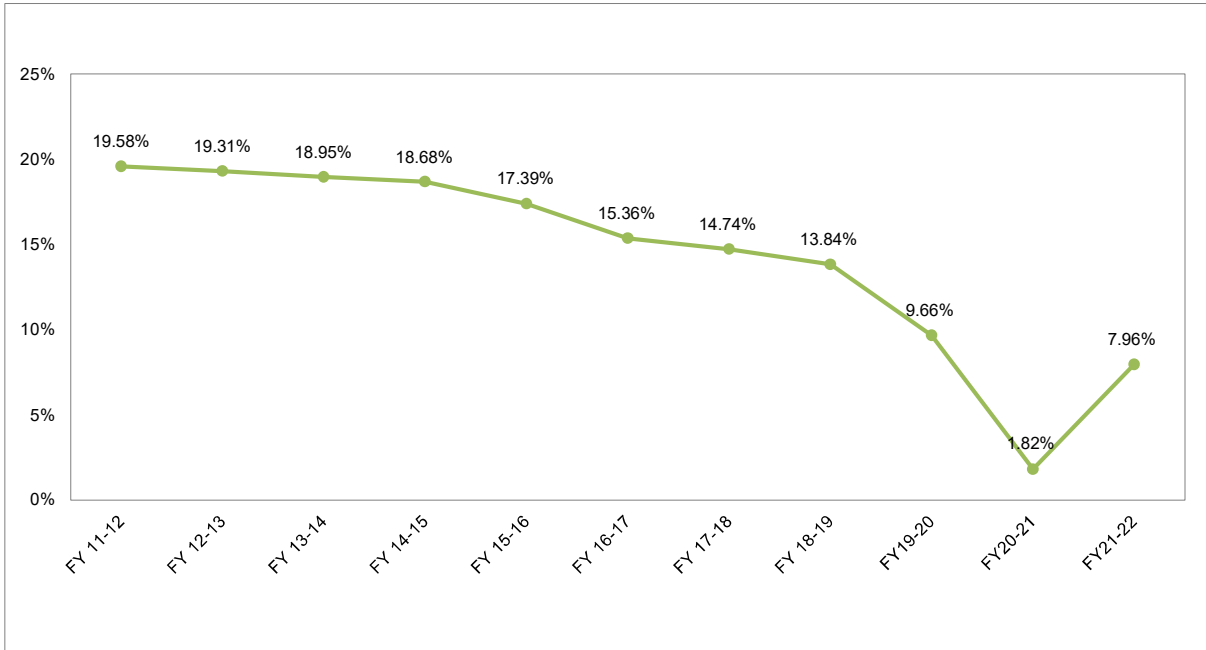
**LANE TRANSIT DISTRICT
Annual Monthly Pass Sales
Last Ten Years**



LANE TRANSIT DISTRICT Passenger Revenues



Farebox Recovery Ratio



LANE TRANSIT DISTRICT
Fare Structure
Last Ten Years

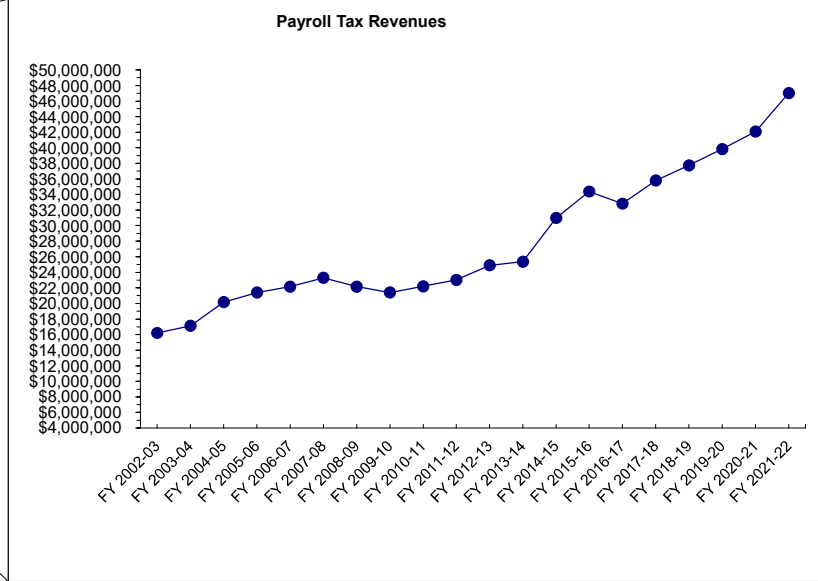
June 30	Cash Fare Adult Age 19-64	Cash Fare Youth Age 6-18	Cash Fare Senior Age 65+	Lane County Students K- 12	Low Income	Children Age 5 & younger	Cash Fare Reduced	Age - Reduced
2022	\$ 1.75	\$ 0.85	free	free	75% discount	free	\$ 0.85	NA
2021	1.75	0.85	free	free	75% discount	free	0.85	NA
2020	1.75	0.85	free	free	75% discount	free	0.85	NA
2019	1.75	0.85	free	free	75% discount	free	0.85	NA
2018	1.75	0.85	free	free	75% discount	free	0.85	NA
2017	1.75	0.85	free	free	75% discount	free	0.85	NA
2016	1.75	0.85	free	free	75% discount	free	0.85	NA
2015	1.75	0.85	free	free	75% discount	free	0.85	NA
2014	1.75	0.85	free	free	75% discount	free	0.85	NA
2013	1.75	0.85	free	free	75% discount	free	0.85	NA

June 30	One-Month Adult Pass	One-Month Youth Pass	One-Month Senior Pass	One-Month Reduced Pass	Three-Month Adult Pass	Three-Month Youth Pass	Three-Month Senior Pass	Three-Month Reduced Pass
2022	\$ 50.00	\$ 25.00	free	\$ 25.00	\$ 135.00	\$ 67.50	free	\$ 67.50
2021	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2020	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2019	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2018	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2017	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2016	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2015	50.00	25.00	free	25.00	135.00	67.50	free	67.50
2014	48.00	24.00	free	24.00	130.00	65.00	free	65.00
2013	48.00	24.00	free	24.00	130.00	65.00	free	65.00

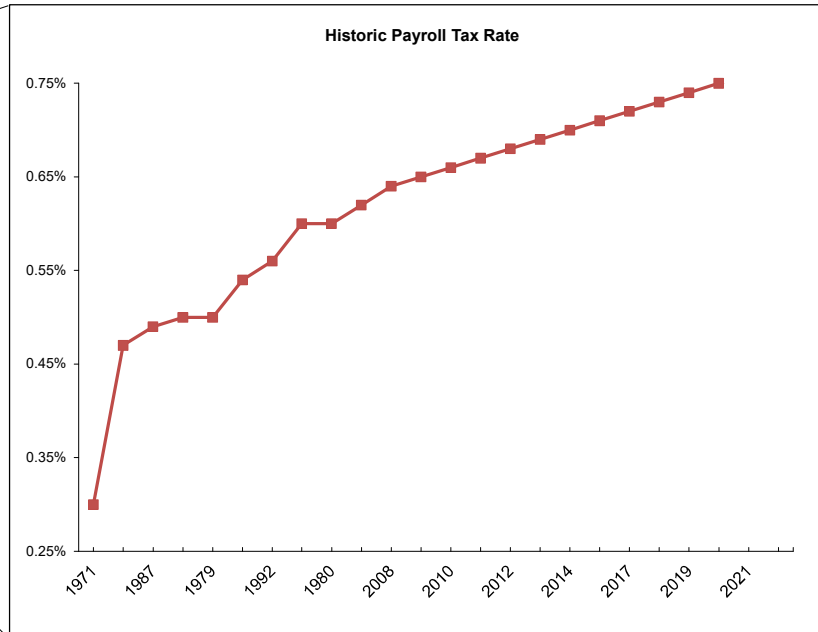
June 30	RideSource Regular Fare	RideSource Escort Fare	RideSource Shopper Fare (Roundtrip)	RideSource Ten-Ride Ticket Book	Ten-Ride Ticket Book Adult	Ten-Ride Ticket Book Reduced	Mobility on Demand Cottage Grove	Mobility on Demand Eugene
2022	\$ 3.50	\$ 3.50	\$ 2.00	\$ 35.00	discontinued	discontinued	\$ 1.00	free
2021	3.50	3.50	2.00	35.00	16.00	8.00	1.00	free
2020	3.50	3.50	2.00	35.00	16.00	8.00	1.00	free
2019	3.50	3.50	2.00	35.00	16.00	8.00	1.00	free
2018	3.50	3.50	2.00	35.00	16.00	8.00	NA	NA
2017	3.50	3.50	2.00	35.00	16.00	8.00	NA	NA
2016	3.50	3.50	2.00	35.00	16.00	8.00	NA	NA
2015	3.50	3.50	2.00	35.00	16.00	8.00	NA	NA
2014	3.00	3.00	2.00	30.00	16.00	8.00	NA	NA
2013	3.00	3.00	2.00	30.00	16.00	8.00	NA	NA

LANE TRANSIT DISTRICT Comparative Payroll Tax Information Last Twenty Years

PAYROLL TAX REVENUE	
Fiscal Year	Amount
FY 2001-02	16,121,110
FY 2002-03	16,214,994
FY 2003-04	17,138,342
FY 2004-05	20,168,976
FY 2005-06	21,416,021
FY 2006-07	22,162,590
FY 2007-08	23,303,571
FY 2008-09	22,169,136
FY 2009-10	21,424,079
FY 2010-11	22,197,770
FY 2011-12	23,047,471
FY 2012-13	24,891,777
FY 2013-14	25,374,737
FY 2014-15	30,981,560
FY 2015-16	34,394,558
FY 2016-17	32,827,455
FY 2017-18	35,797,722
FY 2018-19	37,749,489
FY 2019-20	39,842,212
FY 2020-21	42,081,318
FY 2021-22	47,048,331



HISTORIC PAYROLL TAX RATE	
Date Implemented	Rate
January, 1 2022	0.77%
January, 1 2021	0.76%
January, 1 2020	0.75%
January, 1 2019	0.74%
January, 1 2018	0.73%
January, 1 2017	0.72%
January, 1 2016	0.71%
January 1, 2014	0.70%
January 1, 2013	0.69%
January 1, 2012	0.68%
January 1, 2011	0.67%
January 1, 2010	0.66%
January 1, 2009	0.65%
January 1, 2008	0.64%
January 1, 2007	0.62%
October 1, 1994	0.60%
January 1, 1992	0.56%
July 1, 1987	0.49%
October 1, 1983	0.50%
January 1, 1980	0.60%
January 1, 1979	0.50%
July 1, 1974	0.54%
July 1, 1973	0.47%



DISCLOSURES AND COMMENTS REQUIRED BY STATE MINIMUM STANDARDS

Oregon Administrative Rules 162-10-050 through 162-10-320 of the Minimum Standards for Audits of Oregon Municipal Corporations, prescribed by the Secretary of State in cooperation with the Oregon State Board of Accountancy, enumerate the financial statements, schedules, comments, and disclosures required in audit reports. The required financial statements and schedules are set forth in preceding sections of this report. Required comments and disclosures related to the audit of such statements and schedules are set forth following.

Report of Independent Auditors Required by Oregon State Regulations

The Board of Directors
Lane Transit District, Oregon

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States Lane Transit District, Oregon (the District) and its fiduciary fund comprised of Lane Transit District Salaried Employee's Retirement Plan Trust Fund as of and for the year ended June 30, 2022 and the Amalgamated Transit Union Local No. 757 Pension Trust Fund as of and for the year ended December 31, 2021, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated December 20, 2022.

Compliance

As part of obtaining reasonable assurance about whether the District's basic financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, including provisions of Oregon Revised Statutes (ORS) as specified in Oregon Administrative Rules (OAR) 162-010-0000 to 162-010-0330, of the Minimum Standards for Audits of Oregon Municipal Corporations, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion.

We performed procedures to the extent we considered necessary to address the required comments and disclosures which included, but were not limited to, the following:

- Accounting records and internal control
- Public fund deposits
- Indebtedness
- Budget
- Insurance and fidelity bonds
- Programs funded from outside sources
- Investments
- Public contracts and purchasing

In connection with our testing, nothing came to our attention that caused us to believe the District was not in substantial compliance with certain provisions of laws, regulations, contracts, and grant agreements, including the provisions of ORS as specified in OAR 162-010-0000 through 162-010-0330 of the Minimum Standards for Audits of Oregon Municipal Corporations.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

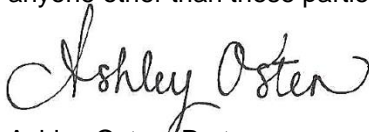
A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. Accordingly, this communication is not suitable for any other purpose.

This report is intended solely for the information and use of the board of directors and management of the District and the Oregon Secretary of State and is not intended to be and should not be used by anyone other than these parties.



Ashley Osten, Partner
for Moss Adams LLP
Portland, Oregon
December 20, 2022



RESOLUTION NO. 2023-01-18-004

ADOPTION OF THE INDEPENDENT AUDITOR'S REPORTS CONTAINED IN THE ANNUAL COMPREHENSIVE FINANCIAL REPORT AND SINGLE AUDIT FOR THE FISCAL YEAR ENDING JUNE 30, 2022

WHEREAS, Lane Transit District (LTD) is subject to Oregon's Municipal Audit Law (ORS 279.405-297.555), which requires an annual independent audit of LTD's financial statements and internal controls; and,

WHEREAS, LTD contracted the services of Moss Adams, LLP to perform the required annual independent audit on the Annual Comprehensive Financial Report (ACFR) for the period ending June 30, 2022; and,

WHEREAS, Moss Adams, LLP also performed a two-year review of LTD's Salaried Employee's Retirement Plan Trust Fund for the period ending June 30, 2021, and 2022, and the Amalgamated Transit Union Local No 757 Pension Trust Fund for the period ending December 31, 2020, and 2021; and,

WHEREAS, the independent audit provides reasonable assurance that the financial statements of the District are free of material misstatements and is designed to meet the special needs of federal grantor agencies as provided for in the Federal Single Audit act and the Office of Management and Budget's Uniform Guidance; and,

WHEREAS, the Board of Directors finds the independent auditors' report and the financial statements are reasonable and appropriate.

NOW, THEREFORE, BE IT RESOLVED that the LTD Board of Directors passes a Resolution as follows:

Accepting the independent auditors' report on the ACFR; and, the two-year review of LTD's Salaried Employee's Retirement Plan Trust Fund and the Amalgamated Transit Union Local No 757 Pension Trust Fund.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 18th DAY OF JANUARY 2023.

Board President



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023
ITEM TITLE: BOARD MEMBER COMMITTEE ASSIGNMENTS
PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board
DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer
ACTION REQUESTED: Discussion

PURPOSE: Hold discussion on Board member committee assignments.

BOARD COMMUNICATION: This is the first communication on this item.

PUBLIC COMMUNICATION: This is the first communication on this item.

DESCRIPTION: The Board President shall appoint Directors to serve on the LTD Board's standing committees for two-year terms. As a matter of practice the General Manager may be consulted when creating committee assignments. Each committee shall have a Chair elected by the corresponding committee. The Board President shall appoint Directors to serve on community stakeholder committees as District representatives. Every two years, or upon any occurring vacancies, committee assignments are reviewed and adjusted.

BACKGROUND: With the retirement of former Board members Caitlin Vargas, Don Nordin, and Emily Secord in 2022, there are vacancies on Board committees and Board representation vacancies on community stakeholder committees. The Board may hold discussion on committee assignment interest and the Board president will make appointments accordingly.

CONSIDERATIONS: Appointments are at the discretion of the Board President; Board action is not needed for this topic.

ALTERNATIVES:

- The Board president may make committee appointments during the Board meeting
- The Board president may make appointments at a future date outside of Board meetings.

NEXT STEPS: N/A

SUPPORTING DOCUMENTATION: Board Member Committee Assignments

PROPOSED MOTION:



**LTD BOARD OF DIRECTORS
COMMITTEES AND SPECIAL ASSIGNMENTS**
Updated December 2022

BOARD OFFICERS

*Two-year officer elections to be held in December
(Terms expire 12/31/2022)*

President – Vacant
Vice President – Vacant

Secretary – Pete Knox
Treasurer – Michelle Webber

BOARD ADVISORY COMMITTEES

STRATEGIC PLANNING COMMITTEE (SPC)

(meets bi-monthly - last Tuesday of the month - 5:30 p.m.)
Pete Knox, Susan Cox

BUDGET COMMITTEE

(Meets a minimum of twice per year at 5:30 p.m.)
All Board members

FINANCE COMMITTEE

(meets bi-monthly - 2nd Tuesday of the month - 5:30 p.m.)
Michelle Webber, **Vacant**, Susan Cox

PENSION TRUST COMMITTEE

(meets quarterly)
Gino Grimaldi

STATE TRANSPORTATION IMPROVEMENT FUND (STIF) ADVISORY COMMITTEE

(Meets a minimum of twice per year every biennium)
Ex officio: **Vacant**
Ex officio: Caitlin Vargas

BOARD COMMUNITY STAKEHOLDER REPRESENTATION

LANE COUNCIL OF GOVERNMENTS BOARD OF DIRECTORS (LCOG)

(meets the 4th Thursday of February, April, June, September, December at 6:30 p.m.)
Pete Knox

Alternate: Michelle Webber

METROPOLITAN POLICY COMMITTEE (MPC)

(meets the 1st Thursday of the month at 11:30 a.m.)
Vacant, Vacant
Alternate: Pete Knox
Ex officio: Jameson Auten

LANE AREA COMMISSION ON TRANSPORTATION (LANEACT)

(meets the 2nd Wednesday of each month at 5:30 p.m.)
Vacant
Alternate: Mark Johnson

VISION ZERO TASK FORCE

(scheduled as needed)
Gino Grimaldi
Alternate: Jameson Auten

MAIN STREET-MCVAY GOVERNANCE COMMITTEE

(scheduled as needed)
Gino Grimaldi, Michelle Webber

OREGON METROPOLITAN PLANNING ORGANIZATION CONSORTIUM (OMPOC)

(meets quarterly)
Vacant

MOVINGAHEAD OVERSIGHT COMMITTEE

(scheduled as needed)
Pete Knox, Susan Cox



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: FY24-FY25 STATEWIDE TRANSPORTATION IMPROVEMENT FUND DISCRETIONARY AND STATEWIDE TRANSIT NETWORK RECOMMENDATIONS

PREPARED BY: Tom Schwetz, Director of Planning

DIRECTOR: Joe McCormack, Interim Chief Development Officer

ACTION REQUESTED: Adoption

PURPOSE: To request Board approval of the Statewide Transportation Improvement Fund (STIF) Advisory Committee’s recommendations and comments on STIF Discretionary and Statewide Transit Network (STN) project applications submitted in Lane County and provide direction to staff to submit comments on behalf of Lane Transit District as the STIF Qualified Entity in Lane County.

DESCRIPTION: The Lane Transit District Board of Directors is requested to, with STIF Advisory Committee recommendation, review and recommend on whether each project from the following list should be awarded STIF funding. Lane Transit District may recommend a prioritized list of projects. LTD’s STIF Advisory Committee met on January 3, 2023, to review the list of projects. Their recommendations are provided below:

STIF Advisory Committee Recommendations and Comments for FY24-FY25 STIF Discretionary and STN Funding			
#	Project Title	Agency	STIF Advisory Committee Recommendations
1	Coos Bay to Florence	Coos County Transportation District	Fund
2	Eugene-Florence Connector Route	Lane Council of Governments	Fund
3	Florence-Yachats Connector	Lane Council of Governments	Fund
4	South Lane County Metro Shuttle	Lane Council of Governments	Fund
5	Diamond Express	Lane Transit District	Fund
6	Rhody Express Bus Shelter Replacement	Lane Transit District	Fund
7	Vehicle Purchase	Lane Transit District	Fund

BACKGROUND: Public Transportation Service Providers (PTSP) submitted applications to ODOT in November 2022 for STIF Discretionary funds as well as the Statewide Transit Network program. ODOT staff reviewed applications for completeness, applicant eligibility, and project eligibility consistent with OARs 732-044-0005, 732-044-0015, and 732-044-0020 and with federal requirements, where relevant. ODOT forwarded eligible applications to Qualified Entities for review, recommendation, and, potentially, project prioritization following consultation with STIF Advisory Committees. These programs are all statewide competitive programs.

The Statewide Transportation Improvement Fund Discretionary fund is a flexible fund source that aims to expand or improve public transportation services by supporting projects that create new service routes, adopt enhanced forms of technology and data collection, maintain transit fleets in a state of good repair, and advance the equity and sustainability of transportation in the state. STIF Discretionary funds are not a source of ongoing operations funding.

FY24-FY25 Statewide Transportation Improvement Fund Discretionary and Statewide transit Network Recommendations

As described in the table below, the Statewide Transit Network Program currently utilizes two fund sources: STIF Intercommunity and Federal Transit Administration Section 5311(f) Intercity funds. While each funding source has different project eligibility requirements, there is significant overlap between the two. The purpose of the Statewide Transit Network Program is to support projects that enhance Oregon’s statewide fixed-route transit network by investing in key transit hubs, closing gaps between two or more communities, improving access to and from transit for pedestrians and bicyclists, improving collaboration and coordination between agencies that results in functional benefits, or other activities that improve the function of the overall transit network and serve the interests of more than one transit provider.

STIF Discretionary Fund	Statewide Transit Network Program	
	STIF Intercommunity Fund	FTA Section 5311(f) Intercity
<ul style="list-style-type: none"> ○ 5% of STIF funds will be awarded to eligible sub-recipients based on a competitive grant process ○ \$13.5 million anticipated statewide 	<ul style="list-style-type: none"> ○ 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant process ○ \$10.8 million anticipated statewide 	<ul style="list-style-type: none"> ○ Federal dollars funding routes over 20+ miles with infrequent stops making meaningful connections to the larger intercity network ○ \$4.2 million anticipated statewide

CONSIDERATIONS: Per ODOT requirements for the use of these funds, the Board must consult with the STIF Advisory Committee on recommendations made to ODOT and may use the STIF Advisory Committee’s recommended comments to submit to ODOT.

ALTERNATIVES: The LTD Board can use comments from the STIF Advisory Committee’s consultation to finalize project comments.

NEXT STEPS: Board action adopting a resolution approving STIF Advisory Committee comments and recommendations on applications submitted for FY24-FY25 STIF Discretionary and STN Funding in Lane County. Based on this action, staff will forward these comments and recommendations to ODOT. Staff must submit comments by February 6, 2023.

SUPPORTING DOCUMENTATION:

- 1) January 3, 2023 STIF Advisory Committee packet
- 2) Resolution No. 2023-01-18-005

PROPOSED MOTION: I move adoption of LTD Resolution No. 2023-01-18-005:

It is hereby resolved that the LTD Board of Directors approves STIF Advisory Committee Recommendations and comments on applications submitted for FY24-FY25 STIF Discretionary and STN Funding in Lane County as presented and directs staff to forward these recommendations to ODOT.

RESOLUTION NO. XXXX-XX-XX-XXX

**ADOPTION OF THE APPROVAL OF THE 23-25 STIF DISCRETIONARY AND STN COMMENTS
FOR SUBMISSION TO ODOT**

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Resolution to be provided separately from meeting packet.

ADOPTED BY THE LANE TRANSIT DISTRICT ON THIS 18th DAY OF JANUARY 2023.

Board President

LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE

Tuesday, January 3, 2023
3:30 p.m. to 5:00 p.m.

Lane Transit District Board Room & Zoom

- | | | |
|---|--|---|
| <input type="checkbox"/> Phil Barnhart | <input type="checkbox"/> Susy Lacer | <input type="checkbox"/> Vidal Francis (non-voting) |
| <input type="checkbox"/> Hoover Chambliss | <input type="checkbox"/> Ed Necker | <input type="checkbox"/> Pete Knox (non-voting) |
| <input type="checkbox"/> Kelly Clarke | <input type="checkbox"/> Eugene Organ | |
| <input type="checkbox"/> Mike Eyster | <input type="checkbox"/> Cosette Rees | |
| <input type="checkbox"/> Alma Hesus | <input type="checkbox"/> David Reesor | |
| <input type="checkbox"/> Joshua Kashinsky | <input type="checkbox"/> Phillip Shimhue | |

AGENDA

- I. Call to Order
- II. Roll Call
- III. Agenda Review
- IV. Audience Participation
- V. STIF Discretionary & Statewide Transit Network Program
 - a. Process Overview
 - b. Project Overview
 - c. Committee Voting and Recommendation
- VI. Next/Future Meeting Agendas
- VII. Adjournment

Zoom: Link to watch live and provide public participation provided on the web calendar at www.LTD.org.

Broadcasting: Watch live (no participation) via link: <https://metrotv.ompnetwork.org/>

LTD STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK APPLICATION PACKET

DATE: January 3, 2023
TO: LTD STIF Advisory Committee
FROM: LTD Qualified Entity
SUBJECT: LTD STIF Discretionary & Statewide Transit Network Applications

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STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROGRAM OVERVIEW

FUNDING OVERVIEW

Competitive Statewide Transportation Improvement Fund (STIF) discretionary grant programs include:

STIF Discretionary Fund	Statewide Transit Network Program	
	STIF Intercommunity Fund	FTA Section 5311(f) Intercity
<ul style="list-style-type: none"> ○ 5% of STIF funds will be awarded to eligible sub-recipients based on a competitive grant process ○ \$13.5 million anticipated statewide 	<ul style="list-style-type: none"> ○ 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant process ○ \$10.8 million anticipated statewide 	<ul style="list-style-type: none"> ○ Federal dollars funding routes over 20+ miles with infrequent stops making meaningful connections to the larger intercity network ○ \$4.2 million anticipated statewide

STIF DISCRETIONARY FUND

The STIF Discretionary fund is a flexible fund source that aims to expand or improve public transportation services by supporting projects that create new service routes, adopt enhanced forms of technology and data collection, maintain transit fleets in a state of good repair, and advance the equity and sustainability of transportation in the state. STIF Discretionary funds are not a source of ongoing operations funding.

Goals of the STIF Discretionary fund are to:

- Improve transit for low-income and transportation-disadvantaged communities
- Reduce greenhouse gas emissions
- Increase transit accessibility and efficiency
- Improve roadway and community safety and livability

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Management, planning, and research
- Transit-adjacent projects, such as infrastructure updates
- Pilot operations projects if the application includes an ongoing operations financial plan

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project will:
 - Predominantly serve or provide access to and from rural communities
 - Serve an area located outside of a PTSP's geographic jurisdiction
 - Fill a significant gap in the Statewide Transit Network
 - Provide statewide benefits to multiple PTSPs

STATEWIDE TRANSIT NETWORK PROGRAM OVERVIEW

The Statewide Transit Network Program currently utilizes two fund sources: STIF Intercommunity and Federal Transit Administration Section 5311(f) Intercity funds. While each funding source has different project eligibility requirements, there is significant overlap between the two. The purpose of the Statewide Transit Network Program is to support projects that enhance Oregon's statewide fixed route transit network by investing in key transit hubs, closing gaps between two or more communities, improving access to and from transit for pedestrians and bicyclists, improving collaboration and coordination between agencies that results in functional benefits, or other activities that improve the function of the overall transit network and serve the interests of more than one transit provider.

Goals of the Statewide Transit Network Program are to:

- Expand intercity connections
- Improve coordination between public transportation providers
- Enhance ease of use of the Statewide Transit Network
- Improve infrastructure at inter-regional transit hubs

STIF INTERCOMMUNITY DISCRETIONARY FUND

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects.

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project will:
 - Predominantly serve or provide access to and from rural communities
 - Serve an area located outside of a PTSP's geographic jurisdiction
 - Fill a significant gap in the Statewide Transit Network
 - Provide statewide benefits to multiple PTSPs

FTA SECTION 5311(f) INTERCITY

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects.

Eligible projects need to demonstrate that they support a public transportation service that:

- a) covers longer distances (20+ miles) or closes a significant gap in the Statewide Transit Network;
- b) makes infrequent stops, is not designed primarily to serve commuters;
- c) has the capacity to carry passenger luggage; and
- d) makes meaningful connections to the larger intercity and Statewide Transit Network, including passenger rail, where possible.

Match Requirement:

- 50 percent match of the net cost for operations projects
- 20 percent match of the net cost for capital projects and project administration

APPLICATION FUNDING OVERVIEW

Applicants indicate on the application if they are applying for 1, 2 or 3 of the eligible funding opportunities and at what match level, as STIF Discretionary and STIF Intercommunity are eligible for either a 20% match or a 10% match. With input from the Area Commissions on Transportation and STIF Advisory Committees, ODOT staff will review the project applications and determine which level of each type of funding shall be used for each project; some projects may receive more than one type of funding.

STIF ADVISORY COMMITTEE ROLE

OVERVIEW

The STIF Discretionary and STN solicitation process provides Qualified Entities (QEs) the opportunity to review and comment on applications relevant to their areas of responsibility. QEs must consult with their STIF Advisory Committees prior to submitting application feedback to ODOT. QE Feedback on STIF Discretionary and STN applications is due to ODOT on February 6, 2023.

ODOT has asked the LTD STIF Advisory Committee to review seven STIF Discretionary/STN applications that are located either within or adjacent to Lane County:

- 1) Coos County Area Transportation District Coos Bay to Florence
- 2) Lane Council of Governments Eugene-Florence Connector Route
- 3) Lane Council of Governments Florence-Yachats Connector
- 4) Lane Council of Governments South Lane County Metro Shuttle
- 5) Lane Transit District Diamond Express
- 6) Lane Transit District Rhody Express Bus Shelter Replacement Project
- 7) Lane Transit District Vehicle Purchase

The application summaries provided in this packet include basic project and budget information from each application. Complete applications and all relevant attachments provided by applicants can be found in Attachment B or on ODOT’s website at the following link:

<https://www.oregon.gov/odot/RPTD/Pages/STIF-Discretionary-Grant-Applications.aspx>.

Attachment A includes a scoring document that committee members may use during project review to assess how well each project addresses STIF Discretionary and STN selection criteria.

STIF DISCRETIONARY & STN PROJECT SELECTION PROCESS

- 1) Public Transportation Service Providers submit grant applications to ODOT.
- 2) ODOT reviews applications for completeness, applicant eligibility, and project eligibility.
- 3) ODOT forwards eligible applications to relevant Area Commissions on Transportation (ACTs) for review and comment and to Qualified Entities for review, recommendation, and, potentially, project prioritization following consultation with STIF Advisory Committees.
 - a) Qualified Entities, with Advisory Committee guidance, review and recommend whether each project should be awarded funding. Qualified Entities may recommend a prioritized list of projects for their Qualified Entity’s geographic area of responsibility.
 - b) Advisory Committee reviews shall be conducted in compliance with Committee bylaws.
 - c) Qualified Entity reviews shall consider the extent to which each project meets the project selection criteria established by the Oregon Transportation Commission (OTC) (*See STIF Discretionary/STN Project Selection Criteria below*).
- 4) ODOT Project Selection Committee reviews applications, Qualified Entity recommendations, and ACT comments and prepares a ranked list of project applications recommended for funding to the Public Transportation Advisory Committee (PTAC).
- 5) The PTAC considers ODOT Project Selection Committee ranked list of projects, Qualified Entity recommendations, and ACT comments and provides a rank-ordered funding recommendation to the OTC.
- 6) The OTC reviews and decides which projects will be awarded funds.
- 7) ODOT posts OTC funding awards on the PTD website and notifies applicants via email of the posting.

STIF DISCRETIONARY & STN PROJECT SELECTION CRITERIA

Qualified Entity reviews shall consider the extent to which each project meets the project selection criteria established by the Oregon Transportation Commission (OTC).

Focus Areas	Selection Criteria	Score Weighing	
		STIF Discretionary	STN
Equity and Public Transportation Service to Low-Income Households <i>OPTP goal:</i> <ul style="list-style-type: none"> Equity 	<ul style="list-style-type: none"> Improves public transportation service (e.g., service levels, programs, information, and supporting infrastructure) to low-income households. OAR 732-044-0030(1)(a) Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g., seniors and people with disabilities). OAR 732-044-0030(1)(c) 	20 percent	10 percent
Coordination of Public Transportation Services <i>OPTP goals:</i> <ul style="list-style-type: none"> Communication, Collaboration, and Coordination Mobility and Public Transportation User Experience 	<ul style="list-style-type: none"> Improves coordination between public transportation providers. OAR 732-044-0030(1)(b) Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) Implements technological innovations that improve efficiencies and support a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B) 	10 percent	30 percent
Safety, Security, and Community Livability <i>OPTP goals:</i> <ul style="list-style-type: none"> Safety and Security Community Livability and Economic Vitality 	<ul style="list-style-type: none"> Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c) Results in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) 	25 percent	10 percent
Environmental and Public Health <i>OPTP goals:</i> <ul style="list-style-type: none"> Environmental Sustainability Health 	<ul style="list-style-type: none"> Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C) Supports positive health outcomes. OAR 732-044-0030(1)(c) 	15 percent	10 percent
Statewide Transit Network Connections <i>OPTP goal:</i> <ul style="list-style-type: none"> Accessibility and Connectivity 	<ul style="list-style-type: none"> Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D) Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) 	10 percent	30 percent
Sustainable Funding <i>OPTP goal:</i> <ul style="list-style-type: none"> Funding and Strategic Investment 	<ul style="list-style-type: none"> Does not substantially rely on discretionary state funding beyond a pilot phase (i.e., project is short-term or has reasonable fund sources identified to sustain project related transit services after discretionary funds expended). OAR 732-044-0030(1)(d) 	20 percent	10 percent

OPTP = Oregon Public Transportation Plan
 STIF Disc = STIF Discretionary fund
 STN = Statewide Transit Network Program

STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROJECT SUMMARIES

SUMMARY OF PROJECTS

#	Project Title	Agency	Project Cost (Grant + Match)	Project Overview
1	Coos Bay to Florence	Coos County Transportation District	\$122,000	6 days/week from Coos Bay to Florence. Operational support for miles outside of Coos County.
2	Eugene-Florence Connector Route	Lane Council of Governments	\$1,180,000	7 days/week from Florence to Eugene. Route administration and operational costs, including service expansion for third mid-day run between Eugene and Florence.
3	Florence-Yachats Connector	Lane Council of Governments	\$635,000	7 days/week from Florence to Yachats. Route operational costs, service expansion to Sunday service.
4	South Lane County Metro Shuttle	Lane Council of Governments	\$350,000	On-demand shuttle service outside of LTD boundary.
5	Diamond Express	Lane Transit District	\$500,000	Operations funding for route between Oakridge and Eugene metropolitan area
6	Rhody Express Bus Shelter Replacement	Lane Transit District	\$100,000	Replacement of 4 bus shelters in poor condition
7	Vehicle Purchase	Lane Transit District	\$3,974,106	Purchase 3 60-foot buses to operate on bus rapid transit routes (EmX)

PROJECT 1 | COOS BAY TO FLORENCE

Project Information

ENTITY:

Coos County Transportation District

DESCRIBE THE PROJECT TO BE FUNDED:

The Coos Bay to Florence Connection maintains service between geographically separated communities and improves local connections through the origination site of the Coos Bay Super Stop. The Coos Bay to Florence Connection will operate two round trips a day and six days a week: Monday through Saturday. The service is a deviated service up to 1/4 mile from route. Reservations are recommended to avoid overcapacity. Services are coordinated with Coastal Express to the south, operated by Curry Public

Transit, Florence-Yachats Connector to the north, operated by Lane Transit District, and the Rhody Express to the west, operated by Lane Transit District to provide a seamless public transit service. The municipalities visited along the route include the origination site of the Coos Bay/North Bend, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence. This project is looking for operational support for the miles outside of Coos County. Operating \$105,000; Preventative Maintenance \$17,000 for the Out-Of-District portion of the service.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$122,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

Without funding for this project there would be a significant gap in the Statewide Transit Network leaving rural communities on the south coast without public transportation to essential services available inland. The Coos Bay to Florence Connection serves as an essential piece connecting the Coastal Express, the Florence Yachats Connector and Rhody Express. It is also an essential piece that ties Highway 101 which supports the tourism industry, a primary economic driver for the coast.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$24,400.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Operating	\$105,000.00	\$84,000.00	\$21,000.00	\$94,500.00	\$10,500.00
Preventive Maintenance	\$17,000.00	\$13,600.00	\$3,400.00	\$15,300.00	\$1,700.00
Total:	\$122,000.00	\$97,600.00	\$24,400.00	\$109,800.00	\$12,200.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The demographic data available in Remix identifies that this route services 16.2% poverty, 18.9% minority, 21.2% lives with a disability and 22.8% seniors. In addition, there are 655 households and 33.7% only have one car and 9.6% are car free. Clearly this makes a strong case of the importance this project has for vulnerable populations and historically marginalized communities.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The Coos Bay to Florence Connection supports a larger initiative of facilitating access to coastal residents to the essential services available in Eugene and beyond. This project also closes the gap on Hwy 101. This service enables residents and tourists alike to travel along the entire coast using public transportation. This project has been coordinated with and supported by Curry Public Transit, Douglas county Transportation District, Lane Transit District Southwest Area committee on Transportation as well as the Lane Council of Governments and the Lane Area Committee on Transportation. This project also aligns with the goals of the Travel Oregon Sustainable Tourism Advisory Committee.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

The Coos Bay to Florence Connection supports Policy 5.1 and 5.3. The route provides access to healthy lifestyle options by supporting the ability of people to reach goods and services such as groceries, recreations, parks and natural areas, health care and social opportunities via public transportation as demonstrated by the scheduled stops, the flexibility in 1/4 mile deviations and bike racks on the buses. The route also connects riders to the wealth of health and social service amenities available inland. We have also integrated health considerations by having services back to back days to allow for riders to have a single night layover if needed for health reasons so we have also touched upon 5.2.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

As this project supports collaboration with adjoining transit organizations and by doing so increases ease and accessibility of public transportation networks throughout the state, which in turn results in more active participation in public transportation. More tourists including bicycle tourists are using our

Florence service. The cyclists especially appreciate bypassing the most difficult incline terrains. Lastly, Curry Public Transit will be starting up Saturday service so people will be able to connect all the way to California in the coming months.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

This project specifically supports safety, security and community livability by allowing bicyclists to ride past less than ideal sections of the Oregon coast to more favorable sections. We are continuing to collaborate with Tourism, the Confederated Tribes of Coos, Lower Umpqua, & Siuslaw Indians, city of Florence, LTD, and LCOG to promote public transportation as a safe travel option and secure funding making the Florence stop friendly for bicyclists including an illuminated transfer stop equipped with a bicycle station and services aimed to increase access to/from transit. Policy 6.2 and 6.4.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

Policy 2.3 The Coos Bay to Florence Connector provides a coordinated, seamless regional and intercity bus, rail and air public transportation service to enable trips for commuting and recreation, and assist rural residents to access services in larger communities. Not only is there connectivity to Curry Express, Yachats Connector and Rhody Express but riders can connect with Amtrak, Eugene International Airport and Greyhound.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project makes sense for the current and long term needs of Oregon because it facilitates the management of reducing peak period travel, it helps shift traffic volumes away from the peak period and improves traffic flow through the use of high occupancy vehicles and ideally through the application of friendly bicyclist services reduce safety incidents along parts of the throughway that are not ideal due to weather or terrain.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

As this service route passes through three counties and supports the larger statewide network of connectivity, we recommend convening larger groups of stakeholders including HWY 101 Tourism as an opportunity for sustainability of the coastal corridor as a whole. In addition this service route is of particular interest to tribal members, veterans and seniors who require connectivity to services outside of our rural area so there is potential for additional governmental partnerships for these special populations.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

n/a

PROJECT 2 | EUGENE-FLORENCE CONNECTOR ROUTE

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

The Eugene-Florence Connector route began operations February 18, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community of Florence. While the Lane Council of Governments (LCOG) is the route contract manager, reliable, consistent operation is a collaborative effort. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw (CTCLUSI) Indians have partnered with LCOG throughout route planning and design, and contribute both a bus and Formula Funds that are vital to continued operations. The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. Lane Transit District (LTD) lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LTD is in the process of implementing an integrated fare program in which LCOG will participate and make fare acquisition and transfer between these two transit providers easier for riders. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer.

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, the communities of Veneta and Mapleton, the Three Rivers Casino, Old Town Florence, and the Florence Grocery Outlet. Please see the Route Location Map and Photos attached. This route runs seven days per week with one AM and one PM round trip.

Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton. The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with LTD's transit network which reaches urban and rural Lane County at Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. Within one month of initiating route service, COVID-19 restrictions began. As such, the vast majority of time this route has operated, has been with COVID related guidelines. The

service schedule did not change throughout COVID and has maintained a reliable and consistent travel option, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route administration and operational costs through the 23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, purchase of radios for emergency use, administration, and marketing costs.

Funding requested also includes service expansion. Ridership is significant enough to add a third, mid-day run to the route schedule four days per week. The intent of this third trip is to interline with the Florence Express route operated by Coos County Area Transit. It was budgeted for in the FY22-23 grant but given COVID restrictions and fleet size and availability limitations, logistics for the third run have not been feasible.

If funded, LCOG will continue to manage this route and contract operations.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$1,180,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

This project is a vital link in the Statewide Transit Network and is an important lifeline for connecting the rural coastal communities to the Willamette Valley. Without the Eugene-Florence Connector, there is not a public transportation option to travel between Eugene and Florence. This service provides a safe, affordable, and reliable option for residents and visitors alike. The bus accommodates up to two wheelchairs. It also accommodates three bikes, providing cyclists an option for travel and linking trips. Ridership and the number of riders with bikes is steadily increasing. August 2022 saw this route's highest ridership count of 834 and October 2022 had the highest bike count of 91. These are indicators of a diverse use of this service and the critical need to maintain it.

Investment in this project is vital as it will sustain a service initially started with FY19-21 STIF funding.

Without project funding, this service will terminate upon expiration of FY22-23 STIF funding.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$236,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$82,600.00	\$66,080.00	\$16,520.00	\$74,340.00	\$8,260.00
Operating	\$1,097,400.00	\$877,920.00	\$219,480.00	\$987,660.00	\$109,740.00
Total:	\$1,180,000.00	\$944,000.00	\$236,000.00	\$1,062,000.00	\$118,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

LCOG Senior & Disability Services conducts a Community Needs Assessment every four years “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” Focus groups for the March 2020 Assessment emphasized the need for accessible and affordable transportation specifically between rural and urban areas. The assessment found that “the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs.” This route is a life line service for many

According to 2020 American Community Survey (ACS) 5-Year Estimates, the County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who are White grew 4%. People who are Hispanic/Latino saw 42% growth. The Black or African American population grew 18%; the Asian population grew 29%; and the Native Hawaiian/Other Pacific Islander population grew 34%. The American Indian or Alaska Native population declined by 25%. Overall, people identifying as two or more races grew 84%. On average, residents of Lane County are older, with a median age of 39.7 years (up from 38.5 in 2010). In the US, the median annual household income is \$64,994; in Oregon it is \$65,667. In Lane County it is \$54,942.

The attached ACS Data Chart shows the high percentages of vulnerable populations living in areas served by Link Lane. All areas served by this route have a lower median average income than Lane County. There are high percentages of people identifying with disabilities, including over 25% in Florence and over 40% in Mapleton.

This project aims to address the needs of these populations. Letters of support from agencies such as Florence Food Share, Siuslaw Outreach, and the Rotary Club of Florence highlight this service as an invaluable travel option for their clients and members seeking access to services within and well beyond Lane County.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

This project would not be possible without the resource sharing between multiple agencies; it is an ongoing collaboration between LCOG; the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI); Lane Transit District (LTD); Lane County; and the Cities of Florence and Eugene.

LCOG and CTCLUSI partnered throughout the planning, design, implementation, and funding of this route. CTCLUSI allocates Formula Funds that LCOG will use as match. During the logistics planning phase of this project, the need to identify and have ready a vehicle to run the route was critical. CTCLUSI generously contributed a 2016 cutaway bus from their fleet that is the route's primary vehicle. LCOG and CTCLUSI have agreements in place for this partnership. In 2019, CTCLUSI, with LCOG's support, applied for a new bus for this route through the FTA 5339 grant program and was awarded full funding. CTCLUSI transferred the grant to LCOG and, with the purchase process complete, we are now awaiting its arrival.

The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. LTD lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer. Lane County provides secured parking and preventative maintenance.

The project will leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

Both passengers and transit providers benefit from the Eugene-Florence Connector route as it is designed to interline with multiple other routes and provide connected transit travel within, to, and from Lane County. LCOG and Coos County Area Transit coordinate to ensure services best meet the public's needs. LCOG and CCAT have coordinated schedules to better interline these routes at the Florence Grocery Outlet Key Transit Hub. LCOG and LTD coordinate and share stop locations at both ends of this route. The Eugene-Florence route stops at the Eugene Transit Station and shares an LTD stop. LTD manages Florence's Rhody Express transit system. The Eugene-Florence route stops at the Rhody Express's Old Town stop and at the Key Transit Hub.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

This project addresses the Florence-Eugene Public Transportation Feasibility Study and the LCOG Senior & Disability Services division Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. As the Needs assessment states: "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs." As such, this project is improving transit access to/from services that improve health outcomes.

In Lane County and beyond, the Eugene/Springfield metropolitan area is a key destination and, in many cases, the only destination for certain medical services, personal needs, education, jobs, social outlets, and recreation/entertainment. Providing access and mobility for rural Oregonians contributes to positive health outcomes and responds to a community need. As a primary urban center, Eugene and Springfield are a key destination for many throughout Lane County and beyond. However, as identified in the Lane Coordinated Public Transportation Plan (2019), many residents are transportation-disadvantaged and seek support in travel for medical and other needs. This service contributes to positive health outcomes by providing access for vulnerable populations to primary care, educational opportunities and personal shopping needs.

Many residents and visitors in the Eugene/Springfield area are mobility restricted, wish not to drive, or desire a public transportation option to the coast. This route now provides a mobility and access option and contributes towards high quality of life for these individuals. It supports economic development and health of the business community and employers within Florence by bringing in additional visitors.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 8,806 rides, taking cars off the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The Eugene-Florence bus route reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is a vital link between Florence and Eugene.

This 60-mile one way route provides a public transportation option between the valley and the coast, connecting the Eugene/Springfield area to Florence. The survey administered in 2018 for this project's feasibility study asked the question of what barriers to travel people experience along Hwy 126. Responses identified not having access to a car, lack of a public transportation option, and safety

concerns about driving on Hwy 126. This route addresses those barriers by providing an option that does not require access to a personal vehicle.

Ridership has steadily increased since operations began in February 2020. These trips were taken by people who did not have access to a personal vehicle or who chose not to drive and represent a mode shift to a new transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both the new Florence Key Transit Hub and the Eugene Key Transit Hub. In Florence, this route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and car-free travel all along Highway 101. Stops in Old Town Florence offer visitors access to a walkable downtown. The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. Passengers have also transported surfboards from the Eugene area to surf near Florence. In Eugene, the route connects with Lane Transit District's urban transit services and Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite BikeShare hub, so transit users can choose to connect the last leg of their journey by bicycle.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

LCOG manages the service and operates it under contract with Pacific Crest Bus Lines (PCBL) who also operates Oregon POINT, LTD's Diamond Express, Amtrak Thruway, and the Eugene-Bend bus line. PCBL upholds the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. The service will also provide a safe option for those wary of driving on Highway 126.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project directly links coastal rural Lane County with the County's major urban area and is actively working to fill what was a major gap in the Statewide Transit Network. This route originates and terminates at the Eugene Amtrak Station, a Key Transit Hub within Lane County with multiple multi-modal travel options. Stops along its route outside of the urban area serve Lane County's rural communities: Veneta with a population of 5,214 and 2,182 employed; Mapleton with a population of 943 and 88 employed; and Florence with a population of 9,396 and 2,973 employed. The Lane Transit

District serves the urban area of Lane County, but its boundary does not extend west beyond Veneta, creating a public transportation service gap and need that this route fills. Three other fixed route transit services meet the Eugene Florence Connector at its final stop in Florence, the Grocery Outlet store: the Rhody Express, the Florence-Yachats Connector and the Florence Express. None of these four services are wholly contained within the service area of the others; creating a Key Transit Hub. Developing a transit hub has been a goal for the City of Florence, and this route is a key component.

This route is connecting people in rural Lane County with car-free access to jobs, services, recreation, entertainment and social outlets. Social service providers and Workforce Oregon in Florence as well as agencies such as the Devereux Center in Coos Bay purchase or have expressed interest in purchasing tickets for their clients to travel to Eugene. Transportation for employment is of particular interest between Mapleton and Florence where coastal Oregon employers are experiencing a lack of employees, and Mapleton has residents lacking transportation. Travel Lane County and Lane Community College participated throughout the planning and implementation of this route as they both value the potential for visitors, students and faculty to travel car-free and access recreational and educational destinations throughout and beyond Lane County.

This is a relatively new service that has operated for the vast majority of its life within COVID conditions. While we view its status to date a great success, this STIF funding is imperative for its long-term success as a foundational link in the Statewide Transit Network.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain a relatively new and growing intercommunity route between Florence and Eugene and maintain this critical link in the Statewide Transit Network along Hwy 126. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of collaborating with other transit, tribal, and governmental agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Two goals to sustain this service beyond the current biennium are to pursue additional federal, state and local funding sources and to further collaborate with the NW Collector alliance of transit providers.

Investment in this project at this time is vital as it will sustain a service that only until recently operated as a pilot service. Without project funding, this service will terminate as 21-23 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political and agency support as demonstrated in the attached letters of support.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service as the need is demonstrably apparent and expected to grow. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by applying for additional funding types and to continue applying for STIF Discretionary and Statewide Transit Network funds. LCOG will also continue to apply for STIF Formula Funds to use as project cost match.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A.

PROJECT 3 | FLORENCE-YACHATS CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors to and along Oregon's premier coastline. Prior to this route's beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit options and the gap in service availability was a barrier to travel for residents and visitors alike. This route now serves local residents traveling between and beyond Florence and Yachats, visitors traveling car-free, as well as backpackers and bicyclists who use the bus for transport along this stretch of the highway that is not comfortable for all.

The Florence-Yachats Connector begins at the Florence Key Transit Hub where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and LCOG's Eugene-Florence Connector Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for transport along Highway 101 north of Yachats. The route operates Monday through Saturday from 7:30 AM to 7:25 PM with four round trips per day. It begins at the Grocery Outlet in Florence; stops mid-way at Carl G. Washburne State Park, and then at West 3rd Street and Pontiac Street (the Little Log Church &

Museum) in Yachats. The return route uses the same stops. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer between the Florence-Yachats Connector and Eugene-Florence Connector. Please see the Route Location Map and Photos attached. As this route was emerging from a pilot phase, COVID-19 restrictions began. As such, the vast majority of time this route has operated, has been with COVID related guidelines. The service schedule did not change throughout COVID and has maintained a reliable and consistent travel option, proving to be a lifeline link in the Statewide Transit Network.

The funding requested for this project is for route operational costs through the 23-25 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, purchase of radios for emergency use, administration, and marketing costs.

Funding requested also includes service expansion to Sunday service. Given the recreational environment in which this route operates, not providing service on Sunday is a barrier for some travelers. If funded, LCOG will continue to manage this service with a contract vendor operating the service and expand to Sunday service.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?
\$635,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

This project is a vital link in the Statewide Transit Network along HWY 101. Prior to its service initiation, this corridor had neither a private nor a public transit option, leaving residents and visitors with few car-free travel options. Now it stands as an important link in the public transportation network, providing a safe, affordable, and reliable travel option. Continued use through COVID-19 restrictions demonstrates it is a lifeline service for many.

Investment in this project is vital as it will sustain this service. Without project funding, this service will terminate upon expiration of 21-23 STIF funding. It leverages strong community support as demonstrated in the attached letters of support from stakeholders and supports a needed travel option for residents and visitors alike.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$127,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$57,150.00	\$45,720.00	\$11,430.00	\$51,435.00	\$5,715.00
Operating	\$577,850.00	\$462,280.00	\$115,570.00	\$520,065.00	\$57,785.00
Total:	\$635,000.00	\$508,000.00	\$127,000.00	\$571,500.00	\$63,500.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The Senior & Disability Services division of LCOG conducts a Community Needs Assessment every four years “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” The March 2020 Assessment includes consumer surveys, focus groups and research from a broad range of sources. Focus groups expressed concerns that public transportation options are limited in rural areas. The limitations are more pronounced on weekends and during convenient weekday times. It concludes that, “This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs.”

According to 2020 American Community Survey (ACS) 5-Year Estimates, the County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who are White grew 4%. People who are Hispanic/Latino saw 42% growth. The Black or African American population grew 18%; the Asian population grew 29%; and the Native Hawaiian/Other Pacific Islander population grew 34%. The American Indian or Alaska Native population declined by 25%. Overall, people identifying as two or more races grew 84%. On average, residents of Lane County are older, with a median age of 39.7 years (up from 38.5 in 2010). In the US, the median annual household income is \$64,994; in Oregon it is \$65,667. In Lane County it is \$54,942.

Communities adjacent to this corridor have high rates of vulnerable populations, per 2020 ACS 5-Year Estimates. Florence’s median age is 60.9; people aged 65 and older is 44.6%; people aged 14 and younger is 7.9%; median household income is \$48,944; non-auto households is 6.4%; people identifying with a disability is 25.9%; and minority population is 3.6%. Yachats median age is 64.1; people aged 65 and older is 48.8%, people aged 14 and younger is 3.7%; median household income is \$51,000; non-auto households is 12.7%; people identifying with a disability is 28.5%; and minority population is 2.2%. This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations. Letters of support demonstrate the value

of this service in providing an affordable travel option for vulnerable populations seeking access to services within and well beyond Lane County.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

This project is a coordinated effort with the City of Florence, Lane Transit District (LTD), ODOT, Coos County Area Transit (CCAT), and Lincoln County Public Transit to ensure efficiency of service benefiting multiple transit providers, passenger experience, and reduction of fragmentation.

The Florence-Yachats Connector is a major link of intercommunity and intracity routes interlining at the parking lot at the Grocery Outlet in Florence. CCAT, LCOG, and LTD routes coordinate to support the Florence Key Transit Hub. LTD manages the Rhody Express; Florence's public transportation service with River City Taxi as the contract operator. LCOG's Eugene-Florence Connector has its western terminus at the Grocery Outlet Transit Hub. CCAT's Florence Express' northern terminus is at the Grocery Outlet Transit Hub. With these three intercommunity routes and the Rhody Express intracity route all in operation, both residents and visitors have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. The Florence-Yachats Connector interlines with the Lincoln County service in Yachats for access north of Yachats on Highway 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence Transit Hub and in Yachats.

The project will leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

One of this project's goals is to align with the NW Collector alliance of transit agencies that have connected and coordinated to better meet transportation needs and provide information to residents and visitors. This project also has wide range of stakeholder and partner support which are leveraged to promote and educate on this service. Please see the attached letters of support from City of Florence, City of Yachats, City of Eugene, Coos County Area Transit, Siuslaw Vision, Florence Area Community Coalition, Florence Area Chamber of Commerce, Lane Community College/Florence Center, Mapleton Food Share, Mapleton Lions Club, Oregon Coast Visitors Association, PeaceHealth Peace Harbor Medical Center, Rotary Club of Florence, Siuslaw Public Library District, Siuslaw Outreach Services, and Travel Lane County for demonstration of the community value in this route and ongoing stakeholder collaboration.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

The Florence-Yachats Connector improves access to/from services that improve health outcomes and contributes towards a reduction of carbon dioxide and other pollutant emissions. It addresses the Senior & Disability Services division of LCOG's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. The Needs Assessment found that, "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs."

The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only location for certain medical services, personal needs, education, jobs, and social outlets. As reported in this application's response to #21, a high percentage of residents living along this project corridor are transportation disadvantaged. The mobility and access opportunity with this project contributes towards the quality of life for these individuals. It also supports economic development and health of the business community and employers within Florence and Yachats by providing visitors a transportation option they will otherwise not have.

Within this STIF biennium to date (July 2021-October 2022), this route has provided 2,283 rides, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. Traffic volumes are high along Highway 101, particularly in summer months, and parking lots for recreational destinations along the stretch between Florence and Yachats are at capacity or overflow. This route plays an important role in creating a connected transit network along the coast, enabling visitors and residents with a choice for this low-environmental impact mode of travel.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The Florence-Yachats Connector reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an important link in the Florence Key Transit Hub. It interlines with three routes in Florence and one route in Yachats. Each of these connections allow for people to travel on to their final destination without a gap in service.

This route began service in September 2018, and ridership shows trends with summer peaks and winter lows, indicating regular riders throughout the year with more recreational riders during summer months. Ridership in 2020 was trending higher than 2019 until COVID-19 restrictions began in March 2020. Since then, ridership has steadily increased and saw its highest quarter during the 2022 summer months of July, August, and September with 806 riders. These rides were taken by people who did not

have access to personal vehicle or who chose not to drive. They represent trips that were not taken by personal vehicle and a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

Highway 101 is designated as the Oregon Coast Bike route, and this route is utilized by bicyclists to help navigate through a portion of the Highway that feels uncomfortable for some cyclists. Cyclists put their bike on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. Riders also utilize the stop at Carl G. Washburne State Park to access the State Park trails, beach access and other amenities. The route also sees a significant number of backpackers hiking along the coast but taking the bus through this corridor of the coastline.

This route is a critical component to the Active Transportation network along the coast, and it is contributing to a mode shift to transit, reduced reliability on personal vehicle use and enhanced connectivity between active travel modes.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

LCOG manages the service and operates it under contract with River Cities Taxi who also operates the Rhody Express under contract with the Lane Transit District and a private taxi service in Florence. River Cities Taxi upholds the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

ODOT's Oregon Coast Bicycle Route Map, identifies several sections of Highway 101 between Florence and Yachats as "Coastal Bike route with less than 4' of shoulder." One solution for cyclists traveling by bike along the Oregon Coast Bike Route through this section is to put their bikes on the Florence-Yachats Connector bus and utilize this service to avoid an uncomfortable highway section. Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users. This route also provides a safe and reliable option for residents and visitors who do not feel comfortable driving this portion of the coastal highway because of the heavy roadway volumes on a winding coastal roadway. This route decreases the number of overall vehicles, improving safety overall.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project connects two geographically separated rural, coastal communities along Oregon's premier Coastal Scenic Byway; contributes to the new Florence Key Transit Hub; and is an important link in the Statewide Transit Network.

The City of Florence is a rural coastal community at the southern end of this corridor, with a population of 9,396 and employment of 2,973 per 2020 American Community Survey (ACS) 5-Year Estimates. The City of Yachats is also a rural coastal community, with a population of 2,182 and employment of 218. This route is providing a needed service for residents, visitors, and transportation disadvantaged to travel to and from these communities and beyond.

This service connects with four other public transportation service providers and contributes to the network of services within and beyond Florence and Yachats. It creates a Key Transit Hub in Florence with these other providers: 1) Rhody Express which is the City of Florence's public transportation service, managed by LTD and operated by River Cities Taxi. It serves the City with a north and south loop that meet at the Grocery Outlet transit stop; 2) Coos County Area Transit who started the STIF-funded Florence Express in June 2020 and completed the creation of Florence's Key Transit Hub; 3) LCOG who manages the Eugene-Florence Intercommunity route. Its western terminus is the Grocery Outlet transit stop; 4) Lincoln County Transit whose Southern Loop terminates in Yachats at the Little Log Church & Museum. A long term goal for this project is to enter into the NW Connector system as a way to better interline service and provide enhanced passenger experience when making transfers.

The connections with these four public transportation service providers creates a public transportation network that is just recently available to Oregon residents and tourists, and the Florence-Yachats Connector is a vital link in that network. Sustaining this service is crucial to supporting the utility and connectivity of the Statewide Transit Network.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain an intercommunity route between Florence and Yachats and a link in the Statewide Transit Network along Hwy 101. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of a collaboration with other transit agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Project partners and collaborators include LTD, ODOT, Lincoln County Transit, Coos County Area Transit, and the Cities of Florence and Yachats. Two of this project's goals are to pursue ongoing funding from federal, state and local sources and to collaborate with the NW Collector alliance of transit providers.

This project qualifies for the STIF 20% match reduction to 10% as it will predominately serve and provide access to and from rural communities, will fill a significant gap in the Statewide Transit Network and will provide statewide benefits to multiple Public Transportation Service Providers as this application has demonstrated. The match requirement will come from STIF formula funds. Investment in this project at this time is vital as it will sustain a service recently emerging from a pilot operation status. Without project funding, this service will terminate as FY23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project will leverage strong community, political and agency support in the show of support contained and in the attached letters of support.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service as the need is demonstrably apparent and expected to grow. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by applying for federal funds, and to continue applying for STIF Discretionary and Statewide Transit Network funds. LCOG will also continue to apply for STIF Formula Funds to use as project cost match; the Lane County STIF Advisory Committee has shown a strong commitment to provide Formula Funds as match for state and federal funds.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

PROJECT 4 | SOUTH LANE COUNTY METRO SHUTTLE

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

This project will serve as a pilot rural demand response service model for the Lane Council of Governments (LCOG). The City of Cottage Grove is currently providing a service called Metro Shuttle. Metro Shuttle is a door-to-door service designed for South Lane County residents living outside of the

Cottage Grove city limits who seek transportation to go to points north, most particularly Creswell, Eugene, and Springfield. The service is expressly for rides of 10-miles or more, and rides must originate and/or terminate in the southern region of Lane County. Rides are scheduled by making a reservation with the operator dispatch. Common trip purposes include medical appointments, shopping, and entertainment. The Metro Shuttle does not serve the Eugene Airport. Fares are based on the pickup location. For example, a ride to Eugene that originates and terminates near Dorena Lake is \$30 round-trip. A ride to Eugene that originates and terminates closer to Creswell is \$20 round-trip. The Metro Shuttle is a vital transportation option for many in south Lane County who do not have another travel option.

The City of Cottage Grove provides this service, along with a parallel service within its city limits, via a contract operator. While the City remains committed to ensuring these reliable transit services, it is transferring contract administration responsibilities to LCOG and the Lane Transit District (LTD). This transfer of responsibilities is intended to find best fits for service management and ongoing sustainable operations. The City does not have the internal capacity and expertise to continue with managing transit contract. As an outcome of evaluating best fit for current and future services, LTD will focus on providing the services within their service boundary and LCOG will focus on providing services outside of that service boundary. Please see the attached map showing the LTD service boundary. This outcome highlights the emerging role of LCOG, with its Link Lane transit service, as a public transportation service provider within Lane County and the ongoing collaborative relationship between LCOG and LTD in providing rural transit service.

This outcome also creates an opportunity for LCOG to take on this demand response service as a pilot and upon taking on contract administration will evaluate its efficacy, build on what is working, and identify operational room for improvement. Operational room for improvement may include rebranding of the service and a reconsideration of the fare structure.

As the emerging provider of rural transit in Lane County, LCOG is exploring ways to serve rural residents experiencing transportation barriers, most particularly in accessing health care, basic shopping needs, social, and entertainment destinations in the urban Eugene-Springfield area. Given the dispersed nature of where rural residents live, and Lane County's very large geographic span, the fixed-route model is not the most efficient or cost-effective option. LCOG intends to evaluate the pilot Metro Shuttle as model that could serve more than southern Lane County. We will evaluate the pilot with the question of "Is this a service model that we can expand to serve a wider area or areas of Lane County and beyond?"

If awarded funding, LCOG will undergo a procurement process to bring-on a contract provider to operate the service, including the dispatch.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?
\$350,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

WHY IS THIS PROJECT IMPORTANT?

On-demand rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs of individuals with disabilities, older adults and people with low incomes across all of Lane County, and particularly in areas where there is currently a lack of available public transportation. LTD's service boundary is primarily the Eugene-Springfield metropolitan area, significantly less area than Lane County. LCOG's role in filling gaps in rural transit service is vital to meeting these unmet needs. If this project is not funded, the Metro Shuttle will not operate at current levels.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

Local: \$70,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Project Administration	\$31,500.00	\$25,200.00	\$6,300.00	\$28,350.00	\$3,150.00
Operating	\$318,500.00	\$254,800.00	\$63,700.00	\$286,650.00	\$31,850.00
Total:	\$350,000.00	\$280,000.00	\$70,000.00	\$315,000.00	\$35,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The 2021 Cottage Grove Area Transit Development Plan (TDP) conducted a thorough community profile of the south Lane County area. The TDP included southern Lane County and northern Douglas County in the community profile as this geography reflects residents with similar travel patterns taken on a regular basis to meet daily needs related to work, education, medical and social services, recreation and shopping. Vulnerable populations include people over the age of 65 or under 18, people of color, people with limited English proficiency, people with a disability, people with low to moderate incomes, households with no vehicles available, and veterans. Collectively, these vulnerable populations experience greater travel barriers in rural areas without transit access. The TDP provides insights into the project area's population:

- The share of the population over 65 is greater in the travel shed (22%) than Oregon (17%).
- The share of the population under 18 is similar in the travel shed (20%) to Oregon (21%).
- The travel shed’s resident population is 92% white and 8% non-white.
- More residents report having a disability in the travel shed (21%) than Oregon (15%).
- The travel shed has a higher share of low-income individuals at all three measures of poverty than compared with the State.
- The travel shed at 6% does report a lower percentage of vehicle availability than Oregon (8%).
- The share of veterans in the travel shed (12%) is larger than Oregon (9%).

This project will directly support vulnerable populations by maintaining and expanding upon a car-free travel option that is otherwise not available in southern Lane County.

The Metro Shuttle will be a pilot project for LCOG in terms of both a new area of Lane County in which Link Lane will operate and a new on-demand service model. While it will continue to serve rural, southern Lane County, it will also serve as a model for LCOG to evaluate and potentially apply to other areas of rural Lane County. This evaluation will be undertaken through an equity lens and LCOG staff will coordinate with local transportation, community partners, and health representatives to determine areas in which vulnerable populations and/or historically marginalized populations are located and in need of transit services that may benefit from a similar type of service.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

This project is a direct result of local agencies coordinating to provide transit while leveraging each agency’s expertise, resources, and missions. The City of Cottage Grove is currently managing two door-to-door type services: one within its City limits and one outside of its City limits. Given internal shortage of capacity and expertise, the City approached LCOG and LTD to discuss how and if these services could be transferred or consolidated. After evaluation of service needs along with the expertise, resources, and mission each agency brings to the table, the decision was made to consolidate these services by transferring the Metro Shuttle into LCOG’s Link Lane portfolio and the door-to-door service within the City limits to LTD. This decision best reflects LTD’s mission to provide service within its district boundary and LCOG’s mission to fill the gap in rural transit service within and beyond Lane County. This arrangement will also leverage the City of Cottage Grove’s standing in the community as a partner and advocate for transit services. This project’s success is dependent upon all partner’s ongoing coordination, and each partner is committed to this endeavor.

The Metro Shuttle will rely on resource sharing between LCOG and LTD as a common dispatch. Currently, vehicles are utilized to serve operations both within and without the Cottage Grove city limits.

LCOG and LTD will coordinate so that the vehicles will continue to do so, even though these two operations will have different contract managers.

The project has the opportunity to leverage technology resource sharing, as LTD's integrated fare project should be complete by the biennium, allowing seamless travel between LTD and Link Lane services.

Passengers will benefit from a well-coordinated operation. While service within and outside of Cottage Grove may be operated by two different agencies, the intent is that a rider will not need to be aware of this deviation. Through shared resources, most particularly dispatch, riders' interface with these services will be seamless.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

The 2021 Cottage Grove Area TDP establishes the following two objective related to these criteria:

- Environmental Sustainability – Provide environmentally sustainable transportation options that are a convenient alternative to driving, increase the use of public transportation in the Cottage Grove area, and explore opportunities to utilize cleaner energy.
- Reduce Vulnerability – Reduce the public transportation system's vulnerability to economic fluctuations, natural disasters, climate change, and hazardous incidents, and provide resources to community members during such events.

This project is helping to provide an environmentally sustainable option by freeing people from needing to drive. Many people within this project geography are relatively isolated geographically and access-wise. With this door-to-door service as a travel option, they are able to make a reservation for a ride and schedule that ride to coincide with such personal needs as their appointment time and/or transfer to another transit mode, including Amtrak or metro-area LTD services. This service goes beyond providing an alternative to personal car use as it is a piece of the transportation fabric that is severely lacking in the majority of rural areas.

Two of the service strategies to implement the "Reduce Vulnerability" objective are:

- Establish a shopper shuttle that serves the Cottage Grove area, including communities in north Douglas County
- Coordinate with human services agencies serving adults, seniors, people with disabilities, and veterans to provide transit services meeting the needs of these members of our community

This project is achieving those two strategies as it may serve for shopping needs as a shopper shuttle, and LCOG is a human services agency with deep community ties via its Senior & Disability Services with which Link Lane coordinates and supports.

The Metro Shuttle supports positive health outcomes. The Lane County Transportation Safety Action Plan (2017) reports that improving public health is linked directly to encouraging active transportation. Lower levels of physical activity and active transportation in rural areas create a poorer public health outcome, with higher levels of obesity than their urban counterparts. Transit access plays an important role in a complete active transportation network.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

This project is uniquely positioned to increase use and participation in active transportation for a community that is otherwise reliant on personal vehicle use. The service is designed to meet the transportation needs of rural residents by providing a reservation based on-time shuttle service from the resident's home to destination. The scheduled pick-up feature and rural based geographic scope of the service are intended to make this a value-added car-free option that appeals to a wide variety of riders, some of which may otherwise drive, others of which do not have a car available.

Inherent to its design, the Metro Shuttle supports connections between transit and other modes because people getting rides likely do not have a car available at their destination. If their trip includes destinations beyond their Metro Shuttle drop-off, they will likely be walking, biking, or taking transit. It will be a part of the transit network in supporting connections between transit providers, including Link Lane, LTD, and Amtrak, to travel car-free within and beyond southern Lane County.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

LCOG will manage this service and operate it under contract. The contract operator must demonstrate the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

The Lane County Transportation Safety Action Plan (TSAP 2017) reports that traffic crashes are the leading cause of death in Lane County for ages 1-24. In 2014, Lane County had more traffic fatalities than any other county in Oregon and has continued to have high rates. While most traffic is in the cities, most fatalities were in rural areas. Elements of rural roads, such as high speed limits, narrow shoulders with ditches, and the absence of median barriers can increase the risk of fatal crash types. Low population density and geographic isolation of rural communities can increase detection, response, and travel time for emergency medical services, thereby increasing mortality rates. The majority of highway fatalities take place on rural roads (54% of all fatalities and 2.4 times higher than the fatality rate in

urban areas), creating a disproportionate impact to rural areas with regard to fatal and severe-injury collisions and associated economic costs. Multimodal safety is a challenge in the rural area. People who live in rural communities generally travel more in their automobiles and over further distances, increasing the likelihood of a crash. Transportation options in rural areas are limited, with insufficient bicycle and pedestrian networks and access to public transportation.

One TSAP strategy is improving travel options, including transit, for rural residents, which provide significant co-benefits of improving the quality of life for vulnerable populations. Per the Lane County Transportation System Plan, many rural residents feel like they cannot get anywhere in rural Lane County without a car. Youth, seniors, and people with disabilities are especially isolated in rural areas, and there is demand for expanded and more frequent transit service in rural areas. The Metro Shuttle will address this strategy and support and improve the safety of rural residents.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project will provide critical connections for rural southern Lane County into Cottage Grove and the Eugene-Springfield urban area. LCOG will evaluate its efficacy and value and adjust as needed to meet the needs of residents it is intended to serve. LCOG is consolidating the Metro Shuttle into its Link Lane portfolio as a pilot for how a demand response modeled service may be applied beyond the southern Lane County geography. As a feeder service into a major urban area and/or major transit lines, it expands the geographic availability of transportation services to rural areas that are otherwise un-served.

This pilot has the potential to be transformational on how transit in rural Lane County is offered. The Lane Coordinated Public Transportation Plan, 2019 Update, establishes three priorities based on community transportation needs:

- First Priority: Maintain sustainable service levels of viable operations – ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.
- Second Priority: Respond to growth within existing services – Allow for measured increases where demand points to an unmet need within the available resources.
- Third Priority: Respond to emerging community needs – Take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.

LCOG's Link Lane transit services began operations after this plan was adopted in 2019 and provide a community resource not before available within rural Lane County. The Metro Shuttle addresses these priorities by 1) maintaining a lifeline service, 2) responding to unmet needs in rural Lane County by

operating this service as a pilot and allowing for measured increases to respond to unmet needs across Lane County, and 3) optimizing coordination, and developing a new type of partnership between LCOG and LTD to accommodate both rural and urban transportation needs and gap. This project in-full is creating a foundation for future Statewide Transit Network improvements by creating a model of partnership and rural on-demand service.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

This project will sustain a legacy door-to-door transit service and revive it as a pilot service model for the Link Lane transit services. This project works towards the goal of a complete Statewide Transit Network and recognizes the value of collaborating with other transit and city agencies to reduce fragmentation, ensure efficiencies and enhance access opportunities via public transportation. Two goals to sustain this service beyond the 23-25 biennium are to pursue federal, state and local funding sources and to evaluate this service's performance for both the area within which it is operating and as a model for other areas within Lane County.

Investment in this project at this time is vital as it will sustain a service and allow LCOG time to manage it as a Link Lane service and evaluate its performance. Without project funding, this service will terminate as FY21-23 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong collaboration between Cottage Grove, Lane Transit District and LCOG, and all partners are committed to its success.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

This project will last beyond the 23-25 biennium. LCOG is committed to continuing to provide this service. There is keen interest to develop this service as a model that LCOG could expand to other parts of Lane County. LCOG's transit services are branded Link Lane. LCOG intends to seek sustaining funding for its Link Lane services by broadening its funding base, and to continue applying for STIF Discretionary and Statewide Transit Network funds. Local STIF Formula Funds will be used as project cost match.

The Transportation Growth Management program awarded LCOG funding to develop its first Link Lane Transit Development Plan. One of its key outcomes or deliverables is a strategic funding plan to prepare for sustainable ongoing funding. This planning effort is underway and will be complete within the upcoming STIF biennium.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

PROJECT 5 | DIAMOND EXPRESS

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and Eugene/Springfield (Attachment 1 - Diamond Express Service Brochure). The service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area which is a central hub for transit service and a focal point for interregional air, rail and bus service.

The Diamond Express operates between Oakridge and the Eugene metropolitan area three round trips daily, five days per week. The Diamond Express has three stops in Oakridge, one in Westfir, and four in Eugene including University of Oregon, University Medical Center, the Downtown Eugene Transit Center, and the Eugene Amtrak station. The round trip fare is \$5.00 and includes a one-day pass on Lane Transit District's fixed route.

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front mounted bicycle rack that holds three bikes. At the driver's discretion, additional bicycles can be placed on board.

The fare must be paid in cash with exact change or with Diamond Express tickets that can be prepurchased at LTD Customer Service at the Eugene Station, 11th Avenue and Willamette Street. Only cash and VISA or MasterCard are accepted. LTD group pass holders and other LTD passes cannot be used to ride the Diamond Express. Rider fares cover only a small portion of the cost of providing the service. LTD has managed to keep the fares as low as possible; the fares have not been raised since service was initiated.

The resources, equipment, and infrastructure for Diamond Express have already been procured for this service and are in place. To that end, the communities of Oakridge and Westfir have come to depend on Diamond Express to access the metro area. Moreover, this service acts as a lifeline and connects residents to local hospitals, shopping, schools and employment.

LTD is requesting grant funds in the amount of \$500,000. This represents the total project cost which is essential to maintain ongoing operations for two years.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$250,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

The Diamond Express service provides benefits to older adults, people with disabilities, and low income populations. Accordingly, the project will eliminate transportation barriers experienced by disadvantaged communities. To that end, the most recent Community Transportation Association of America (CTAA) report identifies Oakridge with 29.9% of their population age 65 or older, and 29.1% identifying with a disability, compared to 15.9% and 14.7% of all Oregonians respectively. The Census Bureau notes that 37.7% of the population for whom poverty status is determined in Oakridge live below the poverty line, a number that is significantly higher than the Oregon average of 12.4%.

This service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield; and acts as a lifeline that connects residents to hospitals, shopping, schools and employment. Terminating this project would substantially impact this transit dependent community.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$100,000.00

State: \$50,000.00

State: \$250,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Operating	\$500,000.00	\$400,000.00	\$100,000.00	\$450,000.00	\$50,000.00
Total:	\$500,000.00	\$400,000.00	\$100,000.00	\$450,000.00	\$50,000.00

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The impacts and benefits of this project are significant, particularly as it pertains vulnerable populations. This service provides benefits to older adults, people with disabilities, and low income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities. To that end, the most recent Community Transportation Association of America (CTAA) report identifies Oakridge with 29.9% of their population age 65 or older, and 29.1% identifying with a disability, compared to 15.9% and 14.7% of all Oregonians respectively. The Census Bureau notes that 37.7% of the population for whom poverty status is determined in Oakridge live below the poverty line, a number that is significantly higher than the Oregon average of 12.4%.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 2 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide three round trips each weekday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 3 - Oakridge Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may otherwise be overlooked.

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

LTD has a long and proud tradition of providing reliable transportation and connecting the community. Moreover, the District has an outstanding and deeply caring staff committed to creating a more sustainable and equitable community.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. Furthermore, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

To that end, the Diamond Express service has been redesigned to accommodate an interline agreement with Amtrak, and to meet the needs of rural residents. This has included the addition of the Westfir stop. This process has been coordinated alongside and is supported by local governments, Amtrak, the Oakridge Economic Development Committee, and the Greater Oakridge Trail Stewards. Service is also supported by local cash contributions from the City of Oakridge.

LTD consistently strives to develop innovative methods to improve upon the attributes of customer service, accessibility and convenience for this targeted population; as well as enhanced efficiency. The redesigned service addresses these factors by improving connectivity and service integrations; more importantly, the service eliminates transportation barriers experienced by disadvantaged communities.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 4 – LTD Climate Action Statement).

Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient. Reliable transportation facilitates utilization of public

transportation which can permit riders to spend their commute time reading, working or studying without having the burden of watching the road.

Moreover, transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Public transportation is also linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination. They are also able to avoid the stress that comes from daily driving in highly congested areas.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield, a direct link between the rural community and the metropolitan area. A day pass is transferable into an LTD day pass, which encourages riders to utilize public transit for their intercity trip, as well as for their local transportation needs. People who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination.

Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. A newly created interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area. The area is a central hub for transit service and a focal point for inter-regional air, rail and bus service.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and

committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

As indicated above, LTD has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

To that end, this proposed project serves as a direct link between the rural community of Oakridge and Eugene/Springfield. This provides opportunities for low income rural residents to access additional transit options near Eugene-Springfield, such as Amtrak and Greyhound. LTD has an interline agreement with Amtrak which streamlines service options further. This process has been coordinated alongside and are supported by local governments, Amtrak, the Oakridge Economic Development Committee, and the Greater Oakridge Trail Stewards. It is supported by the City of Oakridge and the Intercity Passenger Program that connects communities with a population of 2,500 to the next larger market economy and to other transportation services.

This project supports the transit network by serving the two Key Transit Hubs in the Eugene-Springfield area which is a central hub for transit service and a focal point for interregional air, rail and bus service. Funding this project will facilitate LTD's commitment to operate an efficient and effective transportation system.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support. In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may be otherwise overlooked.

Moreover, the resources, equipment, and infrastructure have already been procured for this service and are currently in place. As such, this project will be implemented in a timely manner.

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

LTD's plan for ongoing funding is to apply for STIF Intercommunity and 5311(f) funds in the subsequent biennium. LTD will utilize STIF formula funds as match.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

PROJECT 6 | RHODY EXPRESS BUS SHELTER REPLACEMENT

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD is requesting funds for the Rhody Express Bus Shelter Replacement Project in support of this fixed route service. The Rhody Express service operates an hourly north and south loop, Monday through Friday, from 10 a.m. to 6 p.m (Attachment 1 – Rhody Express Service Brochure). This essential service provides the rural coastal community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting.

Moreover, providing funding for this Capital Project will ensure the continued delivery of public transportation in an effective and safe manner. In addition, offering riders more comfort and safety will make public transit more appealing to current, as well as potential new riders.

LTD is requesting grant funds in the amount of \$100,000. This represents the total project cost which is essential for the replacement of approximately four bus shelters, in poor condition, at locations along the Rhody Express routes that have exceeded their useful life. The locations of the routes are identified in Project Details section of this application.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$75,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

LTD is a key stakeholder in the transportation industry and is cognizant of its role and responsibility relative to the Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update (Attachment 2). Moreover, LTD consistently strives to improve upon the attributes of accessibility for this targeted population, especially as it pertains to safety. The Rhody Express services a community comprised of older residents, as well as 17.3% of Florence residents identified as having a disability according to the US Census Bureau (Table V2021).

Providing funding for the Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and an alternative to standing for long periods of time.

Not receiving the funding could potentially impact the continued delivery of the Rhody Express service to this older community in an effective and safe manner; whereas providing the funding will address stated mitigating factors.

PROPOSED CAPITAL PURCHASES:

Replacement and installation of approximately four (4) bus shelters, that are in poor condition, supporting the Rhody Express service is long overdue. ODOT provided funding (#26519) for the replacement of six passenger shelters in 2010. Due to the salty coastal environment in the city of Florence, these shelters are anticipated to have a useful life of ten years which has been exceeded.

The Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time. In addition, this Bus Shelter Replacement Project is anticipated to foster increased ridership with the transit stop amenities and improved lighting.

LTD is requesting a total project cost of \$100,000 for the replacement and installation of approximately four (4) bus shelters that have exceeded their useful life. LTD’s Letter of Interest had indicated the replacement of five (5) shelters for \$100,000; however, based on the increased cost of labor, supplies and materials, LTD is anticipating to replace four (4) shelters. This request represents LTD’s Priority #3 of three applications.

MATCH SOURCE AND AMOUNT:

State: \$20,000.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Signs/Shelters	\$100,000.00	\$80,000.00	\$20,000.00	N/A	N/A
Total:	\$100,000.00	\$80,000.00	\$20,000.00	N/A	N/A

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The impacts and benefits of this project are significant, particularly as it pertains older adults, people with disabilities, and low income populations. The Rhody Express provides services to a community comprised of older residents, 44.6% aged 65 and above, compared to 18.2% statewide, as well as 17.3% of Florence residents identified as having a disability according to the US Census Bureau (Table V2021). Moreover, 15.6% of residents are identified as having an income below the poverty level in 2019.

The Rhody Express service provides the community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting. The Rhody Express service, coupled with the improved amenities, will provide significant benefits to disadvantaged/low-income populations relative to transportation accessibility by ensuring the continued delivery of public transportation in an effective, efficient and safe manner.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability.

In consideration of the population that is served, LTD has a well-established partnership with the City of Florence who fully supports this project as evidenced by the attached letter of support (Attachment 3 - Florence Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may otherwise be overlooked.

Funding the LTD Rhody Express Bus Shelter Replacement Project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

LTD has a long and proud tradition of providing reliable transportation and connecting the community. Moreover, the District has an outstanding and deeply caring staff committed to creating a more sustainable and equitable community.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. Furthermore, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

LTD consistently strives to develop innovative methods to improve upon the attributes of customer service, accessibility and convenience for this targeted population; as well as enhanced efficiency. The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting. Accordingly, funding this bus shelter replacement project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 4 – LTD Climate Action Statement).

Intercity public transit service reduces the number of vehicles on the road and consolidates trips that would otherwise potentially be inefficient. Reliable transportation facilitates utilization of public transportation which can permit riders to spend their commute time reading, working or studying without having the burden of watching the road.

Moreover, transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Public transportation is also linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination. They are also able to avoid the stress that comes from daily driving in highly congested areas.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

As previously stated, the service operates an hourly north and south loop, Monday through Friday, from 10 a.m. to 6 p.m. This essential service provides the community with access to health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

The Rhody Express Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and provide an alternative to standing for long periods of time. This Bus Shelter Replacement Project is anticipated to foster increased ridership with the enhanced transit stop amenities, as well as improved lighting.

The Rhody Express service, coupled with the improved amenities, will provide significant benefits to disadvantaged/low-income populations relative to transportation accessibility by ensuring the continued delivery of public transportation in an effective, efficient and safe manner. Public transportation is also linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning

Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachment 5 - MPO RTP and Transportation Safety Action Plan - excerpts). LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the respective operators.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

As indicated above, LTD has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

As previously stated, the Rhody Express service operates Monday through Friday, from 10 a.m. to 6 p.m.; and provides this rural coastal community with access to critical health care; as well as connects major destinations such educational institutions, shopping and entertainment venues (e.g., casino).

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

In consideration of the population that is served, LTD has a well-established partnership with the City of Florence who has fully supports this project as evidenced by the attached letter of support. In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multi-disciplinary strategies to promote transit to those groups which may be otherwise overlooked.

Moreover, LTD will manage the procurement of this project, as well as administer the grant. LTD has a long-term contract with a credentialed grants manager, an experienced procurement team, as well as Facilities and Fleet Directors who each have an extensive background in project management of infrastructure projects. As such, this project will be implemented in a timely manner.

The Bus Shelter Replacement Project will provide a designated waiting space that will ensure relief from inclement weather and physical relief from standing for long periods of time for the transit dependent community. In addition, this Bus Shelter Replacement Project is anticipated to foster increased ridership with the transit stop amenities and improved lighting, thereby facilitating the continued availability of mobility options to the transportation disadvantaged; as well as improved quality of life and social equity.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A.

PROJECT 7 | VEHICLE PURCHASE

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

Lane Transit District (LTD) is the sole public transportation provider for a roughly 4,000 square mile area in Lane County, Oregon, serving the Eugene-Springfield metropolitan area and outlying community. LTD was founded in 1970 under the laws of the State of Oregon that allowed the formation of transit districts as special taxing entities and began operations with a fleet of 18 buses and two vans. Since the initiation of transportation services, LTD has grown to meet the demands of an expanding and transformative community. The agency provides a number of services and administers various programs which are described in LTD's Services and Programs (Attachment 1).

The agency currently operates a fleet of 100 buses on 34 routes, including the EmX Bus Rapid Transit (BRT) system which serves 51 stations. LTD's fleet includes a combination of 40-foot and 60-foot diesel buses, as well as 60-foot, 5-door, articulated buses. LTD's fleet also includes 60-foot hybrid-diesel vehicles and the agency has recently acquired eleven 40-foot battery electric buses (BEB) which have been deployed into service. To facilitate LTD's commitment to improve air quality, the agency is in the process of acquiring 19 additional BEBs.

LTD is seeking funds through the STIF Discretionary grant program to undertake a bus replacement project in support of its award winning EmX BRT system. Over 30 percent of LTD's fleet will have met or exceeded their useful life by the end of calendar year 2022. The vehicles that will be replaced were placed into service in 2007; and they have a poor rate of reliability and fuel efficiency.

LTD's fleet-wide average miles between road calls is 9,500, and the average for the fleet the project will replace is 3,100. Accordingly, replacement of these older diesel-hybrid buses will increase operational efficiency by reducing LTD's overall fleet maintenance labor and parts costs. More importantly, replacing this aged fleet will improve the reliability of current transit service by reducing road calls and lost service time for vehicles that are in maintenance.

The funding will enable LTD to purchase up to three (3) 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. EmX offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. BRT also reduces the overall amount of vehicle kilometers by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion.

In addition, LTD has transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). Although R99 is more expensive than the B5 ultra-low sulfur diesel, it emits fewer lifecycle GHGs than conventional diesel fuel. Renewable diesel is chemically identical to fossil diesel; however, it is sourced from renewable materials such as plant and animal waste.

Funding for the replacement vehicles is critical to ensure that LTD continues to serve the community, which is largely minoritized, reliably and safely. To that end, LTD consistently strives to assess the performance of all services and programs. Moreover, LTD is committed to providing safe and reliable vehicles, services, and facilities as this endeavor progresses.

LTD is requesting a total project cost of \$3,974,106 for the replacement vehicles, including vehicle inspections, pre/post Buy America Audits, travel for the bus build and project management. This request represents LTD's Priority #2 of three applications.

WHAT IS THE MINIMUM PROJECT COST THAT WILL STILL ALLOW YOUR PROJECT TO PROCEED?

\$2,649,404.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

Lane County's population is disproportionately reliant on transit and paratransit services, with 17.6% of Lane County residents identified as living in poverty, compared to 11.4% nationally according to the United States Census Bureau (V2021). Moreover, Lane County's population is disproportionately older, with 31.7% of Lane County's population aged 65 and above, compared to 7.6% nationally; and 35.1% of Lane County residents identified as having a disability according to the 2020 American Community Survey. Additionally, the majority of LTD's service area includes minoritized communities (elderly, low income, people of color, or people who report a disability).

The BRT bus replacement project will facilitate benefits to LTD's service area population by providing vehicles that utilize renewable diesel which emits less pollutants. Accordingly, funding is critical to ensure that LTD continues to serve the community, which is largely minoritized, reliably and safely.

PROPOSED CAPITAL PURCHASES:

LTD is requesting a total project cost of \$3,974,106 for the purchase of approximately three 60-foot diesel BRT replacement vehicles, including vehicle inspections, pre/post Buy America Audits, travel for the bus build and project management. The three 60-foot diesel buses have an expected useful life of twelve years/500,000. The replacement buses will be equipped to meet all ADA requirements; and will also include security surveillance systems and AVL equipment. The project is consistent with LTD's Long Range Fleet Replacement Plan.

The replacement vehicles will operate on LTD’s bus rapid transit routes servicing the Eugene and Springfield metropolitan areas. EmX is an attractive choice for many riders as the service offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. Studies conclude that BRT improves the quality of life in at least four key areas: saving travel time, reducing greenhouse gas (GHG) and local air pollutant emissions, improving traffic safety, and increasing physical activity.

LTD is committed to providing safe and reliable vehicles, services, and facilities; as well as improving sustainability by reducing dependency on fossil fuels. In 2020, LTD transitioned to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel) which emits fewer GHGs than conventional diesel fuel and replaces older, more polluting vehicles.

The STIF Discretionary funding will support LTD’s Long Range Fleet Replacement Plan. As indicated in the response to Question 15, LTD is also utilizing FTA formula funds (5337) that will fund the replacement of three vehicles. Coupled with the STIF Discretionary funds, a total of six vehicles will be replaced. This critical project will ensure that LTD continues to provide essential transportation services to the largely minoritized community reliably and safely.

LTD operates its programs without regard to race, color, status, age, or disability which facilitates mobility needs of transit users; and accessibility and transit services for the economically disadvantaged. Accordingly, the project impacts/benefits are significant and will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity for the transit dependent.

MATCH SOURCE AND AMOUNT:

State: \$794,821.00

BUDGET:

Task	Total Task Cost (Grant + Match)	Match Rate Calculations			
		20%		10%	
		Grant Amount	Match Amount	Grant Amount	Match Amount
Vehicle Replacement	\$3,974,106.00	\$3,179,284.80	\$794,821.20	N/A	N/A
Total:	\$3,974,106.00	\$3,179,284.80	\$794,821.20	N/A	N/A

Oregon Transportation Commission Investment Priorities

EQUITY AND PUBLIC TRANSPORTATION SERVICE TO LOW-INCOME HOUSEHOLDS

Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

The impacts and benefits of this project are significant, particularly as it pertains to older adults, people with disabilities, and low income populations. LTD's service area population is disproportionately reliant on transit and paratransit services. Lane County's population is disproportionately older, with 31.7% of Lane County's population aged 65 and above, compared to 7.6% nationally; 35.1% of residents identified as having a disability according to the 2020 American Community Survey; and 17.6% of Lane County residents identified as living in poverty (US Census Bureau V2021). Moreover, the majority of LTD's service area includes minoritized communities (elderly/low income/people of color/people reporting a disability).

The BRT bus replacement project will facilitate benefits to LTD's service area population by providing vehicles that utilize renewable diesel which emits less pollutants. In September 2020, LTD transitioned to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel) which emits fewer GHGs than conventional diesel fuel and replaces older, more polluting vehicles. Renewable diesel is sourced from renewable materials. As such, this project supports the federal Justice40 Initiative by deploying buses that will reduce air pollution, while facilitating accessibility/transit services for the economically disadvantaged.

The funding will enable LTD to purchase up to three (3) 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. Studies conclude that BRT improves the quality of life in at least four key areas: saving travel time, reducing greenhouse gas (GHG) and local air pollutant emissions, improving traffic safety, and increasing physical activity.

The grant funding will ensure that LTD continues to provide essential transportation services to the largely minoritized community reliably and safely. LTD operates its programs without regard to race, color, status, age, or disability which facilitates mobility needs of transit users; and accessibility and transit services for the economically disadvantaged. Accordingly, the project impacts/benefits are significant and will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity for the transit dependent.

COORDINATION OF PUBLIC TRANSPORTATION SERVICES

Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

LTD has a proud tradition of providing reliable transportation and connecting the community. The BRT bus replacement project will facilitate benefits to LTD's service area by replacing vehicles placed into service in 2010. These aged vehicles have a poor rate of reliability and fuel efficiency; and lack updated customer safety improvements including wheelchair securement. The new replacement vehicles will utilize renewable diesel which emits less pollutants; more importantly, they will ensure that LTD continues to provide transportation services to the largely minoritized community reliably and safely.

LTD is also a vested stakeholder in the Planning and Local/Regional Prioritization process. LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies as part of its Transit Tomorrow initiative. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system.

Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

To that end, this proposed bus replacement project will support LTD's award winning BRT system which serves 51 stations and has local community support as evidenced by the attached letters of support (Attachment 2). EmX began in 2007 and serves 28 system miles, traveling between west Eugene, downtown Eugene, the UO, downtown Springfield, and the Gateway and the RiverBend areas. This service is the backbone of LTD's public transportation service, carrying an average of 12,000 riders a day (weekdays) and connecting to other routes; as well as Park & Ride locations and bicycle-pedestrian pathways. Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

ENVIRONMENTAL AND PUBLIC HEALTH

Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. LTD has adopted a Climate Action Statement and Fleet Procurement Goals that will reduce community greenhouse gas emissions by taking steps to maximize public transit ridership and support low-carbon active transportation modes (Attachment 3 – LTD Climate Action Statement).

The funding will enable LTD to purchase up to three 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. EmX offers many unique conveniences, including frequent service; bus-only lanes and signals that let buses travel ahead of car traffic which creates faster travel times; and dedicated stations that provide a number of amenities. Moreover, BRT reduces the overall amount of vehicle kilometers traveled by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion. Moreover, public transportation is linked to healthier lifestyles, as people who use public transportation increase their daily amount of physical activity either walking or bicycling to and from their transit stops and their final destination. They are also able to avoid the stress that comes from daily driving in highly congested areas.

In addition, LTD has transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). R99, though more expensive than B5, emits fewer lifecycle GHGs than conventional diesel fuel. Renewable diesel is chemically identical to fossil diesel; however, it is sourced from renewable materials such as plant and animal waste. Accordingly, the BRT bus replacement project will facilitate benefits to LTD's service area population, which is disproportionately reliant on transit and paratransit services, by providing vehicles that utilize renewable diesel which emits less pollutants and replaces older, more polluting vehicles.

SAFETY, SECURITY, AND COMMUNITY LIVABILITY

Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

The agency currently operates a fleet of 100 buses on 34 routes, including the Emerald Express (EmX), named after the region's Emerald Valley which serves the Eugene-Springfield metropolitan area and is one of the first BRT systems to operate in the U.S. The EmX began in 2007 and now serves 28 system

miles, traveling between west Eugene, downtown Eugene, the University of Oregon, downtown Springfield, and the Gateway and the RiverBend areas. This service is the backbone of LTD's public transportation service, carrying an estimated 12,000 riders a day (weekdays) and connecting to other bus routes as well as Park & Ride locations and bicycle-pedestrian pathways.

Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

The STIF Discretionary funding will enable LTD to purchase up to three 60-foot diesel buses that will operate on its EmX routes. The EmX vehicles are designed to make boarding faster and easier for everyone, facilitating the use of public transportation. Moreover, BRT encourages biking which leads to improved health; and also creates safe, accessible and walkable communities, appealing transit stops/stations and safer streets and sidewalks.

Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life, economic vitality and sustainability; the attainment of which is directly related to an efficient and effective transportation system.

Consistent with the local/regional planning documents and priorities, LTD's Long Range Fleet Replacement Plan (Attachment 4) includes the replacement of 41 vehicles by the year 2024. Accordingly, this STIF Discretionary BRT Bus Replacement Project will augment LTD's ongoing replacement of vehicles that have met their useful life in its commitment to provide safe and reliable vehicles that reduce dependency on fossil fuels; while practicing sound fiscal and sustainability management.

Transit is also identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Replacing outdated vehicles will ensure more reliable and efficient transit service to existing customers in the furtherance of Lane County's safety goals.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

STATEWIDE TRANSIT NETWORK CONNECTIONS

Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

As indicated above, LTD has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, LTD has conducted studies to evaluate long-term transit system investments and service delivery strategies. This effort, involving technical analysis and broad public engagement, identifies tradeoffs and options in LTD's system design; and choices and decisions that will define the region's public transportation system. Accordingly, LTD has considered a number of planning documents, with respect to this project, including but not limited to the following:

- Central Lane Metropolitan Planning Organization Regional Transportation Plan and Transportation Safety Action Plan
- Eugene Climate Action Plan
- Oregon Transportation Safety Action Plan
- Lane County Transportation System Plan

Relevant sections from the various planning documents are included as Attachments 5-8 respectively.

As previously stated, this proposed bus replacement project will support LTD's award winning EmX Bus Rapid Transit (BRT) system which serves 51 stations and 28 system miles, traveling between west Eugene, downtown Eugene, the UO, downtown Springfield, and the Gateway and the RiverBend areas. Recent service enhancements mean many riders can now make more direct crosstown connections, no longer needing to travel into Eugene Station to do so. Designated transfer points provide better connectivity and convenience.

LTD consistently maintains and upgrades all of LTD's vital EmX corridors, including improved passenger safety, accessibility and comfort at platforms along these routes, providing better service for the agency's growing ridership.

Accordingly, funding this project will facilitate LTD's commitment to operate an efficient and effective transportation system; as well as the ongoing replacement of vehicles that have met their useful life; while practicing sound fiscal and sustainability management.

FUNDING AND STRATEGIC INVESTMENT

Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The impacts and benefits of this project are significant and transformative, particularly as it pertains to zero-vehicle households, low-income communities and seniors (Attachment 9 - Transit Tomorrow Existing Conditions and Choices Report/Maps). LTD has a long and proud tradition of providing reliable transportation and connecting the community.

Over 30 percent of LTD's fleet will have met or exceeded their useful life by the end of calendar year 2022. Of the six diesel-hybrid buses that will be replaced, four vehicles were placed into service in 2007; two vehicles were placed into service in 2010. These aged vehicles have a poor rate of reliability and fuel efficiency; and lack updated customer safety improvements. Replacing this aged fleet will improve the reliability of current transit service by reducing road calls and lost service time for vehicles that are in maintenance; and will increase operational efficiency by reducing LTD's overall fleet maintenance labor and parts costs.

The funding will enable LTD to purchase up to six 60-foot diesel buses that will operate on its bus rapid transit (EmX) routes servicing the Eugene and Springfield metropolitan areas. In September 2020, LTD transitioned from conventional B5 ultra-low sulfur diesel (95 percent fossil diesel/5 percent biodiesel) to R99 renewable diesel (99 percent renewable diesel/1 percent fossil diesel). R99, though more expensive than B5, emits fewer lifecycle GHGs than conventional diesel fuel.

To that end, BRT reduces the overall amount of vehicle kilometers traveled by employing high capacity buses. Fewer vehicles transporting the same number of passengers reduces traffic congestion, and affords the opportunity to replace older, more polluting vehicles.

LTD has the resources and infrastructure to support the replacement vehicles. Accordingly, funding LTD's BRT Bus Replacement Project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, the funding will enable LTD to continue serving the community reliably and safely which will facilitate improved quality of life and social equity. Moreover, this project specifically addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A.

Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A.



RESOLUTION NO. 2023-01-18-005

ADOPTION OF THE APPROVAL OF THE FY24-25 STIF DISCRETIONARY AND STATEWIDE TRANSIT NETWORK (STN) COMMENTS FOR SUBMISSION TO ODOT

WHEREAS, Section 122 of HB 2017 Transportation Funding Package established a new dedicated source of funding for improving, maintaining, and expanding public transportation service in Oregon;

WHEREAS, this funding source is called the Statewide Transportation Improvement Fund, or STIF;

WHEREAS the STIF Advisory Committee has made a STIF discretionary and STN funding recommendation to the LTD Board;

WHEREAS, STIF revenues are allocated across four funds as follows:

- Formula Fund: The Formula Fund receives 90 percent of STIF funds. ODOT disburses Formula funds to mass transit districts, transportation districts, or counties without either a mass transit or transportation district, and to federally-recognized tribes based on formula allocation.
- Discretionary Fund and Intercommunity Discretionary Fund:
 - The Discretionary Fund receives five (5) percent of STIF funds. ODOT awards Discretionary funds to public transportation service providers based on a competitive grant process.
 - The Intercommunity Discretionary Fund receives four (4) percent of STIF funds. ODOT awards Intercommunity funds to public transportation service providers to improve public transportation between two or more communities based on a competitive grant process.
- Technical Resource Center: ODOT uses one (1) percent of STIF funds to establish and administer a statewide public transportation technical resource center to assist public transportation providers in rural areas and also to administer STIF.

WHEREAS, projects eligible for funding under the STIF Discretionary Fund include, but are not limited to:

- Capital projects such as vehicles, facilities, equipment, and technology; and management, planning, and research.
- Transit-adjacent projects, such as infrastructure updates that improve safety of public transit users, may also be eligible where they have a reasonable connection to public transportation services.
- Pilot operations projects may be considered for funding if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005. Incomplete pilot projects initiated with discretionary STIF funds in FY 2019-21 may be eligible, but these projects will not receive preference over other eligible projects.

WHEREAS, seven (7) applications for Discretionary and Intercommunity Discretionary Funds in Lane County have been submitted, summarized as follows:

1. Coos County Transportation District Coos Bay to Florence - 6 days/week from Coos Bay to Florence. Operational support for miles outside of Coos County.
2. Lane Council of Governments Eugene-Florence Connector Route - 7 days/week from Florence to Eugene. Route administration and operational costs, including service expansion for third mid-day run between Eugene and Florence.



3. Lane Council of Governments Florence-Yachats Connector - 7 days/week from Florence to Yachats. Route operational costs, service expansion to Sunday service.
4. Lane Council of Governments South Lane County Metro Shuttle - On-demand shuttle service outside of LTD boundary.
5. Lane Transit District Diamond Express – Operations funding for route between Oakridge and Eugene metropolitan area.
6. Lane Transit District Rhody Express Bus Shelter Replacement - Replacement of 4 bus shelters in poor condition.
7. Lane Transit District Vehicle Purchase - Purchase 3 60-foot buses to operate on bus rapid transit routes (EmX).

WHEREAS, those materials are due to ODOT before the February 6, 2023 deadline;

WHEREAS, the STIF Advisory Committee passed a motion to recommend to the board that it approve submittal of their comments and recommendations to ODOT at their January 3, 2023, meeting;

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors, adopts a resolution approving staff to forward STIF Advisory Committee Recommendations and comments on applications submitted for FY24-FY25 STIF Discretionary and STN Funding in Lane County as presented and directs staff to forward these recommendations to ODOT on or before the February 6, 2023, deadline.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 18th DAY OF JANUARY, 2023.

Board President,



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023
ITEM TITLE: LTD SOCIAL MEDIA STRATEGY AND PROGRESS UPDATE
PREPARED BY: Hailey Pratt, Digital Marketing Specialist
DIRECTOR: Pat Walsh, Chief Marketing Officer
ACTION REQUESTED: None. Information Only

PURPOSE: Provide the Board the strategy, social media progress and overall goals for the LTD social media communications to the community.

DESCRIPTION: Lane Transit District's Social Media program is one key element of LTD's overall Digital Communications Strategy. The Digital Communications Strategy supports LTD's Strategic Business Plan goal of enhancing **Community Value**. The social media content is strategically planned, and then created, to tell the District's story and be consistent in the voice and branding used in other LTD communication channels including for print, web, and paid ads (as appropriate).

Each year a Digital Communications Plan is developed as part of the Marketing and Communications Department Marketing Plan, and it outlines the key content strategy, campaigns and the timing of specific communications throughout the year. This is used as a guidebook for the development of social media content and digital storytelling as it is prepared and scheduled each month. Staff collaborate to develop stories for social media that provide essential rider information, integrate ridership campaign messages, optimize print materials for digital platforms, directly connect with riders and taxpayers through strategic engagement, and demonstrate community value to both riders and those who do not directly use our services.

BACKGROUND: Lane Transit District has been utilizing social media as part of its core communication channels since 2008 when LTD first created the LTD Facebook page. Since that time additional platforms have been added including Twitter, LinkedIn, YouTube and most recently (2022) Instagram. The Twitter platform was mainly used for emergency and service alerts prior to 2019 which is now used for more widespread comprehensive communications and storytelling.

In an effort to improve and focus LTD's Marketing and Communications efforts, a consultant was sought out and charged with developing a comprehensive communications analysis, which was completed in 2019 by the Celtis Communications Group. Some of the key recommendations from the analysis focused on elements of the social media program. The recommendations included:

- ✓ *The creation of more organic and digital campaigns on social media*
- ✓ *Integration of content from print and the web with social media posts and paid ads*
- ✓ *Managing social media comments in a consistent and frequent manner*
- ✓ *Have a digital voice consistent with LTD's brand voice*
- ✓ *Develop and utilize paid ads on social media channels*

In 2021, with the need for digital communications at an all-time high due to the COVID pandemic, and the reduction of print communications as a reaction to safety around the pandemic, LTD moved forward with the expansion of its digital communications. To help jump-start, and then manage a new focus on digital communications, a Digital Marketing Specialist was hired. Since that time, all LTD channels have increased followers and engagement, and a significant effort has been placed on digital communication including an expansion of the use of videos to help share information and stories with the community.

A presentation will be provided to explain this topic in further detail and to outline goals and strategies for the social media program.

CONSIDERATIONS: The social media program is a key part of LTD's digital communications strategy and supports LTD's Strategic Business Plan goal of Community Value. LTD has a strategic focus on digital communications as part of its comprehensive communications strategy. The social media program is a key element in telling the District's story and demonstrating community value.

With an increased focus on digital type communications in the community as an outgrowth of the pandemic and societal changes around communication, LTD will continue to focus on and expand its digital communications to meet these ongoing trends in communications.

NEXT STEPS: The Marketing and Communications staff will be developing the 2023 Digital Communications Plan which will include a strong focus on using social media channels to support key LTD campaigns, projects, and key initiatives and will adjust and modify the plan as needed and as new information is available.

Staff will report back to the LTD Board on an annual basis on the status, progress, and goals of the digital communications program.

SUPPORTING DOCUMENTATION:

- 1) Social Media Presentation

FOR BOARD INFORMATION ONLY: N/A

Social Media at LTD

Board of Directors Regular Meeting - January 18, 2023





MISSION

Connecting Our Community

VISION

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

VALUES

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

Overview



What tools we have, how we use them, and why



LTD's social media strategy



LTD's goals for social media

Do you use social media?





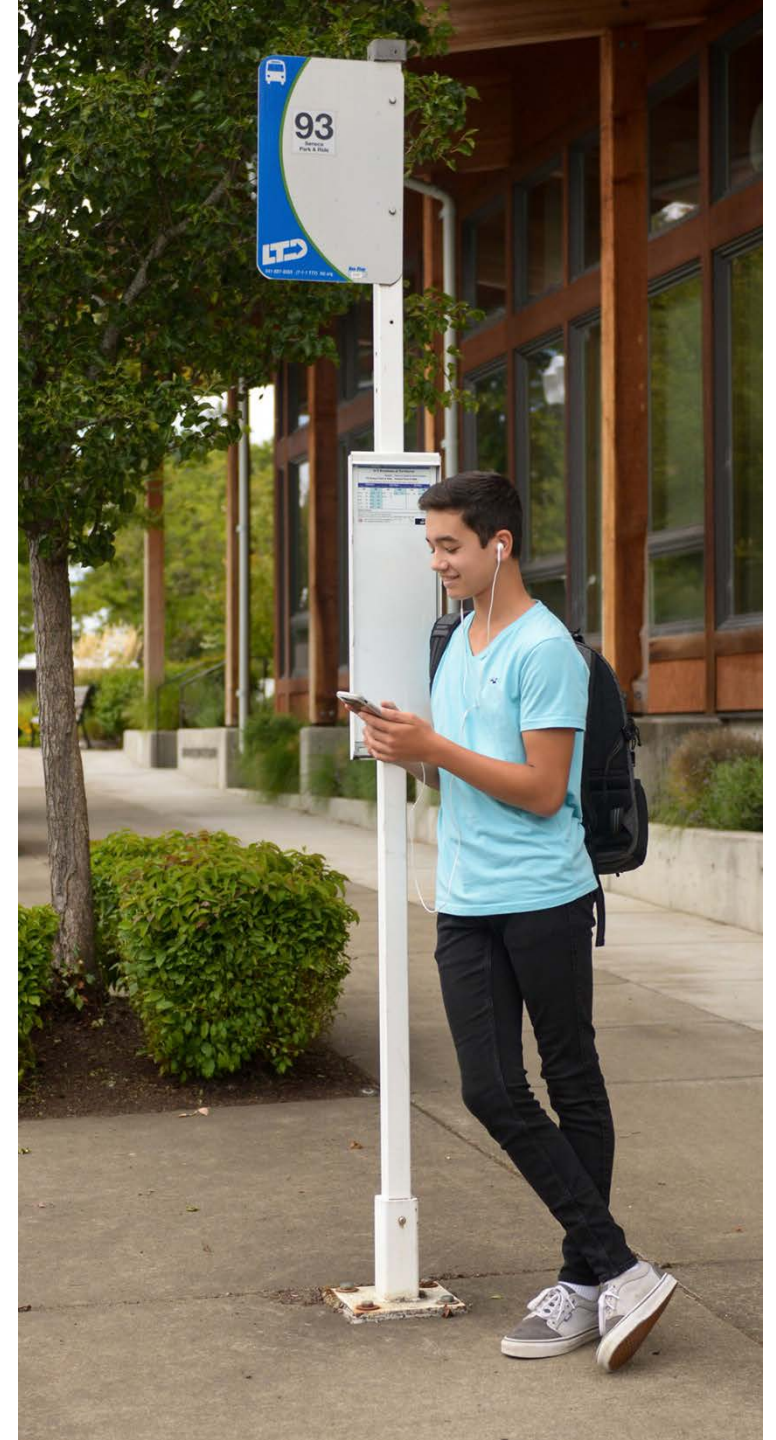
Which social media channels does LTD use?

Account	Date Established	Community Size
Facebook	December 2008	6,165 followers
Twitter	June 2009	3,579 followers
LinkedIn	Approximately 2016	871 followers
YouTube	July 2010	137 subscribers
Instagram	June 2022	460 followers

How does LTD communicate on social media?

We build relationships by...

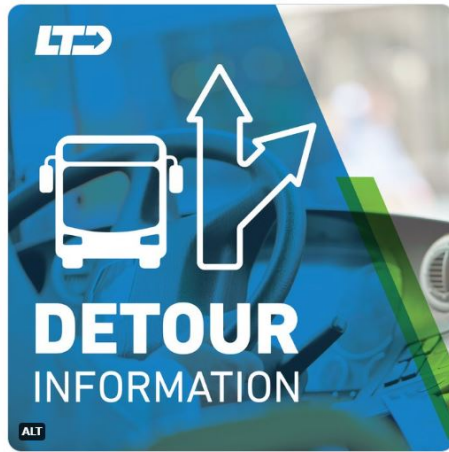
- Responding to mentions, comments, and direct messages
- Liking, sharing, and commenting on posts from community partners
- Posting photos, videos, and status updates to LTD's Feeds, Stories, and Reels
- **Telling stories that communicate community value**



What does LTD communicate on social media?



Lane Transit District (LTD) @LaneTransit · Oct 17
Due to concrete repairs on a portion of the EmX bus route, McKinley Station Inbound will be out of service from 10/17-10/24. EmX buses will serve a temporary stop near the Ye Olde Pancake House. View Service Alerts: [zcu.io/RtBg](https://www.ltd.org/zcu.io/RtBg)



Why does LTD communicate on social media?



I RIDE *To get to practice.* LTD



I RIDE *For adventure.* LTD



I RIDE *For my Future.* LTD



I RIDE *To get to work.* LTD



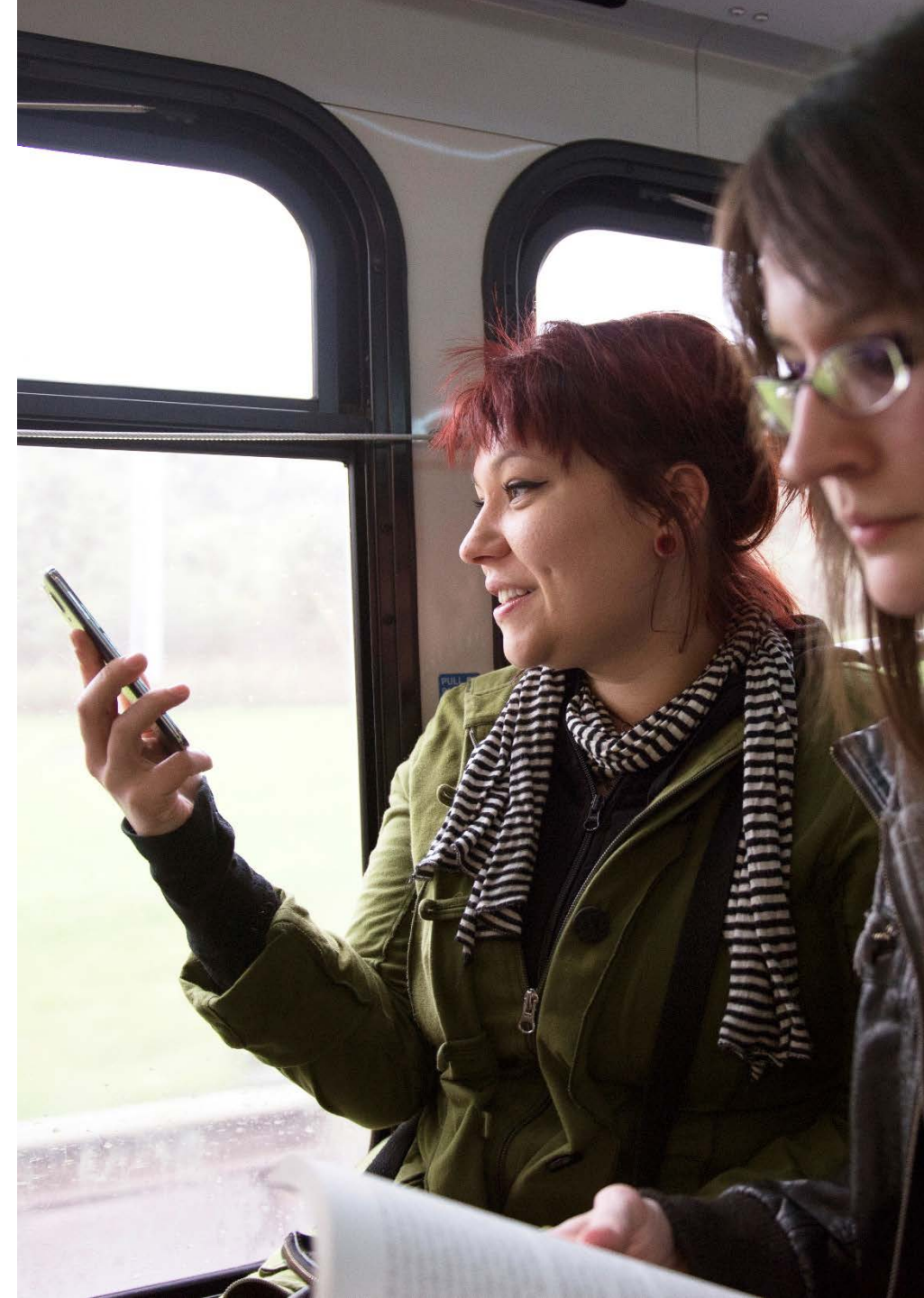
I RIDE *Because it's dependable.* LTD



I RIDE *For Independence.* LTD

LTD's Social Media Strategy

- Respond. Engage. Tell people-first stories.
- Listen to our audience, both online and in person, to understand what they need.
- Using funds efficiently, leverage top-performing posts as paid ads to expand reach and followers in our online communities.



Moving Forward: Social Media Goals

- Increase community sizes on all platforms
- Continue to decrease average response times on direct messages
- Increase website traffic attributed to social media
- Increase engagement rate (Avg. Engagement/Followers)
- Expand the use of platform engagement tools, such as stickers, polls, and questions
- Continue to make all content more accessible to all audiences through closed/open captions, alt text, image descriptions, and other tools

Follow LTD



[Facebook](#)

Lane Transit District



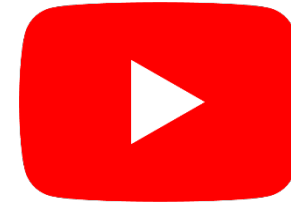
[Twitter](#)

@LaneTransit



[LinkedIn](#)

Lane Transit District



[YouTube](#)

@lanetransitdistrict



[Instagram](#)

@lanetransit.district





Questions

Hailey Pratt

Digital Marketing Specialist

Hailey.Pratt@LTD.org



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: STATE AND FEDERAL LEGISLATIVE UPDATE

PREPARED BY: Tiffany Edwards, Director of Government and Community Relations

DIRECTOR: Pat Walsh, Chief Marketing Officer

ACTION REQUESTED: None. Information Only

PURPOSE: Provide an overview to the Board on the 2023 Legislative Session and Federal United Front regional advocacy efforts and facilitate a discussion specific to Board engagement for LTD's advocacy efforts.

DESCRIPTION: Legislative engagement does not require a formal position from the Board; however, the Board may choose to take a position on legislative matters, or as is also the practice, the Board President may represent the Board in any correspondence submitted to Legislators or Congressional Delegates. No action is requested at this time.

This verbal presentation will:

- Summarize the state legislative process, dates, deadlines and standard practices for advocacy at the state level for the 2023 Legislative session beginning January 17, 2023.
- Provide a high-level overview of any proposed state legislation that may impact revenues or district policies being proposed and deliberated by the state legislature in the 2023 legislative session.
- Provide a summary of LTD's role with the United Front regional partners and preparations that are underway for the 2023 Federal United Front Advocacy trip to Washington DC.
- Provide suggestions for Board advocacy engagement opportunities, intended to serve for a discussion.

The Board will have opportunities to ask questions on any of the topics being covered. Additionally, the Board will have an opportunity to discuss their preferred level of engagement in LTD's advocacy efforts.

BACKGROUND: The LTD Board receives periodic legislative updates summarizing action by the State and Federal legislative bodies by LTD's Director of Government and Community Relations on the work she is engaged in on behalf of Lane Transit District. Lane Transit District contracts with Oxley and Associates at the state level to provide lobbying support on state and federal legislative matters.

Additionally, LTD is engaged through association membership and participation by a number of local and statewide advocacy organizations including The United Front partners (comprised of LTD, the City of Eugene, City of Springfield, Lane County, Willamalane and Springfield School District), Oregon Transit Association, Special Districts Association of Oregon and the Eugene and Springfield Area Chambers of Commerce. Engagement with these entities supports the Financial Health and Sustainability of the District through funding and policy support. Additionally, advocacy and engagement with key policy-makers contributes to the Community Value of Lane Transit District's services.

CONSIDERATIONS: The Board may discuss and consider a process for participation and engagement of the Board in LTD's advocacy efforts in partnership with LTD management.

NEXT STEPS: The Board will receive written monthly updates to state legislative efforts and a verbal presentation recap at the July 2023 Regular Board meeting, following conclusion of the annual session. A verbal presentation

to summarize the March United Front advocacy trip will come to the Board at an April Board Work Session or Regular Board meeting, yet to be determined.

Based on the Board's discussion, additional next steps may include follow-up with the Board President and/or individual Board members by staff for ongoing advocacy engagement opportunities.

SUPPORTING DOCUMENTATION:

- 1) 2023 Legislative Update
- 2) United Front 2022 Federal Agenda

STATE AND FEDERAL LEGISLATIVE UPDATE

LTD Board of Directors | January 18, 2023

Presented by: Tiffany Edwards

Director of Government and Community Relations





MISSION

Connecting Our Community

VISION

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

VALUES

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

AGENDA



STATE LEGISLATIVE UPDATE

2023 Legislative Overview, Session and Important Dates



FEDERAL LEGISLATIVE UPDATE

FY 23 Appropriations, LTD Earmark Project,
United Front Advocacy Trip



QUESTIONS

LTD's ADVOCACY



STATEWIDE

Lobbyists: Oxley and Associates

Oregon Transit Association (OTA)

Oregon Transportation Forum, RHA, Special Districts (SDAO)

FEDERAL

Lobbyists: Smith Dawson Andrews

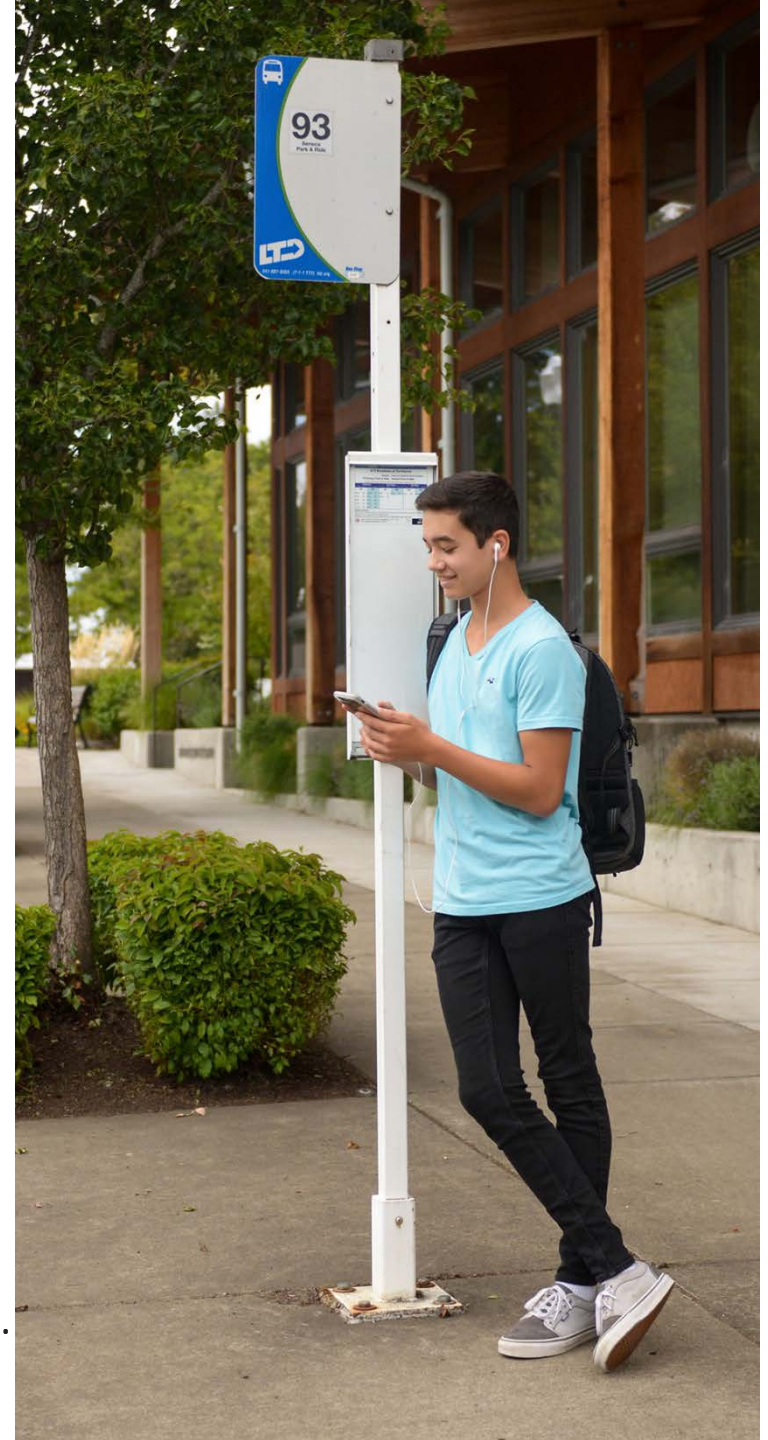
The Bus Coalition

American Public Transit Association (APTA)

UNITED FRONT

City of Eugene, City of Springfield, Lane County, Lane Transit District
Springfield Schools, Willamalane

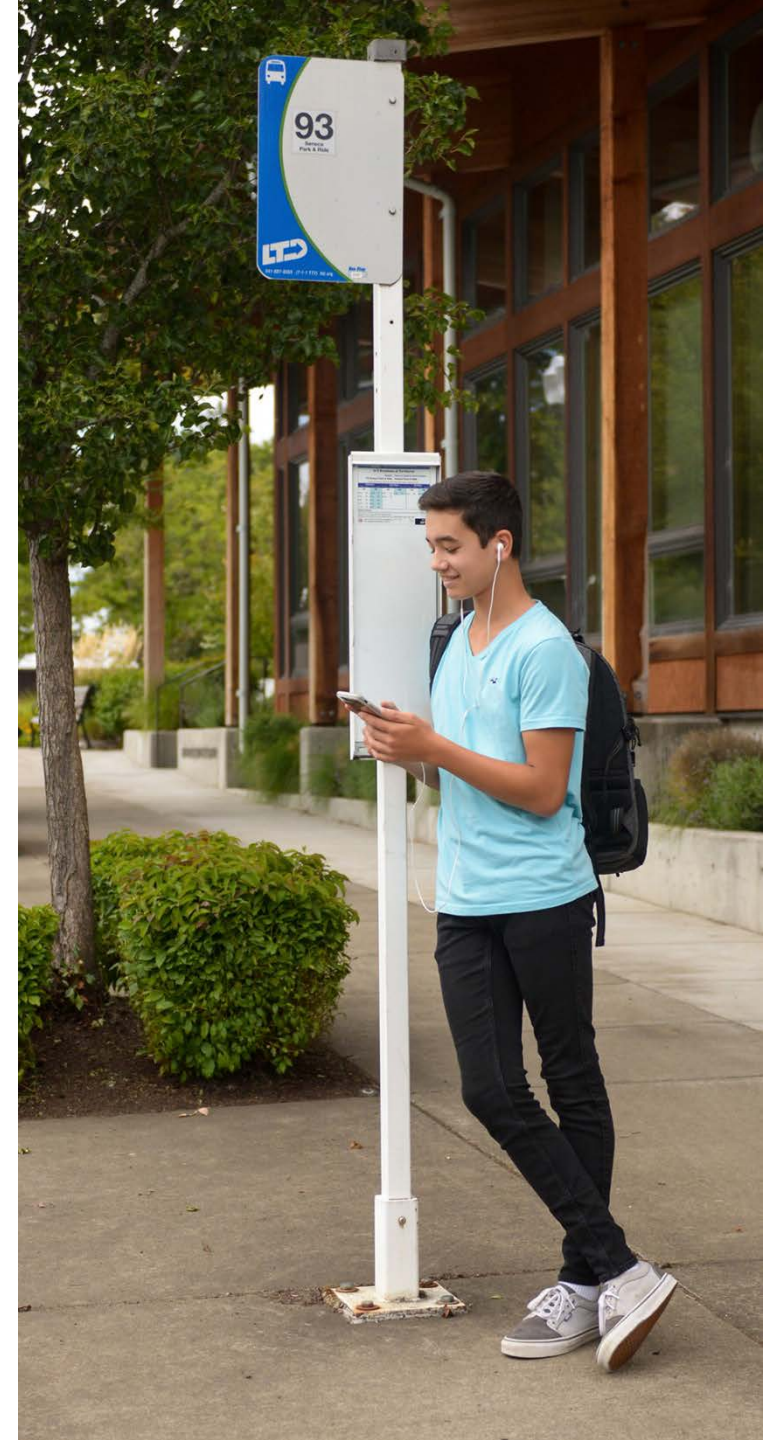
Other community partners: Chambers of Commerce, 4J, UO, LCC, etc.



STATE LEGISLATION



- 2023 Session, January 17- June 25
- Evaluation of bills, impacts to LTD
 - Regulatory environment, funding
- Establish coalitions with shared interests
- Advocate to Committee Members, Lane Delegation
- Board Engagement

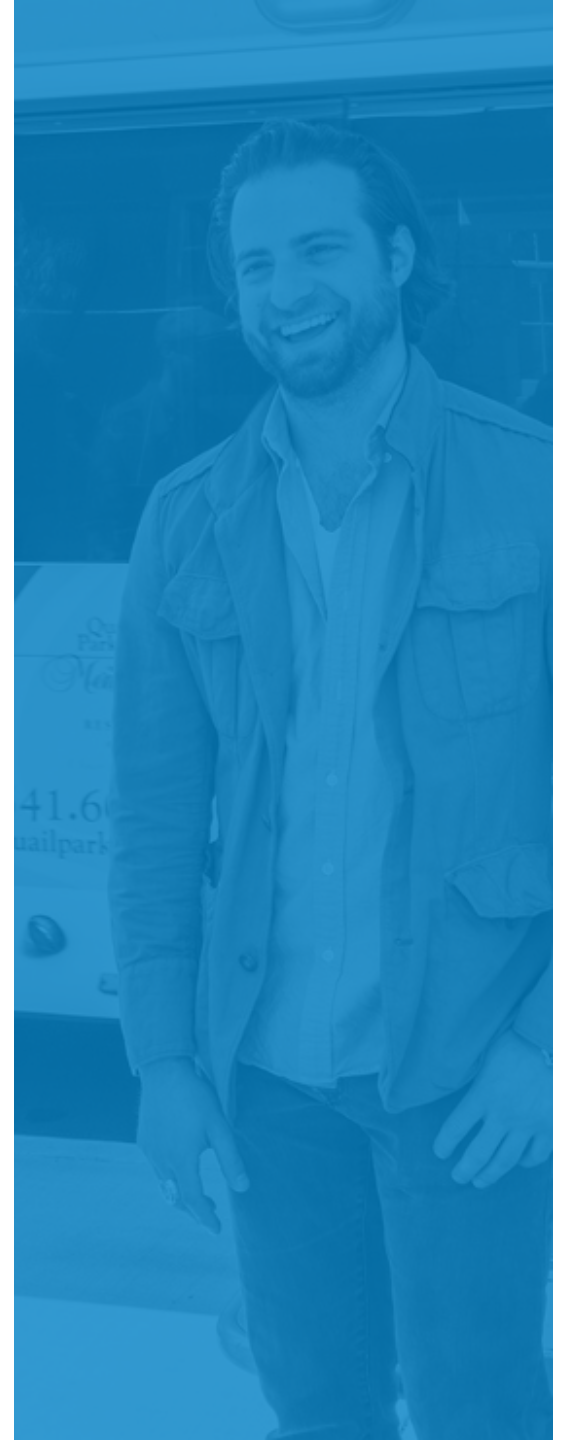


LEGISLATIVE CALENDAR



2023

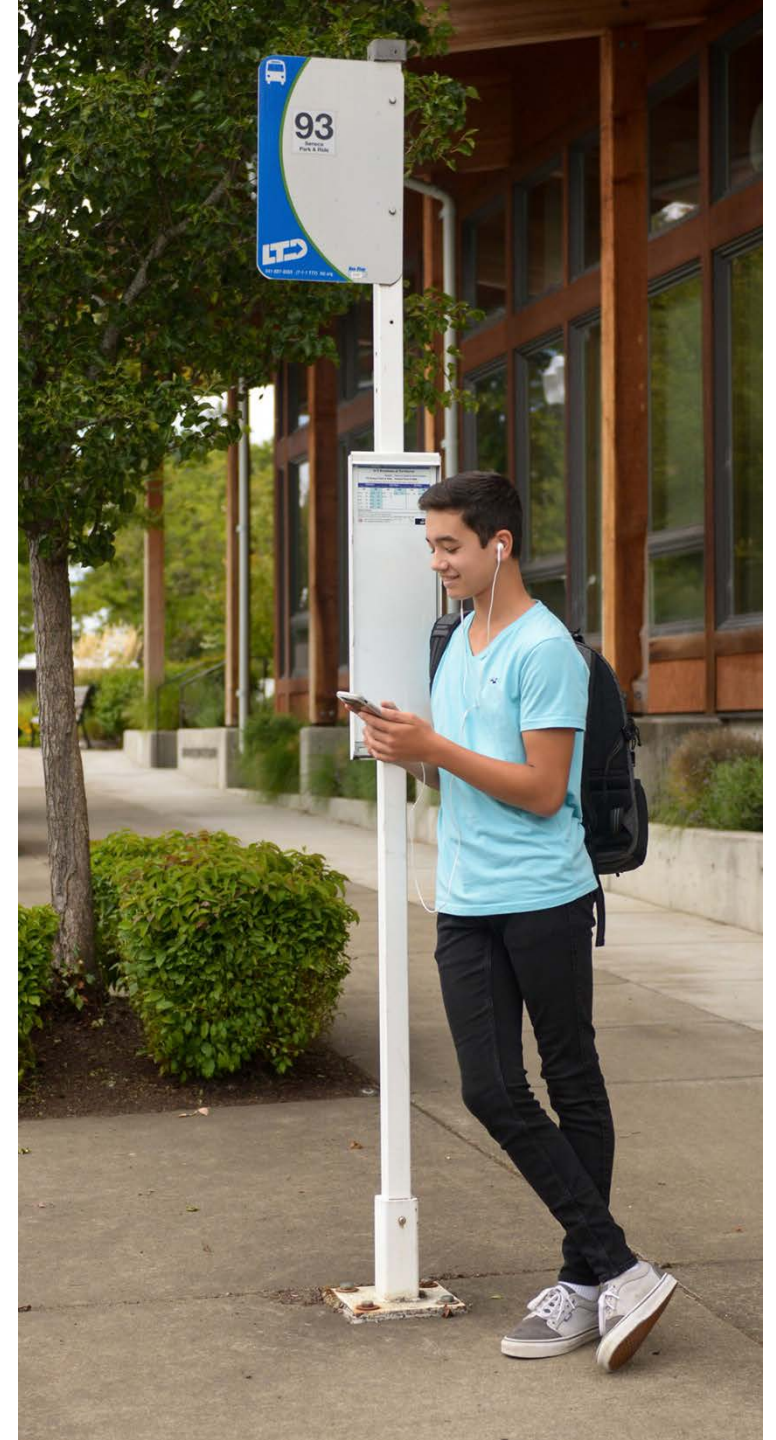
JANUARY 17	Official Start to 2023 Legislative Session
JANUARY 18	LTD Board Meeting (Legislative Update)
FEBRUARY 21	Deadline to introduce bills
MARCH 17	1 st Chamber Work Session Scheduled
April 4	1 st Chamber Work Session Deadline
MAY 5	2 nd Chamber Work Session Scheduled
MAY 19	2 nd Chamber Work Session Deadline
JUNE 25	Constitutional Sine Die
JULY 19	LTD Board Meeting (Legislative Recap)



FEDERAL LEGISLATION



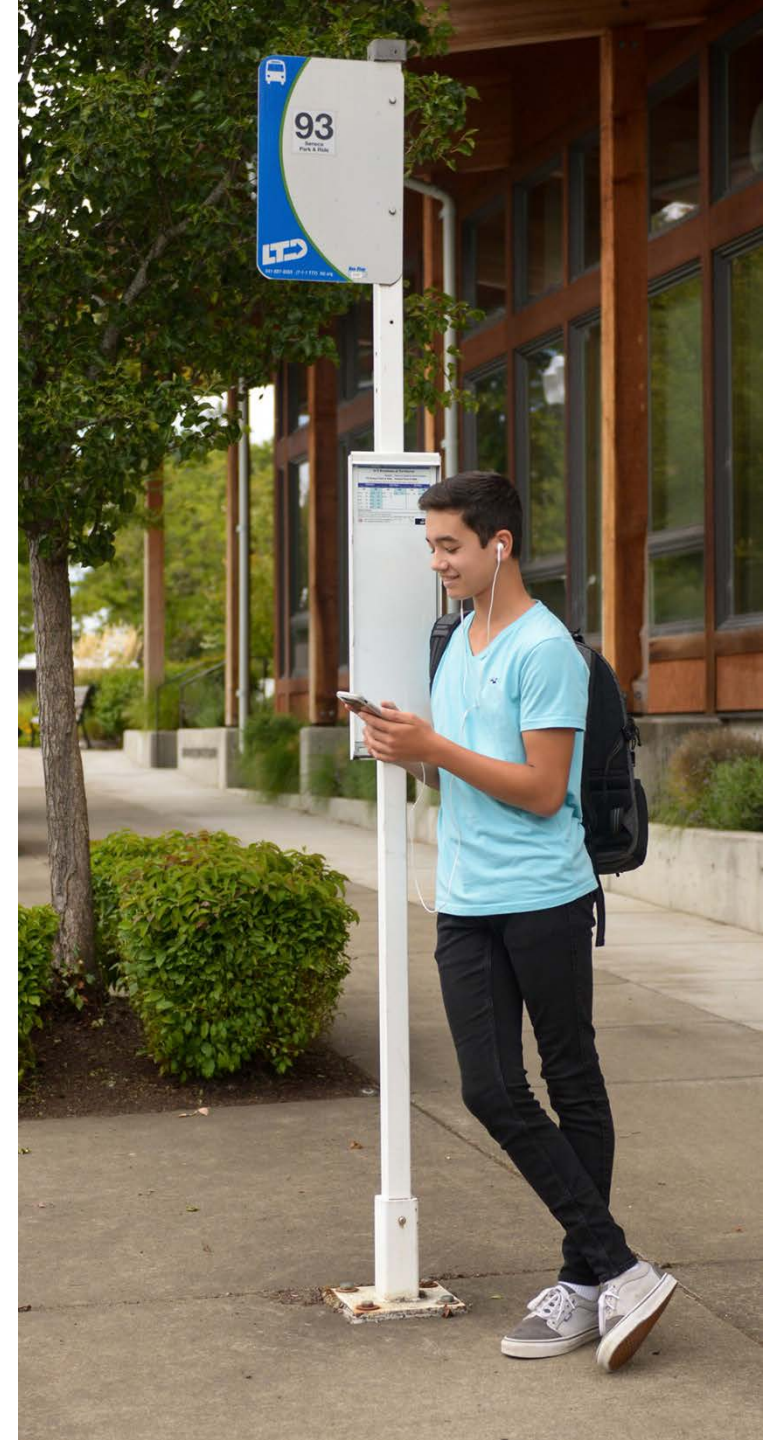
- FY 23 Appropriations Passed in December
- Additional funding for transit
 - Both formula and competitive programs
 - \$140m to Bus and Bus Facility Program
- Member Directed Spending Request
- Fleet Fall Protection & Crane Project funding awarded
 - \$800k



UNITED FRONT 2023



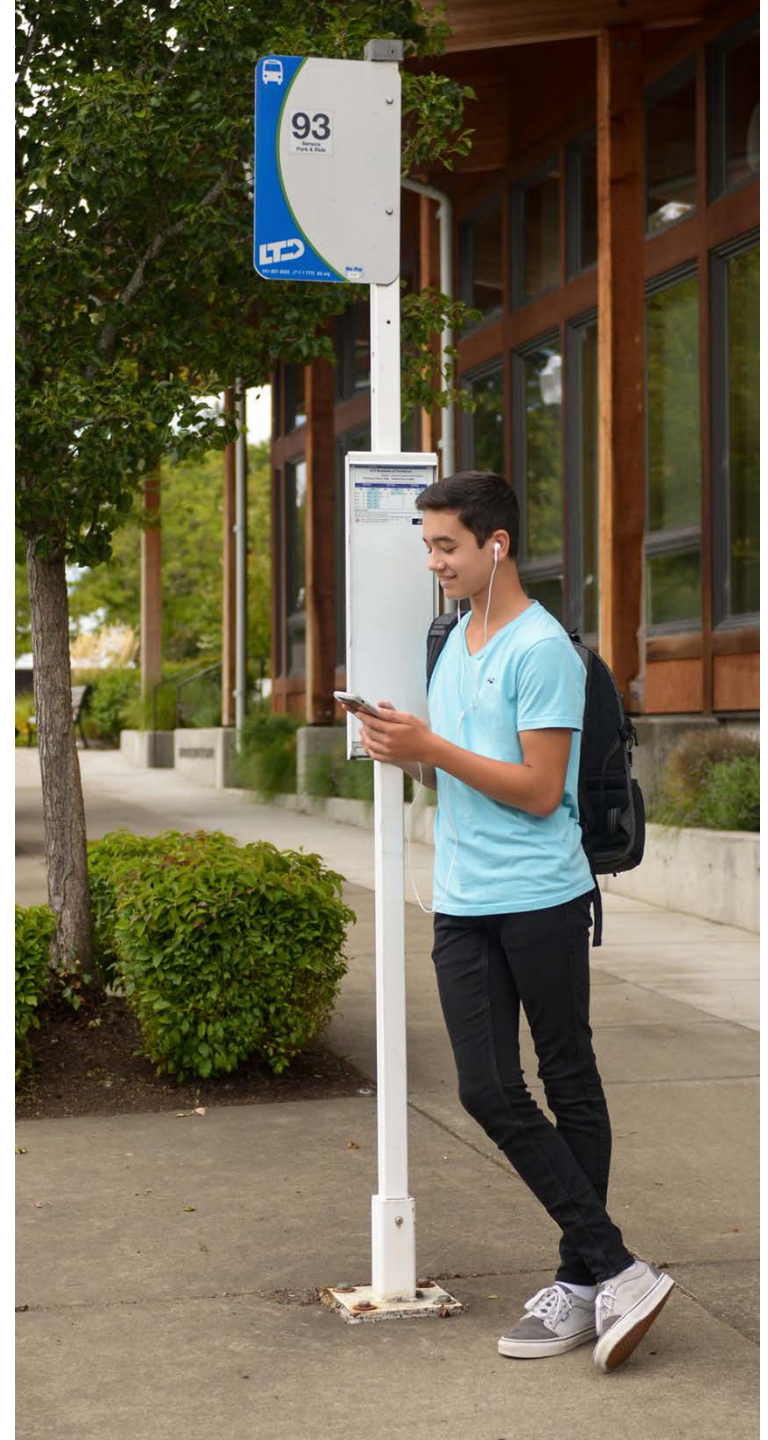
- Advocate for Federal Regional Priorities
 - Federal Priorities “Book”
- March 6-9, 2023 in Washington DC
- Delegation of United Front Partners
 - LTD: Board Representative, CEO, Gov’t Relations
- Meetings with Congressional Delegation
 - Wyden, Merkley, Hoyle
- Meeting with FTA



BOARD ADVOCACY & ENGAGEMENT OPPORTUNITIES



- Legislative Lobby Days in Salem- Groups
- Participation in Meetings with Legislators
 - Salem or in-district
- Correspondence on LTD's behalf
 - Emails, phone calls, etc. with staff support
- Delegation of United Front Partners





DISCUSSION & QUESTIONS

TIFFANY EDWARDS

Director of Government and Community Relations

Tiffany.Edwards@ltd.org

FEDERAL Priorities 2022





The Eugene, Cascades & Coast region is a slice of western Oregon that stretches from the coast to the Cascades, encompassing Lane County. The regional boundaries are Florence on the Oregon Coast (Hwy 101) through Eugene-Springfield (Interstate 5) at the south end of the Willamette Valley to the Cascade Mountains, McKenzie River (Hwy126) and Oakridge/Westfir (Hwy 58).

Lowest Elevation: Sea Level, Florence

Highest Elevation: South Sister, Cascade Mountains 10,385 feet (3,157m)

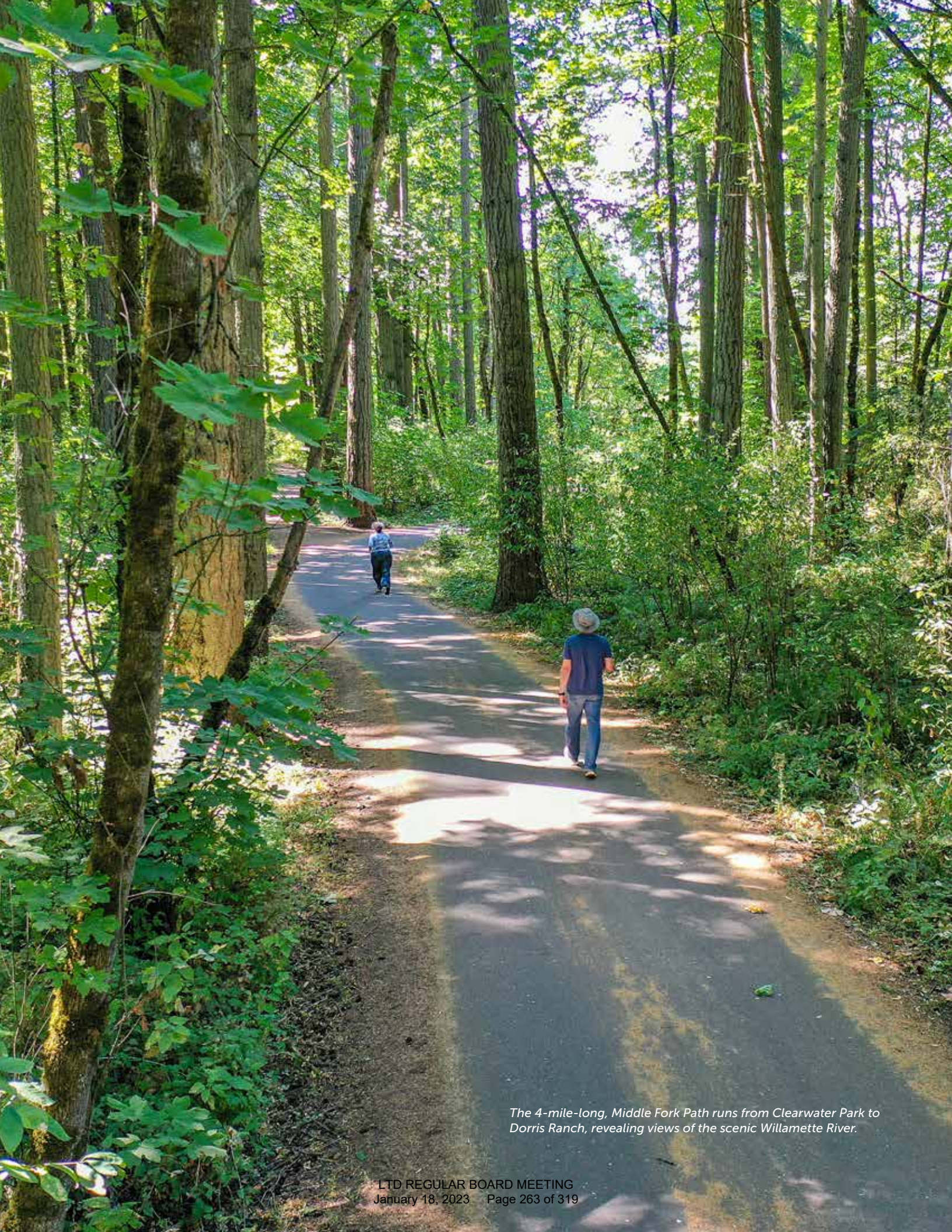
Lane County

UNITED FRONT Federal Agenda 2022

- To the Oregon Congressional Delegation 3
- Supporting a Better Educated, Tech-Savvy Future..... 4
- Fostering a Resilient Business Environment 7
- Continuing the Growth of a Resilient Transportation System 10
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UNITED FRONT 2022 | LANE COUNTY, OREGON





The 4-mile-long, Middle Fork Path runs from Clearwater Park to Dorris Ranch, revealing views of the scenic Willamette River.

TO THE OREGON CONGRESSIONAL DELEGATION:

The United Front partners of Lane County are pleased to present our federal priorities for 2022.

The 2022 United Front priorities represent our ongoing response to community, health, and fiscal challenges as well as our gratitude for significant federal support and assistance. As always, we are grateful for your leadership and service to Oregon and especially to the United Front Partners of Lane County.

While the Coronavirus pandemic continues to infiltrate our daily lives, our community continues to show its resilience. We are grateful for the federal support over the past year, including the Coronavirus Aid, Relief, and Economic Security Act; American Rescue Plan Act; Infrastructure Investment and Jobs Act; and more. The support through these laws have directly benefited the region and will continue to do so for years to come. Our shared theme this year is resiliency and gratitude.

Our priorities reflect our shared priorities in transportation investments, stronger public health programs, affordable housing and combating homelessness, inclusive public safety, robust education and career training, and a more equitable community.

Our commitment to these goals can be seen in our work to expand mental and behavioral health community-based treatment, establish new affordable housing and lodging projects to reduce homelessness, strengthen the 42nd Street Levee, develop infrastructure improvements – including through Territorial Highway and along Interstate 5, promote economic competitiveness, and safely support our students. Our stream of innovative projects that evolve from community collaborations ensures we best utilize federal, state, and local resources.

We are grateful for the \$19 million RAISE award to transform Franklin Boulevard. This multi-partner effort will have an undeniable positive impact on the movement of people, services, and goods.

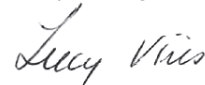
We have divided our federal priorities into eight key sections ranging from education to fiscal priorities that underscore our region's needs. We have also included summaries of how we have spent and plan to spend our federal coronavirus relief funds to show the impact these investments will have.

You and your local offices continue to reach out to us and tirelessly represent our interests. We appreciate the delegation's thorough responsiveness to our local needs, and we remain your partners by providing information and recommendations valuable to federal efforts. Please reach out if we can assist you or if we can answer any questions you may have about our federal priorities.

Joe Berney,
Immediate Past Chair,
Board of Lane County
Commissioners



Lucy Vinis, Mayor,
City of Eugene



Sean VanGordon, Mayor,
City of Springfield



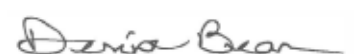
Caitlin Vargas, President
Lane Transit District Board
of Directors



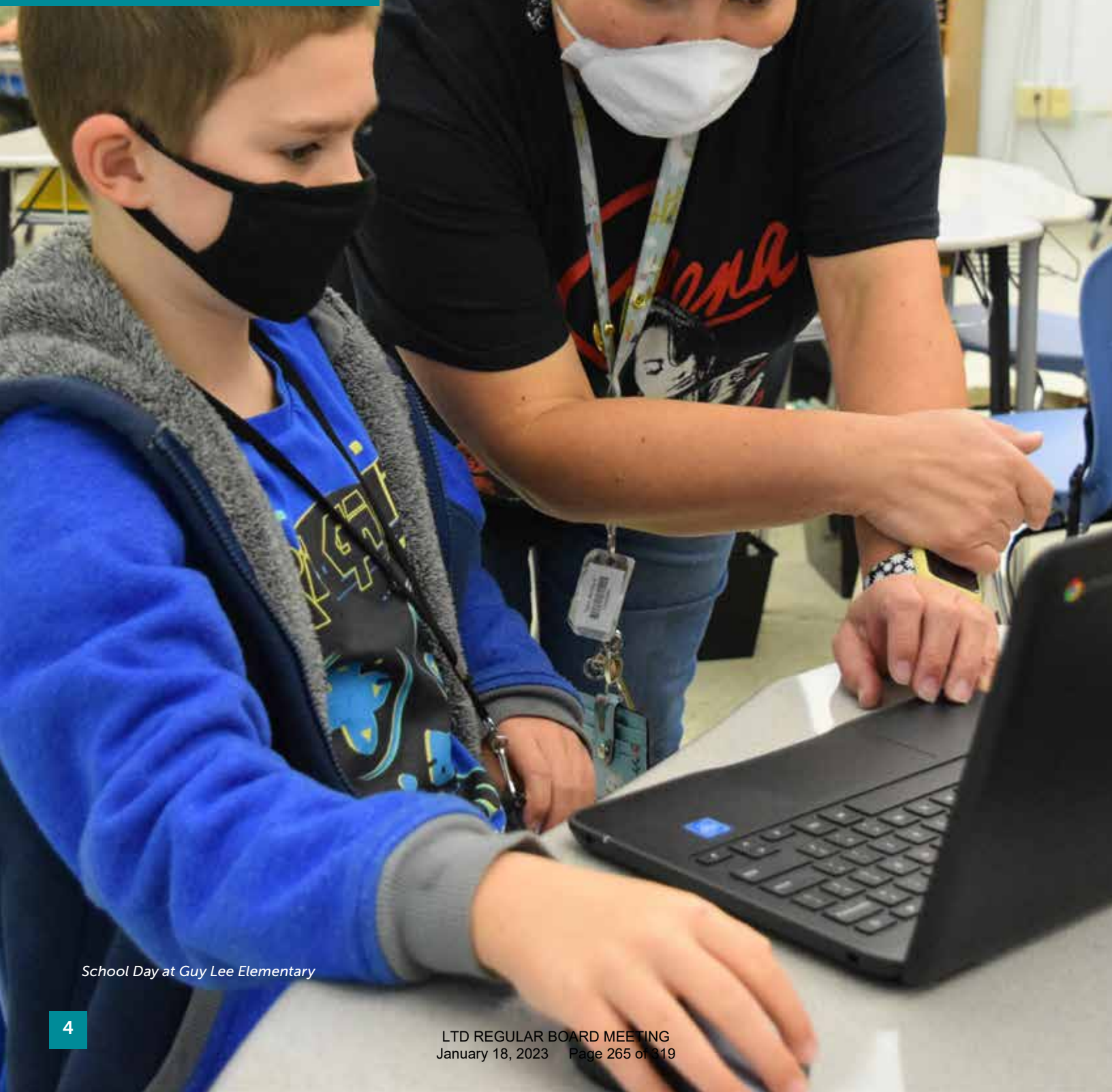
Naomi Raven, Chair,
Springfield School Board



Denise Bean, President,
Willamalane Park and
Recreation District Board
of Directors



SUPPORTING A
**Better
Educated,
Tech-Savvy
Future**



School Day at Guy Lee Elementary

The landscape of pre-kindergarten through college

(P-20) education has changed significantly in response to the coronavirus pandemic. Our commitment to comprehensive education investments have remained a constant to continue to support high-quality, generalized public education. While the demands of the American workforce have evolved in response to the pandemic, we continue to adapt to how to best prepare students for the workforce. Vocational training and apprenticeship opportunities have been the cornerstone of our education priorities.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

School-focused infrastructure funding to improve, renovate and enhance school buildings including adding air filtration and modernizing HVAC systems.

An increase to Title funding across the board, especially Title II Part A to support professional development, which will be incredibly helpful in a post Coronavirus environment to assist the U.S. teaching profession to become more resilient as many teachers could utilize additional training resources to help with engaging students online.

Maintaining the purpose of and increasing funding for Title I funds to support low-income students.

Swift passage of a reconciliation bill that includes the Rebuild America's Schools Grant; increased funding for Grow Your Own programs; and expanded apprenticeship programs.

SPS is looking to hire additional staff to improve child nutrition, so plans to target federal resources that can assist the school system with salaries.

Fully funding the authorized level of \$1.6 billion per year for the Title IV, Part A, Student Support and Academic Enhancement Grants. Guidance to states for this program should suggest that safe and healthy activities could include those offered after school or offered in partnership with a special service district or park and recreation district. School districts will have to spend at

least 20 percent of their Title IV funding on at least one activity that helps students become well-rounded, and another 20 percent on at least one activity that helps kids be safe and healthy. This program was only funded at \$1.32 billion for FY22. SPS usually receives around \$400,000 in these funds, but with nearly 10,000 students enrolled in the district, investments are very targeted and limited to a narrow reach.

Robust funding for separate line items, including the 21st Century Community Learning Centers program (now Title IV, Part B), which pays for after-school programs, arts in education, gifted education, Promise Neighborhoods, and a full-service community schools program.

The \$1.6 billion block grant to states consolidates several programs, including physical education, Advanced Placement, school counseling, and education technology. We support funding these programs, some of which haven't received federal funding in years, but hope that there will be some discretionary funding available to support these programs going forward.

Continued funding for the FCC E-Rate Program and other federal agency programs that provide technology infrastructure for schools in communities.

Springfield Public Schools seeks supplemental funding for technology infrastructure.

Fully funding programs within the Carl D. Perkins Career and Technical Education Act focused on increasing availability to school districts to create innovative, model career, and technical education programs.

Passage of the National Apprenticeship Act (H.R. 447) in the 117th Congress, which would authorize an investment of nearly \$4 billion over five years, would be incredibly helpful to growing national apprenticeship programs and would have a real impact in areas such as Lane County. The bill passed the House in February 2021.

Allowing for grant funds to be utilized in coordination with partner agencies. For example, in the summer of 2021, SPS and Willamalane Park and Recreation District collaborated to offer free summer camps and student recreation passes to SPS students using education grant dollars. This flexibility allowed Willamalane and SPS to collaboratively serve 4,228 students in that summer.

Two Rivers/Dos Rios student checks in on the first day of School



PRIORITY PROJECTS

Springfield Public Schools (SPS) continues to maximize state and private resource investments in Career and Technical Education (CTE) programs. Work to align relevant pathways with programs and workforce opportunities is expanding in SPS.

In consultation with the local medical professional industry, during the 2019-2020 academic year SPS expanded the robust health occupations career pathway to launch the first medical assistance certification program in the state of Oregon at the High School level. This program provides immediate opportunities to exiting graduates to support the need for additional health care professionals.

SPS continues to invest in sustainable and clean transportation through the purchase of 13 additional

propane school buses. SPS is supportive of the \$5 billion in funding to EPA for the clean school bus program, but restrictions in purchasing buses has made accessing these dollars not possible.

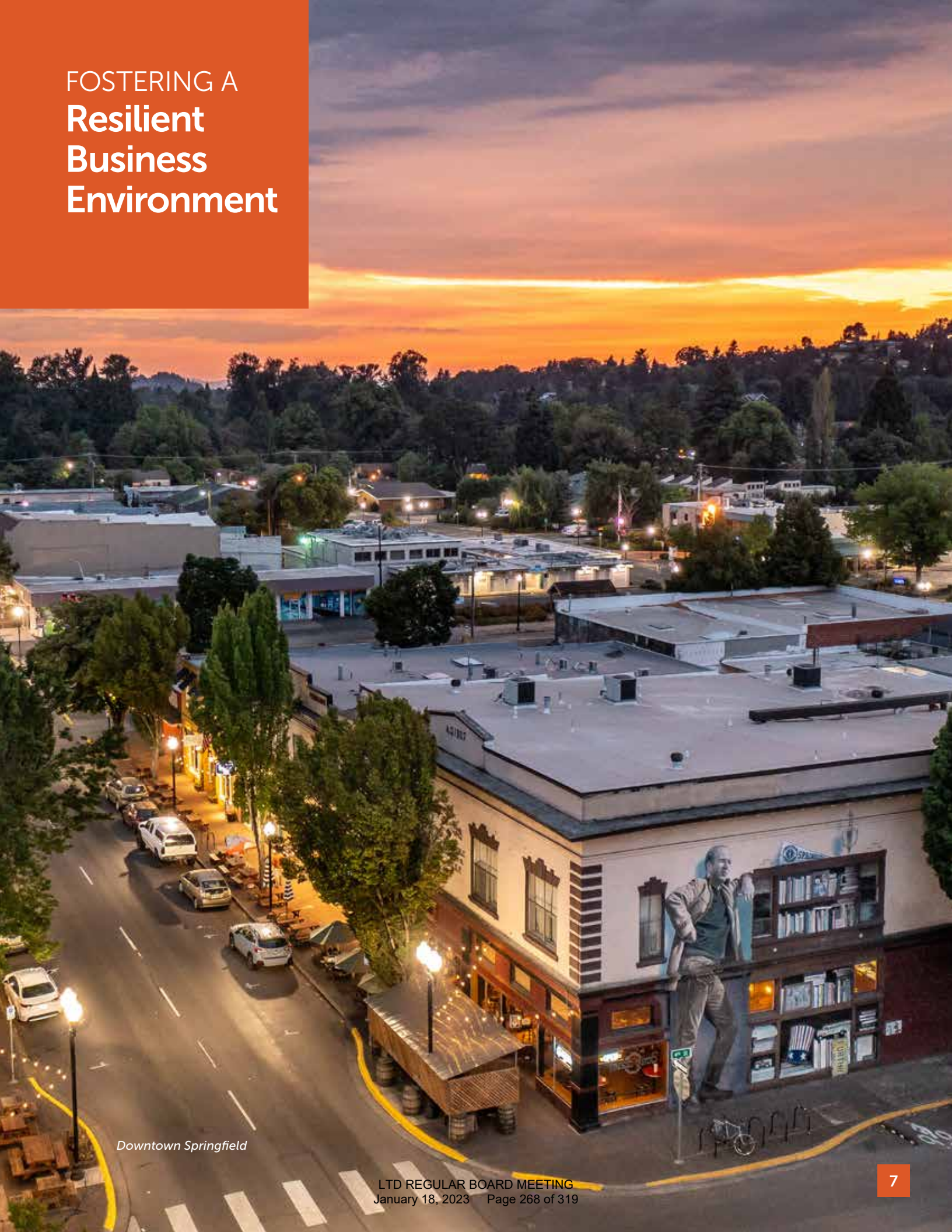
As technology continues to play an ever-expanding role in 21st century education, SPS invested in additional devices to support equitable access to all students and is now supporting a one-to-one device to student ratio.

SPS will be working on capital improvements such as communications and video technology to enhance school safety and violence prevention. SPS will look to grow its school safety staff in the next couple years as staffing in this department has been stretched thin by lack of resources and staff availability.



Riverbend kindergartener selects the perfect color

FOSTERING A
**Resilient
Business
Environment**



Downtown Springfield

The Lane County region's economic security, stability and resilience is centered on our ability to attract, retain and grow world-class diverse businesses and investments. These businesses are a critical driving force in stabilizing and growing local job creation, regional growth, and diversification. Our region is home to over 1,100 diverse traded-sector companies, including globally critical manufacturing, agriculture and natural resource and technology industries. The cities of Eugene and Springfield and Lane County continue to work diligently to grow opportunities to assist our businesses, something reflected in the vibrant local entrepreneurial ecosystem. Despite the vast opportunities for economic prosperity, local businesses across Lane County continue to experience impacts of the Coronavirus pandemic and global market volatility. With continued set-backs from new virus variants, unpredictable consumer behavior, and significant global supply chain disruptions, the unstable economic environment that began in 2020 continues to cause hardship and uncertainty for Lane County companies. And while federal support including the CARES Act, American Rescue Plan Act (ARPA), Infrastructure Investment and Jobs Act (IIJA), and more have provided these industries and communities with critical support to ease some of the impacts from the past two years, more tactics are still needed. The United Front Partners support a reconciliation bill that includes many of the provisions that were part of the Build Back Better Act (BBBA) and urge Congress to pass a reconciliation bill quickly.



Farmer's Market in Eugene

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

The expedited allocation and implementation of broadband policies, programs, and dollars outlined in ARPA and IIJA funding programs. These funds are critical to the United Front partners, as fast and reliable internet access impacts every member of our community's way of life and is especially important for the local education and business communities.

Swift passage of a reconciliation bill that includes many of the provisions included in the Build Back Better Act (BBBA).

Programs and goals of the American Innovation and Competitiveness Act, a bipartisan successor to the America COMPETES Acts of 2007 and 2010, which supports STEM education, research, technology, and collaboration between community colleges, universities, and technical schools.

Continued funding through, and support of, the EPA Brownfields Grant program. The United Front partners were heartened that the IIJA included an additional \$1.5 billion for the Brownfields Grant program. It will be critical that new rules for eligibility continue to support local municipal access.

Maintaining and expanding availability and promotion of incentive programs and resources, encouraging investment choices that encourage community partnerships and public-private investments in meaningful and community defined projects focused on job growth, equitable access, and sustainable building types for distressed communities.

Sustainable funding for the U.S. Department of Education, the National Institutes of Health, the National Science Foundation, the National Institute of Standards and Technology, and the Department of Energy's Office of Science. This research funding brings millions of dollars into the local economy and functions as a long-term economic engine within the community.

Federal partnerships and support for higher education research facilities like the University of Oregon, Oregon State University, and the TallWood Design Institute.

Increased top line authorized levels and expanded access opportunities within the Workforce Investment and Opportunity Act (WIOA) reauthorization including continued funding for the workforce investment programs.

Programs increasing access to infrastructure resources supporting the build-out of broadband infrastructure across communities, both rural and urban, which will help bring resiliency to our economy and ensure that all Americans can operate in a more virtual environment.

Continued emphasis on federal timber policies with special emphasis on improving federal timberland management, coordination with state agencies in fighting active wildfires, and expansion of preventative and recovery fire resiliency programs like Firewise.

PRIORITY PROJECTS

Eugene-Springfield Brownfield Coalition’s continued eligibility and access to this program is critical to the communities, as is federal resourcing of federal staff to implement. Increasing the resourcing of this program will better assist local communities in meeting critical deadlines for expending funds.

Enhance and make more resilient the telecommunications infrastructure in the McKenzie River canyon that was impacted by the 2020 Wildfires.

Investments in telecommunications infrastructure region-wide to support affordable and accessible expansion into business and residential neighborhoods.

United Front partners continue to evaluate and invest in several infrastructure projects using mass timber products, including cross-laminated timbers (CLT). Many of these projects have private partners dedicated to making significant personal investments.

Lane County’s Goshen Region Employment and Transition (GREAT) Plan now includes a wastewater pipeline that has advanced into the design and engineering phase and is seeking federal resources to begin construction phasing. There may also be potential for a renewable natural gas (RNG) project from the County’s regional Short Mountain



Main Street in Springfield

Landfill tied into the Goshen wastewater pipeline that would help the County implement its climate action plan and provide more clean energy workforce opportunities.

The Glenwood riverfront area showcases a rare riverfront opportunity in the Lane County region and broader state. For this opportunity to come to fruition, the construction of infrastructure will be critical, including local and backbone multi-mode transportation systems, sustainable on-site stormwater management facilities, and valuable parks and open space. Strategic infrastructure investments will be both necessary and cost prohibitive to the viability and success of the available land redevelopment.

Major transformation of Eugene’s Downtown Riverfront is underway, fulfilling the community’s visions of transforming vacant, inaccessible riverfront property into a vibrant, active, and accessible district and community destination. The \$230 million dollar public and private redevelopment of this 16-acre site is becoming Eugene’s riverfront neighborhood – directly connecting our downtown and UO campus areas to the Willamette River. Investments include building up to 800 units of housing, a new world class park/plaza, new roads and infrastructure, and the redevelopment of the historic Steam Plant.

CONTINUING
the Growth
of a Resilient
Transportation
System



LTD electric bus in service driving through Eugene

The United Front partners are grateful that Congress and the White House passed the \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA). These generational federal investments in infrastructure and social programs will leave a lasting legacy on the region. While the Coronavirus pandemic remains a near-term issue that impacts the community's way of life, the United Front partners are taking a long-term approach to infrastructure investments and will be strategic when applying for federal dollars as these two major pieces of legislation are implemented.

Eugene, Springfield, and Lane Transit District were thrilled to receive \$19 million in federal funding from the RAISE program to pay for a major part of the Franklin Boulevard project and will look to secure additional federal resources within both old and new infrastructure programs to complete the Franklin Corridor.

Lane Transit District (LTD) and the Eugene Airport continue to maintain operations and look to the future as a result of the federal resources made available through Coronavirus pandemic legislation even though revenue was greatly impacted.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Highway Trust Fund Solvency: Continued participation in road usage charge (RUC) pilots both on the state and federal level. The RUC pilots are meant to help address the solvency of the Highway Trust Fund (HTF) by transitioning to a stable funding source through examination of the current user fee structure and incorporating future user fee sources such as vehicle miles traveled (VMT).

Buy America Flexibility to Allow Sustainable Transportation Purchase: Assistance in dealing with Buy America funding constraints, which continues to be an issue for the City of Springfield and Springfield Public Schools. The City and school need to find alternative funds to purchase cleaner fuel school buses—that were originally targeting CMAQ funds for procurement—as a result of the stringency of Buy America requirements. The school bus manufacturers in the United States cannot comply with the current requirements, resulting in the inability to use the air quality funds for such a purchase. The Buy America

requirements have also limited procurement for Safe Routes to Schools bike safety education fleets and community bike share programs. Especially given supply chain issues caused by Covid-19, the ability to support local bicycle and other clean transportation manufacturing should be increased and not constrained.

Holistic Approach to Federal Transportation Spending: Implementation of IIJA should take holistic approaches to federal transportation spending decisions that seek to address affordable housing issues, homelessness, and rapidly changing technology needs and uses while focusing on how communities should think about greenhouse gas emissions and the impact of extreme events such as pandemics and wildfires. Further, as we look at a potential reconciliation bill, the proposed affordable housing and public transportation programs within the BBBA framework fits well with this important priority and should be included in this legislation.

ADA Funding: Finding resources or flexibilities in existing federal surface transportation programs to help local governments bring their street projects up to Americans with Disabilities Act (ADA) standards.

Transit Spare-Ratio Requirements: Require FTA to issue a new rule with input from the public transportation industry to create more flexibility in spare-ratio requirements. Under current regulations, the number of spare buses in the active fleet for recipients operating 50 or more fixed-route revenue vehicles cannot exceed 20 percent of the number of vehicles operated in maximum fixed-route service. We would propose that, at the end of 49 U.S.C. § 5339, a new section be added as follows: (d): "The Federal Transit Administration shall amend the Grant Management Requirements Circular 5010.1 (a) to not consider vehicles operating beyond the minimum useful life in the spare ratio calculation; and (b) to not consider low- or no emission vehicles in the spare ratio calculation."

Modern Mobility Innovation: Support U.S. DOT discretionary programs, like Mobility on Demand Sandbox, that allow transit operators to develop unique strategies to assist with delivering services to their users, which is important because of the rapidly changing environment of transportation options coupled with the shifts in travel modes resulting from the pandemic.

FLAP Program: Targeted deployment of the Federal Lands Access Program (FLAP) that received significant funding in IJJA. This program is a viable source of funding that provides transportation improvements like multi-use paths and bike lanes that connect local lands to federal lands. For Willamalane Park and Recreation District, this is a critical source of funding that can be used to develop a much needed additional trailhead at Thurston Hills Natural Area in conjunction with the eventual development of a trail system on the adjacent federal Bureau of Land Management land.

TAP Program Funding Trail Connectivity: Targeting Transportation Alternatives Program (TAP) funding for many of the critical trail connectivity projects in the region. UF partners were heartened to see a significant increase in funding for the TAP program included in IJJA. The UF may also look into the IJJA's new Active Transportation Infrastructure Investment Program to assist with connecting different communities within the region.

Increase Passenger Facility Charge: Increase in the passenger facility charge (PFC), which directly benefits maintenance and upkeep of airports. As Congress begins preparing for the FAA reauthorization bill, aviation funding and financing should get a close examination. The Eugene Airport Master Plan includes \$227 million in Capital Improvement Projects (CIP) over 20 years. More than half of the program's funding is anticipated through the FAA Airport Improvement Program.

PRIORITY PROJECTS

Our region is actively seeking funding for critical regional projects that include the expansion of enhanced transit, critical seismic retrofits to area bridges, and improvements to active transportation connectivity including shared use paths, separated bikeways, and regional active transportation bridges.

WE URGE YOU TO SUPPORT THE FOLLOWING FEDERAL TRANSPORTATION INVESTMENTS:

Territorial Highway: Territorial Highway widening and bridge raising, roundabout additions where the Highway passes through Veneta, and a bike ped path to connect Veneta to Elmira. Each of these projects are separate, but all would serve to improve safety along this important north-south highway at the eastern base of the Coast Range.

Franklin Boulevard (OR 225): Building Franklin Blvd (OR 225) to support economic development and improve multimodal safety. City of Springfield has funding to start design in 2021.

Main Street Safety (OR 126): Construct multimodal safety improvements to make Main Street safer for people walking, biking, driving, and taking transit. This corridor is consistently ranked as one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes.

42nd Street McKenzie Levee: Direct the US Army Corps of Engineers to fund the expedited Feasibility Study authorized by the 2020 WRDA for improving the 1-mile-long levee to protect over a third of Springfield residents, federal offices, National Guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100-year flood event.

Randy Papé Beltline (OR 569): Projects to reduce congestion and delays while improving safety along Oregon Route 569, the Randy Papé Beltline. The interchange at Delta Highway is a key transportation route and has an outdated interchange design that creates merging safety and congestion issues. This area has been identified as a high crash location by ODOT's Safety Priority Index System (SPIS). This project was identified through the 2014 Beltline Facility Plan and will be designed to work with



Secretary Buttigieg plugging in an electric bus at LTD

improvements outlined in the plan. This project is a prerequisite for the local arterial bridge that will serve walking, biking, and transit trips between Green Acres and River Road neighborhoods.

Frequent Transit Network: Completing build-out of LTD’s frequent transit network including recommendations from Moving Ahead in Eugene and Main Street transit enhancements in Springfield. This is also a River Districts Priority. These projects will likely recommend either EmX or Enhanced Corridor bus service and investments on six corridors in Springfield and Eugene.

Transit Fleet Replacement: LTD received a roughly \$4.9 million FY21 Bus and Bus Facilities grant for buses and charging equipment in 2022 and a \$950,000 directed spending request to fund a bus purchase in the FY2022 omnibus spending bill. LTD’s goal is to have 20-30% of its fleet electric buses by 2024 in order to implement an environmentally and financially sustainable Fleet Replacement Program that will transition away from fossil fuels through the purchase of electric vehicles and other alternative fueled vehicles. In 2020, LTD was awarded a roughly \$4 million Bus & Bus Facilities grant to purchase 5 new electric buses. LTD was awarded funding for electric bus purchases in the FY 2022 appropriations bill.

Eugene-Portland Passenger Rail Upgrade: Upgrades and increased frequency on the existing Union Pacific (UP) rail corridor between Eugene and Portland, which was recommended under the Draft EIS for the Oregon Passenger Rail Study. Amtrak received historic funding amounts in the IJJA and the United Front partners plan to discuss new regional Amtrak investments with the congressional delegation and U.S. DOT.

Eugene Train Depot: Dedicated federal project funding to build the Eugene Train Depot Siding project in support of increased passenger rail in the region. Federal funding should be part of the solution. We have been working with ODOT and Amtrak on a project to enhance the Eugene Depot with two new sidings and a passenger platform. This is an expansive project of around \$30 million and minimum first phase of \$15 million but it would significantly improve passenger rail service out of Eugene. Currently, the Cascades Amtrak trains have to be brought to the UP yard between runs which adds costs and time.

There is currently a final design and environmental documentation for this project.

Coos Bay Rail Link Siding: Engineering study to examine site location, design, and environmental issues for a new siding at the western end of the Coos Bay Rail Link, with appropriate linkages to the privately operated Greenhill Reload facility.

Glenwood Linear Park, Path and Bike Ped Bridge: Building Glenwood Riverfront Linear Park and Path and designing and constructing a pedestrian and bicycle bridge between Glenwood and Downtown Springfield, both of which are River Districts priorities.

Middle Fork Bridge: Constructing a bicycle/pedestrian bridge across the Middle Fork of the Willamette River to connect the Middle Fork Path with the 2300-acre Howard Buford Recreation Area (Mt. Pisgah), which is a priority for the Willamalane, City of Springfield, and Lane County. This project still requires resources to complete the initial feasibility study which is a priority for Willamalane.

Willamette River Bridge: Constructing a bicycle/pedestrian bridge across the Willamette River to connect the Eugene’s eastern edge of the Ridgeline Trail at Coryell Ridge to Springfield, potentially at Dorris Ranch. A connection between Eugene and Springfield is a key concept in the Rivers to Ridges Regional Parks and Open Space Plan.

I-5 at Dillard Road Interchange Plan: The Interstate 5 interchange at Dillard Road (and the Short Mountain landfill) is inadequate to serve direct access to the landfill and the planned for industrial development in Goshen. Lane County seeks funding for an interchange management plan to begin the planning process to improve the interchange.

River Road-Santa Clara Pedestrian & Bicycle Bridge: This project will connect the River Road and Santa Clara neighborhoods with a pedestrian and bicycle bridge that will enable more people to use active transportation for school, work, shopping and other trips. Along with other planned improvements, it will also connect residents to shopping, services, transit and the broader active transportation network.

CONNECTING
Communities
through
Natural
Resources



Tree planting at Island Park, in the heart of Downtown Springfield

The United Front partners are fortunate to have natural resources that make the region an incredible place to live and visit and will be showcased on the national stage in July 2022 during the World Athletics Championships Oregon22. The vital nature of the outdoors has become even clearer as families continue to seek refuge at parks and other outside experiences during the Coronavirus pandemic. The Lane County region has many incredible natural assets, which have unfortunately been vulnerable to extreme weather events such as wildfires including the 2020 Holiday Farm Fire. While no structures burned, the 2021 fire season resulted in approximately the same acreage lost. The public health impacts of wildfire smoke continue to generate local government response to stand up clean air and cooling centers for those most vulnerable.

The UF congressional delegation has been attuned to the region's natural resource challenges and has made a concerted effort to pass laws, such as the American Rescue Plan Act (ARPA), and the Infrastructure Investment and Jobs Act (IIJA), that fund programs to assist our communities, especially related to disaster relief, wildfires, outdoor recreation, and many other areas.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Targeting funding out of the IIJA's Wildfire Risk Reduction and Ecosystem Restoration programs for the UF region as we continue to face wildfire threats. The \$3.369 billion Wildfire Risk Reduction program and \$2.13 billion Ecosystem Restoration program could bring badly needed dollars to our communities. It would also be helpful if forestland management and funding under the U.S. Forest Service is reformed to bring additional resources dedicated to suppressing wildfires and adding resilience to the hardest hit regions.

Continued support for the Land and Water Conservation Fund which has supported conservation projects throughout the region.

Continued support for the Recreational Trails Program which has directly benefited expansion and preservation of the Thurston Hills Natural Area property managed by Willamalane Park and Recreation and the City of Eugene's Ridgeline Trail System

Continued funding through FEMA for federal reimbursement for emergency response and community grants to improve community recovery.

Ensure that special districts, including Park and Recreation Districts, are eligible for IIJA funding to help stabilize these governmental entities that were hit hard by the coronavirus pandemic, so their workforce rebounds, and their facilities stay in good condition. Federal funding for parks and trails remains a top priority for the UF partners.

Strategic implementation of funding in a reconciliation bill to fund Civilian Climate Corps (CCC) programs that get deployed to the United Front region.

Bureau of Land Management Community Assistance Funding, which supports important fuels reduction work in the Ridgeline trail system. This is a component of the City of Eugene's emergency management plan for wildfire risk reduction.

Grant opportunities including: U.S. Department of Agriculture programs for Rural Development, Forest Legacy, and Community Forests; U.S. National Park Service funding for Land and Water Conservation Fund (LWCF); U.S. Army Corps of Engineers funding for environmental infrastructure and inland waterway restoration; Federal Emergency Management Agency (FEMA) grants for recycled water opportunities, and U.S. Environmental Protection Agency programs, such as Brownfields, to protect our natural water supplies. Many of these programs received significant infusions of federal funding in the IIJA and the UF partners plan to pursue those dollars through both formula and discretionary opportunities. Regional projects such as the Alton Baker Park, Canoe Canal, and other Rivers to Ridges projects remain priorities for our communities.

Continuing the Outdoor Recreation Legacy Partnership (ORLP) urban competitive grant program that is funded through the LWCF State and Local Assistance Program, and which delivers funding to urban areas with a priority given to projects located in economically disadvantaged areas and lacking in outdoor recreation opportunities.

Continued passage of a Water Resources Development Act (WRDA) every two years. The United Front partners were thrilled that the 2020 WRDA bill included legislative language to transfer the Leaburg Fish Hatchery from the USACE to the ODFW and authorization assistance to modernize the 42nd Street McKenzie Levee in the City of Springfield. While the critical Levee project authorization did not receive funding in 2021, the City of Springfield will continue to pursue funding for a Levee study and will advocate for increased funding in the FY2023 Army Corps' Investigations budget for this program. Lane County supports having the next WRDA include a Section 219 Environmental Infrastructure, authorization for Lane County water and wastewater projects.

Construct necessary improvements to the 42nd Street McKenzie Levee in the City of Springfield. The 1-mile-long levee needs to be raised by 3 feet to protect over a third of residents, federal offices, national guard buildings, primary fueling stations, and over \$4 billion in infrastructure from a 100-year flood event. While the Army Corps still needs to complete the study on the Levee authorized by the 2020 WRDA, time is of the essence to fund the construction of the project. The Labor Day 2020 wildfire in the McKenzie River watershed, aka Holiday Farm Fire, has significantly increased the risk of a major flood event which would become a disaster for the City and region.

The reauthorization of the National Flood Insurance Program is important, but one specific area remains a concern – striking a balance between mitigating flood risk in Oregon and economic recovery. An on-going Endangered Species Act consultation of the National Flood Insurance Program in Oregon, along with changes to the rules for federal investments within regulated flood plains, has added significant agency process and financial uncertainty to public and private interests attempting to invest in areas associated with flood plains. Local jurisdictions need acknowledgement that differing locations, waterways, and community needs are not served by a one-size fits all regulatory scheme.

Improving access for small ports – like the Port of Siuslaw – is critical. Funds from the Harbor Maintenance Tax Trust Fund should support maintenance of ports as designed. The United Front Partners were heartened to see the CARES Act included language to allow for the full utilization of the Harbor Maintenance Trust Fund.

Keeping GOMESA funds as an addition to state assistance allocation. The Gulf of Mexico Energy Security Act (GOMESA) funds have helped increase local funding through the State Assistance Program, which has been vital in light of the historical underfunding of LWCF's state assistance allocation. The United Front partners support maintaining GOMESA funds as an addition to a fully funded state assistance allocation and opposes using these funds as a replacement for the state assistance allocation.

UF partners are committed to working hand-in-hand with the congressional delegation and federal agencies to include several BBBA programs in a reconciliation bill, such as the \$100 million Community Forest and Open Space Program, \$1 billion Wildfire Protection and Forest Planning, Coordinating, and Monitoring Grants program, \$250 million Grants to Aid Recovery and Rehabilitation of Burned Areas, and \$2 billion Forest Restoration and Resilience Grants program, are implemented in 2022 and beyond. These programs have strong alignment with the region's policy goals and UF partners will be ready to potentially utilize these funding sources when they are deployed.

PRIORITY PROJECTS

Continued support for wildfire suppression efforts in wooded areas and open spaces. Willamalane, Lane County, and the City of Eugene are all seeking proactive measures to mitigate wildfires in properties they manage in this region. This is essential for the preservation of the region and also the greater safety of the communities served.



Arbor Day tree planting at Island Park

INVESTING IN
**Healthy
People**



Urban Forestry Staff Climb

As we continue to move further into COVID-19 response, we support additional federal assistance to expand our ability to provide PPE, testing and resources to protect our communities, but emphasize our top priority is to see adequate and timely delivery of vaccines to our community.

The federal government should focus relief to help address these issues, which will undoubtedly be present in many parts of the U.S., because of the economic and emotional strains resulting from the pandemic. Addressing both the short-term and long-term mental health impacts of the pandemic will help our country and region become more resilient. Resources for community based mental health and substance use abuse treatment continue to be a need. The Partners support continued funding for on-going programs that provide resources for community based mental health and substance use abuse treatment.

The United Front partners are thankful to the Oregon delegation and Biden Administration for the monumental level of federal support through the CARES Act and ARPA. These large-scale investments were foundational in the ability for United Front partners to care for our communities. CARES and ARPA funding supported the response and recovery to the Coronavirus pandemic and provided the ability to move into a more proactive approach to address the needs of our communities. The Coronavirus pandemic has exacerbated the mental health and substance use issues challenging our communities. Critical investments in childcare, education, mental health and substance abuse treatments, and new innovative approaches to helping people in crisis on our streets, all were implemented this past year. Addressing both the short-term and long-term mental health impacts of the pandemic will help our country and region become more resilient. Resources for community based mental health and substance use abuse treatment continue to be a need. The Partners support continued funding for on-going programs that provide resources for community based mental health and substance use abuse treatment.

Cyclist enjoying the trail



FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased and renewed funding and longer authorization periods for federally qualified health centers (FQHCs), the Community Health Clinic fund, and programs that waive student loans for healthcare professionals serving under-represented regions, and the inclusion of public K-12 education systems.

Additional federal resources that complement the SUPPORT for Patients and Communities Act of 2018.

Continued efforts to limit the e-cigarette crisis. Supporting legislation in the 117th Congress that reduces tobacco use like S.1314/H.R. 2786, The Tobacco Tax Equity Act of 2021 which establishes the first ever e-cigarette tax and S.2445/H. R 4629, The Resources to Prevent Youth Vaping Act requiring e-cigarettes manufacturers to pay user fees to the FDA to conduct stronger oversight of the industry.

Patient access to critical ground ambulance transport services through ambulance relief. Medicare ambulance relief is essential for our citizens, and we request a long-term solution like the Medicare Ambulance Access Preservation Act of 2011 (MAPPA).

Opportunities to increase our local food exports through partnerships with the U.S. Department of Agriculture and the U.S. Economic Development Administration within the U.S. Department of Commerce.

On-going opportunities to increase funds for parks, trails, and open spaces to support public health. The pandemic has driven more people to utilize parks and open spaces for mental health respites, but this increased utilization has also increased vandalism, wildfire risk, and other public safety concerns. Funding for public safety programs, increased security technologies and dedicated staff like Park Rangers is more important than ever.

Ensure risk mitigation models and tools exist for public and private providers as behavioral and mental health programming moves further and further into the criminal justice system.

Continued funding for programs that increase regional service providers and support a hospital-based physician residency program like the Teaching Health Center Graduate Medical Education Program (THCGME). Lane County is also supportive of legislation that seeks to permanently authorize the THCGME program like S.1958/ H.R. 3671, the Doctors of Community (DOC) Act.

The total amount of Community Development Block Grant (CDBG) funds expended statewide for public services activities must not exceed 15 percent of the state's yearly allocation of funds. Lane County is supportive of the removal or expansion of this cap to increase the flow of funding for human service programs to ensure recipients can access the funding without burdening local budgets.

Lane County supports the following 117th Congress Legislation, each of which will provide beneficial outcomes through Lane County's Federally Qualified Health Center: the Protect 340B Act (H.R. 4390), the CONNECT for Health Acts (H.R. 2903 / S 1512) and the Dental Care for Veterans Act (H.R. 914).

The Partners are supportive of the establishment of a permanent funding source for programs that provide mental health or substance use disorder treatment provider licensing and certification, expands existing mental health/ substance abuse program capacities, and utilizes local non-profit providers for permanent postings.

We are dedicated to working with the congressional delegation to support passage of a reconciliation bill, including maintaining provisions such as Funding to Grow and Diversify the Maternal Health and Substance Use Disorder Treatment Workforce and Funding to Support Peer Recovery Specialists programs in 2023 and beyond.

Funding for a multidisciplinary response team, like CAHOOTS, made up of qualified mental health and police professionals. This community-based public safety system prioritizes mental health services for individuals experiencing mental health challenges, homelessness or substance abuse disorders. An estimated 20% of emergency calls have been redirected to the CAHOOTS team.



Youth enjoying new playground equipment funded by the 2018 Eugene Parks Bond

PRIORITY PROJECTS

Lane County, as well as a plethora of regional partners, has identified the need for a Behavioral Health Crisis Center to provide a non-jail option for local police agencies and the mobile crisis response system when they respond to dispatched emergencies. A formal stakeholder-involved planning committee is in place, and has received a report from a professional consultant identifying space and operational needs based on the target population which exists in Lane County. The Board of County Commissioner's has dedicated \$7.2M in funding towards a total project cost estimated to be \$19M. Property acquisition efforts are underway, as are additional project funding strategies. The project is Lane County's highest priority when it comes to Congressionally directed spending, and we seek \$1.5M to be considered as the fiscal year 2023 budget is evolved.

Our region continues to deliver innovative and coordinated responses to the crisis of homelessness across the metropolitan area, including new car camping and tent camping emergency shelters, new affordable housing, a new navigation center, and ongoing programmatic support. We seek rule revisions by HUD to allow federal funding to better support these successes.

Springfield Public Schools is working with partners to expand the existing health center to include dental services for underserved and students navigating poverty.

PROVIDING
**Housing and
Reducing
Homelessness**



Everyone Village in Eugene

Affordable housing continues to be an important issue for communities across Lane County and the nation. The United Front Partners understand the significance of creating cross-jurisdictional solutions to address homelessness. It is critical to consider a multifaceted approach to address the long-term factors that contribute to homelessness such as behavioral services, substance abuse treatment, social services, and affordable housing.

The coronavirus pandemic has exacerbated these housing issues as the economic and health impacts of the pandemic have hit our community's most vulnerable populations, the same populations that often have affordable housing and homelessness issues. Federal support from the CARES Act and American Rescue Plan Act have provided tremendous economic relief to individuals. We are eager to work with the congressional delegation and federal agencies to continue implementation of these impactful housing programs. The United Front partners are pushing for an historic investment in affordable housing as part of a reconciliation bill.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased Federal investment in housing affordable to extremely low-income households, including full funding of the National Housing Trust Fund, the HOME program, the Community Development Block Grant (CDBG), and a doubling of the per capita allocation of Low-Income Housing Tax Credits to the states.

Promote inclusivity and incentivize sustainable building practices by revising the standard for physical condition that applies to acquisition of older properties.

Advance the Fair Housing Act through race-based equal opportunity lending for property ownership and supportive housing.

Comprehensive Federal assistance for the nearly 600 homes in Lane County that were damaged as a result of the Holiday Farm Fire.

Increased funding for the McKinney Vento homelessness program, and increased VASH funding and \$500M for Supportive Services for Veteran Families (SSVF) program. Full funding of the Grant Per Diem program, to serve homeless veterans in our cities.

Increased funding for the supply of permanent, supportive housing for chronically homeless people, and increased rapid re-housing resources for homeless families and youth. Increased funding to support transitional housing options for youth and people in recovery.

Legislation in the 117th Congress that align with homelessness and affordable housing priorities. Specifically, the Housing is Infrastructure Act of 2021 (H.R. 4497), the Affordable Housing Credit Improvement Act of 2021 (S. 1136/H.R. 2573) and the American Housing and Economic Mobility Act of 2021 (S. 1368/H.R. 2768).

Tax credits or other incentives for communities that convert vacant or foreclosed properties into sustainable housing for veterans.

Services targeted towards homeless people through federal departments other than HUD – including the SAMHSA, DOL, HHS, and the VA.

Implementation of IIJA should take a full approach to federal housing spending decisions that seek to address affordable housing issues, homelessness, and rapidly changing technology needs and uses while focusing on how communities should think about greenhouse gas emissions and the impact of extreme events such as pandemics and wildfires.

Regulatory flexibility and equitable allocation of resources for communities to utilize private market housing, which would make the use of federal and local resources more effective, and reduce local inefficiencies created by incompatible federal practices.

Expanding support for local communities in: seeking waivers to increase flexible use of ending homelessness funding, expanding access to Moving to Work authority for our local housing authorities, and amending program rules to allow effective integration of local and federal transitional and rapid re-housing programs with long-term voucher programs.

Support the capacity of federal agencies to complete required consultations for environmental reviews (particularly related to Endangered Species and Historic Preservation) to help us to expedite projects and meet CDBG and HOME expenditure deadlines.

Remove locally generated CDBG program income from HUD's calculation of CDBG timeliness for entitlement jurisdictions (which was only added 5 years ago). This will remove a barrier to local use of CDBG funds as loans and increase the impact of federal investments over time.

Lane County seeks a waiver from the Internal Revenue Service such that tax credit-financed housing (i.e. Low-Income Housing Tax Credit) may be used to provide housing for those working for, or affiliated with, a designated national special security event.

Lane County seeks clarity on the issue of gaining FEMA reimbursement for COVID-19 related non-congregate care in the absence of a state declaration of emergency. The

potential of elimination of FEMA supports for sheltering could result in hundreds of individuals being forced back onto the streets of our communities.

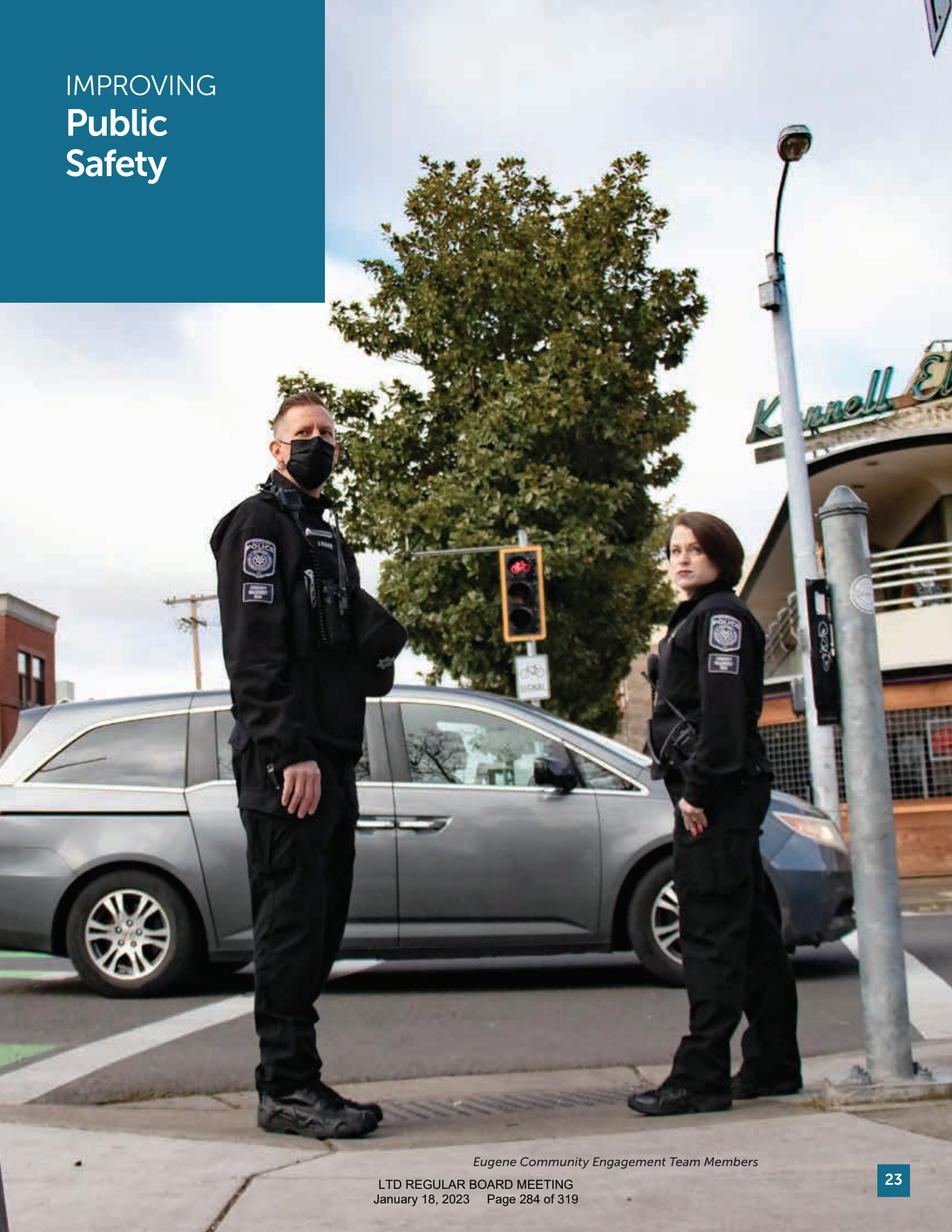
Increase the 5% cap on direct administrative costs allowed for use of federal funds by local service providers. Lane County passes federal funds on to non-profit agencies without taking a cut of any of those funds, but the 5% available to the non-profits for administration does not cover their costs, and ignores the reality of how organizations budget for indirect cost supports.

UF partners support the BBBA including several provisions, such as \$230 million for Housing Choice Vouchers, Project-Based Rental Assistance, and the Community Restoration and Revitalization Fund are implemented in 2023 and beyond. These programs help to address the regions increasing homeless population and offer permanent affordable housing options for these individuals, and those still impacted by the COVID-19 pandemic economic impacts.



The Commons on MLK

IMPROVING
**Public
Safety**



Eugene Community Engagement Team Members



CAHOOTS team

Eugene Community Engagement Team Member



Comprehensive public safety is critical for an equitable, thriving, and resilient community. As the role of public safety and policing continues to evolve, it is necessary that communities have the resources to best tailor approaches that enhance equity and best serve their populations.

There has been a steady rise in the number of mental health and opioid-related cases which has challenged our public safety operations. An overall lack of adequate funding to support mental health programs, exacerbated by the Coronavirus pandemic, has directly impacted the work of our local law enforcement officers, who now need to spend more time responding to mental health crises, instead of addressing personal or property crimes. The region has also seen increased public safety issues in

parks and other public spaces during the pandemic including vandalism and other acts of aggression and violence. United Front partners have created several community-based intervention programs that are adequately serving the individuals of Lane County. The creation of these programs has positioned us to target vulnerable populations and reduce the burden on our public safety infrastructure. These methods need to be adapted on a larger scale to create widespread impacts. The United Front partners are committed to working with the Congressional delegation to continue to ensure adequate community resources are available to individuals when they transition out of these relatively short term programs.

Eugene Community Engagement Team Members



Halloween Trick-or-Treat with Eugene Police



Bicycle Registration Event



FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Full funding for the Department of Justice’s COPS program. Resident Deputies have proven to be popular and effective in Lane County as have the COPS Technology Grants which regularly are used to modernize dispatch centers, radios, body cameras and other equipment.

Sustained or increased funding for the Byrne JAG program. Lane County plans to target funding for offering at-risk youth programs, reducing recidivism, and providing safe neighborhood programs.

Expanding Medicaid dollars to be used for mental health support for inmates. By further incorporating mental health services in response teams and jails, individuals can get the help and services they need to best help themselves.

Lane County asks for clarification that the Federal Tort Claims Act protects Federally Qualified Health Centers from excessive litigation related to any criminal acts a participant of a court ordered jail diversion program may commit against a third party.

Including report language that encourages planning for the Cascadia subduction zone to ensure maximum effectiveness of earthquake early warning.

Changing Medicaid Inmate Exclusion Policy (MIEP) to allow for Medicaid services to pre-trial detainees. Changing MIEP to allow for Medicaid services to pre-trial detainees would help individuals, relieve the strain on the system and reduce the strain on taxpayer funds.

Supporting the Cities of Springfield and Eugene in its pursuit of public safety grant funds through the U.S. Department of Justice.

Passage of S.764/H.R. 1914, the Crisis Assistance Helping Out On The Streets (CAHOOTS) Act in the 117th Congress. We are thankful for Senator Wyden and Senator Merkley’s support of this legislation in the Senate as well as Representative DeFazio’s support in the House.

Swift roll out of a reconciliation bill that includes provisions related to Reentry Employment Opportunities and Investments to Ensure Continued Access to Health Care for Children and Other Individuals.

Support for special districts to obtain funding for public safety positions like Park Rangers or Park Ambassadors.

Passage of S.764/H.R. 1914, the Crisis Assistance Helping Out On The Streets (CAHOOTS) Act in the 117th Congress, which funds multidisciplinary response teams, like CAHOOTS, made up of qualified mental health and police professionals. We are thankful for Senator Wyden and Senator Merkley’s support of this legislation in the Senate as well as Representative DeFazio’s support in the House.

City of Eugene asks Congress to provide funding to retain law enforcement personnel for local governments implementing 21st Century Policing.

PRIORITY PROJECTS

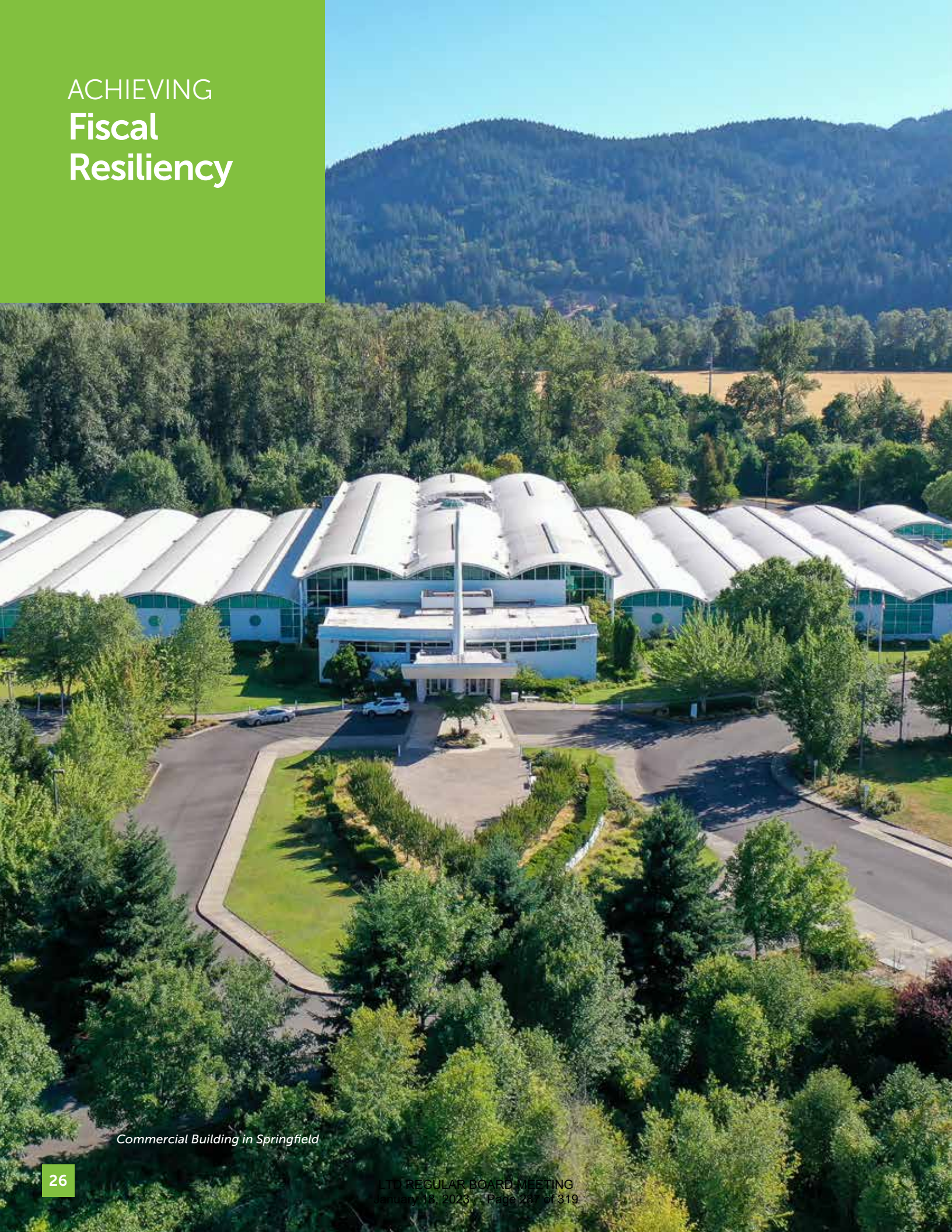
Regional Emergency Operations Center to be shared by Lane County, University of Oregon, Eugene Water and Electric Board and other regional partners. Scoping funding is necessary to begin planning for a comprehensive center.

Lane County Community Preparedness and Resilience project, including local training and exercises, pre-staging of response equipment and back-up power sources for emergency fuel caches located throughout Lane County.



Eugene Police Vehicles

ACHIEVING
**Fiscal
Resiliency**



Commercial Building in Springfield

The United Front Partners continued to face financial and community challenges in 2021. The community continued to rebuild and recover from the 2020 Holiday Farm Fire and respond to the pandemic. These challenges underscored the importance of fiscal resiliency and sustainability throughout the region. The Partners are thankful for the American Rescue Plan Act (ARPA) and Coronavirus Aid, Relief, and Economic Security (CARES) Act, which have undoubtedly helped advance financial resiliency. The Partners are confident that the Investing in Infrastructure and Jobs Act (IIJA) will continue to advance these goals and enhance security and resiliency throughout the region.

The United Front partners recognize that the development of a robust 5G network is crucial for the future economic development and connectivity of our communities. However, the United Front Partners seek support in protecting control of our public rights-of-way and reverse recent federal actions that preempt local control of managing telecommunications, including use and franchise fees, as well as, deployment of 5G small cell units..

We further note that global trade was almost brought to a standstill by challenges at existing port facilities in the US. The continued investment in the Port of Coos Bay, and their short line railroad which connects the Port to the Willamette Valley, should be considered as the causes of those supply chain disruptions are examined. Recent property acquisitions adjacent to the Port bode well for their ability to accept containers, and concurrent investments into the rail line will ensure the most efficient mode is utilized for those containers as they move inland.

FEDERAL PRIORITIES

WE URGE THE OREGON DELEGATION TO SUPPORT:

Increased levels and year-to-year stability in federal programs that support local transportation, housing, health and human services, education and workforce development and the criminal justice system.

Allowing special districts to have direct access to request future federal funds in light of the financial challenges they experienced due to pandemics, natural disasters and a force majeure. For example, ARPA did not include direct access for special tax districts in Oregon to apply for those funds, exacerbating the economic impact of the communities that rely on their service.

Ensuring federal appropriations are passed on time, without government shutdowns, which negatively impact our ability to provide services, put stress on our operational systems, and create anxiety and uncertainty to the public.

A balanced approach to federal deficit reduction solutions taking into account the historic impacts of the coronavirus pandemic on local governments. Federal assistance to state and local governments can mitigate job losses and local budget shortfalls, so our local governments were grateful that Congress included direct funding to state and local governments in ARPA. Federal investments in state and local infrastructure projects help produce private sector jobs and improve our competitiveness.

Opposing deficit reduction actions that shift costs to localities, impose unfunded mandates, or pre-empt local programs and taxing authority.

As the region rebuilds from the Holiday Farm Fire, we need land management policies that both manage timber harvest levels and promote responsible Wildland Urban Interface Fuel Reductions. The UF partners commend our delegation for securing resources to fight and prevent wildfires in the IIJA.

Federal resources to establish uniform emergency communication channels and equipment for the region. Lane County seeks resources to bring more resiliency, through telecommunication investments, specifically along Highways 126 and 58, as it was made clear that a lack of communication infrastructure and other critical needs made the Holiday Farm Fire more difficult to manage.

Long-term extension of Secure Rural Schools (SRS). Lane County was pleased to see SRS reauthorized for three more years within the IIJA and hope the program continues to last. Assurances that these funds should not be subject to mandatory sequestration is a Lane County priority.

Legislation repealing the FCC's January 2019 ruling limiting local autonomy. We support the reintroduction of legislation like S.2012 and H.R.530 from the 116th Congress.

Undoing actions performed by the Federal Communications Commission (FCC) that hinder local government's ability to provide broadband services to constituents. The FCC's orders in its *Implementation of Section 621(a)(1) of the Cable Communications Policy Act of 1984 as Amended by the Cable Television Consumer Protection and Competition Act of 1992* proceeding and its *Accelerating Wireless and Wireline Broadband Deployment by removing Barriers to Infrastructure Investment* proceeding, will cost local governments millions of dollars in reduced franchise and other right-of-way fees as well as place new burdensome obligations on local governments and further constrain their ability to review applications to enlarge or modify wireless facilities. Overturning these orders would preserve the respect for municipal authority found in the Telecommunications Act of 1996 and the United Front partners support legislative action in this direction.

Significant federal investment in telecommunication (broadband) infrastructure to assist the neediest families that lack internet access at home which has a specifically detrimental impact on school aged children, and the most rural parts of the region that learned how poor the telecommunication coverage was during the Holiday Farm wildfire. While it will be key to focus on the broadband infrastructure gap first, it is also important that federal resources are available for catalytic investments in the urban centers as well to assist with economic growth following the pandemic which will help bring more resilience to the United Front partners' communities. The Partners will look to the ARPA and IIJA for broadband opportunities as this is a top priority area for the region and hope the congressional delegation will bring strong support to these local efforts.

Continuing to fund and preserve as Private Activity Bonds, New Market Tax Credit, Electric Vehicle Credit, and key parts of the Affordable Care Act. We believe these tax programs make the United States and our local communities more resilient and would support legislative or executive changes to make these programs more robust.

The repeal of the 10-percent credit of the Historic Tax Credit Program eliminates a critical tool, which has helped governmental entities, and local non-profits preserve historic landmarks while creating jobs.

The termination of preferential tax treatment of advanced refunding bonds interest is harmful as it is a financing tool, which allows local governments to finance their debt at lower costs and increase investment in municipal capital projects and other local programs.

The Partners appreciate direct assistance through formula fund programs like CDBG and new funding for the EECBG program. We ask our delegation to continue to support the authorization and appropriation of funds for these critical and efficient programs.

PRIORITY PROJECTS

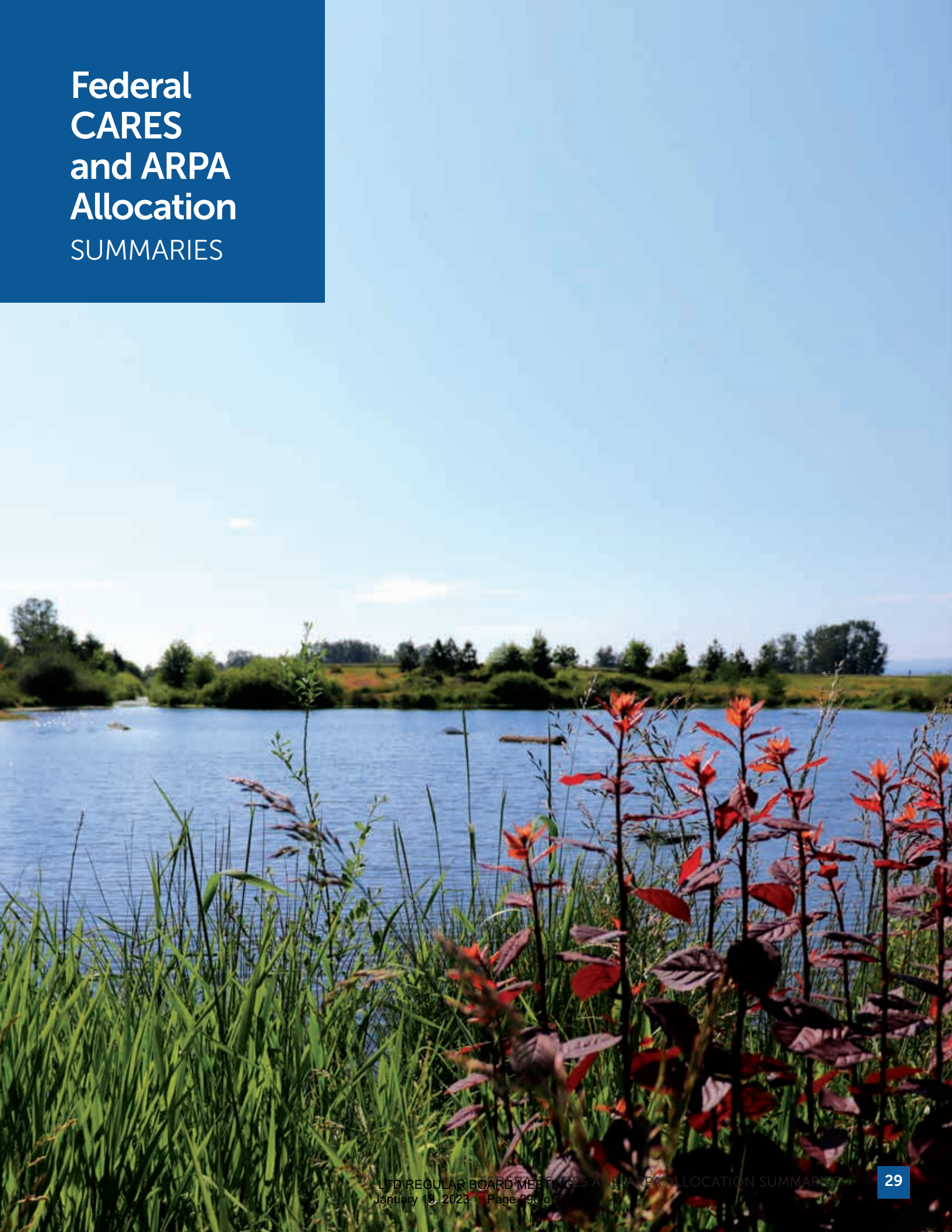
Lane County seeks assistance to ensure that emergency communications towers that are located on, or planned to be located on, federal lands, are transferred to county ownership, or at least enter into long term lease arrangements.

Lane County seeks a path to ensure that any energy facilities located on federal land in Oregon is subject to similar revenue sharing agreements that currently exist for the harvest of timber from federal lands.



Chairman DeFazio, Secretary Buttigieg with LTD's union representatives

Federal CARES and ARPA Allocation SUMMARIES





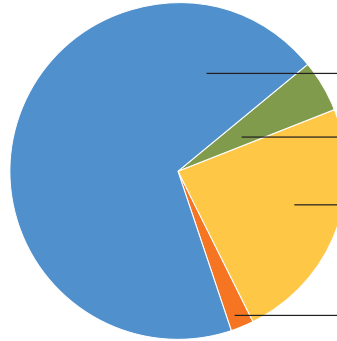
CARES

Coronavirus Aid Relief and Economic Security Act

\$38.2 million

TOTAL

The **City of Eugene** received \$36.2M of CARES funding in response to the pandemic, with direct funding to support our regional airport and CDBG related activities and pass through funding from the State of Oregon to support initial response efforts.



FAA – Airport \$26.5 M

CDBG \$ 1.85 M

State of Oregon \$9.11 M

Federal Direct Response \$743 K

OUTCOMES

Airport

Funding from FAA was used in FY20, FY21 and FY22 to Eugene Airport for **operating and maintenance expenses** so the airport remained operational for commercial aviation, general aviation, air cargo, charter activity, air ambulance, fire-fighting, emergency response, and resiliency preparedness.

In FY23, \$10M of CARES funding will be used to create additional heavy pads for remain over-night aircraft (RON).

CDBG

In partnership with Lane County, CDBG funding supported:

- **Unhoused response** including expanded shelter options, homeless support efforts (showers, laundry, food, mental health, benefits, etc), and outreach/navigation services.
- Food for Lane County, supporting **food access** to low income families.
- **Rental assistance** to keep people housed who may be facing eviction.

State of Oregon

Emergency Operations Center for initial response to the pandemic.

Purchase of **PPE**, cleaning and sanitation supplies, and disinfecting of public facilities.

Unhoused response efforts (emergency shelter, PPE, outreach, support services).

City operational response: telework infrastructure and capabilities, quarantining employees, public safety measures.

Funding for **community and business support efforts**

Business Oregon provided \$1.5M of in-kind PPE and cleaning materials that was distributed to community partners'

Federal Direct Response

DOJ funding supported **Law Enforcement PPE** and sanitation.

Federal Arts and Culture funding was utilized to support **Hult Center** due to loss of revenue from live shows.

HHS funding was for initial PPE purchases for the **City first responders** (Fire/Police/EMS/Homeless Outreach).

For more information on Eugene Community Recovery efforts visit eugene-or.gov/4361



ARPA

American Rescue Plan Act

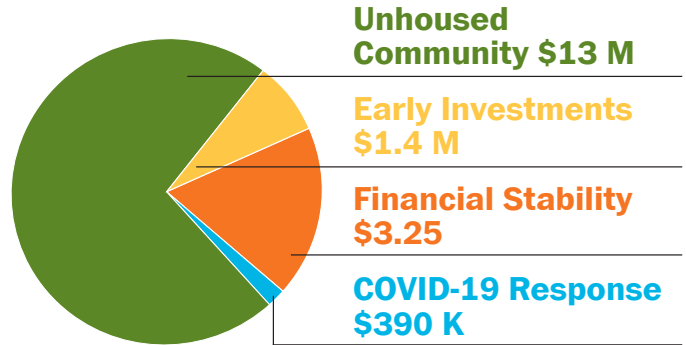
\$35.9

TOTAL million

The **City of Eugene** received an allocation of **\$35,908,036** in State and Local Recovery Funds under the American Rescue Plan Act, and will be received in two tranches of \$17,954,018, with the first half received on June 1, 2021 and the second half to be provided on June 1, 2022.

In Phase 1, the City is focusing on early investments to stabilize the organization to best position itself to support community recovery. While ARPA funding is being used to contribute to some revenue loss, the full economic impact of the pandemic cannot be solved with these dollars alone. The City will also continue to identify opportunities for organizational and community investments to be included in a future ARPA spending. **The following is a summary of projects supported by the first round of ARPA appropriations.**

Phase 1 Projects



Early Investments

Childcare Assistance \$300,000: Working with Lane Community College and United Way to support childcare needs of Eugene residents.

Financial Resilience \$300,000: Develop a new strategic planning and community engagement process for annual budget development.

Cybersecurity \$250,000: Strengthen network security and modernize our infrastructure.

Fire Services Stabilization \$200,000: Determine feasibility of next phase of Fire/EMS merger with City of Springfield.

Alternative Response Study \$150,000: Develop recommendations on options for alternative response to mental health crises, homelessness-related issues, and certain types of calls for service.

ARPA Coordination \$120,000: Temporary employee to provide project management of direct ARPA funds and coordinate grant applications for state and federal ARPA funding.

COVID-19 Response

\$390,000: Funding for unbudgeted FY22 operating expenditures associated with COVID-19 pandemic.

Contributions to Financial Stability

Accessibility and Safety Improvements \$1 million: improvements to oldest parking garages.

Public Works Facility Improvements \$600,000: improvements to Roosevelt Yard, a 39,000 square foot facility that houses Public Works Maintenance, Fleet, and Parks and Open Space.

Fund Stabilization \$600,000: Ambulance Transport Fund and Advanced Life Support service.

Urban Forestry \$50,000: invests in the tree planting program.

Fire Station 2 Budget Reduction Replacement \$1 million to restore the station's second engine to fully operational.

Unhoused Community Response

In partnership with Lane County we are providing needed resources and shelter for **Camping Response** which improves coordination, transparency, and responsiveness to urban camping to address the needs of people who lack housing and support the health and safety of our entire community.

Safe Sleep Sites provide safe, legal places for people experiencing homelessness to sleep and connect to services, as well as reduce the impacts of unsanctioned camping across the city.

Other Services supports operations for the new low-barrier Shelter and Navigation Center, costs to operate a mobile shower trailer and administrative costs for supporting businesses and homelessness services programming.



COVID-19 Response

\$16 million

Oregon Coronavirus Relief Funds

- Childcare Service Grants
- Foreclosure prevention
- 79 Small Business Economic Support Grants
- 239 Community Business Grants
- Caring for people experiencing homelessness
- Medical expenses, including hospitals, COVID testing, and emergency response
- Public Health response, including contact tracing communication, PPE
- Payroll for employees dedicated to COVID response



\$5 million

State General Fund

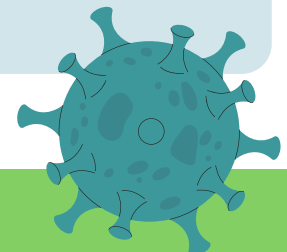
- Purchased and renovated a building to serve as a COVID-19 recovery center for homeless and post-prison release people
- The building is currently being converted into a low-barrier shelter and “navigation center”



\$17 million

CARES Funds

- Homelessness response
- Energy assistance (LIHEAP) for 2,947 people in 2021
- Weatherization assistance
- +2,000 households received Rent Assistance



American Rescue Plan



\$20.5 million

Helping people find and keep housing, including: rent assistance, utility and weatherization assistance, permanent supportive housing, veteran's housing, and more.



\$13.8 million

Support for unhoused community members, including: establishing a shelter and navigation center, investing in supported camping locations, street outreach, pallet shelters, mobile crisis response, and landlord engagement.



\$15.5 million

McKenzie River Valley Water System Replacement



\$17.5 million

Adult Corrections Facility & Technology Upgrade



\$5.4 million

Nonprofit aid, including: homelessness services, FOOD for Lane County, relief nursery, at-risk youth services, and support for schools, community centers and a local theater.



\$8.3 million

Public health initiatives, including: Behavioral Health Crisis Center development; community health clinic development; public health equity; dental clinic support; and clinic renovation.



\$19.3 million

Stabilization of government services and COVID-19 response efforts, including: workforce stabilization, financial stabilization, courtroom digital modernization, emergency morgue capacity trailer, expansion of medical death investigator to support increased need in light of the pandemic, Youth Services equity efforts, ARPA funds management structure, disinfecting equipment for law enforcement.



CARES Coronavirus Aid Relief and Economic Security Act

The Coronavirus Aid, Relief, and Economic Security Act, CARES, established the Coronavirus Relief Fund, CRF, which disbursed **\$2.4 million** to the City of Springfield. The first two portions of money were reimbursement for eligible expenses between March 1, 2020 and June 30, 2020, totaling \$1.1 million. The final \$1.3 million were dispersed to the City in November of 2020 and had to be expended by June 30, 2021.

The primary guidance throughout the eligible period was: necessary expenditures incurred due to the public health emergency with respect to the Coronavirus Disease 2019, COVID-19. These costs must not have been accounted for in the budget approved as of March 27, 2020 and all costs were incurred between March 1, 2020, and December 31, 2021.

With this guidance from the Treasury, the City used CRF funds for the following:



Public Safety

Fire and Life Safety Sanitizing Supplies and Personal Protection Equipment

\$95,000

Community and City Staff Personal Protection Equipment

\$61,000

Springfield Justice Center Disinfection and Cleaning

\$17,000



Accessibility & Infrastructure

Technology Upgrade to City Hall Public Meeting Space to Provide Virtual Meeting Capabilities

\$364,000

Technology to Support Remote Employee Work

\$268,000

Installed AV Equipment in Court Rooms to Allow for Virtual Court Proceedings

\$72,000

Materials to Support Communication & Enforcement of COVID-19 Protocols

\$15,000



Community Benefit

Personnel expenses related to the City's Response to the COVID Pandemic

\$1,250,000

Care For Unhoused Populations

\$252,000

Emergency Operations Center Supplies

\$46,000



For more information contact:

Niel Laudati at nlaudati@springfield-or.gov

or Sam Kelly-Quattrocchi at skelly@springfield-or.gov

Springfield staff looked to the Government Finance Officers Association’s recommended guiding principles for American Rescue Plan Act funds as a guide in recommending ARPA funded projects for consideration by the Council. Springfield’s total funding amount is **\$14 million**.

Springfield’s guiding values are summarized as follows:

Is it a one-time expenditure as opposed to an on-going expenditure

Does it provide a significant and visible community benefit

Does it help address the City’s General Fund financial structural imbalance

Those values framed the conversation over multiple work sessions which resulted in the selection of the following uses:



Public Safety

Replacement of Fire & Life Safety radios

\$600,000

Security upgrades to the Council Chambers and City Municipal Court

\$400,000

Installation of security camera system at City Hall

\$200,000



Accessibility & Infrastructure

Modernize the City’s street light infrastructure through replacement of outdated lights with energy saving LED fixtures

\$2,750,000

Justice Center Roof Replacement

\$450,000

Replacement of City Museum elevator

\$150,000

City Hall HVAC Replacement Project Analysis

\$50,000



Community Benefit

Replace lost revenue to maintain staffing levels at the City in support of Public Safety, Library Services, and City Administration

\$2,500,000 over three years

Additional staffing to support project delivery related to State mandated housing and transportation policy

\$1,400,000 over three years

Support for Willamalane Park and Recreation District to add back services lost during the COVID pandemic

\$1,000,000

Library Expansion and Remodel

\$950,000



For more information contact:

Niel Laudati at nlaudati@springfield-or.gov

or Sam Kelly-Quattrocchi at skelly@springfield-or.gov

CARES Coronavirus Aid Relief and Economic Security Act

Springfield Public Schools will receive **\$2.7 million** in CARES Act funding in 2020.

In the fall of 2019 the Springfield school district completed a comprehensive community engagement exercise to gain community insight on how to target reinvestments in our schools.

Along with immediate emergency response relief, this community input continues to shape our direction for federal relief dollars as students and staff emerge from pandemic learning conditions and re-engage in robust learning opportunities.

Investments are vetted for the following purposes:

Meet students' mental and behavioral health needs

Increase academic achievement and reduce academic disparities for traditionally underserved students – who were often disproportionately impacted by the pandemic

Prioritizing one-time expenditures over ongoing financial commitment

Through those priorities the district has targeted CARES/ESSER I funded projects in the following ways:



Emergency pandemic response

Computer equipment for staff and students during initial remote learning

\$145K

Computer software/Online Instructional Services

\$44K

Telephone and hotspot connectivity

\$47K



Health and Safety

iWave hospital grade air purifiers for all district schools and buildings

\$329K



Well-Rounded Educational Opportunities

Instructional supplies – to allow hands on learning opportunities while remote

\$128K

- Elementary – **\$90K**
- Middle School – **\$22K**
- High School – **\$16K**



Class Size

Temporary staff payroll

\$2M

- Additional staff to support distance learning and keep class cohorts small upon return to in-person
- Temporary staff to support emergency child care operations
- Additional duty for regular staff with expanded responsibilities



SPRINGFIELD
PUBLIC SCHOOLS
Every Student, Every Day

ARPA/ESSER

American Rescue Plan Act/Elementary and Secondary School Emergency Relief

Springfield Public Schools will receive **\$12.6 million** in ESSER II funds and **\$28.5 million** in ESSER III funds.

Following a robust community engagement process in the fall of 2019, Springfield Public School District had a sound foundation for the priorities of our community in supporting the students of Springfield.

Using the principles from our community engagement process Springfield approached re-emerging from the pandemic by maximizing emergency relief funds to target investments that support students in returning to safe and healthy school locations, provide robust and engaging learning opportunities that recover and accelerate learning lost in remote instruction environments, and reconnect with historically underserved students who were often disproportionately impacted by the pandemic.

Our guiding principles for investing emergency federal relief support was vetted through the following purposes:

Meet students' mental and behavioral health needs

Increase academic achievement and reduce academic disparities for traditionally underserved students – who were often disproportionately impacted by the pandemic

Prioritizing one-time expenditures over ongoing financial commitment

Through the lens of these priorities the district has utilized ARP ESSER II/III funding in the following key areas:



Well-Rounded Educational Opportunities

Summer learning supports
\$520K

Online learning tools and professional development
\$175K

Additional high school musical instruments
\$5K



Health and Safety

ARC Ultra-violet chemical free hospital grade disinfection devices
\$870K

Summer nutrition program
\$187K

HVAC upgrades
\$152K

Capital improvements to enhance distancing and support health recommendations
\$92K

District Health Services COVID Coordinator
\$61K



Class Size

Temporary Faculty
\$510K

Retention Stipend to retain qualified staff in hard to fill positions
\$347K

Temporary additional staff supports
\$85K

WILLAMALANE PARK AND RECREATION DISTRICT

CARES ACT SPENDING SUMMARY

In 2020, Willamalane utilized \$559,517 from the Coronavirus Aid, Relief, and Economic Security Act to reimburse a portion of the costs incurred during the COVID-19 pandemic. These funds were allocated by the State of Oregon as assistance for state, local, and tribal governments. These funds provided an economic lifeline that Willamalane used to maintain staffing levels, keep essential programs running, and keep all parks and open spaces open for the community.

Economic supports: \$235,743 (42%)

- Unemployment insurance costs that will not be reimbursed by the federal government
- Leave hours specifically for COVID-19

Payroll expenses: \$187,820 (34%)

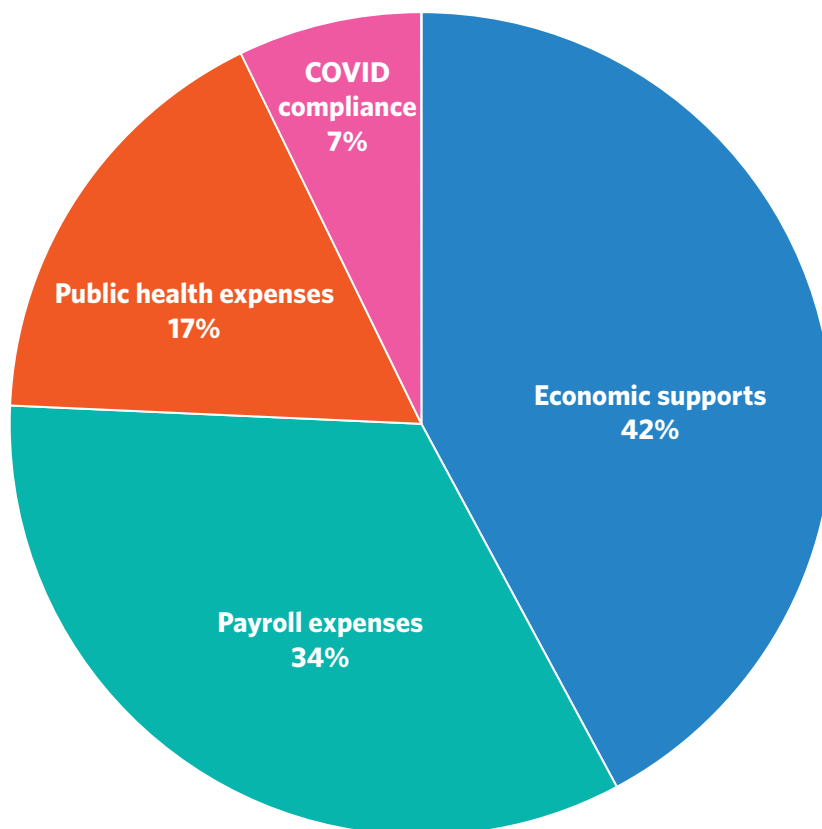
- Employees substantially dedicated to COVID-19

Public health expenses: \$95,593 (17%)

- Communication and enforcement
- Medical and protective supplies
- Disinfecting public areas and other facilities
- Public safety measures

Expenses to facilitate compliance with COVID-19 measures: \$40,361 (7%)

- Telework capabilities
- Paid sick and paid family and medical leave



COVID-19 RELIEF

CARES

Coronavirus Aid, Relief, and Economic Security Act

\$25 million

CRRSAA

Coronavirus Response and Relief Supplemental Appropriations Act

\$17 million

ARPA

American Rescue Plan Act

\$33 million

\$75 million
TOTAL

IMPACTS *of the pandemic*

Ridership

Ridership dropped by **70%** in response to stay-home orders in 2020. LTD promoted essential trips only during this time, when vehicle capacity was reduced by roughly two-thirds. Boardings are now up to **50%** of pre-pandemic levels and LTD vehicles are running at full-capacity.

Revenue

Operating revenues decreased by **46%** in FY21, due to the pandemic. Fares were not being collected and grant-funded programs like *Mobility on Demand* and *Safe Routes to School* were suspended or activity was significantly reduced. Fare collected was restored in February of 2021.

Service

Service was dramatically cut back in response to low ridership, expected revenue loss and decreased staff yet LTD maintained service for those **essential trips**. Now as we see a return to work and the classroom, staffing and driver shortages continue to provide challenges in restoring service.

Cost

The cost to deliver fixed-route service increased from **\$163** per revenue hour to **\$237** as LTD implemented stringent safety measures and cleaning protocols, compensated front-line workers and saw increases in cost for everything from fuel to materials and supplies.

CAPITAL IMPROVEMENTS,
STATE OF GOOD REPAIR

20%

MAINTENANCE,
MATERIALS, CLEANING

18%

PUBLIC SAFETY

1%

OPERATIONS

61%

Resilience and RECOVERY

Lane Transit District's **Federal relief funding** has been **critical** in providing support throughout the pandemic. It has allowed us to continue to deliver **essential service** to those who truly rely on public transit.

This funding will not only support ongoing **operations**, but will aid in efforts to innovate with much-needed **facility upgrades** and other **infrastructure projects** that will promote **health, safety and security** for the community.

Relief funding will also support efforts to **restore service** and **increase ridership** as well as replace aging **paratransit vehicles** to better-serve our riders.



Viewpoint from Thurston Hills Natural Area



UNITED FRONT PARTNERS OF LANE COUNTY OREGON



CITY OF EUGENE | CITY OF SPRINGFIELD | LANE COUNTY | LANE TRANSIT DISTRICT
SPRINGFIELD PUBLIC SCHOOLS | WILLAMALANE PARK AND RECREATION DISTRICT

**LANE TRANSIT DISTRICT
DELEGATED AUTHORITY REPORT
December 2022**

Contracts								
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	CONTRACT VALUE	NEW CONTRACT VALUE	SIGNER	NOTES
12/3/2022	FORTIS	OCC - Early Design and Construction assessment	LNTF	Nov 14, 2022 - Dec 30, 2022	\$20,000.00		J. McCormack	Limited Notice to Proceed
12/6/2022	Oxley & Associates	State Government Relations Services	Personal Services Agreement	Dec 6, 2022 - Jun 30, 2024	\$95,000.00		J. Auten	New Contract
12/13/2022	Chambers Construction	ESM - Early Design and Construction assessment	LNTF	Dec 2, 2022 - contract execution	\$20,000.00		J. McCormack	Limited Notice to Proceed
12/21/2022	Transpro Consulting, LLC	Strategic Business Plan Implementation	Amendment	Nov 17, 2021 - Until Completed	\$40,500.00	\$51,480	J. Auten	Amendment 2
12/29/2022	Chambers Construction	On-Call Construction Services	Task Order Amendment	Sep 16, 2022 - Jan 30, 2023	\$20,456.00	\$25,181.00	J. Auten	Amendment 1 to Task Order 202148-2022-005
12/30/2022	Camp Creek Electric, LLC	Springfield Station Clock Installation	Task Order	Dec 22, 2022 - Feb 28, 2023	NTE \$149,999.00	\$27,205.00	J. McCormack	Task Order to 2021-04 - On-Call Electrician Services
Group Pass/Non-Profit Program - Revenue Agreements								
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	ANNUAL CONTRACT VALUE	NUMBER of PARTICIPANTS	SIGNER	NOTES
12/27/2022	Best Western New Oregon	Group Pass	GPP	Dec 22, 2022 - Ongoing	\$975.60	15	J. Auten	New Group Pass



**OFFICE OF THE GENERAL MANAGER/
CHIEF EXECUTIVE OFFICER**

Jameson Auten, General Manager/Chief Executive Officer

EXECUTIVE OFFICE

No report this month.

ADMINISTRATION

FINANCE

Christina Shew, Director of Finance

No report this month.

PROCUREMENT

Wendi Frisbie, Interim Director of Business Services

No report this month.

INFORMATION TECHNOLOGY

No report this month.

HUMAN RESOURCES

Perry Adams, Director of Human Resources

No report this month.

TRANSIT OPERATIONS

Cosette Rees, Chief Customer Experience Officer

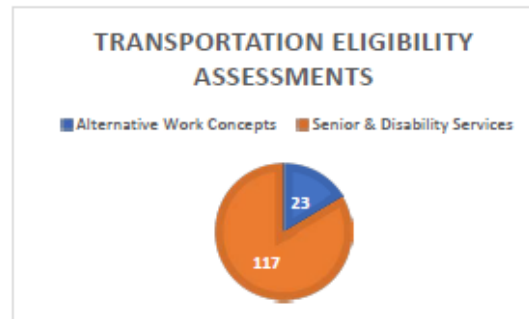
ACCESSIBLE AND CUSTOMER SERVICE

Accessible Services By The Numbers

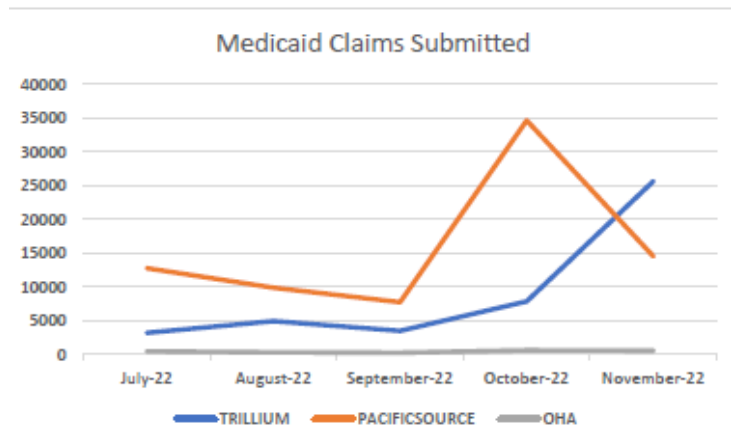
(November statistics compiled in December for January Board meeting)

RideSource Total Incoming Calls	22,197 (+8.76%)
RideSource Calls Answered Within 30 Seconds	81% (+4%)
RideSource ADA	6,584 trips (+.83%)
RideSource Medicaid	16,804 trips (-6.79%)
White Bird Clinic	296 trips (-6.33%)
Rhody Express	515 trips (-7.04%)
Diamond Express	514 trips (-5.69%)

Every RideSource rider begins with a functional assessment of their needs so we know how to best serve them. We've recently established a new assessor in partnership with White Bird Clinic, who has expertise evaluating people with behavior health disabilities. We are training a second who will add further depth to our transportation eligibility assessment capacity and expertise.



During the ice storm on 12/22-23, though the majority of services remained shut down, LTD worked hard through the night to provide transportation where we were safely able via the RideSource call center. This included transporting critical health care staff to work at local hospitals. "I wanted to reach out and thank you... for your help and support during the inclement weather. We truly appreciate your willingness to support us and help ensure we can care for our patients." – PeaceHealth



LTD is reimbursed for the costs of Medicaid transportation through our local Coordinated Care Organizations and Oregon Health Authority. This table represents the number of reimbursement claims submitted over time, with increases showing both a larger number of trip requests and technical upgrades in our systems allowing us to submit additional claims.

TRANSIT OPERATIONS

Jake McCallum, Director of Operations

Transit Operations

The ESM and OCC architects have been working diligently to gather information and work on designs for both projects.

We recently completed some exercises with focus groups related to the project and some operator feedback. We have also been working with union leadership to ensure that operators' desires are heard throughout the project.

The exercises focused on many things, including what everyone liked or didn't like about our current spaces and what we would like or not like in our remodeled and newly built areas. Throughout the various exercises, they have determined which direction to head with the project. They will now take the information they have received and start working on the design and layout of the spaces.

Bad Weather Driving Classes

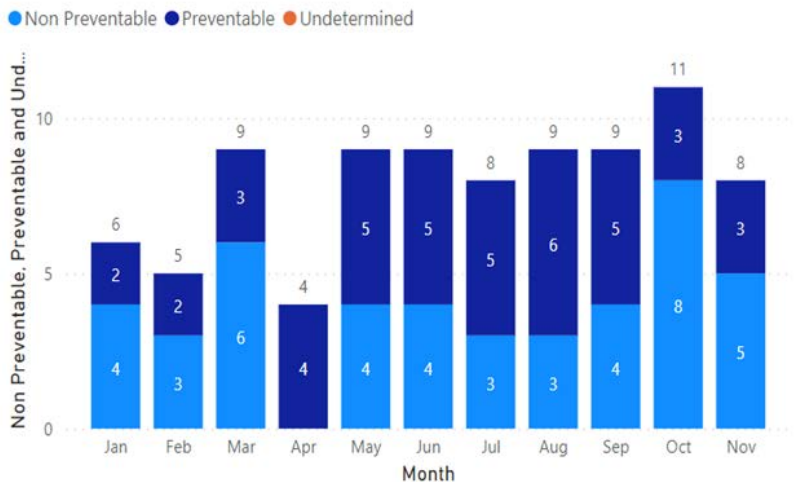
As we continue to see more inclement weather heading into winter, LTD offered operators the chance to take bad weather driving and snow and ice refresher course to be more prepared in the event of snow and ice.

Classes were offered the week of December 5 - 10, 2022, and over forty (40) operators participated in the classes. This was excellent timing as we got some hands-on training that headed our way just under two weeks later.

We, unfortunately, got a taste of bad weather on December 22, 2022, with a blast of ice. Several road closers and accidents shut down various parts of our service area. In the interest of safety for our employees and community, the District decided to suspend service at 8 pm on December 22, 2022, and resumed service at 11 am the following day. We will debrief the recent event in preparation and lessons learned for future weather challenges.

Accidents

Non Preventable, Preventable and Undetermined Accidents by Month



Month	Non Preventable	Preventable	Undetermined
Jan	4	2	0
Feb	3	2	0
Mar	6	3	0
Apr	0	4	0
May	4	5	0
Jun	4	5	0
Jul	3	5	0
Aug	3	6	0
Sep	4	5	0
Oct	8	3	0
Nov	5	3	0
Total	44	43	0

Hiring / Retirements

Operations is currently recruiting, interviewing and training bus operators. No current retirements.

Training

Our current quarterly LTD policy focus is "Barriers are mandatory while the bus is in motion!" On January 1, 2023, our quarterly policy focus will shift to bus inspection policies emphasizing bus Inspections. This is to ensure awareness, compliance, and best practices.

The training department is gearing up to welcome a class of new operators on January 23, 2023. The class is scheduled for 10 new operators and an additional rehired operator that will be rejoining the team. Our current instructor classroom

trainees will continue to progress toward their classroom certification with their inclusion in the team-teaching phase of the training process.

In addition, the training department is partnering with public safety to revamp public safety officers' onboarding process and extend enhancement training to public safety personnel.

Five LTD supervisory and human resources team members visited Tri-Met on December 16, 2022, to observe their public safety, ambassador, and bus simulator components.

Public Safety

On November 28, 2022, we had a new Public Safety Officer, Peter Martindale, start. Peter has a background in providing security and previously worked as security at Valley River Center. Peter is job shadowing until later December– early January. The District continues to recruit and hire Public Safety Officers.

Interim Public Safety Manager Josh Schmit will be starting and heading the LTD Security Committee. This committee paused its meetings due to the pandemic; its first meeting took place on December 16, 2022. The committee's purpose is to review significant security incidents or breaches and provide guidance and/or recommendations.

The interim Public Safety Manager is in the process of establishing the Use of Force Review Committee. The committee's purpose is to review incidents that have required the use of force above the first level in the LTD Patrol Guide use of force continuum while on duty by Public Safety Officers.

The District has been in discussions with Lane Community College to discuss the possibility of utilizing their Criminal Justice students as Ambassadors as a part of their internship. Several employees, did a site visit to Tri-Met on December 15, 2022, to review Tri-Met's Security Department(s.)

Mark Johnson is heading a team to audit the Public Safety Department to assess the needs of the Department as a whole which will begin next quarter.

FLEET MAINTENANCE

Matt Imlach, Director of Maintenance

No report this month.

PLANNING & DEVELOPMENT

Joe McCormack, Interim Chief Development Officer

FACILITIES

Updates are in italic

FIXED ASSET MAINTENANCE

1. Annual Fire Systems testing, remaining corrective action required: *A fire alarm system deficiency was identified during recent testing. The source of the deficiency has since been identified and repaired. This portion of the system requires retesting, so coordination of the fire alarm service provider and elevator service provider is currently underway.*
Reoccurring fire system services occur at LTD's: Glenwood Campus, Ridesource, Eugene Station, Springfield Station, Willow Creek, and Santa Clara Station.
2. Annual backflow device testing: *Device testing has been completed. Testing identified 2 devices needing repairs. Repair coordination is currently underway.*
A total of 81 District backflows require testing each year. These reoccurring services occur at LTD's: Glenwood Campus Qty-4, Ridesource Qty-5, Eugene Station Qty-5, Springfield Station Qty-5, Neighborhood Stations Qty-10, and EmX Stations Qty-52.

3. *Virtual Consulting/Data Migration for Facilities Management's CMMS tool, Facility Dude (Brightly), began 12/01/2022. This process started with an orientation call 12/01 and a pre-consulting session on 12/22. These sessions will be followed by several additional: account setup sessions; user setup; user training; system testing; post-consultation support. The implementation period is currently scheduled to end on 03/07/2022.*

The CMMS update is primarily comprised of:

- New Locations & Bldgs./Units Hierarchy – Application of expanded hierarchy & refinement of associated designations.
- Purpose Codes – Refined scope of available entries and utilization of codes.
- Class & Type - Refined scope of available entries and utilization of associated equipment Class & Type designations.
- Status - Refined scope of available entries and intended applications.
- Saved Actions – Existing user defined reoccurring reports to carry over.
- Custom Category – Unique user defined reporting category to carry over.
- Equipment - Refinement of unique asset/equipment identifications and associated application of new 'Locations & Bldgs./Units Hierarchy'.
- Inventory – Enhanced tracking of Facilities Management inventory items, which is primarily comprised of spare: assemblies (e.g. light fixtures), parts (e.g. lamps & ballasts) and consumables (e.g. lubricants, adhesives. & cleaners).
- Bus Stop – Refinement of overall data tracking practices, utilization of the District's standard bus stop identification numbers, & the introduction of 'bus stop specific' assets & attributes tracking.
- *Mobile app integration.*
- *Single Sign-on integration.*
- *User training.*
- *Documentation of historical CMMS records, with the intention of preserving reporting integrity.*

4. Facilities Management Crew Hours for: *November 27, 2022 – December 24, 2022*

- Preventative Maintenance: *239 hours*
- Corrective & Emergency Maintenance: *317 hours*
- Alteration and Improvements: *43 hours*
- Marketing Activities, Service Changes, & Special Events: *4.5 hours*
- Utility Locates: *14 hours*
- Vandalism (Graffiti Removal, Cleaning, Damages, & Theft) & Vehicle Accidents: *36 hours*
- Misc. (General Maintenance, waste disposal, administrative time, cleaning): *236 hours*
- Total crew labor hours reported for period: *889.5 hours*
- Average work hours reported, per crewmember: *148.25 hours*
- Available labor hours: *887*, reporting rate: *100%*

(Note: All totals exclude CAL & Holiday time: *73 hours*)

CONTRACTED SERVICES

No update.

PROJECT MANAGEMENT

1. **Passenger Boarding Improvements and System Facility Improvements:** This CIP project comprises multiple small projects including:
 - a) **Parking Lot Maintenance:** At the RideSource and Springfield Station facilities, the work includes crack sealing, slurry seal coat and restriping. *This work is completed.*
 - b) **Springfield Station Clock Replacement:** The existing clocks at Springfield Station are original to the build of the station. This technology is outdated, which is now providing unreliable time displays and high maintenance requirements. New power-over-ethernet (POE) clocks *have arrived and are anticipated to be installed in January.*
2. **Transit Facilities State of Good Repairs:** This CIP project comprises multiple medium sized projects including:
 - a) **Glenwood Electrical Assessment:** The project will evaluate the current and projected future electrical loads with the additional electrical bus charging stations and the expansion or modifications of the Glenwood facilities. The project includes an Arc Flash Study of existing electrical equipment and recommendations for repairs, replacements, and future growth needs. The planned power shutdown went very smoothly on December 19th starting at 0800 hours when SUB turned off the power and SUB restored the power at 1448 hours. There were no issues observed during the testing and the overall equipment is in good condition. The generator performed well and most all of the electrical circuits in the Administration building are on the emergency generator. *The report has been submitted and is under review.*
3. **Digital Signage Replacement:** Many of the digital signs (Map Signs and Real Time Signs) along the West Eugene EmX line are experiencing chronic failures and/or vandalism requiring options for replacement. The first phase of this project is to address the signs with immediate replacement needs by retrofitting existing map cabinets to a back lit cabinet similar to the Franklin and Gateway EmX lines. This phase also includes replacing failed real time signs with improved life cycle cost screens. The second phase is the long-term replacement strategy with a CIP request to manage the cost and schedule of the replacements required to avoid diminishing the passenger experience. The Eugene Station Modernization SPEC Team is working with consultants on digital signage that will help inform potential solutions for this project. The Eugene Station Modernization SPEC/TAC team for Digital Signage participated in a Workshop in October, more information on this is listed in the Eugene Station Modernization project. *A Task Order has been submitted to Chambers Construction for the retrofit to paper media for the failed portrait digital map and schedule sign on the EmX West Eugene Line. This retrofit will provide the information needed to enhance the customer's experiences and is scheduled to start in January 2023 and complete by June 2023.*
4. **System Security Improvements:** *Cameras have been installed system wide at all desired facilities and station. Access control installation has begun at the Glenwood campus. A new access control system will be installed facility-wide throughout the District. Installation is expected to be complete by June 2023.*
5. **FTN Safety and Amenity Improvements:** This project is focusing on the safety concerns of driving conditions throughout all of the EmX corridors in Eugene and Springfield. *The contract with Brown Contracting was approved at the December 2022 Board meeting. Construction and implementation for these corridors is expected to occur Winter 2022-Summer 2023.*
6. **Operation Command Center/ Training / Lounge:** This project will update the Operations areas at LTD's Glenwood headquarters to include modern operations dispatch, operator report area, training/simulator classrooms, restrooms/showers, and operator rest areas. These updates will improve safety and security, accessibility, customer service, employee engagement, and our financial position by reducing training costs, streamlining everyday operations, and increasing employee development, training and morale. The staff members of Sponsor Program End-user Champion (SPEC) team and Technical Advisory Committee have started meeting for preliminary programming input of project goals and objectives along with scope development. In June, the Board approved a contract for PIVOT Architecture to provide A&E Services for the project. The SPEC and TAC groups will begin meeting with the Architects in late August to provide input for concept design options. Last April the Board adopted the CM/GC finding and approved the use of this alternative contracting method. The solicitation for CM/GC Services was issued on June 20 and closed on July 29. The evaluation team has forwarded a recommendation to the Board in September for a contract approval. The Board approved a contract to Fortis Construction on this project at the September Board meeting.

The Fortis Construction started working with the project management team on existing facilities condition assessment, phasing, sequencing, and current construction market conditions of cost and available of materials. Fortis is also working on a cost benefit analysis of relocating Operations Department during the entire construction into Temporary Mobile Structures. A series of design meeting to establish project goals and objectives have been completed including an all staff engagement exercise conducted on December 1st. In mid-December, PIVOT Architecture conducted interviews with staff in Operations within their current space and documented details about their needs, adjacencies, deficiencies, etc. PIVOT will meet with the SPEC and TAC teams before the end of December to summarize the program document, space allocation, adjacency preferences and design principles. PIVOT Architecture has submitted a draft programming report that has been reviewed by staff and finalized. The programming phase has ended and the project has moved into Schematic Design where design options would be developed, reviewed, and a preferred design option would be presented to the Board in the spring 2023. The construction is scheduled to start in fall of 2023 and complete in fall of 2024.

7. **Eugene Station Modernization:** This project will maintain and improve both the buildings and exterior features of the station, enhancing both the customer and employee experience and updating the stations for better operation well into the future. Examples of possible improvements include (but aren't limited to): updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures and updating public restrooms. This project is in the project initiation phase of reviewing the identified list of needs for preliminary scope, schedule, and budget development. The staff members of Sponsor Program End-user Champion (SPEC) team and Technical Advisory Committee have started meeting for preliminary programming input of project goals and objectives along with scope development.

The Digital Signage SPEC/TAC team participated in a workshop that demonstrated best practices, industry trends, and technical guidance to support the development and operation of digital signs at LTD's Eugene Station. LTD digital sign SPEC/TAC team communicated the desire for consistent, equitable, efficient, effective, integrated and customer-friendly approach to signage in a sustainable way.

In November, Chambers Construction and the project team have engaged in scope conversations for preconstruction services. The SPEC teams and TAC team met with architects to provide input on further developed concept drawing for the Customer Service and 1099 Olive buildings improvements. The LTD teams toured the site and buildings with the consultant teams to provide more detail on infrastructure conditions and improvements needed. PIVOT's wayfinding and signage design team presented a comprehensive assessment with recommendations to the LTD team for comments and the design team will develop more details on the recommendations. In December, PIVOT will provide the schematic layouts and narratives identifying in more detail all the project scopes for Chambers Construction to cost estimate. This scope and cost study phase will assist in the project scope and budget alignment. Chambers Construction and the project team have met several times in January to analyze the cost estimate with the identified scopes. The project team will make recommendations to the leadership team on the scopes in alignment with the project budget.

The Construction of the project is scheduled to start in summer 2023 and completed summer 2024.

8. **Glenwood Petroleum Fuel System:** This project will upgrade and replace LTD's petroleum and fluid dispensing systems, much of which has reached its end of useful life. Maintaining the components of this system are not only crucial to our operations, but to protecting the environment. Necessary improvements include: storage vessels, pumps, product lines, leak detection, and dispensing equipment. Design will occur in FY23, construction in FY24.
9. **Electric Bus Charging Infrastructure:** *Commissioning of the new ABB electric bus chargers is complete and all charging systems are now operational. In total, LTD now has the capability to charge 33 electric buses at one time.*

PLANNING AND DEVELOPMENT

Tom Schwetz, Director of Planning and development

No report this month.

MARKETING & COMMUNICATIONS

Pat Walsh, Chief Information Officer

MARKETING AND COMMUNICATIONS

Theresa Brand, Marketing and Communications Manager

The January Marketing and Communication highlights include a continued effort on the Rider Communications Campaign, which remains pivoted to message encouraging people to ride LTD with some more recent messaging on social media on I ride messaging, sharing more personal stories of why people ride LTD and a continued focus on how LTD supports safety.

Staff continues to work closely with the Turell Marketing Group to develop new video and digital assets promoting the community to ride with us while highlighting their personal stories on transit and some of the new material will also highlight jobs at LTD and why community members should consider working for LTD. Currently, the focus is on Bus Operator recruitment. The newly produced video materials will continue to run on local TV with new videos running each month through spring of 2023 and will be much more visible locally after the conclusion of election season. The recruitment video and digital assets will run beginning at the end of January and then running through at least June of 2023.

Student transit pass: Staff is beginning outreach to schools to coordinate back-to-school registration and a 2023 Take the Bus Challenge. It is anticipated this effort will go on through June and then recommence in late August.

Rider appreciation events: Staff held two Rider Appreciation events, one at Eugene Station (est. 50) and one at Springfield Station (est. more than 75) where they greeted riders, offered them coffee in an approved insulated reusable cup, and asked about their experiences riding transit. Staff will be doing these events every other month, with random pop-up ones at station platforms or bus stops around the district.

Public safety officer community engagement: Staff worked with Public Safety to develop a plan for community involvement. The goal is for our riders to have more positive interactions with the officers, making them more approachable. There are three phases:

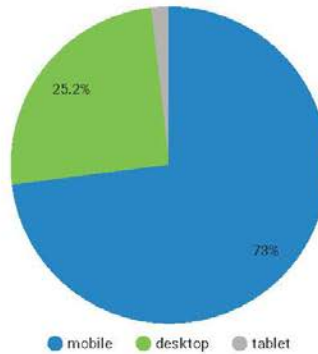
- Social Media: There will be designated “Officer of the month” posts on Facebook and Instagram encouraging riders to say Hi when they see that officer. When the rider does, they will receive a card that they can then redeem at the Customer Service Center for a free gift.
- Rider Outreach: They will attend some of the Rider Appreciation events and “Pop-ups” with Marketing staff to say Hi and greet riders.
- Community Events: Attend the City of Eugene’s Touch a Truck (with their cruiser) and also attend the Willamalane Children’s Festival.
- Provide “Junior LTD Public Safety Officer” badge stickers to be handed out to children.
- Engaging officers in more social content: For example, Officer Long will do a video talking about Human Trafficking for our social media channels.

Lane Transit District | Board Report | Website Analytics Nov 28, 2022 - Dec 27, 2022

Website Overview

Users 25,301 ↑ 0.3%	Pageviews 123,629 ↑ 7.2%	Avg. Time on Page 00:02:05 ↑ 5.8%
New Users 21,484 ↑ 0.6%	Unique Pageviews 100,577 ↑ 5.0%	Pages / Session 2.19 ↑ 2.2%

Device Source for Website



Latest News

Press Releases 3	Pageviews 873 ↓ -57.7%	Avg. Time on Page 00:01:37 ↓ -4.6%
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Device Category	Users	% Δ
mobile	18,462	0.9% ↑
desktop	6,362	-1.4% ↓
tablet	471	14.3% ↑

LTD.org Home Page



Facebook Nov 2022, 28 - Dec 2022, 28

Facebook: Audience Summary

TOTAL PAGE LIKES

5.8k

Avg. per day :<1

NEW LIKES

25 ↑ 19.05%

Avg. per day :<1

LIKES LOST

4 ↓ 55.56%

Avg. per day :<1

ORGANIC VS PAID LIKES

100% Organic
0% Paid

Facebook: Impression Summary

PAGE IMPRESSIONS

45k ↓ 55.06%

Avg. per day :1,441

PAGE REACH

32k ↓ 61.77%

Avg. per day :1,048

ORGANIC VS PAID REACH

72.35% Organic
27.65% Paid

TOP COUNTRY

COUNTRIES	COUNT	%
United States	32k	98.96%

Facebook: Post & Engagement Summary


TOTAL POSTS

43 ↓ 8.51%

Avg. per day:1

TOP POST

via Zoho Social
22 Dec 2022 05:26 PM



As of 12/22 at 8:00 p.m. Due to freezing rain and hazardous road conditions, LTD and RideSource ha...

Reactions	19
Comments	4
Shares	30
Engagement	53
Engagement Rate	<1%

ENGAGEMENT BY POST TYPE

470 Engagement

TYPE	ENGAGEMENT	%
Image	302	64.26%
Video	168	35.74%
Text	0	0%
Link	0	0%

TOTAL ENGAGEMENT

470 ↓ 23.33%

Avg. per day:15

Facebook: Top Posts by Engagement Rate

Post	Reactions	Comments	Shares	Engagement	Engagement Rate
via Zoho Social (22 Dec 2022 05:26 PM)	19	4	30	53	<1%
via Zoho Social (23 Dec 2022 07:19 AM)	13	6	29	48	<1%
via Zoho Social by hailey.pratt (8 Dec 2022 08:00 AM)	29	6	3	38	<1%
via Zoho Social (20 Dec 2022 04:00 PM)	30	4	4	38	<1%
via Zoho Social by hailey.pratt (20 Dec 2022 12:00 PM)	21	7	10	38	<1%

Twitter Nov 2022, 28 - Dec 2022, 28

Twitter: Audience Summary

TOTAL FOLLOWERS

3.6k

NEW FOLLOWERS

22 ↑ 123.66%

Avg. per day: <1

Twitter: Tweets & Engagement Summary

TOTAL TWEETS

56 ↑ 47.37%

Avg. per day: 2

TOTAL ENGAGEMENT

75 ↑ 29.31%

Avg. per day: 2

TOP TWEET

via Zoho Social by hailey.pratt
20 Dec 2022 04:01 PM



It's Electric! Two more battery-electric buses were delivered to LTD today. The two @newflyer buses will...

Likes	10
Replies	2
Retweets	1
Engagement	13
Engagement Rate	<1%

ENGAGEMENT BY TWEET TYPE



TYPE	ENGAGEMENT	%
Link	26	34.67%
Video	25	33.33%
Image	24	32%
Text	0	0%
Gif	0	0%
Poll	0	0%

Twitter: Top Posts by Engagement Rate

via Zoho Social by hailey.pratt
20 Dec 2022 04:01 PM



It's Electric! Two more battery-electric buses were delivered to LTD today. Th...

Likes	10
Replies	2
Retweets	1
Engagement	13
Engagement Rate	<1%

via Twitter Web App
22 Dec 2022 08:25 PM

As of 12/22 at 8:00 p.m. Due to freezing rain and hazardous road conditions, LTD and RideSource have canceled service on all routes until further notice. This service alert will be updated as conditions...

Likes	5
Replies	0
Retweets	2
Engagement	7
Engagement Rate	<1%

via Zoho Social by Cody Franz
23 Dec 2022 07:17 AM



As of 12/23 at 6:45 a.m. LTD and RideSource services remain canceled due to...

Likes	5
Replies	0
Retweets	1
Engagement	6
Engagement Rate	<1%

via Twitter Web App
22 Dec 2022 06:05 PM

UPDATE: As of 12/22 at 6:00 p.m., All LTD Routes are on a snow detour. Buses will continue to operate on snow routes until road conditions improve. This service alert will be updated as conditions change. For snow & ice ro...

Likes	2
Replies	0
Retweets	3
Engagement	5
Engagement Rate	<1%

via Twitter Web App
23 Dec 2022 03:19 PM

UPDATE: As of 12/23 at 3:00 p.m. All routes have resumed regular service.

Likes	4
Replies	0
Retweets	1
Engagement	5
Engagement Rate	<1%

LinkedIn Nov 2022, 28 - Dec 2022, 28

LinkedIn: Audience Summary

TOTAL FOLLOWERS

869

NEW FOLLOWERS

18 ↑20%

Avg. per day :<1

ORGANIC VS SPONSORED

100% Organic
0% Sponsored

TOP COUNTRY

COUNTRIES	FOLLOWER COUNT	%
UNITED STATES	789	91.11%

LinkedIn: Performance Summary

PAGE VIEWS

176 ↓5.94%

Avg. per day :6

UNIQUE VIEWS

95 ↓35.53%

Avg. per day :3

CAREER PAGE CLICKS

0 ↑0%

Avg. per day :0

LinkedIn: Engagement Summary


TOTAL POSTS

39 ↑0%

Avg. per day:1

TOP POST

directly via LinkedIn
20 Dec 2022 04:00 PM



<It's Electric!>Two more battery-electric buses were delivered to LTD today. The two New Flyer buses will...

Likes	25
Comments	0
Shares	3
Engagement	28
Engagement Rate	3%

ENGAGEMENT BY POST TYPE

TYPE	ENGAGEMENT	%
Image	132	60.55%
Video	86	39.45%
Text	0	0%
Link	0	0%

TOTAL ENGAGEMENT

218 ↓41.08%

Avg. per day:7

LinkedIn: Top Posts by Engagement Rate



Post Title	Likes	Comments	Shares	Engagement	Engagement Rate
<It's Electric!>Two more battery-electric buses were delivered to LTD today. Th...	25	0	3	28	3%
Jameson T. Auten, LTD's new CEO, officially began his tenure with the District on...	28	0	0	28	3%
Congratulations to Laisa, December 2022 Employee of the Month! Learn more...	13	2	3	18	2%
'Twas the night before Christmas ☑☑ Christmas Eve service...	17	0	1	18	2%
LTD is actively monitoring the road conditions as winter weather is in the forecast...	11	0	2	13	2%

Instagram Nov 2022, 28 - Dec 2022, 28

Instagram: Audience Summary

TOTAL FOLLOWERS 459	NEW FOLLOWERS 31 ↓44.64% Avg. per day: 1
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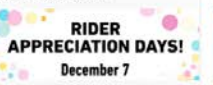

Instagram: Post & Engagement Summary

TOTAL POSTS 31 ↑10.71% Avg. per day: 1	<p>TOP POST</p> <p>directly via Instagram 1 Dec 2022 03:49 PM</p>  <p>Prepare for winter weather by following these tips: Follow us on Twitter @LaneTransit...</p> <p>Reactions: 23 Comments: 0 Engagement: 23 Engagement Rate: 5%</p>	<p>ENGAGEMENT BY POST TYPE</p>  <table border="1"> <thead> <tr> <th>TYPE</th> <th>ENGAGEMENT</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Image</td> <td>203</td> <td>76.89%</td> </tr> <tr> <td>Video</td> <td>45</td> <td>17.05%</td> </tr> <tr> <td>Carousel</td> <td>16</td> <td>6.06%</td> </tr> </tbody> </table>	TYPE	ENGAGEMENT	%	Image	203	76.89%	Video	45	17.05%	Carousel	16	6.06%
TYPE	ENGAGEMENT	%												
Image	203	76.89%												
Video	45	17.05%												
Carousel	16	6.06%												

Instagram: Impression Summary

IMPRESSIONS 8k ↓86.6% Avg. per day :246	REACH 6k ↓87.58% Avg. per day :196
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Instagram: Top Posts By Engagement Rate

Post	Reactions	Comments	Engagement	Engagement Rate
directly via Instagram 1 Dec 2022 03:49 PM  Prepare for winter weather by following these tips: Follow us on Twitter...	23	0	23	5%
directly via Instagram 6 Dec 2022 12:00 PM  #TuesdayTip It's time to get prepared for winter weather before it arrives. Visit...	16	1	17	4%
directly via Instagram 24 Dec 2022 04:08 PM  'Twas the night before Christmas Christmas Eve service...	16	0	16	3%
directly via Instagram 5 Dec 2022 06:00 PM  RIDER APPRECIATION DAYS! December 7	15	0	15	3%
directly via Instagram 8 Dec 2022 08:00 AM  Congratulations to Laisa, December 2022 Employee of the Month! Learn more...	13	0	13	3%

Employer Programs: A new organization, Best Western Hotels joined the Group Pass program in December 1st.

Staff continued outreach to local businesses in Eugene, Springfield, and the surrounding service area. During the month of December, staff met with two organizations interested in learning more about LTD's Group Pass and Employer Programs.

Vanpool: Staff continued to work with Commute with Enterprise, other vanpool partners located in the Willamette Valley, and the ODOT Transportation Options program to coordinate the administration of regional vanpool programs.

The November Monthly Vanpool Statistics will be reported in February due to a delay in information from the contractor.



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: ITEMS FOR ACTION OR INFORMATION AT A FUTURE MEETING

PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board

DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer

ACTION REQUESTED: None. Information Only

PURPOSE: To provide the Board with a summary of the agenda items coming before them for the coming months.

BOARD COMMUNICATION: This is a reoccurring monthly agenda item.

PUBLIC COMMUNICATION: This is a reoccurring monthly agenda item.

DESCRIPTION: Listed below are Action or Information items scheduled to come before the Board for the next three months.

FEBRUARY

Action	Information
Annual Comprehensive Report	Strategic Business Plan Q2
Board Travel Policy	Eugene Station Modernization & OCC Update
Board Conflict of Interest Policy	
Contract: Mobile Video Surveillance System	
Public Transportation Agency Safety Plan	

MARCH

Action	Information
Contract Approvals	Ridership Reporting

APRIL

Action	Information
Public Hearing: Annual Budget Adoption/LRFP/Amended CIP	



AGENDA ITEM SUMMARY

DATE OF MEETING: January 18, 2023

ITEM TITLE: ITEMS FOR ACTION OR INFORMATION AT A FUTURE MEETING - REQUESTED BY THE BOARD

PREPARED BY: Camille Gandolfi, Interim Chief of Staff/Clerk of the Board

DIRECTOR: Jameson Auten, General Manager/Chief Executive Officer

ACTION REQUESTED: Information and Discussion

PURPOSE: To provide the Board with an opportunity to add agenda topics to future meetings and view previously requested agenda items with an estimated date of delivery.

DESCRIPTION: Listed below are Action or Information items that the Board has requested be included on the agendas for future Board meetings There are no requested agenda items at this time.