



LANE TRANSIT DISTRICT BOARD OF DIRECTORS BUDGET COMMITTEE MEETING

Tuesday, November 07, 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

	<u>ITEM</u>	<u>Time</u>	<u>Page</u>
I.	CALL TO ORDER	5:30 p.m.	
II.	ROLL CALL	5:31 p.m.	
	<u>Board Members:</u>		
	<input type="checkbox"/> Kelly Sutherland <input type="checkbox"/> Gino Grimaldi <input type="checkbox"/> Heather Murphy <input type="checkbox"/> Lawrence Green		
	<input type="checkbox"/> Michelle Webber <input type="checkbox"/> Pete Knox <input type="checkbox"/> Susan Cox		
	<u>Community Members:</u>		
	<input type="checkbox"/> Carl Yeh (Chair) <input type="checkbox"/> Darvin Fowler <input type="checkbox"/> Jess Tuerk Roshak <input type="checkbox"/> Brandon Rogers		
	<input type="checkbox"/> Steven Wheeler <input type="checkbox"/> Gary Wildish <input type="checkbox"/> Jason Williams		
III.	COMMENTS FROM THE GENERAL MANAGER	5:32 p.m.	
IV.	AUDIENCE PARTICIPATION	5:35 p.m.	
	<u>Public Comment Note:</u> The Committee sets aside time at the beginning of the meeting for members of the public to provide public comment. We appreciate hearing from the public and encourage use of this opportunity. Comments are directed to the Committee. If a Committee member has a clarifying question, it will be directed to staff when the person testifying has completed his/her comments. Public testimony is limited to three (3) minutes per community member. Testimony may be provided via e-mail at clerk@ltd.org . Public testimony is limited to three (3) minutes per community member. A timer will be displayed on the screen and will beep when the three (3) minutes is up.		
V.	ITEMS FOR ACTION		
VI.	ITEMS FOR BOARD RECOMMENDATION		
A.	LONG RANGE FINANCIAL PLAN <i>Materials Included</i>	5:45 p.m.	3
	PAMELA STRUTZ, DIRECTOR OF FINANCE		
	Action Needed: None. Information Only		
B.	COMMUNITY INVESTMENT PLAN OVERVIEW <i>MATERIALS INCLUDED</i>		5
	MATTHEW IMLACH, DIRECTOR OF DEVELOPMENT		
	Action Needed: None. Information Only		
VII.	ADJOURNMENT	7:30 p.m.	
	<i>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).</i>		

November 7, 2023

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: November 7, 2023

ITEM TITLE: LONG RANGE FINANCIAL PLAN 2024-2033

PRESENTER: Pamela Strutz, Director of Finance

DIRECTOR: Jameson Auten, Chief Executive Officer/General Manager

ACTION REQUESTED: None. Information Only

PURPOSE: To inform the Budget Committee of the status of the Long Range Financial Plan 2024-2033

DESCRIPTION: 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 all five strategic area of focus.

BACKGROUND: The Long Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provide the information we need to develop a proposed budget and the timing of community investment projects. It is a ten year plan that projects the anticipated resources and expenditures over a ten year period. At its core, the LRFP aligns our financial capacity with the objectives outlined in our Strategic Business Plan and is therefore aligned with all five of our strategic areas of focus. It is updated, at a minimum when the Strategic Business Plan is updated, but ideally on an annual basis.

The LRFP has no spending authority. The District's final decision to commit funds occurs through the annual budget process. The LRFP is the starting point for the new annual budget. This plan illustrates the interconnections between our revenues, anticipated expenditures and the timing of our community investments. As the anticipated resources and economic conditions change each year from those planned in the LRFP, the proposed budget is adjusted accordingly to ensure the long-term financial well-being of the District and the sustainability of our existing services.

The LRFP was last adopted by the Board at the April 12, 2022, regular Board meeting.

CONSIDERATIONS: In FY24, significant service changes are not expected as we are gathering data through the comprehensive operations analysis which will inform how we build back our service and increase ridership. Beginning with FY25 of the LRFP, service increases are gradually added back to match the FY19 pre-pandemic levels by FY27. This increased service will be funded in part from State Transportation Improvement funds. Fares and payroll taxes are anticipated to continue to increase in accordance with economic outlook information and historic trends.

Costs are currently high from pandemic-induced record high inflation, worker absences and supply chain issues. In FY24 inflation has slowed and supply chains are improved. Looking forward for Materials & Services, projected inflation varies by type of service and ranges from 0% - 5%. Wage increases in the LRFP are based on current bargaining agreements, and an average wage inflation of 2.5%. Medical cost inflation has been estimated at 7%. Transfers out of the General Fund are based on historical actuals for Specialized Services, Medicaid and Point2Point. Transfers for the match portion of capital projects are based on the draft 2024-2033 Community Investment Plan.

ALTERNATIVES: Not applicable at this time

NEXT STEPS: None, information only

SUPPORTING DOCUMENTATION:

Draft Long Range Financial Plan 2024-2033

- 1) LRFP 2024-2033 To be presented at the meeting
- 2) CIP 2024-2033 To be presented at the meeting

PROPOSED MOTION: None needed



AGENDA ITEM SUMMARY

DATE OF MEETING: November 7, 2023
ITEM TITLE: COMMUNITY INVESTMENT PLAN OVERVIEW
PRESENTER: Matthew Imlach, Director of Development
DIRECTOR: Joe McCormack, Chief Development Officer
ACTION REQUESTED: None. Information Only

PURPOSE: Provide an overview of our Community Investment Plan for 2024-2033.

DESCRIPTION / BACKGROUND: The Community Investment Policy (CIP) is a framework for development of the District's ten-year Community Investment Plan which is the District's near and long term financial plan of investments needed to deliver essential transportation services that connect our community. The CIP includes both planned investments and the planned resources to realize those investments. The CIP has no spending authority but helps inform our annual budget for committing funds.

The list of potential CIP projects comes from a variety of internal and external sources. Internal sources include long-range plans and policies as well as departmental capital replacement or technology upgrade needs. External sources are our Board, riders and community partners throughout Lane County.

NEXT STEPS: Preliminary CIP to update to align with budget in December.

SUPPORTING DOCUMENTATION:

- 1) Presentation

PROPOSED MOTION: None. Information only.

Long Range Financial Plan 2024-20233 DRAFT

Budget Committee – November 7, 2023



Lane Transit District

LTD.org



Agenda

- What the LRFP drives and what drives the LRFP
- Key inputs
- Trends
- LRFP & CIP
- Moving forward



Long-Range Financial Plan (LRFP) projects LTD's resources and expenditures over a 10-year period. The resource projections in the LRFP determine the planned timing of projects in the CIP. Near-term, funded projects move into the annual budget.



Long-Range Transit Plan (LRTP) is strategically laid out to provide a clear understanding of our existing conditions and our responsibilities to the community. The Plan identifies future uncertainties that will challenge how LTD operates and provides services. It then establishes a framework of goals, policies, and strategies to address those challenges and suggests performance measurements to track progress.

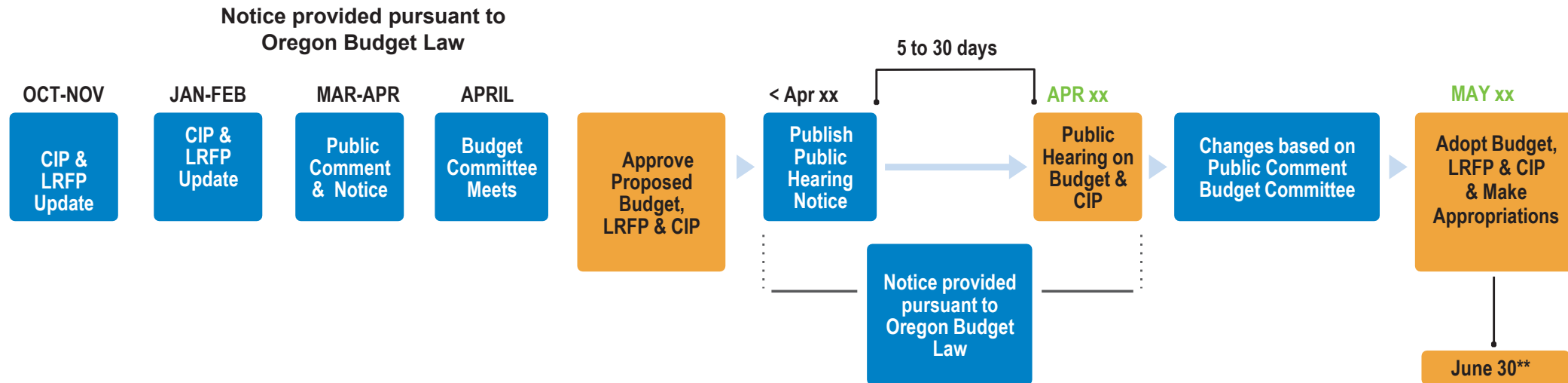
Community Investment Plan (CIP) defines the on-going projects that allow the delivery of an efficient, safe and sustainable ridership experience. This plan is updated annually.



Strategic Business Plan (SBP) defines our strategic position. Project choices and progress are evaluated through the filter of the SBP. This plan is static over its lifetime. Once created, it serves as a strategy guide for 3-5 years.



BUDGET PROCESS



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

Key Inputs to the LRFP

- Current Year budget estimate, request
- Staffing current, historical, projected
- Tax revenues (Oregon Economic variables)
- Operational data (i.e. revenue speed, productivity)
- Other short and long-range plans: (i.e. Reimagine the ride, STIF plan, Fleet Plan, CIP)
- Transfers for other services & capital
- ~ 30 elements/assumptions (independent factors or driven by assumed service levels in plan year)
- ~ 20 years 2002-2023 historical actuals (financial, operational, staffing, etc.)



LONG-RANGE FINANCIAL PLAN

REVENUES: LRFP KEY DRIVERS & ASSUMPTIONS

PASSENGER FARE ASSUMPTIONS: YEARS 1-3 (FY2021-2023)

Before the COVID-19 pandemic, policy changes related to STIF-funded fare programs combined with our investment in the TouchPass fare system resulted in lower fare revenues than in previous years. For the protection of our employees and passengers during the COVID-19 pandemic, the District did not collect fares for portions of FY2020 and the majority of FY2021. Fare collection resumed in the latter half of FY2021. We expect our projected fare revenues to recover to roughly 95% of pre-pandemic levels by FY2023 as we continue to return to full service.





Trend Changes

Considered in FY24 LRFP

- Post Pandemic Economy
- Increasing Healthcare Costs
- Covid Relief Funding ending, add STIF increased service
- CIP updates

Changing trends

- Increasing Inflation is now slowing
- Labor Contracts



LRFP 2024-2033 Draft - Operating Revenues

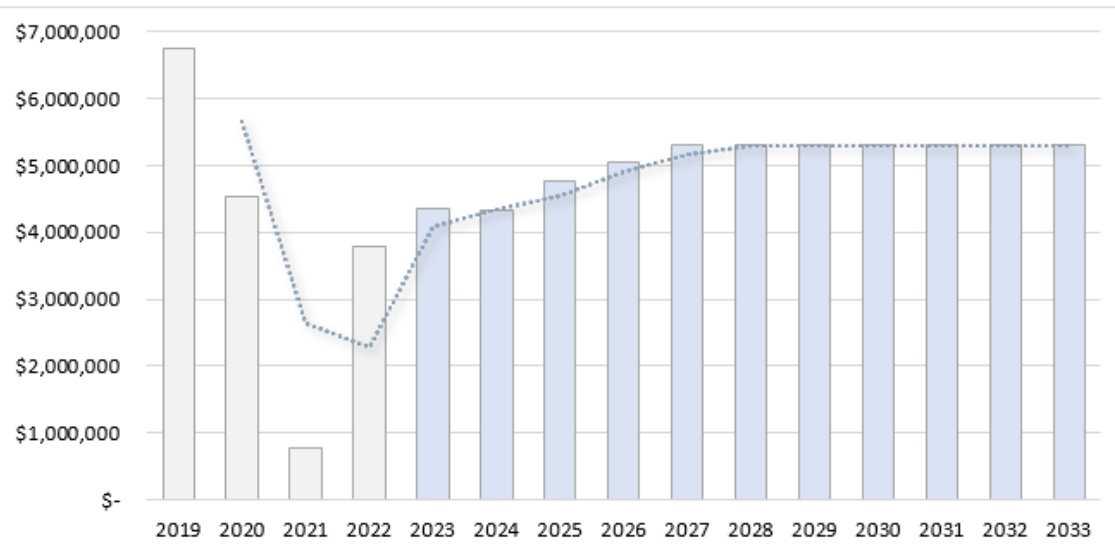
Resources	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Operating Revenues											
Cash Fares & Passes	2,472,344	2,408,400	2,697,300	2,890,100	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600
Group Passes	1,889,271	1,921,900	2,066,100	2,159,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000
Advertising	0	0	150,000	225,000	300,000	345,000	390,000	450,000	450,000	450,000	450,000
Special Services	31,300	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400
	\$4,392,916	\$4,357,700	\$4,940,800	\$5,301,500	\$5,629,000	\$5,674,000	\$5,719,000	\$5,779,000	\$5,779,000	\$5,779,000	\$5,779,000
LRFP Forecasted Service (VRH)	230,500	251,700	251,700	266,800	280,100	280,100	280,100	280,100	280,100	280,100	280,100

Fares revenues increase while service is increasing, then flat

Advertising revenue is restored and increases

LRFP 2024-2033 Draft - Passenger Fares

Passenger fares



Projected annual growth 2024-2027:

5.07%

Year	Passenger fares
2019	\$ 6,755,899
2020	\$ 4,533,608
2021	\$ 775,379
2022	\$ 3,798,384
2023	\$ 4,361,616
2024	\$ 4,330,300
2025	\$ 4,763,400
2026	\$ 5,049,200
2027	\$ 5,301,600
2028	\$ 5,301,600
2029	\$ 5,301,600
2030	\$ 5,301,600
2031	\$ 5,301,600
2032	\$ 5,301,600
2033	\$ 5,301,600



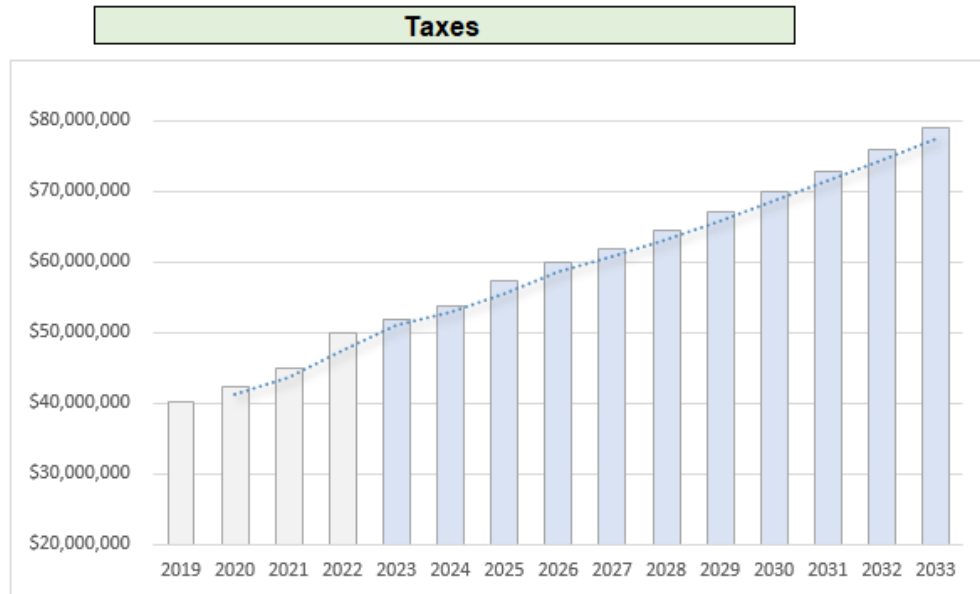
LRFP 2024-2033 Draft - Nonoperating Revenues

Resources	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Nonoperating Revenues											
Payroll Taxes	49,019,822	50,841,100	53,873,200	56,291,400	58,037,300	60,562,000	63,140,700	65,824,200	68,567,700	71,382,500	74,362,200
Self-employment Taxes	2,434,645	2,142,700	2,685,300	2,775,800	2,833,000	2,927,200	3,022,400	3,121,600	3,221,700	3,323,600	3,431,500
State-in-Lieu	521,887	789,500	841,900	879,900	918,600	958,600	999,400	1,041,900	1,085,300	1,129,900	1,177,000
Federal Assistance	14,811,345	13,300,000	6,216,700	10,216,700	7,716,700	5,750,000	4,250,000	4,250,000	4,250,000	4,250,000	4,250,000
State Assistance	1,168,824	1,110,000	4,294,000	4,602,600	4,882,100	5,094,500	5,221,900	5,352,400	5,486,200	5,623,400	5,764,000
Local Assistance	5,000										
Miscellaneous	398,662	400,000	423,900	443,000	462,500	482,700	503,200	524,600	546,500	568,900	592,700
Interest	1,405,436	729,644	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Transfer from Sus Serv Reserve											
	\$69,765,621	\$69,312,944	\$69,535,000	\$76,409,400	\$76,050,200	\$76,975,000	\$78,337,600	\$81,314,700	\$84,357,400	\$87,478,300	\$90,777,400

- Payroll tax continued growth
- Federal Assistance decreases and continues
- STIF funding used for increased service
- Interest earnings flat



LRFP 2024-2033 Draft - Tax Revenues



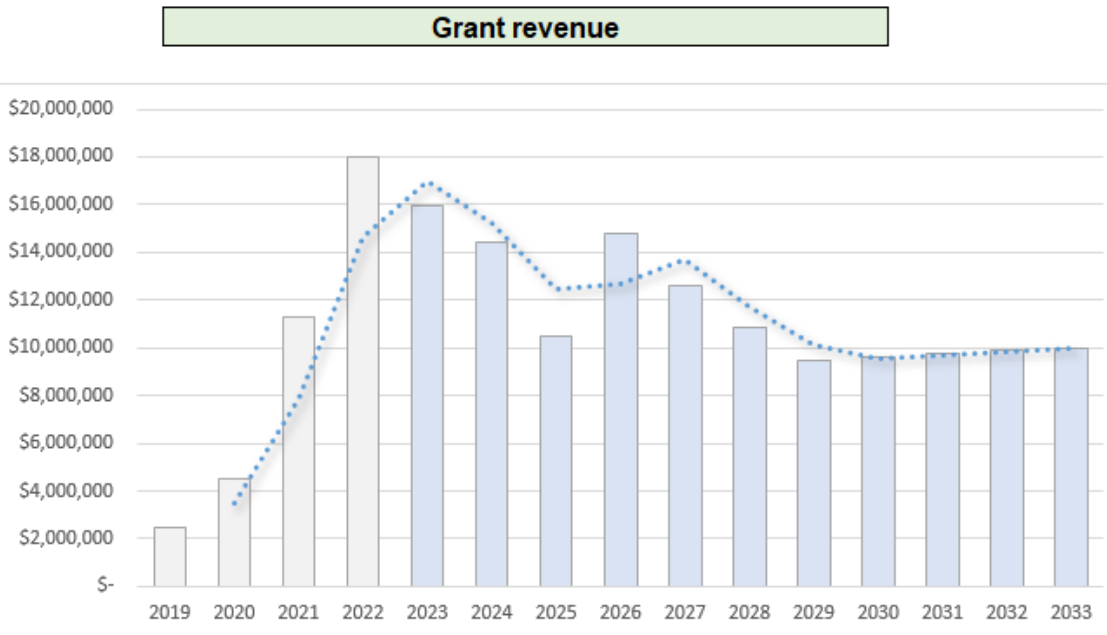
Projected annual growth 2024-2033:

4.30%

Year	Taxes
2019	\$ 40,121,864
2020	\$ 42,415,260
2021	\$ 44,874,350
2022	\$ 50,018,018
2023	\$ 51,869,573
2024	\$ 53,773,258
2025	\$ 57,400,425
2026	\$ 59,946,997
2027	\$ 61,788,928
2028	\$ 64,447,752
2029	\$ 67,162,449
2030	\$ 69,987,640
2031	\$ 72,874,778
2032	\$ 75,835,937
2033	\$ 78,970,730



LRFP 2024-2033 Draft - Grant Revenues



Projected annual growth 2024-2033:

-3.19%

Year	Grant revenue
2019	\$ 2,487,542
2020	\$ 4,491,450
2021	\$ 11,289,770
2022	\$ 17,974,451
2023	\$ 15,985,169
2024	\$ 14,410,000
2025	\$ 10,510,700
2026	\$ 14,819,300
2027	\$ 12,598,800
2028	\$ 10,844,500
2029	\$ 9,471,900
2030	\$ 9,602,400
2031	\$ 9,736,200
2032	\$ 9,873,400
2033	\$ 10,014,000



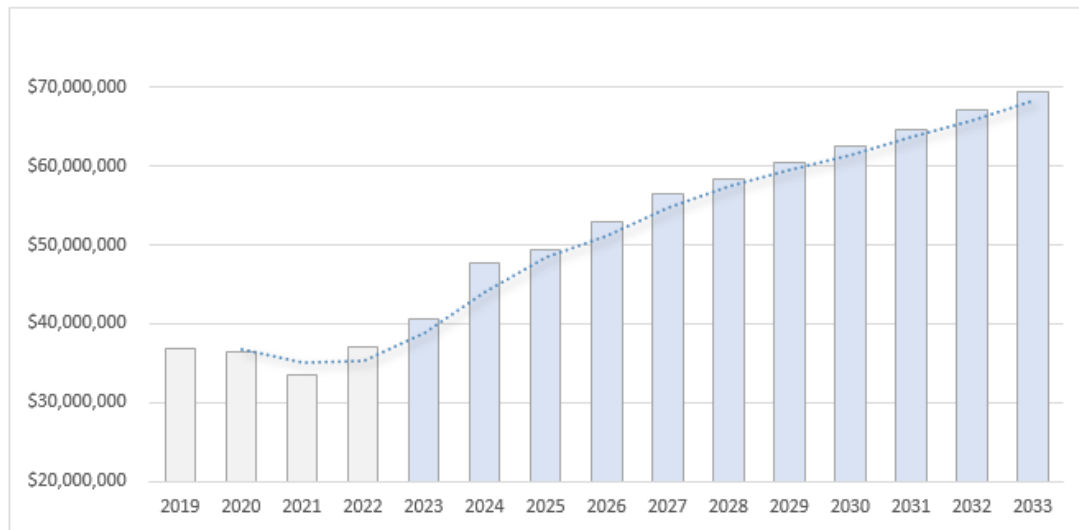
LRFP 2024-2033 Draft - Operating Requirements

Requirements	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2030-31 Forecast	FY2032-33 Forecast
Operating Requirements											
Personnel Services	40,601,199	47,693,055	49,334,300	52,920,600	56,494,300	58,388,900	60,381,000	62,476,400	64,681,500	67,003,000	69,448,200
Materials & Services	11,872,246	14,165,587	14,426,000	14,837,500	15,486,400	15,706,500	16,214,900	16,762,900	16,423,500	16,684,200	16,956,300
Insurance & Risk Services	884,345	649,598	740,700	786,000	826,100	826,100	826,100	826,100	826,100	826,100	826,100
	\$53,357,790	\$62,508,240	\$64,501,000	\$68,544,100	\$72,806,800	\$74,921,500	\$77,422,000	\$80,065,400	\$81,931,100	\$84,513,300	\$87,230,600

Personnel Services include service increases, CBA through 2026, 2.5% annual wage increases, medical cost 7% per year
 Materials & Services average 2% annual inflation
 Insurance & Risk growth during service increases then flat

LRFP 2024-2033 Draft - Personnel Services Expense

Personnel services

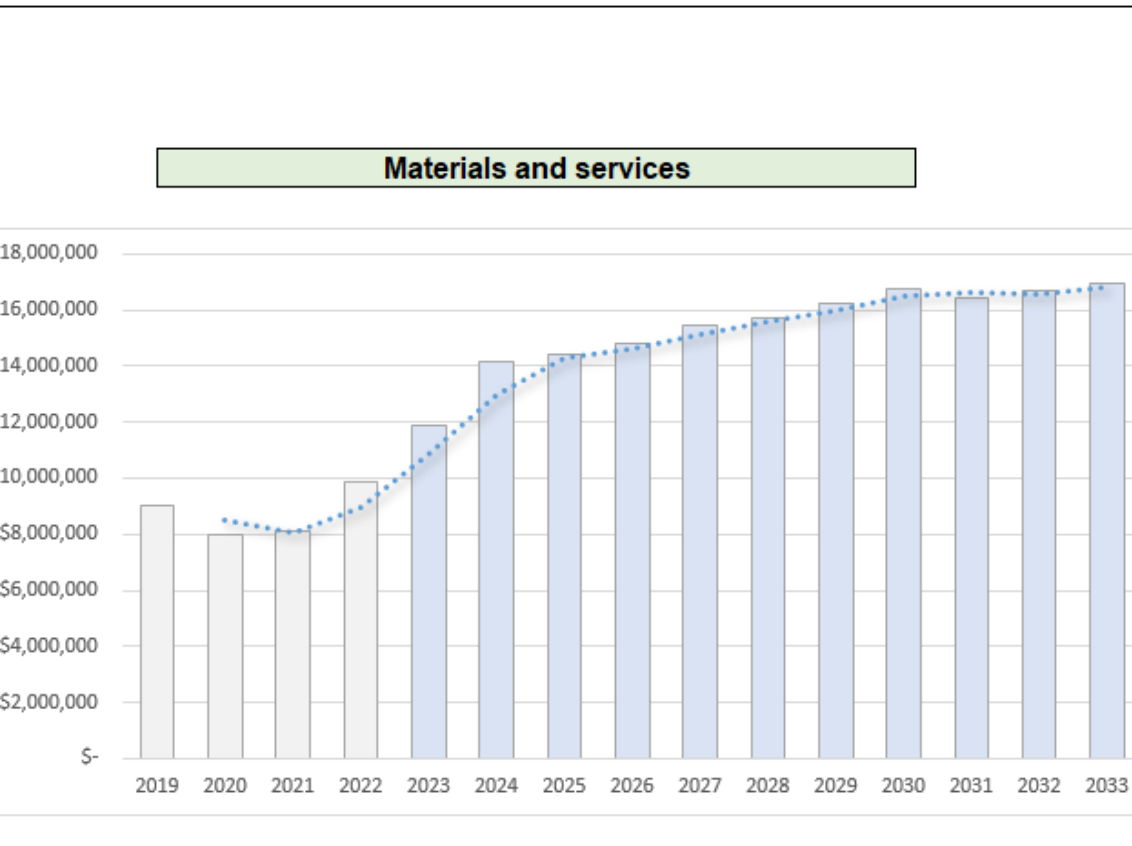


Projected annual growth 2024-2033:

5.59%

Year	services
2019	\$ 36,895,492
2020	\$ 36,468,841
2021	\$ 33,634,219
2022	\$ 37,160,432
2023	\$ 40,601,199
2024	\$ 47,693,000
2025	\$ 49,334,300
2026	\$ 52,920,600
2027	\$ 56,494,300
2028	\$ 58,388,900
2029	\$ 60,381,000
2030	\$ 62,476,400
2031	\$ 64,681,500
2032	\$ 67,003,000
2033	\$ 69,448,200

LRFP 2024-2033 Draft – Materials & Services Expense



Projected annual growth 2024-2033:

3.76%

Year	Materials and services
2019	\$ 9,041,053
2020	\$ 7,971,037
2021	\$ 8,104,229
2022	\$ 9,874,448
2023	\$ 11,872,246
2024	\$ 14,165,587
2025	\$ 14,426,000
2026	\$ 14,837,500
2027	\$ 15,486,400
2028	\$ 15,706,500
2029	\$ 16,214,900
2030	\$ 16,762,900
2031	\$ 16,423,500
2032	\$ 16,684,200
2033	\$ 16,956,300

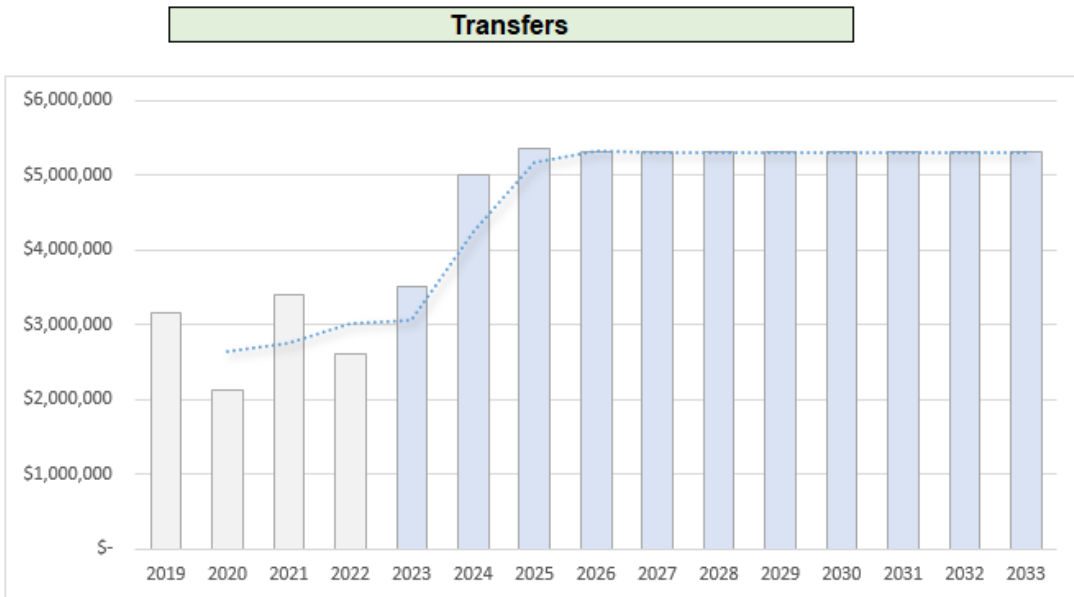


LRFP 2024-2033 Draft - Transfers

Requirements	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2030-31 Forecast	FY2032-33 Forecast
Transfers											
Transfer to Specialized Services	2,900,000	4,485,186	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200
Transfer to Medicaid Fund	327,750	327,750	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800
Transfer to Point2point Fund	280,655	182,778	214,900	168,400	168,400	168,400	168,400	168,400	168,400	168,400	168,400
Transfer to the Sus Serv Reserve	11,011,740	238,919	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Transfer to Capital Projects Fund	9,123,845	7,396,180	6,540,077	8,461,052	3,461,167	3,465,848	2,316,492	3,060,178	1,691,527	5,115,588	4,308,685
	\$23,643,990	\$12,630,813	\$12,137,977	\$14,012,452	\$9,012,567	\$9,017,248	\$7,867,892	\$8,611,578	\$7,242,927	\$10,666,988	\$9,860,085

Specialized Services & Medicaid growth during service increases then flat
 Point2Point grants completing, Van Pool continuing
 Sustainable Services Reserve flat to maintain 2 month minimum
 Capital Projects per draft CIP

LRFP 2024-2033 Draft – Operations Transfers



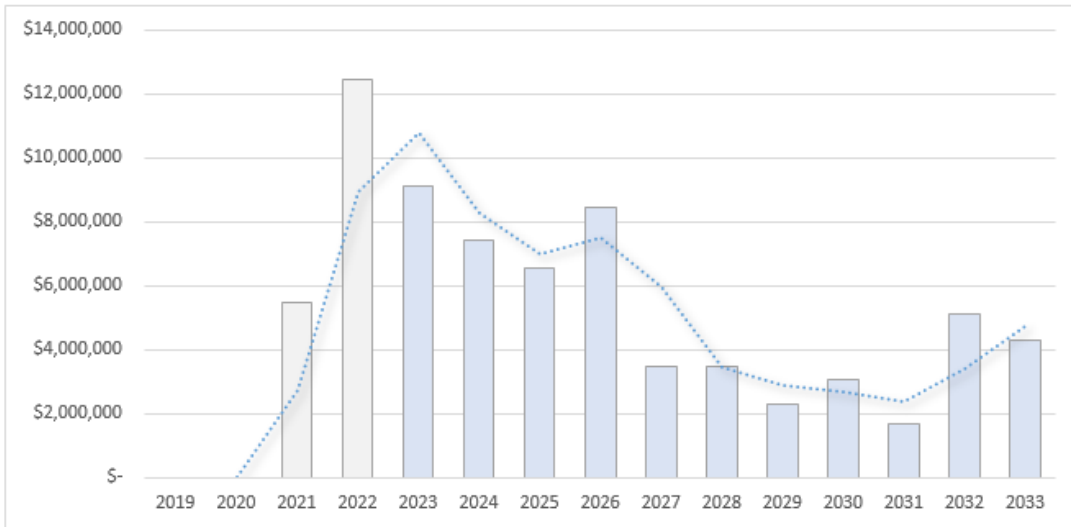
Projected annual growth 2024-2027:

12.14%

Year	Transfers
2019	\$ 3,158,602
2020	\$ 2,121,348
2021	\$ 3,399,213
2022	\$ 2,615,200
2023	\$ 3,508,405
2024	\$ 4,995,714
2025	\$ 5,347,900
2026	\$ 5,301,400
2027	\$ 5,301,400
2028	\$ 5,301,400
2029	\$ 5,301,400
2030	\$ 5,301,400
2031	\$ 5,301,400
2032	\$ 5,301,400
2033	\$ 5,301,400

LRFP 2024-2033 Draft – Capital Transfers

Transfers Capital Projects



Projected annual growth 2024-2033:

8.08%

Year	Transfers Capital Projects
2019	\$ -
2020	\$ -
2021	\$ 5,454,930
2022	\$ 12,420,116
2023	\$ 9,123,845
2024	\$ 7,396,180
2025	\$ 6,540,077
2026	\$ 8,461,052
2027	\$ 3,461,167
2028	\$ 3,465,848
2029	\$ 2,316,492
2030	\$ 3,060,178
2031	\$ 1,691,527
2032	\$ 5,115,588
2033	\$ 4,308,685

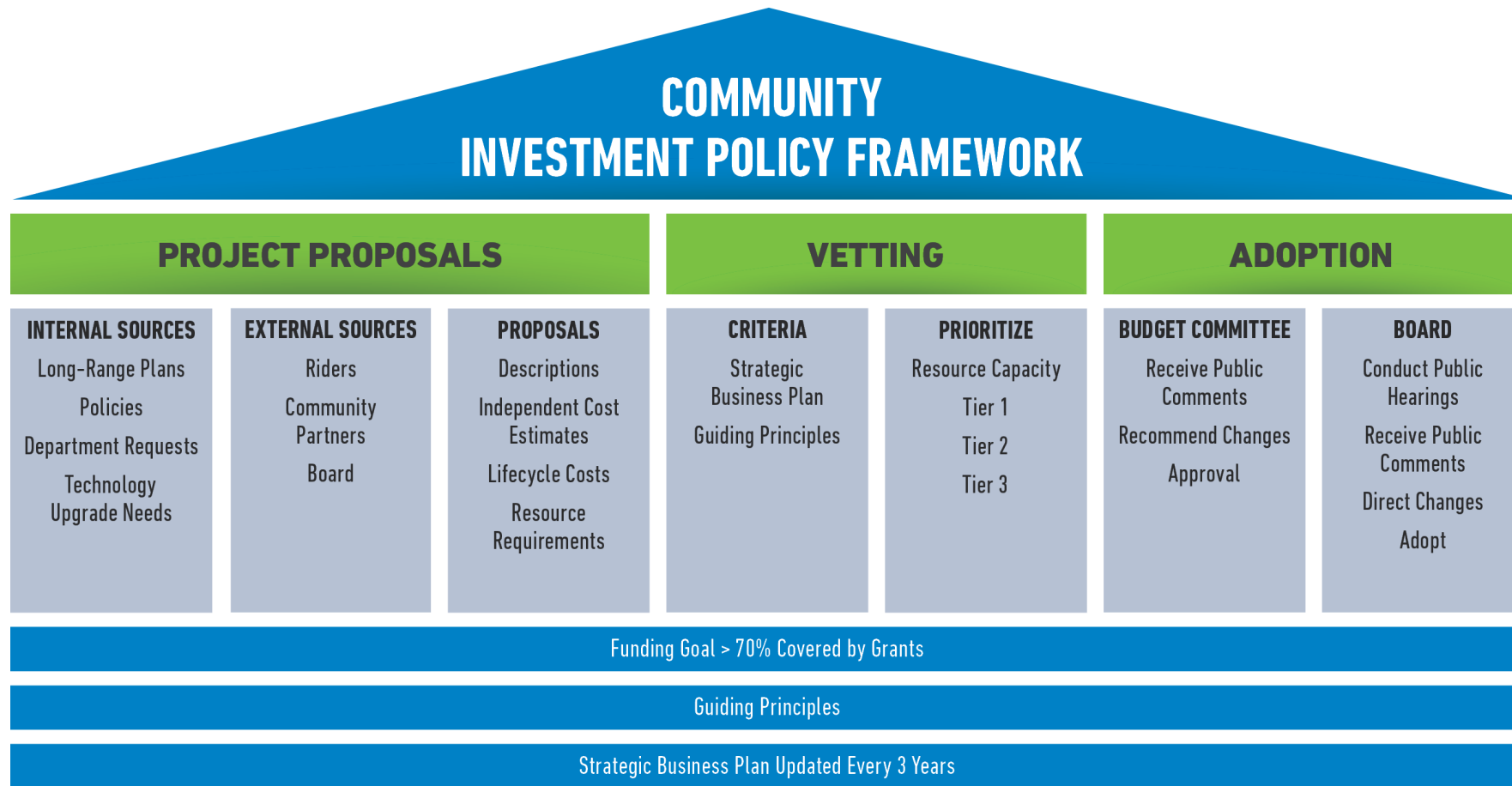


Questions on LRFP Resources or Requirements?

- To deliver safe, equitable and dependable transportation services and facilities in an affordable, efficient, and cost-conscious manner
- To invest in a transparent, financially sustainable manner that is able to withstand annual revenue fluctuations
- To adjust to changes in community service needs and strategic business plan priorities
- To comply with all local, state and federal regulatory requirements
- To be a part of the climate change solution while building community resiliency



CIP Framework





CIP State of Good Repair Projects

	TIER	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
TOTALS: STATE OF GOOD REPAIR		23,071,704	16,448,231	12,777,272	14,760,082	15,335,004	13,978,947	11,624,214	4,555,239	22,018,906	18,291,832	152,861,431
FACILITIES		1,665,000	525,000	4,665,000	3,150,000	1,000,000	5,500,000	500,000	500,000	500,000	500,000	18,505,000
Bus Wash Improvements	1	130,000	-	-	-	-	-	-	-	-	-	130,000
Franklin & Gateway EmX Corridors	2	-	-	1,000,000	1,000,000	-	-	-	-	-	-	2,000,000
Gateway Station	3	-	-	-	500,000	-	-	-	-	-	-	500,000
Glenwood Admin Roof Replacement	2	-	-	1,000,000	900,000	-	-	-	-	-	-	1,900,000
Glenwood Admin Seismic, Mech & Systems Upgrades	2	-	-	1,500,000	-	-	-	-	-	-	-	1,500,000
Glenwood Electrical Rehabilitation	2	-	-	250,000	250,000	-	-	-	-	-	-	500,000
Glenwood Petroleum Fuel System Improvements	2	900,000	-	-	-	-	-	-	-	-	-	900,000
Springfield Station Improvements	3	-	-	-	-	500,000	5,000,000	-	-	-	-	5,500,000
Transit Facilities State of Good Repairs	1/2	635,000	525,000	915,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	5,575,000
FLEET		15,971,704	13,301,039	7,307,272	10,955,082	13,411,254	7,916,259	10,792,392	3,614,076	20,633,185	16,991,325	120,893,588
Major Bus Components	1/2	304,774	548,429	369,102	455,062	940,164	1,359,099	1,006,942	2,150,946	2,209,645	2,209,645	11,553,808
Ten Yr. Fixed Route Fleet Replacement	1/2	12,030,000	11,260,800	5,392,800	9,244,800	11,235,000	5,350,000	8,560,000	-	16,050,000	13,375,000	92,498,400
Ten Yr. Spec Srvc Fleet Replacement*	1/2	3,427,840	1,137,960	1,148,400	1,148,400	1,148,400	1,148,400	1,148,400	1,148,400	1,890,400	1,203,400	14,550,000
Ten-Year Non-Rev Fleet*	1/2	209,090	353,850	396,970	106,820	87,690	58,760	77,050	314,730	483,140	203,280	2,291,380
TECH & INFRASTRUCTURE		5,435,000	2,622,192	805,000	655,000	923,750	562,688	331,822	441,163	885,721	800,507	13,462,843
CAD/AVL	2	1,125,000	210,000	-	-	-	-	-	-	-	-	1,335,000
ERP	1	720,000	300,000	-	-	-	-	-	-	-	-	1,020,000
IT Hardware/Software Replacement*	1/2	715,000	575,000	805,000	655,000	923,750	562,688	331,822	441,163	885,721	800,507	6,695,651
ITS Video Systems Replacement	1/2	2,000,000	1,100,000	-	-	-	-	-	-	-	-	3,100,000
Operations Software/Midas Replacement	1	875,000	437,192	-	-	-	-	-	-	-	-	1,312,192

*Project numbers have been updated since 9/12/2023 Finance Committee Presentation

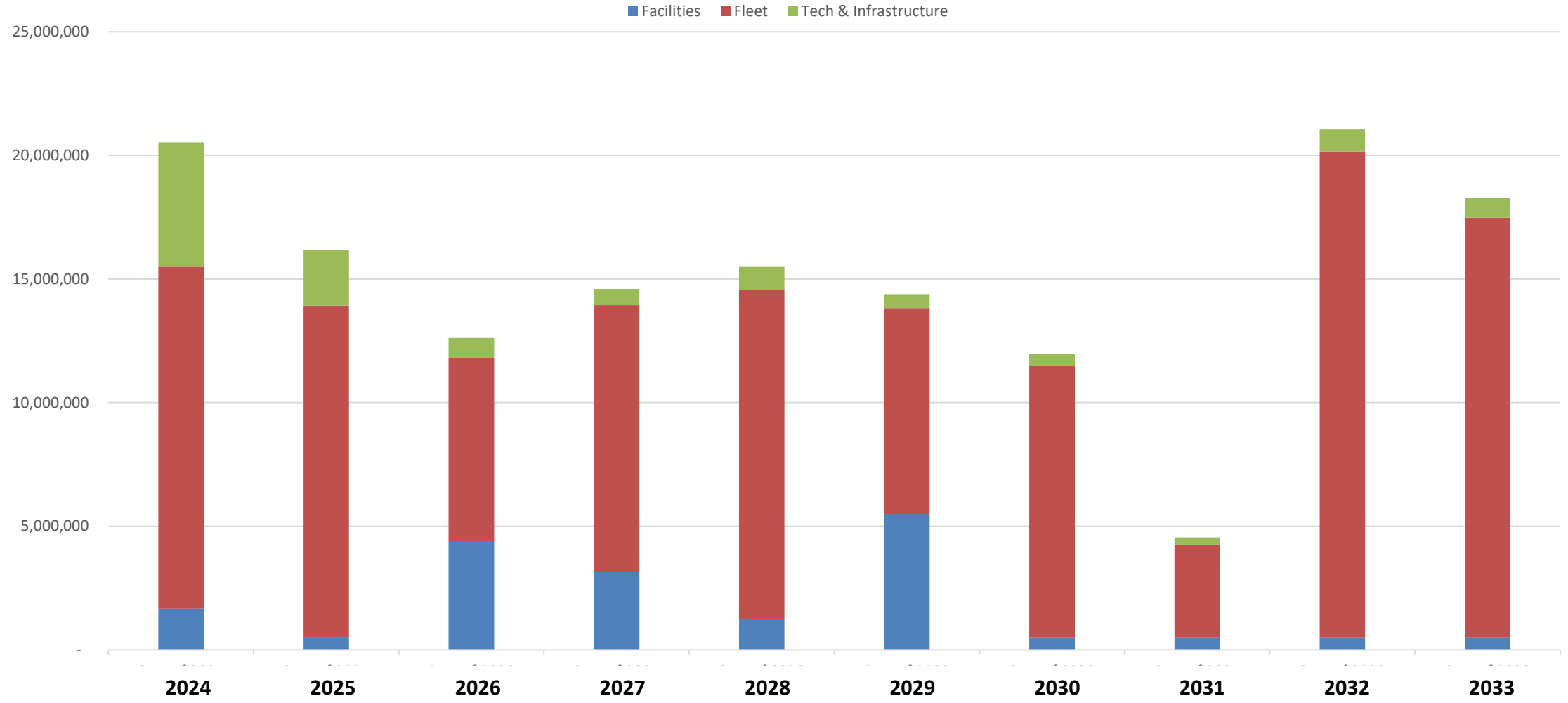


CIP State of Good Repair Projects - Changes

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
STATE OF GOOD REPAIR											
Ten Yr. Spec Svc Fleet Replacement											
9/12/2023 - Finance Committee Presentation	1,353,550	1,286,200	1,446,500	1,001,000	1,001,000	1,446,500	1,298,000	1,298,000	1,094,500	1,094,500	12,319,750
11/7/2023 - Budget Committee Presentation	3,427,840	1,137,960	1,148,400	1,148,400	1,148,400	1,148,400	1,148,400	1,148,400	1,890,400	1,203,400	14,550,000
Difference	(2,074,290)	148,240	298,100	(147,400)	(147,400)	298,100	149,600	149,600	(795,900)	(108,900)	(2,230,250)
Ten-Year Non-Rev Fleet											
9/12/2023 - Finance Committee Presentation	146,880	300,300	188,100	92,400	142,080	168,000	129,920	303,970	308,490	308,490	2,088,630
11/7/2023 - Budget Committee Presentation	209,090	353,850	396,970	106,820	87,690	58,760	77,050	314,730	483,140	203,280	2,291,380
Difference	(62,210)	(53,550)	(208,870)	(14,420)	54,390	109,240	52,870	(10,760)	(174,650)	105,210	(202,750)
Ten Yr. IT Hardware/Software Replacement											
9/12/2023 - Finance Committee Presentation	565,000	425,000	805,000	655,000	923,750	562,688	481,822	291,163	885,721	800,507	6,395,651
11/7/2023 - Budget Committee Presentation	715,000	575,000	805,000	655,000	923,750	562,688	331,822	441,163	885,721	800,507	6,695,651
Difference	(150,000)	(150,000)	-	-	-	-	150,000	(150,000)	-	-	(300,000)

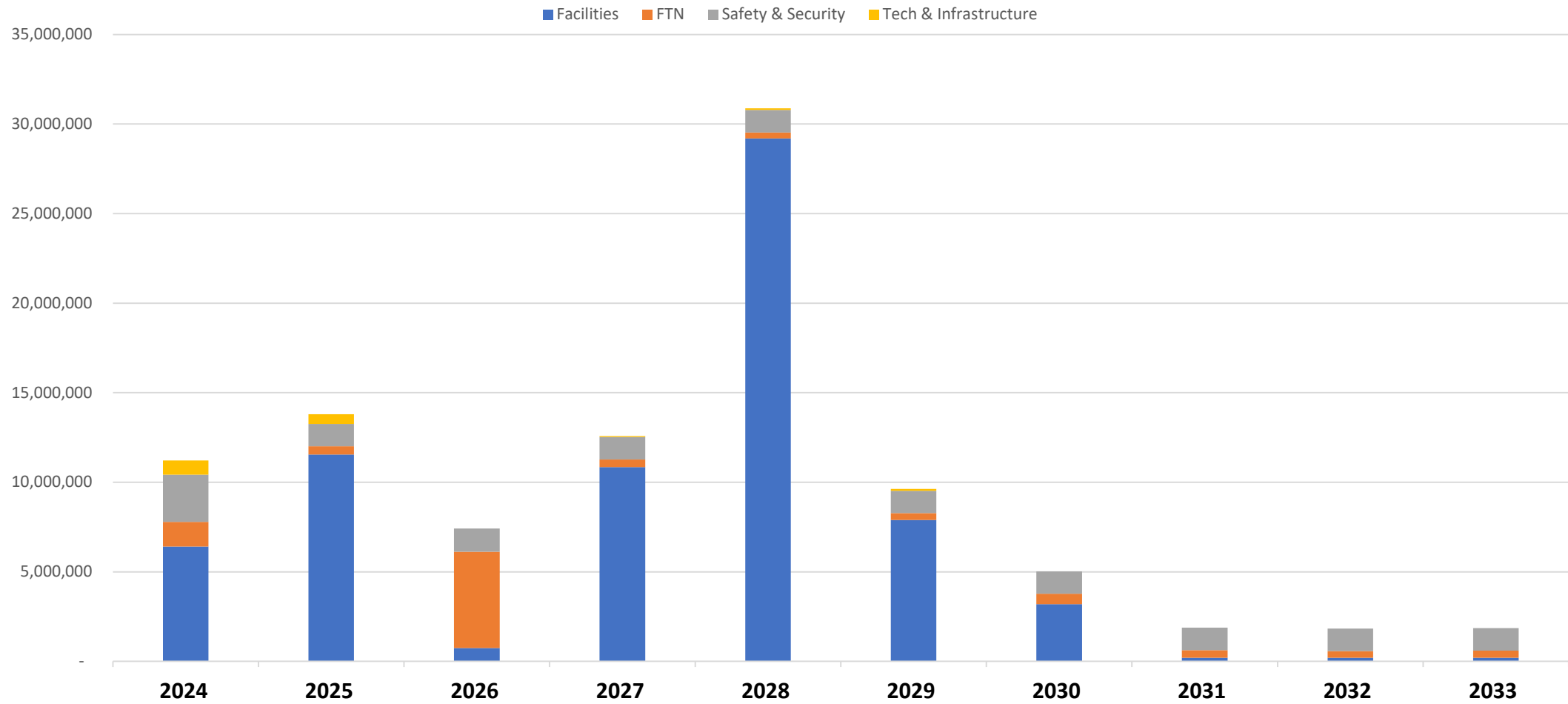


State of Good Repair Projects



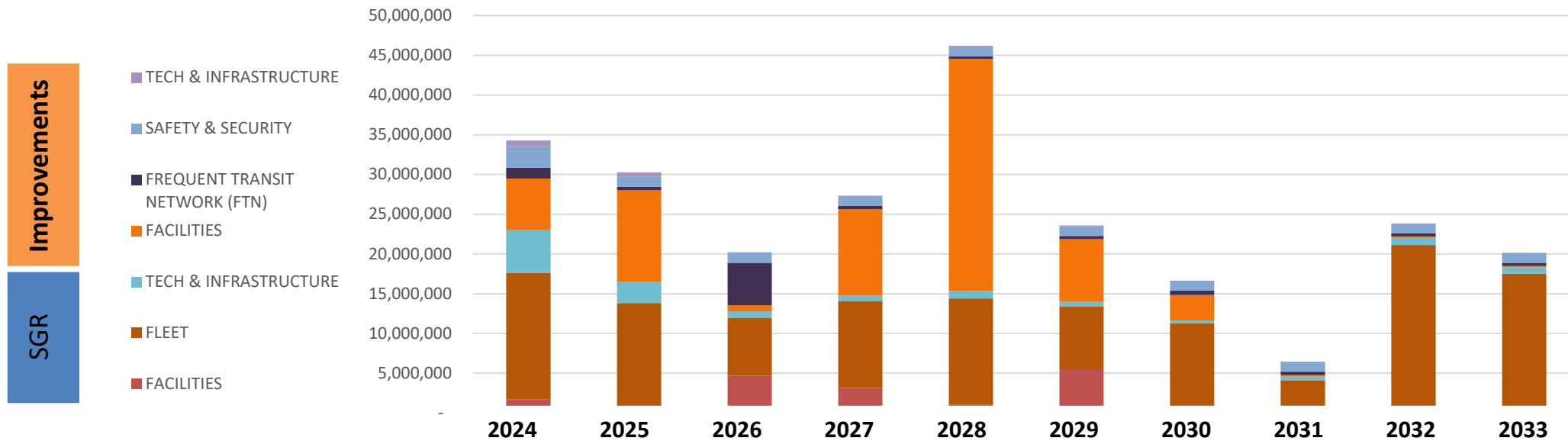


Improvement Projects



CIP Projects

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	TOTAL
TOTALS: STATE OF GOOD REPAIR	20,785,204	16,392,921	12,866,502	14,598,262	15,241,994	14,386,287	11,976,684	4,544,079	21,048,356	18,288,142	150,128,431
FACILITIES	1,665,000	525,000	4,665,000	3,150,000	1,000,000	5,500,000	500,000	500,000	500,000	500,000	18,505,000
FLEET	13,835,204	13,395,729	7,396,502	10,793,262	13,318,244	8,323,599	10,994,862	3,752,916	19,662,635	16,987,635	118,460,588
TECH & INFRASTRUCTURE	5,285,000	2,472,192	805,000	655,000	923,750	562,688	481,822	291,163	885,721	800,507	13,162,843
TOTALS: IMPROVEMENTS	11,214,590	13,803,500	7,418,549	12,575,000	30,880,000	9,625,000	5,025,000	1,880,000	1,825,000	1,850,000	96,096,639
FACILITIES	6,410,000	11,550,000	748,500	10,850,000	29,200,000	7,900,000	3,200,000	200,000	200,000	200,000	70,458,500
FREQUENT TRANSIT NETWORK (FTN)	1,375,000	455,000	5,375,000	425,000	330,000	375,000	575,000	430,000	375,000	400,000	10,115,000
SAFETY & SECURITY	2,631,090	1,250,000	1,295,049	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	1,250,000	13,926,139
TECH & INFRASTRUCTURE	798,500	548,500	-	50,000	100,000	100,000	-	-	-	-	1,597,000
GRAND TOTALS State of Good Repair & Improvements	31,999,794	30,196,421	20,285,051	27,173,262	46,121,994	24,011,287	17,001,684	6,424,079	22,873,356	20,138,142	246,225,070





Bus Wash Improvements

This project will renovate the existing bus wash facility at LTD's Glenwood campus to include replacement of the existing bus wash with a new, reliable bus wash and reclamation system that increases cleaning capabilities, increases work efficiencies of service personnel, uses fewer resources and minimizes maintenance costs.

Franklin & Gateway EmX Corridors

EmX platforms and busways along the Franklin and Gateway EmX lines will be updated to increase passenger safety, comfort, and accessibility while furthering LTD's sustainability goals. Improvements might include repainting structures, installing new signage, repairs and replacement to hardscapes, and rehabilitating furniture and shelters.

Gateway Station

Gateway Station is one of the core elements of the EmX and links riders to essential services on route 12, such as the Lane County Courthouse and VA Clinic. By keeping this station in good working order, repainting structures, installing digital signage, and other minor improvements, we continue to provide a safe environment for people of diverse identities and abilities to access transportation.

Glenwood Admin Roof Replacement

The Glenwood Administrative Facility roof is in need of replacement to protect the structure and assets inside the building. This project will replace the existing metal roofing with new materials improving the life cycle cost.

Glenwood Admin Seismic, Mechanical, and Systems Upgrades

The Glenwood Administration Building was constructed in the early '90s. This project will consist of seismic upgrades, mechanical upgrades, and system upgrades.

Glenwood Electrical Rehabilitation

This project will take corrective measures on electrical safety issues, installation/code deficiencies, and equipment rating deficiencies. The work also includes increasing the capacity of the electrical systems on the Glenwood Campus.

Glenwood Petroleum Fuel System Improvements

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.

Springfield Station

Springfield Station is an important connection point for both LTD's EmX service and fixed route service to LCC, Thurston, and McKenzie Bridge. This project will improve comfort and accessibility for passengers at the station and further LTD's sustainability goals. Possible upgrades include repainting passenger structures, installing new digital signage, updating to LED lighting, repairing platform paving, rehabilitating furniture and shelters, as well as improvements to mechanical, electrical and plumbing systems.

Transit Facilities State of Good Repairs

Safety for our employees, customers, and community is always a top priority. Repairing and renovating our buildings to provide adequate ventilation, fire and life safety, and structural integrity means a safe working environment for all. Our ongoing commitment to keeping all facilities in good working order gives us a safe space to be creative, compassionate and productive.



Major Bus Components

This program will allow LTD to leverage capital funds for the replacement of major bus components (hybrid systems, engine overhauls) needing to be replaced prior to the end of the vehicle's useful life. This will help increase reliability while reducing operational costs in repairing these components.

Ten-Year Fixed Route Fleet Replacement

LTD's fixed route service allows us to provide transportation all over Lane County, from Veneta to McKenzie Bridge, Coburg to Cottage Grove, and residents in between. This service addresses historic inequities in transportation, by connecting people with diverse identities and abilities to their destination. This ten-year plan helps identify buses that need to be replaced, in order to maintain reliable service. LTD plans to replace nineteen 40-foot buses in the first year of this ten-year project, with annual review based on the condition of vehicles and available funds.

Ten-Year Special Service Fleet Replacement

The Paratransit Fleet Replacement Plan is a ten-year plan for identifying which paratransit vehicles need to be replaced with new purchases. Paratransit vehicles are used to operate the RideSource ADA service and other specialized programs.

Ten-Year Non-Revenue Fleet

The Non-Revenue Fleet Replacement Plan is a ten-year plan for identifying which non-revenue vehicles need to be replaced with new purchases. Non-revenue vehicles do not move passengers, but are cars, trucks, and vans used to transport equipment and staff between District properties and to and from meetings.



CAD/AVL

The CAD/AVL system is core to much of LTD's mission-critical operations, including operations of fleet, communications with operators, monitoring real-time vehicle locations, GTFS data, and much more. This project will replace existing CAD/AVL system for fixed route and EmX vehicles.

Enterprise Resource Planning (ERP)

An overhaul to the LTD enterprise software solution including core financial work flows and key department integrations. This project will impact all LTD departments and can lead to significant process improvement focus through design assessment and implementation.

IT Hardware/Software Replacement

This project involves the replacement of existing IT equipment/software, such as servers, laptops, networking devices, software solutions, with newer and more efficient technology. This is done to improve performance, enhance security, keep up with evolving software requirements and ensure the interoperability of LTD's systems. Effective hardware replacement strategies ensure minimal disruption to operations while maximizing the benefits of new technology.



Alternative Fuels Infrastructure

This project will improve LTD's facilities allowing us to fuel, service, and repair new vehicles with innovative propulsion technologies. These upgrades will allow us to meet our ambitious sustainability goal of becoming 100% fossil fuel free by 2035.

Eugene Station Modernization

Eugene Station is the central point of LTD's "hub and spoke" transit system. This project will maintain and improve both the buildings and exterior features of the station. Examples of possible improvements include (but not limited to): updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures, and updating public restrooms.

Facility & Station Upgrades & Infrastructure

The Station Upgrades and Infrastructure projects are part of LTD's continuous efforts to better meet the changing needs of the passengers, employees, and growing community. Each station provides important access points to transit across the service area. Improvements to each station would be designed to increase accessibility, comfort, and safety at passenger boarding areas by updating or replacing bus driveways, passenger platforms, shelter structures, passenger furniture, signage, and site utilities which may include relocation of the entire facility.

Fixed Route Infrastructure Improvements

This project will update signs, shelters, furniture, and other equipment at stops along the Fixed Route Network, increasing accessibility, comfort, and passenger safety at these boarding areas.

Fleet Crane and Fall Protection

This project will provide for a safe working environment on top of the bus and provide for safely lifting components that are located anywhere on top of a bus and removing/replacing them.

OCC / Training / Lounge

The Operations Command Center/Training/Lounge project will expand LTD's administrative building to include modern operations dispatch, operator report area, training simulator/classrooms, restrooms/showers, and operator rest areas.

Passenger Boarding & System Facility Improvements

This project will enhance the LTD customer experience by improving pathways, shelters, furniture, and/or signage at passenger boarding areas. These upgrades are designed to increase accessibility, comfort, and safety for transit riders.

RideSource Facility Expansion

LTD's Ridesource ADA paratransit service provides vital origin-to-destination transportation for people who are unable to use the bus due to a disability. This project will allow LTD to increase parking capacity for paratransit and employee vehicles and expand the RideSource operational/administrative building to better meet the needs of the community.

Storm Water Shut-Off Valve to City

This project will provide a shut-off valve to the city storm water system in the event of a major fueling spill on the Glenwood Campus.



Frequent Transit Network

Franklin Raise Project Grant Match

This project is a match commitment to the City of Eugene's successful federal RAISE grant for reconstruction of Franklin Boulevard. LTD's match is to facilitate reconstruction of the stretch of EmX line (and stations) within the project area (generally between Walnut and Dads' Gates stations).

Planning Studies

Planning Studies comprise a program of several cyclical planning efforts that will advise the strategic direction of the organization. These efforts include the Comprehensive Operations Analysis (COA) and the Strategic Business Plan (SBP) which are on a three-year update cadence, and the Long-Range Transit Plan which is ideally updated every five-six years. Additionally, in the first 3 years of the FY 2024 CIP, LTD will be conducting a Community Outreach and Communications Assessment (COCA) - a process for engaging and communicating with the community, a RideSource Operations Analysis (ROA), and the development of LTD's Mobility Management Framework (MMF).

Safety & Security

FTN Safety and Amenity Improvements

LTD's Frequent Transit Network provides crucial connections for the community along major transportation corridors. This project will enhance the customer experience, improve efficiency, increase safety, accessibility, and comfort for riders using stops along this network. Examples of possible upgrades includes (but not limited to) real-time signs, transit signal priority, bike lockers, and ADA improvements.

System Security Improvements

System Security Improvement is a multi-phase project that will increase safety and security for LTD passengers, employees, facilities, and vehicles. These improvements will focus primarily on locations that are particularly vulnerable to vandalism, ensuring we can provide safe and accessible service across our system.



Fiber Mapping & Replacement/Expansion

This project involves expanding and updating the mapping of LTD's fiber network in the Eugene Springfield area. This is done to determine new pathways within existing Fiber networks to increase efficiency and redundancy. Effective administration of our Fiber networks also involves maintenance and replacement of older fiber lines with new technology to allow additional uses of this infrastructure.

Mobile Wallet/Trip Planner (MaaS)

In partnership with local entities, this project seeks to innovate in the space of transportation options access and ease-of-use. The goal is to develop and implement an integrated web-based solution for area residents and visitors to have a one stop interface for planning and paying for local transportation options including transit, rideshare, bikeshare, etc.

Website

LTD plans to upgrade to a more technologically advanced website improving communication with riders and the community, and will allow for future expansion of LTD's services. The new website will be simpler for users to navigate, faster for staff to update, and will more easily integrate with innovative mobility services.



Questions on Community Investment Plan?





LRFP 2024-2033 Draft – Total Revenues and Requirements

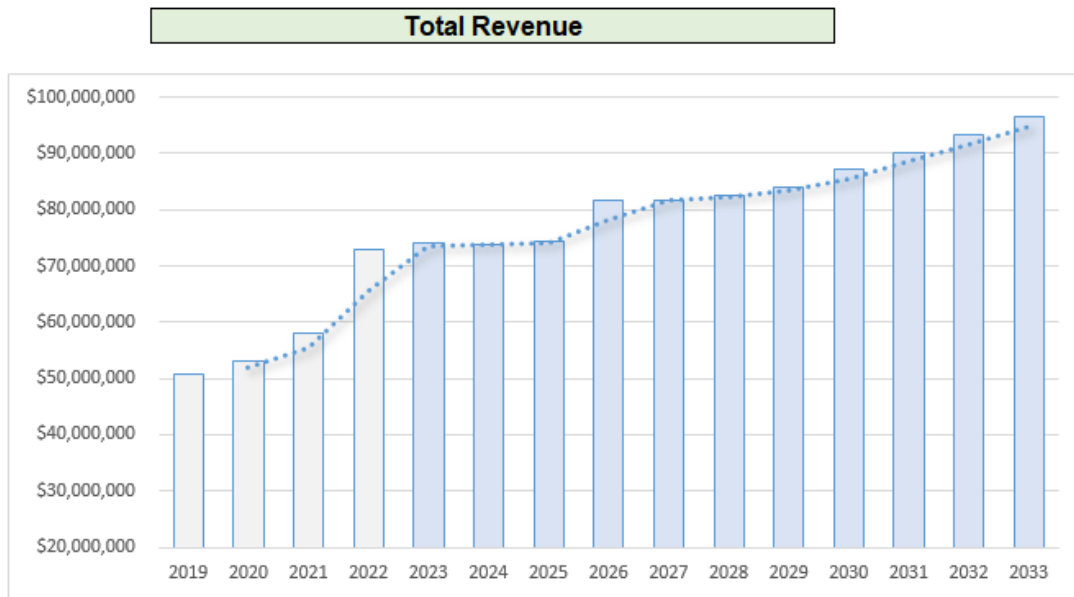
Resources	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Total Revenues	\$74,158,536	\$73,670,644	\$74,475,800	\$81,710,900	\$81,679,200	\$82,649,000	\$84,056,600	\$87,093,700	\$90,136,400	\$93,257,300	\$96,556,400
Requirements	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2030-31 Forecast	FY2032-33 Forecast
Total Requirements	\$77,001,780	\$75,139,053	\$76,638,977	\$82,556,552	\$81,819,367	\$83,938,748	\$85,289,892	\$88,676,978	\$89,174,027	\$95,180,288	\$97,090,685
Total Rev - Total Reqmts	(\$2,843,244)	(\$1,468,409)	(\$2,163,177)	(\$845,652)	(\$140,167)	(\$1,289,748)	(\$1,233,292)	(\$1,583,278)	\$962,373	(\$1,922,988)	(\$534,285)
LRFP Forecasted Service (VRH)	230,500	251,700	251,700	266,800	280,100	280,100	280,100	280,100	280,100	280,100	280,100

Service increases then flat

Actual spending will based on annual budget

Unrestricted working capital used for shortfalls

LRFP 2024-2033 Draft – Total Revenue

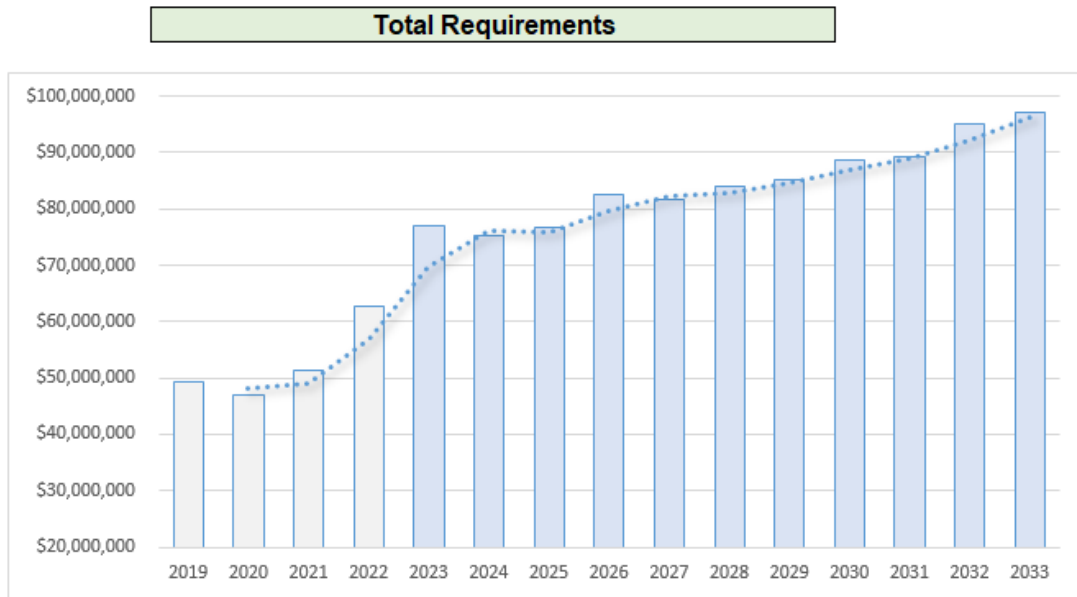


Projected
annual
growth 2024-
2033:

2.71%

Year	Total Revenue
2019	\$ 50,662,720
2020	\$ 52,965,570
2021	\$ 58,033,527
2022	\$ 73,065,390
2023	\$ 74,158,536
2024	\$ 73,670,644
2025	\$ 74,475,800
2026	\$ 81,710,900
2027	\$ 81,679,200
2028	\$ 82,649,000
2029	\$ 84,056,600
2030	\$ 87,093,700
2031	\$ 90,136,400
2032	\$ 93,257,300
2033	\$ 96,556,400

LRFP 2024-2033 Draft – Total Requirements



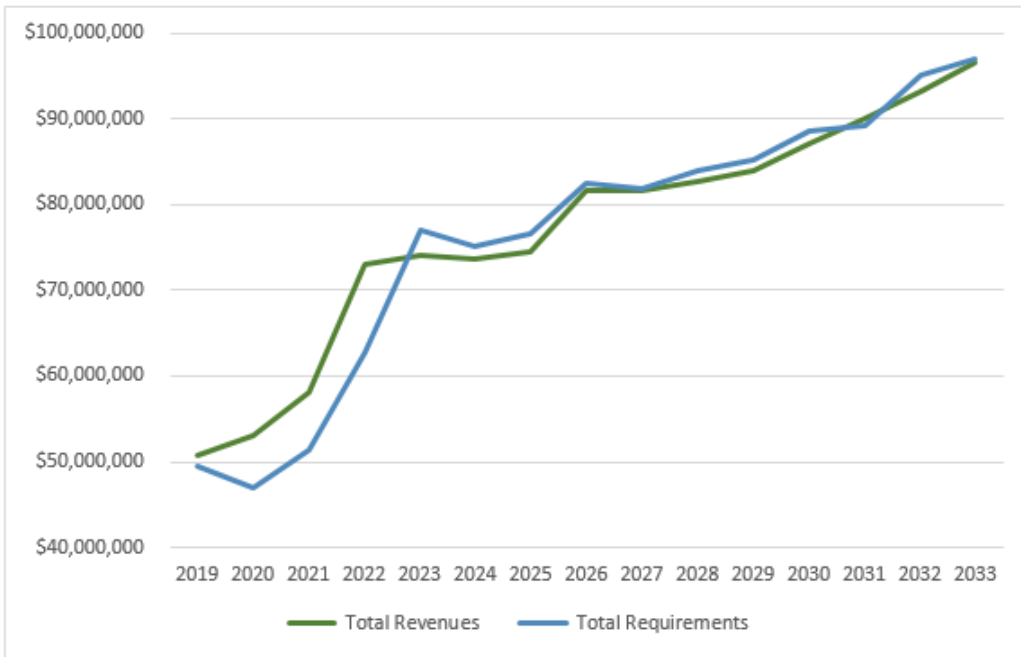
Projected annual growth 2024-2033:

2.39%

Year	TOTAL REQUIREMENTS
2019	\$ 49,428,151
2020	\$ 47,038,369
2021	\$ 51,285,202
2022	\$ 62,687,988
2023	\$ 77,001,780
2024	\$ 75,139,053
2025	\$ 76,638,977
2026	\$ 82,556,552
2027	\$ 81,819,367
2028	\$ 83,938,748
2029	\$ 85,289,892
2030	\$ 88,676,978
2031	\$ 89,174,027
2032	\$ 95,180,288
2033	\$ 97,090,685

LRFP 2024-2033 Draft – Total Revenues & Requirements

TOTAL Revenue & Requirements



Projected annual growth 2024-2033:

	Total Revenues	Total Requirements	Difference
2019	\$ 50,662,720	\$ 49,428,151	\$ 1,234,569
2020	\$ 52,965,570	\$ 47,038,369	\$ 5,927,201
2021	\$ 58,033,527	\$ 51,285,202	\$ 6,748,325
2022	\$ 73,065,390	\$ 62,687,988	\$ 10,377,401
2023	\$ 74,158,536	\$ 77,001,780	\$ (2,843,244)
2024	\$ 73,670,644	\$ 75,139,053	\$ (1,468,409)
2025	\$ 74,475,800	\$ 76,638,977	\$ (2,163,177)
2026	\$ 81,710,900	\$ 82,556,552	\$ (845,652)
2027	\$ 81,679,200	\$ 81,819,367	\$ (140,167)
2028	\$ 82,649,000	\$ 83,938,748	\$ (1,289,748)
2029	\$ 84,056,600	\$ 85,289,892	\$ (1,233,292)
2030	\$ 87,093,700	\$ 88,676,978	\$ (1,583,278)
2031	\$ 90,136,400	\$ 89,174,027	\$ 962,373
2032	\$ 93,257,300	\$ 95,180,288	\$ (1,922,988)
2033	\$ 96,556,400	\$ 97,090,685	\$ (534,285)

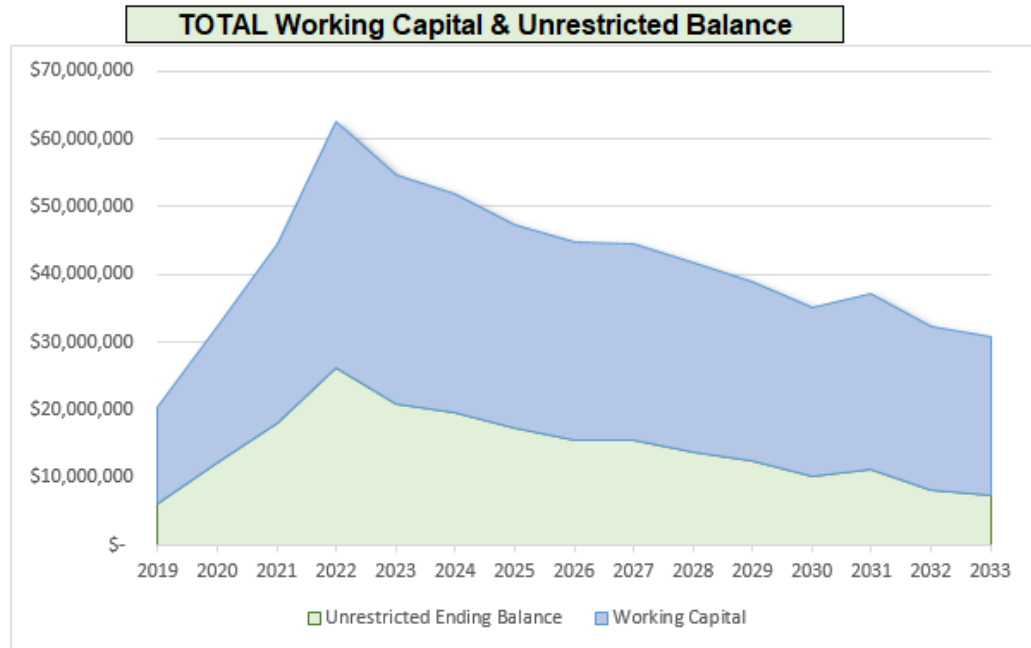


LRFP 2024-2033 Draft - Working Capital

Working Capital	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Gen Fund Beg. Working Capital	36,546,728	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146
Gen Fund End. Wkg Capital	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146	23,484,861
Less: Unapprop Ending Fund Balance (2 mos)	(12,833,630)	(12,523,176)	(12,773,163)	(13,759,425)	(13,636,561)	(13,989,791)	(14,214,982)	(14,779,496)	(14,862,338)	(15,863,381)	(16,181,781)
General Fund Unrestricted End.	20,869,854	19,711,900	17,298,735	15,466,821	15,449,518	13,806,540	12,348,057	10,200,265	11,079,796	8,155,765	7,303,080

Unrestricted working capital used for shortfalls 2024-2033 \$10.2M
Alternative – transfer to Sustainable Services Reserve in FY25

LRFP 2024-2033 Draft – Working Capital



Projected annual growth 2024-2033:

-3.50%

-9.53%

Working Capital

Unrestricted Ending Balance

2019	\$ 14,295,597	\$ 6,057,572
2020	\$ 20,126,403	\$ 12,286,675
2021	\$ 26,538,029	\$ 17,990,495
2022	\$ 36,546,728	\$ 26,098,730
2023	\$ 33,703,484	\$ 20,869,854
2024	\$ 32,235,075	\$ 19,711,900
2025	\$ 30,071,898	\$ 17,298,735
2026	\$ 29,226,246	\$ 15,466,821
2027	\$ 29,086,079	\$ 15,449,518
2028	\$ 27,796,331	\$ 13,806,540
2029	\$ 26,563,039	\$ 12,348,057
2030	\$ 24,979,761	\$ 10,200,265
2031	\$ 25,942,134	\$ 11,079,796
2032	\$ 24,019,146	\$ 8,155,765
2033	\$ 23,484,861	\$ 7,303,080



Moving Forward

- Alternative Revenue Sources – non public transit and other sources
- Tracking cost drivers – realign
- Technology investment returns
- Transition to the area Mobility Manager



Questions?





**Lane Transit District
Long Range Financial Plan
Fiscal Year 2022-2031**

Resources	FY 2018-19 Actual	FY 2019-20 Actual	FY2020-21 Actual	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Operating Revenues															
Cash Fares & Passes	4,528,344	3,006,970	570,027	2,044,834	2,472,344	2,408,400	2,697,300	2,890,100	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600
Group Passes	2,227,555	1,526,638	205,353	1,753,550	1,889,271	1,921,900	2,066,100	2,159,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000
Advertising	300,000	366,667	276,512	31,125	0	0	150,000	225,000	300,000	345,000	390,000	450,000	450,000	450,000	450,000
Special Services	288,310	197,114	0	0	31,300	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400
	\$7,344,210	\$5,097,389	\$1,051,891	\$3,829,509	\$4,392,916	\$4,357,700	\$4,940,800	\$5,301,500	\$5,629,000	\$5,674,000	\$5,719,000	\$5,779,000	\$5,779,000	\$5,779,000	\$5,779,000
Nonoperating Revenues															
Payroll Taxes	37,749,489	39,842,212	42,081,318	47,048,331	49,019,822	50,841,100	53,873,200	56,291,400	58,037,300	60,562,000	63,140,700	65,824,200	68,567,700	71,382,500	74,362,200
Self-employment Taxes	1,932,829	2,017,855	2,203,730	2,323,671	2,434,645	2,142,700	2,685,300	2,775,800	2,833,000	2,927,200	3,022,400	3,121,600	3,221,700	3,323,600	3,431,500
State-in-Lieu	439,545	555,192	589,303	646,016	521,887	789,500	841,900	879,900	918,600	958,600	999,400	1,041,900	1,085,300	1,129,900	1,177,000
Federal Assistance	2,487,542	3,806,290	11,074,939	16,907,812	14,811,345	13,300,000	6,216,700	10,216,700	7,716,700	5,750,000	4,250,000	4,250,000	4,250,000	4,250,000	4,250,000
State Assistance	0	685,160	214,831	1,066,639	1,168,824	1,110,000	4,294,000	4,602,600	4,882,100	5,094,500	5,221,900	5,352,400	5,486,200	5,623,400	5,764,000
Local Assistance					5,000										
Miscellaneous	269,559	406,279	228,212	597,396	398,662	400,000	423,900	443,000	462,500	482,700	503,200	524,600	546,500	568,900	592,700
Interest	439,545	555,192	589,303	646,016	1,405,436	729,644	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Transfer from Sus Serv Reserve															
	\$43,318,510	\$47,868,181	\$56,981,636	\$69,235,881	\$69,765,621	\$69,312,944	\$69,535,000	\$76,409,400	\$76,050,200	\$76,975,000	\$78,337,600	\$81,314,700	\$84,357,400	\$87,478,300	\$90,777,400
Total Revenues	\$50,662,720	\$52,965,570	\$58,033,527	\$73,065,390	\$74,158,536	\$73,670,644	\$74,475,800	\$81,710,900	\$81,679,200	\$82,649,000	\$84,056,600	\$87,093,700	\$90,136,400	\$93,257,300	\$96,556,400

142,130 3.28%
1,421,300 74.0%

Fares as % of taxes
7.79%

2,519,740 4.69%

Requirements	FY 2018-19 Actual	FY 2019-20 Actual	FY2020-21 Estimate	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Operating Requirements															
Personnel Services	36,895,492	36,468,841	33,634,219	37,160,432	40,601,199	47,693,055	49,334,300	52,920,600	56,494,300	58,388,900	60,381,000	62,476,400	64,681,500	67,003,000	69,448,200
Materials & Services	9,041,053	8,118,927	8,202,531	9,970,134	11,872,246	14,165,587	14,426,000	14,837,500	15,486,400	15,706,500	16,214,900	16,762,900	16,423,500	16,684,200	16,956,300
Insurance & Risk Services	333,004	329,253	594,310	522,106	884,345	649,598	740,700	786,000	826,100	826,100	826,100	826,100	826,100	826,100	826,100
	\$46,269,549	\$44,917,021	\$42,431,059	\$47,652,672	\$53,357,790	\$62,508,240	\$64,501,000	\$68,544,100	\$72,806,800	\$74,921,500	\$77,422,000	\$80,065,400	\$81,931,100	\$84,513,300	\$87,230,600
Transfers															
Transfer to Specialized Services	1,961,573	1,896,348	2,942,080	2,100,000	2,900,000	4,485,186	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200
Transfer to Medicaid Fund	1,007,028	225,000	397,133	400,200	327,750	327,750	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800
Transfer to Point2point Fund	190,000	0	60,000	115,000	280,655	182,778	214,900	168,400	168,400	168,400	168,400	168,400	168,400	168,400	168,400
Transfer to the Sus Serv Reserve					11,011,740	238,919	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Transfer to Capital Projects Fund	0	0	5,454,930	12,420,116	9,123,845	7,396,180	6,540,077	8,461,052	3,461,167	3,465,848	2,316,492	3,060,178	1,691,527	5,115,588	4,308,685
	\$3,158,602	\$2,121,348	\$8,854,143	\$15,035,316	\$23,643,990	\$12,630,813	\$12,137,977	\$14,012,452	\$9,012,567	\$9,017,248	\$7,867,892	\$8,611,578	\$7,242,927	\$10,666,988	\$9,860,085
Total Requirements	\$49,428,151	\$47,038,369	\$51,285,202	\$62,687,988	\$77,001,780	\$75,139,053	\$76,638,977	\$82,556,552	\$81,819,367	\$83,938,748	\$85,289,892	\$88,676,978	\$89,174,027	\$95,180,288	\$97,090,685
Total Rev - Total Reqmts	\$1,234,569	\$5,927,201	\$6,748,325	\$10,377,401	(\$2,843,244)	(\$1,468,409)	(\$2,163,177)	(\$845,652)	(\$140,167)	(\$1,289,748)	(\$1,233,292)	(\$1,583,278)	\$962,373	(\$1,922,988)	(\$534,285)
LRFP Forecasted Service (VRH)			199,300	228,300	230,500	251,700	251,700	266,800	280,100	280,100	280,100	280,100	280,100	280,100	280,100

2,175,515 4.56%
279,071 1.97%
17,650 2.72%

2,472,236 3.96%

Target 2 mos Sus Srv Rsv
\$14,538,433

(\$10,218,623)

*Vehicle revenue hour (VRH) service levels are estimates used to model costs. The timing and scope of changes to LTD service levels are determined through short and long-term service planning processes and subject to actual available resources

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Working Capital	FY 2018-19 Actual	FY 2019-20 Actual	FY2020-21 Estimate	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Gen Fund Beg. Working Capital	13,061,028	14,199,202	19,789,704	26,169,327	36,546,728	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146
Gen Fund End. Wkg Capital	14,295,597	20,126,403	26,538,029	36,546,728	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146	23,484,861
Less: Unapprop Ending Fund Balance (2 mos)	(8,238,025)	(7,839,728)	(8,547,534)	(10,447,998)	(12,833,630)	(12,523,176)	(12,773,163)	(13,759,425)	(13,636,561)	(13,989,791)	(14,214,982)	(14,779,496)	(14,862,338)	(15,863,381)	(16,181,781)
General Fund Unrestricted End. Working Capital	6,057,572	12,286,675	17,990,495	26,098,730	20,869,854	19,711,900	17,298,735	15,466,821	15,449,518	13,806,540	12,348,057	10,200,265	11,079,796	8,155,765	7,303,080

13,566,774



**Lane Transit District
Long Range Financial Plan
Fiscal Year 2024-2033**

Resources	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Operating Revenues											
Cash Fares & Passes	2,472,344	2,408,400	2,697,300	2,890,100	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600	3,061,600
Group Passes	1,889,271	1,921,900	2,066,100	2,159,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000	2,240,000
Advertising	0	0	150,000	225,000	300,000	345,000	390,000	450,000	450,000	450,000	450,000
Special Services	31,300	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400	27,400
	\$4,392,916	\$4,357,700	\$4,940,800	\$5,301,500	\$5,629,000	\$5,674,000	\$5,719,000	\$5,779,000	\$5,779,000	\$5,779,000	\$5,779,000
Nonoperating Revenues											
Payroll Taxes	49,019,822	50,841,100	53,873,200	56,291,400	58,037,300	60,562,000	63,140,700	65,824,200	68,567,700	71,382,500	74,362,200
Self-employment Taxes	2,434,645	2,142,700	2,685,300	2,775,800	2,833,000	2,927,200	3,022,400	3,121,600	3,221,700	3,323,600	3,431,500
State-in-Lieu	521,887	789,500	841,900	879,900	918,600	958,600	999,400	1,041,900	1,085,300	1,129,900	1,177,000
Federal Assistance	14,811,345	13,300,000	6,216,700	10,216,700	7,716,700	5,750,000	4,250,000	4,250,000	4,250,000	4,250,000	4,250,000
State Assistance	1,168,824	1,110,000	4,294,000	4,602,600	4,882,100	5,094,500	5,221,900	5,352,400	5,486,200	5,623,400	5,764,000
Local Assistance	5,000										
Miscellaneous	398,662	400,000	423,900	443,000	462,500	482,700	503,200	524,600	546,500	568,900	592,700
Interest	1,405,436	729,644	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
Transfer from Sus Serv Reserve											
	\$69,765,621	\$69,312,944	\$69,535,000	\$76,409,400	\$76,050,200	\$76,975,000	\$78,337,600	\$81,314,700	\$84,357,400	\$87,478,300	\$90,777,400
Total Revenues	\$74,158,536	\$73,670,644	\$74,475,800	\$81,710,900	\$81,679,200	\$82,649,000	\$84,056,600	\$87,093,700	\$90,136,400	\$93,257,300	\$96,556,400

Requirements	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Operating Requirements											
Personnel Services	40,601,199	47,693,055	49,334,300	52,920,600	56,494,300	58,388,900	60,381,000	62,476,400	64,681,500	67,003,000	69,448,200
Materials & Services	11,872,246	14,165,587	14,426,000	14,837,500	15,486,400	15,706,500	16,214,900	16,762,900	16,423,500	16,684,200	16,956,300
Insurance & Risk Services	884,345	649,598	740,700	786,000	826,100	826,100	826,100	826,100	826,100	826,100	826,100
	\$53,357,790	\$62,508,240	\$64,501,000	\$68,544,100	\$72,806,800	\$74,921,500	\$77,422,000	\$80,065,400	\$81,931,100	\$84,513,300	\$87,230,600

Requirements	FY2022-23 Actual	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Transfers											
Transfer to Specialized Services	2,900,000	4,485,186	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200	4,485,200
Transfer to Medicaid Fund	327,750	327,750	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800	647,800
Transfer to Point2point Fund	280,655	182,778	214,900	168,400	168,400	168,400	168,400	168,400	168,400	168,400	168,400
Transfer to the Sus Serv Reserve	11,011,740	238,919	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Transfer to Capital Projects Fund	9,123,845	7,396,180	6,540,077	8,461,052	3,461,167	3,465,848	2,316,492	3,060,178	1,691,527	5,115,588	4,308,685
	\$23,643,990	\$12,630,813	\$12,137,977	\$14,012,452	\$9,012,567	\$9,017,248	\$7,867,892	\$8,611,578	\$7,242,927	\$10,666,988	\$9,860,085
Total Requirements	\$77,001,780	\$75,139,053	\$76,638,977	\$82,556,552	\$81,819,367	\$83,938,748	\$85,289,892	\$88,676,978	\$89,174,027	\$95,180,288	\$97,090,685
Total Rev - Total Reqmts	(\$2,843,244)	(\$1,468,409)	(\$2,163,177)	(\$845,652)	(\$140,167)	(\$1,289,748)	(\$1,233,292)	(\$1,583,278)	\$962,373	(\$1,922,988)	(\$534,285)
LRFP Forecasted Service (VRH)	230,500	251,700	251,700	266,800	280,100	280,100	280,100	280,100	280,100	280,100	280,100

Working Capital	40601199.35	FY2023-24 Budget	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast
Gen Fund Beg. Working Capital	36,546,728	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146
Gen Fund End. Wkg Capital	33,703,484	32,235,075	30,071,898	29,226,246	29,086,079	27,796,331	26,563,039	24,979,761	25,942,134	24,019,146	23,484,861
Less: Unapprop Ending Fund Balance (2 mos)	(12,833,630)	(12,523,176)	(12,773,163)	(13,759,425)	(13,636,561)	(13,989,791)	(14,214,982)	(14,779,496)	(14,862,338)	(15,863,381)	(16,181,781)
General Fund Unrestricted End. Working Capital	20,869,854	19,711,900	17,298,735	15,466,821	15,449,518	13,806,540	12,348,057	10,200,265	11,079,796	8,155,765	7,303,080