



LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)  
BOARD OF DIRECTORS BUDGET COMMITTEE MEETING AGENDA

**Budget Committee Meeting**  
**Tuesday, February 11, 2025, 5:30 p.m.**  
**Glenwood Administrative Office – Boardroom**  
**3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478**

LTD Board Business meetings are also available via web video stream. Anyone can access the broadcast live or view archived meetings at <https://govhub.ompnetwork.org/>

A seven-member Board of Directors, appointed by the Governor of Oregon, governs LTD. Board members represent, and must live in, geographical subdistricts. The Board provides policy direction and collaborates with local elected officials on regional transportation planning.

<b>Subdistrict</b>	<b>Description</b>	<b>Board Member</b>
Subdistrict 1	East Springfield to McKenzie Bridge	Gino Grimaldi, President
Subdistrict 2	West Springfield	Michelle Webber
Subdistrict 3	SE Eugene, Creswell, Cottage Grove, and Lowell	Heather Murphy
Subdistrict 4	North Eugene (east of River Road), and Coburg	Kelly Sutherland
Subdistrict 5	Central and West Eugene	Pete Knox, Secretary
Subdistrict 6	West Eugene, OR 99, River Road, and Junction City	Lawrence Green, Treasurer
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Susan Cox, Vice President

**Public Comment:**

Public comment occurs at the beginning of each Board meeting. In-person sign-up is available on the day of the meeting in the Boardroom. Attendees can participate virtually via Zoom. To join virtually, follow the link provided on LTD’s Events Calendar on the day of the meeting at <https://www.ltd.org/events-calendar/>. In order to provide public comment, participants should use the "Raise Hand" feature on Zoom. For phone participants, press \*9. Speakers will be called by name when it’s their turn. Individual comments are generally limited to three minutes; however, the presiding Board officer will determine the final time limits based on the number of speakers and the time available.

For those unable to attend in person or virtually but who wish to submit written testimony, email [clerk@ltd.org](mailto:clerk@ltd.org). Comments must be received by noon on the day prior to the meeting.

1. **CALL TO ORDER & ROLL CALL:** Carl Yeh (Chair), Gino Grimaldi, Steven Wheeler, Gary Wildish, Susan Cox, Linda Lynch, Pete Knox, Charlie Conrad, Kelly Sutherland, Darwin Fowler, Lawrence Green (Treasurer), Jason Williams, Michelle Webber, Heather Murphy
2. **PUBLIC COMMENT**
3. **BUDGET COMMITTEE MEETING**
  - Community Investment Plan Overview
  - Fiscal Year 2025-2026 Budget Process Overview
4. **ADJOURN**

**UPCOMING MEETINGS:**

April 29, 2025 – Budget Committee Meeting  
Glenwood Administrative Office – Boardroom  
3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478

June 18, 2025 – Budget Adoption  
Glenwood Administrative Office – Boardroom  
3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478

The facility used for this meeting is accessible for those using mobility devices. 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).



## Lane Transit District Agenda Item Summary (AIS)

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**Presented By:** Jameson T. Auten, Chief  
Executive Officer & Matt  
Imlach, Director of Facilities

**AIS Title:** Community Investment Plan  
Overview

**Action:** Discussion and Feedback

**Agenda Item Summary:** The Community Investment Policy (CIP) is a framework for the development of the District's ten-year Community Investment Plan, which outlines both the District's near-term and long-term investment strategies. The CIP includes both planned investments and the resources needed to realize those investments. While the CIP itself has no spending authority, it 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 include our Board, riders, and community partners throughout Lane County.

**Attachments:** Community Investment Plan – Overview FY 26-35

I certify that my Department Chief has reviewed and approved this AIS:

**Proposed Motion:** None.

# Community Investment Plan – FY 26-35

2/11/2025 – Budget Committee



# AGENDA



Community Investment Plan (CIP) Timeline



Framework

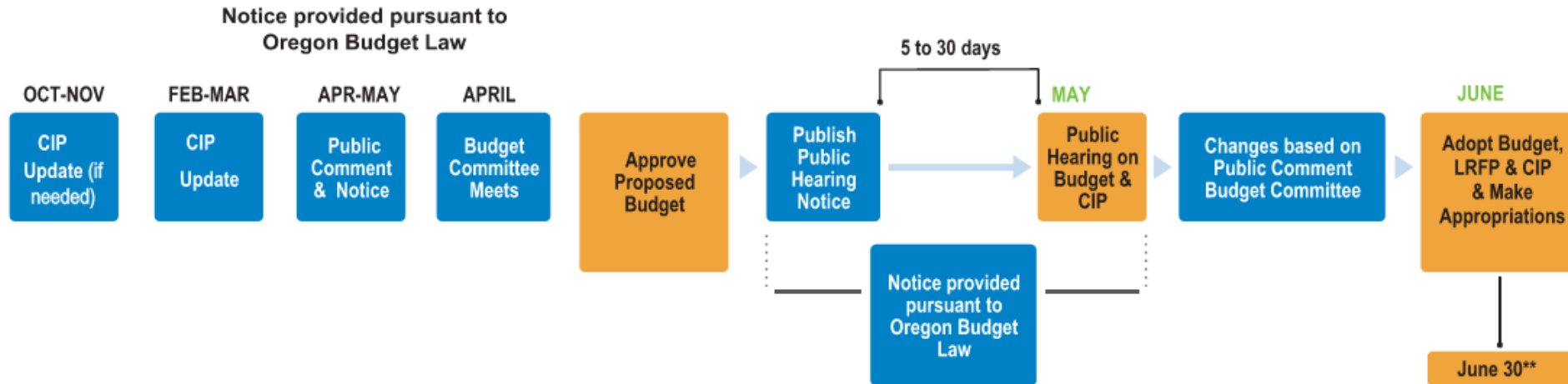


Projects

# Budget Timeline

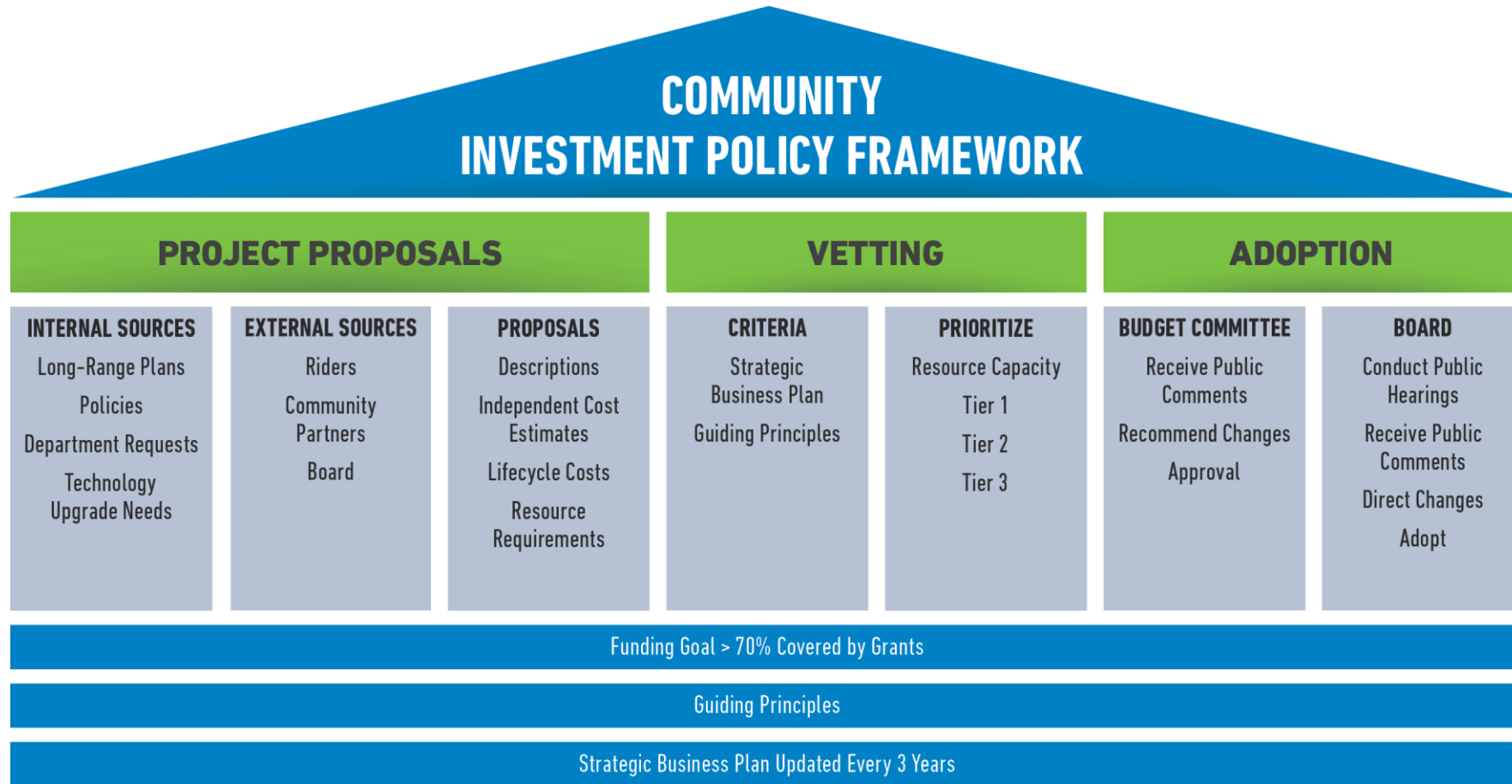


## BUDGET PROCESS



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

# CIP Framework



# CIP Improvement – Project List

	TIER	2025 – Forecast	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
<b>TOTALS: IMPROVEMENTS</b>		<b>11,931,758</b>	<b>9,753,026</b>	<b>11,401,962</b>	<b>6,821,309</b>	<b>7,388,742</b>	<b>10,310,000</b>	<b>16,160,000</b>	<b>4,485,000</b>	<b>635,000</b>	<b>385,000</b>	<b>360,000</b>	<b>78,631,797</b>
<b>FACILITIES</b>		<b>11,053,000</b>	<b>5,187,000</b>	<b>325,000</b>	<b>500,000</b>	<b>4,700,000</b>	<b>9,900,000</b>	<b>15,700,000</b>	<b>3,900,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>50,865,000</b>
Alternative Fuels Infrastructure	3	-	-	-	-	-	5,000,000	15,000,000	3,700,000	-	-	-	23,700,000
Eugene Station Modernization	1	2,900,000	130,000	-	-	-	-	-	-	-	-	-	3,030,000
Fleet Crane and Fall Protection	1	30,000	842,000	-	-	-	-	-	-	-	-	-	872,000
Florence Mobility Hub Planning	1	-	125,000	125,000	-	-	-	-	-	-	-	-	250,000
OCC / Training / Lounge	1	7,900,000	3,880,000	-	-	-	-	-	-	-	-	-	11,780,000
Passenger Boarding & System Facilities - Imp	1/2	200,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,200,000
RideSource Facility Expansion	2	-	-	-	300,000	4,500,000	4,700,000	500,000	-	-	-	-	10,000,000
River Road Transit Disposal	1	23,000	10,000	-	-	-	-	-	-	-	-	-	33,000
<b>FLEET</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>902,284</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>902,284</b>
Rear Facing ADA Securement Upgrade	3	-	-	-	-	902,284	-	-	-	-	-	-	902,284
<b>FREQUENT TRANSIT NETWORK (FTN)</b>		<b>745,000</b>	<b>1,125,000</b>	<b>6,633,542</b>	<b>410,000</b>	<b>1,736,458</b>	<b>310,000</b>	<b>360,000</b>	<b>585,000</b>	<b>435,000</b>	<b>185,000</b>	<b>160,000</b>	<b>12,685,000</b>
Franklin Raise Project Grant Match	1	-	50,000	5,050,000	25,000	-	-	-	-	-	-	-	5,125,000
Planning Studies	1/2	745,000	575,000	335,000	385,000	485,000	310,000	360,000	585,000	435,000	185,000	160,000	4,560,000
Transit-Shared Mobility Integration & Modernization	1/3	-	500,000	1,248,542	-	1,251,458	-	-	-	-	-	-	3,000,000
<b>SAFETY &amp; SECURITY</b>		<b>63,758</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>63,758</b>
System Security Improvements	1	63,758	-	-	-	-	-	-	-	-	-	-	63,758
<b>TECH &amp; INFRASTRUCTURE</b>		<b>70,000</b>	<b>3,441,026</b>	<b>4,443,420</b>	<b>5,911,309</b>	<b>50,000</b>	<b>100,000</b>	<b>100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,115,755</b>
Fare Systems	1/2	-	250,000	2,250,000	3,600,000	-	-	-	-	-	-	-	6,100,000
Fiber Mapping & Replacement/Expansion	3	-	-	-	-	50,000	100,000	100,000	-	-	-	-	250,000
Regional Mobility Enabling Technologies	1/2	-	2,501,026	2,193,420	2,311,309	-	-	-	-	-	-	-	7,005,755
Trip Planner / Mobile Wallet	1	-	600,000	-	-	-	-	-	-	-	-	-	600,000
Website	1	70,000	90,000	-	-	-	-	-	-	-	-	-	160,000



# CIP Improvement – Funding Plan

	TIER	Discretionary	Federal Formula	Other Federal	Other State	STIF	GF	Unfunded	TOTAL
<b>TOTALS: IMPROVEMENTS</b>									
<b>FACILITIES</b>									
Alternative Fuels Infrastructure	3							23,700,000	<b>23,700,000</b>
Eugene Station Modernization	1		2,424,000				606,000		<b>3,030,000</b>
Fleet Crane and Fall Protection	1			697,600			174,400		<b>872,000</b>
Florence Mobility Hub Planning	1				20,000	230,000			<b>250,000</b>
OCC / Training / Lounge	1		9,424,000				2,356,000		<b>11,780,000</b>
Passenger Boarding & System Facilities - Imp	1/2						1,200,000		<b>1,200,000</b>
RideSource Facility Expansion	2		8,000,000				2,000,000		<b>10,000,000</b>
River Road Transit Disposal	1						33,000		<b>33,000</b>
<b>FLEET</b>									
Rear Facing ADA Securement Upgrade	3							902,284	<b>902,284</b>
<b>FREQUENT TRANSIT NETWORK (FTN)</b>									
Franklin Raise Project Grant Match	1						5,125,000		<b>5,125,000</b>
Planning Studies	1/2		1,140,000				3,420,000		<b>4,560,000</b>
Transit-Shared Mobility Integration & Modernization	1/3					1,748,542		1,251,458	<b>3,000,000</b>
<b>SAFETY &amp; SECURITY</b>									
System Security Improvements	1		51,006				12,752		<b>63,758</b>
<b>TECH &amp; INFRASTRUCTURE</b>									
Fare Systems	1/2		5,600,000			500,000			<b>6,100,000</b>
Fiber Mapping & Replacement/Expansion	3							250,000	<b>250,000</b>
Regional Mobility Enabling Technologies	1/2		5,215,123			1,303,781	486,851		<b>7,005,755</b>
Trip Planner / Mobile Wallet	1		600,000						<b>600,000</b>
Website	1						160,000		<b>160,000</b>

# State of Good Repair – Project List

	TIER	2025 - Forecast	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
<b>TOTALS: STATE OF GOOD REPAIR</b>		<b>11,027,120</b>	<b>25,872,380</b>	<b>12,902,161</b>	<b>17,105,208</b>	<b>15,250,591</b>	<b>15,515,141</b>	<b>5,871,640</b>	<b>21,267,371</b>	<b>17,965,514</b>	<b>14,900,734</b>	<b>15,613,880</b>	<b>172,291,739</b>
<b>FACILITIES</b>		<b>1,520,000</b>	<b>3,775,000</b>	<b>4,520,000</b>	<b>4,110,000</b>	<b>4,000,000</b>	<b>2,500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>500,000</b>	<b>21,925,000</b>
Amazon Station	3	-	-	-	-	500,000	-	-	-	-	-	-	500,000
Bus Wash Improvements	1	10,000	-	-	-	-	-	-	-	-	-	-	10,000
Eugene Station Sitework Upgrades	2	-	580,000	1,690,000	1,410,000	-	-	-	-	-	-	-	3,680,000
Fixed Route Infrastructure Rehabilitation	2	-	400,000	-	1,600,000	2,000,000	-	-	-	-	-	-	4,000,000
Franklin & Gateway EmX Corridors	2/3	-	500,000	-	-	1,000,000	-	-	-	-	-	-	1,500,000
Gateway & UO North Site Rehab	2	-	405,000	80,000	-	-	-	-	-	-	-	-	485,000
Glenwood Admin Roof Replacement	1	1,000,000	850,000	-	-	-	-	-	-	-	-	-	1,850,000
Glenwood Mechanical & Electrical Rehabilitation	2	25,000	275,000	1,500,000	200,000	-	-	-	-	-	-	-	2,000,000
Glenwood Site Rehabilitation	2	-	100,000	750,000	400,000	-	-	-	-	-	-	-	1,250,000
Passenger Boarding & System Facilities - SGR	1/2	200,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,700,000
Springfield Station Improvements	3	-	-	-	-	500,000	2,000,000	-	-	-	-	-	2,500,000
Transit Facilities State of Good Repairs	1/2	285,000	415,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,950,000
<b>FLEET</b>		<b>7,215,583</b>	<b>16,215,365</b>	<b>7,168,161</b>	<b>11,985,208</b>	<b>9,126,841</b>	<b>12,047,453</b>	<b>4,384,819</b>	<b>19,696,208</b>	<b>16,479,793</b>	<b>13,400,226</b>	<b>14,133,100</b>	<b>131,852,756</b>
Major Bus Components	1/2	556,383	59,345	142,826	730,818	2,071,601	1,876,653	2,178,469	585,708	241,923	387,076	-	8,830,801
Ten Yr. Fixed Route Fleet Replacement	1/2	5,760,000	13,040,000	4,760,000	9,600,000	5,350,000	8,560,000	-	16,050,000	13,370,000	10,700,000	12,000,000	99,190,000
Ten Yr. Spec Svc Fleet Replacement	1/2	412,000	2,575,670	1,862,580	1,344,700	1,368,500	1,392,300	1,863,540	2,636,860	2,317,320	1,968,750	1,727,200	19,469,420
Ten-Year Non-Rev Fleet	1/2	487,200	540,350	402,755	309,690	336,740	218,500	342,810	423,640	550,550	344,400	405,900	4,362,535
<b>TECH &amp; INFRASTRUCTURE</b>		<b>2,291,537</b>	<b>5,882,015</b>	<b>1,214,000</b>	<b>1,010,000</b>	<b>1,873,750</b>	<b>967,688</b>	<b>986,822</b>	<b>1,071,163</b>	<b>985,721</b>	<b>1,000,507</b>	<b>980,780</b>	<b>18,263,983</b>
CAD/AVL	1	400,000	-	-	-	-	-	-	-	-	-	-	400,000
ERP	1	300,000	100,000	-	-	-	-	-	-	-	-	-	400,000
IT Hardware/Software Replacement	1/2	835,000	1,295,000	1,070,000	1,010,000	998,750	967,688	986,822	1,071,163	985,721	1,000,507	980,780	11,201,431
Operations Software/Midas Replacement	1	456,537	887,015	144,000	-	-	-	-	-	-	-	-	1,487,552
Paratransit Scheduling Software	3	-	-	-	-	875,000	-	-	-	-	-	-	875,000
ITS Video Systems Replacement	1/2	300,000	3,600,000	-	-	-	-	-	-	-	-	-	3,900,000

# State of Good Repair – Funding Plan

	TIER	Discretionary	Federal Formula	Other Federal	Other State	STIF	GF	Unfunded	TOTAL
<b>TOTALS: STATE OF GOOD REPAIR</b>									
<b>FACILITIES</b>									
Amazon Station	3							500,000	500,000
Bus Wash Improvements	1		8,000				2,000		10,000
Eugene Station Sitework Upgrades	2		2,944,000				736,000		3,680,000
Fixed Route Infrastructure Rehabilitation	2		3,200,000				800,000		4,000,000
Franklin & Gateway EmX Corridors	2/3		200,000				300,000	1,000,000	1,500,000
Gateway & UO North Site Rehab	2		388,000				97,000		485,000
Glenwood Admin Roof Replacement	1		1,480,000				370,000		1,850,000
Glenwood Mechanical & Electrical Rehabilitation	2		1,600,000				400,000		2,000,000
Glenwood Site Rehabilitation	2		1,000,000				250,000		1,250,000
Passenger Boarding & System Facilities - SGR	1/2						1,700,000		1,700,000
Springfield Station Improvements	3							2,500,000	2,500,000
Transit Facilities State of Good Repairs	1/2						2,950,000		2,950,000
<b>FLEET</b>									
Major Bus Components	1/2		7,064,641				1,766,160		8,830,801
Ten Yr. Fixed Route Fleet Replacement	1/2	1,129,145	79,149,026			18,686,000	225,829		99,190,000
Ten Yr. Spec Srvc Fleet Replacement	1/2		824,989			18,438,183	206,248		19,469,420
Ten-Year Non-Rev Fleet	1/2		2,399,394				1,963,141		4,362,535
<b>TECH &amp; INFRASTRUCTURE</b>									
CAD/AVL	1		320,000				80,000		400,000
ERP	1		320,000				80,000		400,000
IT Hardware/Software Replacement	1/2		6,720,858				4,480,572		11,201,431
Operations Software/Midas Replacement	1		1,190,042				297,510		1,487,552
Paratransit Scheduling Software	3							875,000	875,000
ITS Video Systems Replacement	1/2	2,137,693	1,409,846				352,461		3,900,000

# Partnership Projects on Horizon - FTN

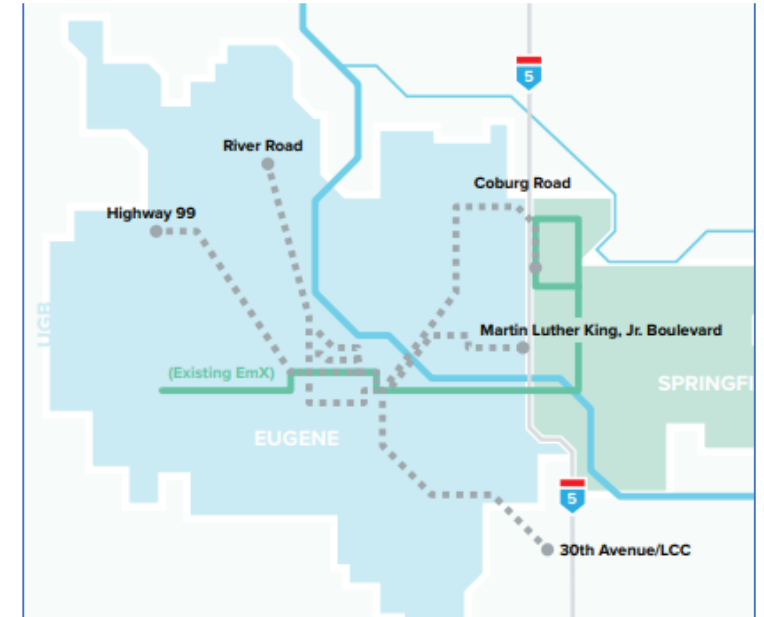
## City of Eugene Franklin Blvd Transformation – Future Phase(s)



## City of Springfield New Franklin Blvd

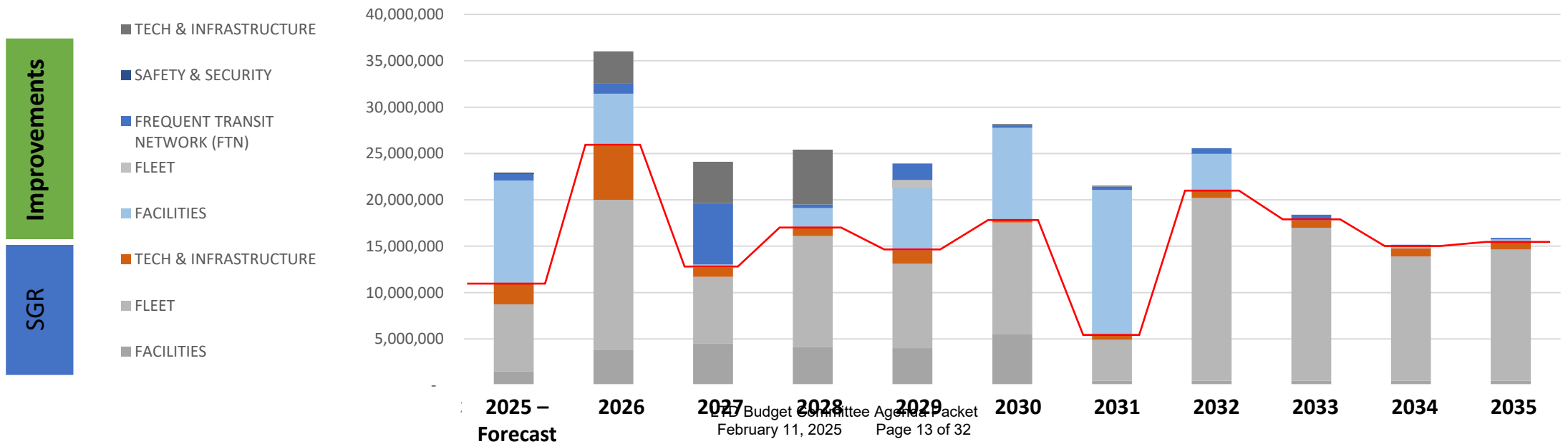


## Enhanced Corridors



# CIP Projects

	2025 - Forecast	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
<b>TOTALS: STATE OF GOOD REPAIR</b>	<b>11,027,120</b>	<b>25,772,380</b>	<b>12,802,161</b>	<b>17,005,208</b>	<b>14,900,591</b>	<b>15,415,141</b>	<b>5,771,640</b>	<b>21,167,371</b>	<b>17,865,514</b>	<b>14,800,734</b>	<b>15,513,880</b>	<b>172,041,739</b>
FACILITIES	1,520,000	3,675,000	4,420,000	4,010,000	3,900,000	2,400,000	400,000	400,000	400,000	400,000	400,000	21,925,000
FLEET	7,215,583	16,215,365	7,168,161	11,985,208	9,126,841	12,047,453	4,384,819	19,696,208	16,479,793	13,400,226	14,133,100	131,852,756
TECH & INFRASTRUCTURE	2,291,537	5,882,015	1,214,000	1,010,000	1,873,750	967,688	986,822	1,071,163	985,721	1,000,507	980,780	18,263,983
<b>TOTALS: IMPROVEMENTS</b>	<b>11,931,758</b>	<b>10,053,026</b>	<b>11,301,962</b>	<b>8,321,309</b>	<b>9,288,742</b>	<b>10,210,000</b>	<b>16,060,000</b>	<b>4,385,000</b>	<b>535,000</b>	<b>285,000</b>	<b>260,000</b>	<b>82,631,797</b>
FACILITIES	11,053,000	5,487,000	225,000	2,000,000	6,600,000	9,800,000	15,600,000	3,800,000	100,000	100,000	100,000	54,865,000
FLEET	-	-	-	-	902,284	-	-	-	-	-	-	902,284
FREQUENT TRANSIT NETWORK (FTN)	745,000	1,125,000	6,633,542	410,000	1,736,458	310,000	360,000	585,000	435,000	185,000	160,000	12,685,000
SAFETY & SECURITY	63,758	-	-	-	-	-	-	-	-	-	-	63,758
TECH & INFRASTRUCTURE	70,000	3,441,026	4,443,420	5,911,309	50,000	100,000	100,000	-	-	-	-	14,115,755
<b>GRAND TOTALS State of Good Repair &amp; Improvements</b>	<b>22,958,878</b>	<b>35,825,406</b>	<b>24,104,123</b>	<b>25,326,517</b>	<b>24,189,333</b>	<b>25,625,141</b>	<b>21,831,640</b>	<b>25,552,371</b>	<b>18,400,514</b>	<b>15,085,734</b>	<b>15,773,880</b>	<b>254,673,537</b>



# Questions



# Project Description – SGR (Facilities)

## **Amazon Station**

This project will allow LTD to upgrade the overall structures on the site and address pedestrian access. When the Station was initially built in the late 80's we identified four (4) bays for buses to serve. On the completion of the System Review the quantity of routes have been reduce so the project will confirm what the overall footprint is needed for this station for serving the community.

## **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.

## **Eugene Station Exterior/Sitework Upgrades**

This project will address sitework needs throughout the station. Project will include items like paver replacement, concrete repairs, crosswalk alignment adjustments, site lighting, roofing replacement, shelter painting. This investment will ensure that our main hub of our transit system will continue to serve the community as required.

## **Fixed Route Infrastructure Rehabilitation**

This project will be a comprehensive infrastructure rehabilitation, as needed, across all of our stops within the community. This project will be phased to first allow a review of all stops that will then lead to infrastructure rehabilitation needs to meet updated standards/best practices. Upgrades will focus on accessibility at the bus stop, flag pole & sign updates, shelter rebalancing.

## **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 & UO North Station**

Gateway & UO North are core elements to our overall system. By keeping these station in good working order, repainting structures, installing signage, and other minor upgrades, 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 Mechanical & Electrical Rehabilitation**

The Glenwood Administration Building was constructed in the early '90s. This project will consist of mechanical and electrical upgrades. The project will take corrective measures on electrical safety issues, installation/code deficiencies, and equipment deficiencies. The work also includes increasing the capacity of the electrical systems on the Glenwood Campus.

# Project Description – SGR (Facilities)

## **Glenwood Site Rehabilitation**

The Glenwood Site, our main campus, has been in continuous operation for over 35 years, requiring critical rehabilitation to address aging infrastructure and enhance overall functionality. This project involves repaving parking lots, establishing a secure employee entrance, preserving a dedicated visitor parking area near the main entrance, increasing parking capacity, installing energy-efficient lighting, and creating dedicated accessible walkways. Additionally, revitalizing the landscape and hardscape features will significantly improve accessibility, safety, operational efficiency, and support our sustainability initiatives.

## **Passenger Boarding & System Facility SGR**

This project will address items to improve LTD customer experience by addressing shelters, furniture, and/or signage at passenger boarding areas as well as system wide repairs that need to be addressed.

## **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 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.



# Project Description – SGR (Fleet)

## **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.

# Project Description – SGR (Tech & Infrastructure)

## **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.

## **Paratransit Scheduling Software**

RideSource call center utilizes a software platform for storing rider eligibility information, scheduling trips, and processing Medicaid claims. This software also utilizes online trip scheduling and notification features, and a bidding platform for an external provider fleet.

# Project Description – Improvements (Facilities)

## **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 be in conjunction with the next propulsion selected for our fleet.

## **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.

## **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.

## **River Road Transit Disposal**

Our River Road Transit Station is no longer required for transit service. This project will be to dispose of this excess piece of property.

# Project Description – Improvements (FTN / Safety/Fleet)

## **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).

### **Transit-Shared Mobility Integration and Modernization**

Project would fund the modernization and integration of the Eugene-Springfield bike share system into LTD's portfolio of mobility services. Project will provide the community with new and more accessible mobility options and will extend the reach of LTD's fixed-route bus network. Capital funding would be directed toward the purchase and launch of a replacement fleet of pedal-assist electric bicycles, with integrated charging and docking stations distributed throughout Eugene and Springfield.

## **Safety & Security**

### **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.

## **Fleet**

### **Rear Facing ADA Securement Upgrade**

This project looks to installing a rear facing securement option on some of our buses that will allow passengers more flexibility to self secure.

# Project Description – Improvements (Tech & Infrastructure)

## **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.

## **Regional Mobility Enabling Technologies**

In partnership with local entities, this project seeks to innovate in the space of transportation options access and ease-of-use. Project would include development of integrated web-based solutions for trip planning and payment options across multiple modes of transportation. As well as facilitating a pilot that would facilitate users in determining the best set of mobility services (this would include transit, Mobility on Demand (MOD) services, and other shared use mobility) to get from their origin to a given destination. Technologies developed under this project would include the ability to dispatch given mobility service or set of services to meet the user's need.

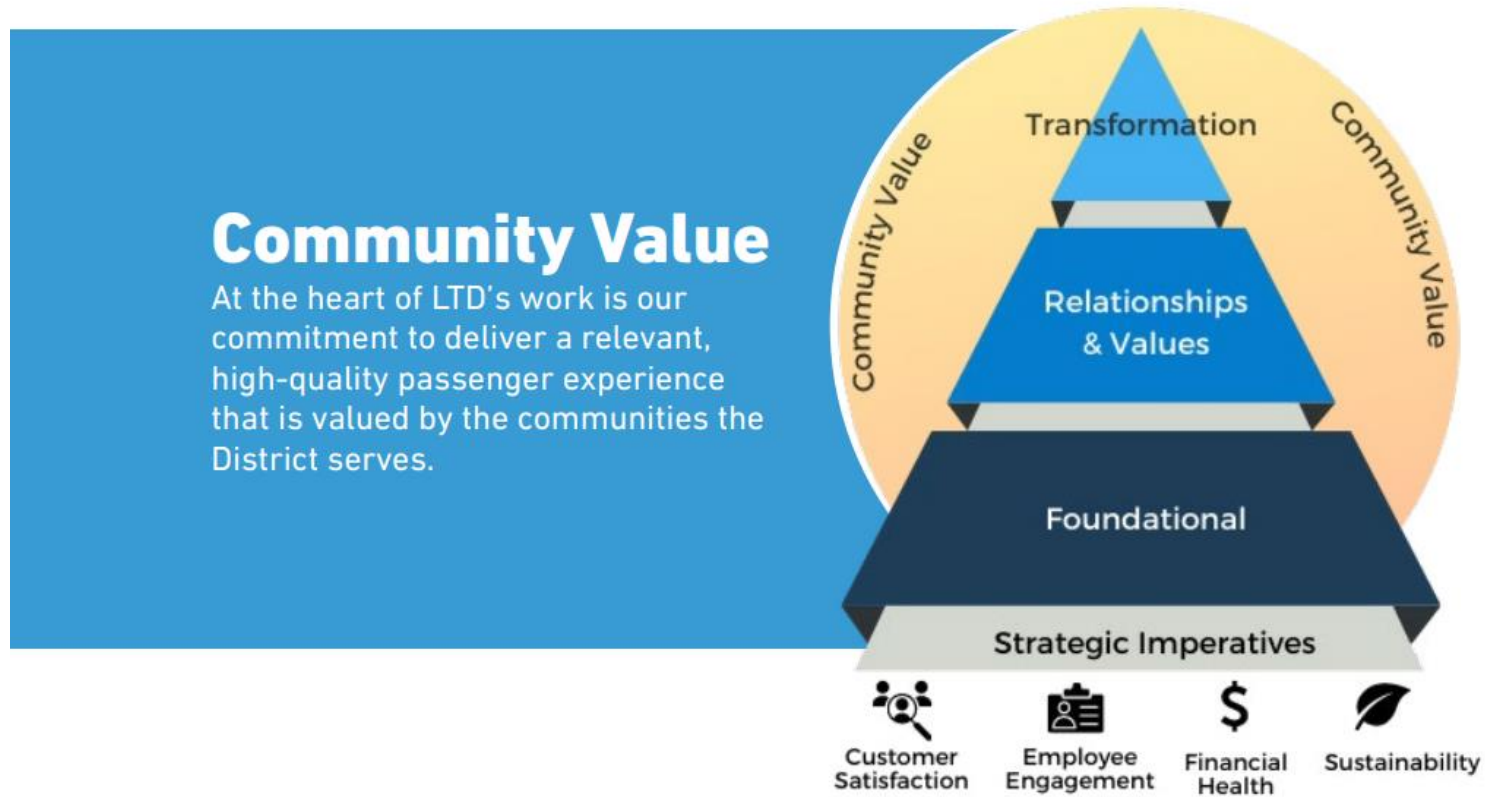
## **Website**

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.

## **Fare System**

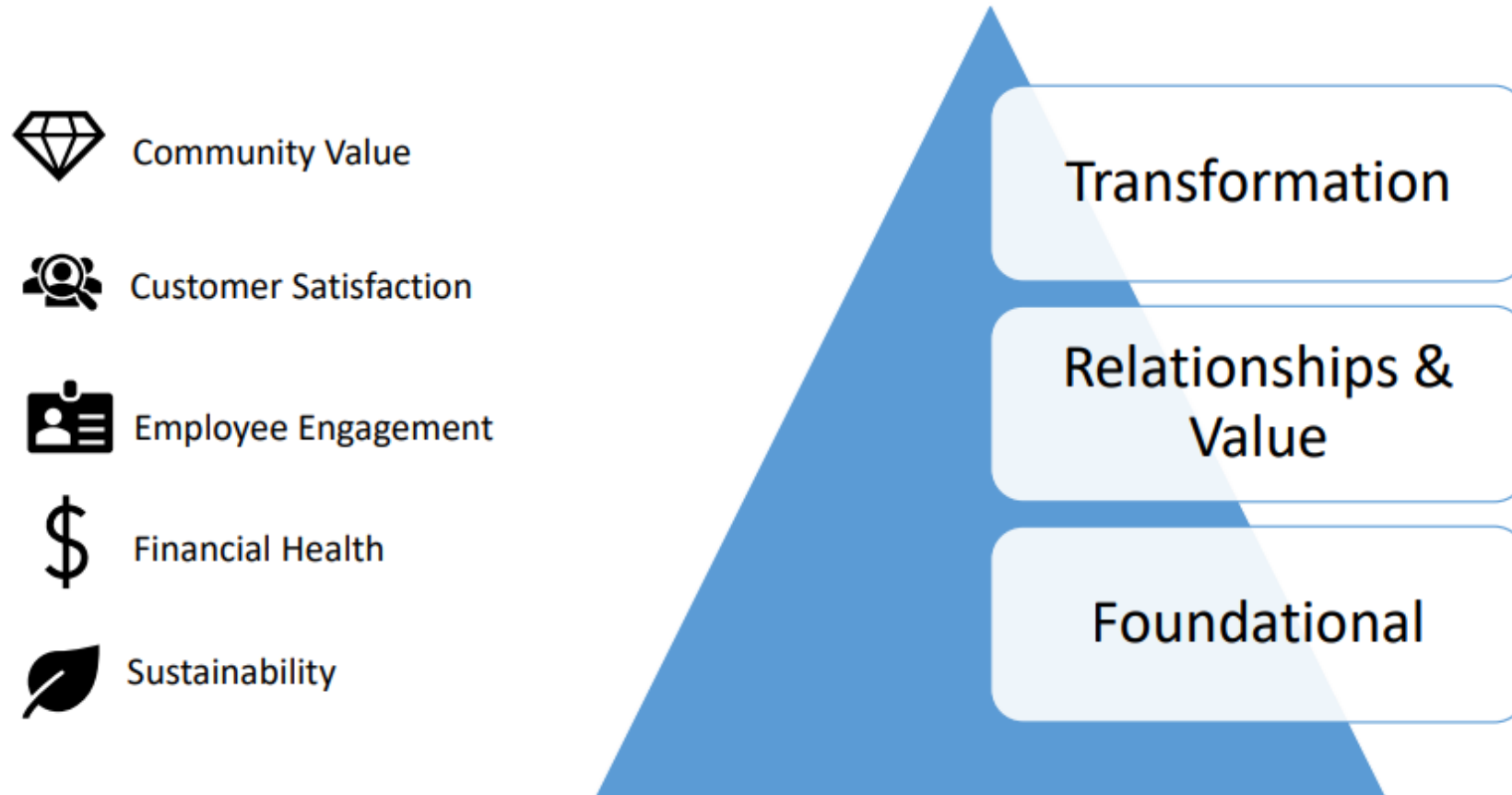
Project would be for a unified fare system throughout our network of LTD services. The goal is to modernize and enhance transit fare to improve operational efficiency, accessibility and customer experience. This will include updated fare policy, validation and payment infrastructure.

# Strategic Business Plan FY24 & Beyond



\*Graphic taken from presentation on Strategic Business Plan Reporting to Board Work Session at October 18, 2023 meeting

# Strategic Business Plan FY24 & Beyond



\*Graphic taken from presentation on Strategic Business Plan Update to Strategic Planning Committee at August 22<sup>nd</sup>, 2023 meeting

# CIP Guiding Principles

- 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





Lane Transit District

*Connecting our Community*

**FISCAL YEAR 2025-2026 BUDGET PROCESS OVERVIEW**

February 11, 2025

LTD Budget Committee Agenda Packet  
February 11, 2025 Page 25 of 32

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# 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

# Budget Committee Meeting Agenda



Key Documents



Budget Process Review



FY26 Budget Assumptions - Resources

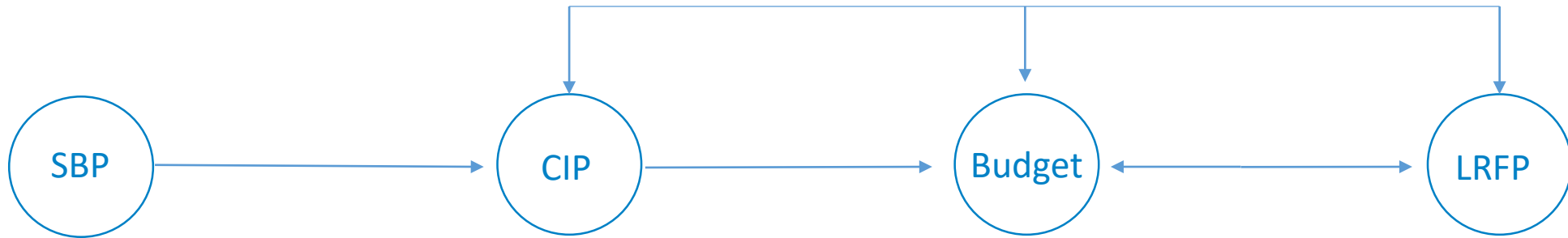


FY26 Budget Assumptions - Requirements



Summary and Questions

# Key Documents



## 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.

Updated every 3-5 years.

## 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.

10 year scope updated yearly

## Annual Budget

Developed using all three key documents; LRFP, CIP and SBP.

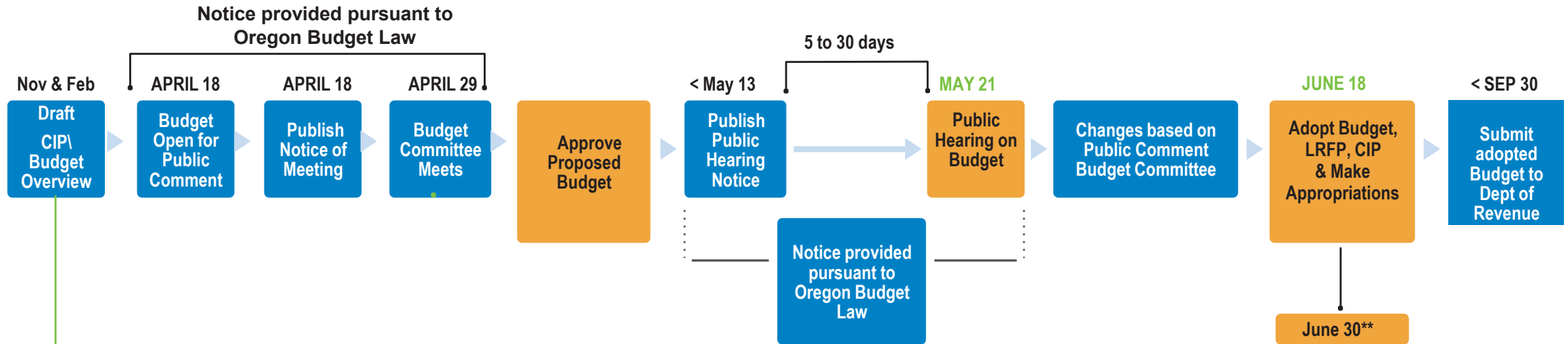
Adopted annually no later than June 30.

## 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.

10 year scope updated yearly.

# Budget Process Map



**\*\*NOTE: Budget must be adopted by June 30, 2025 (ORS 294.408)**

# Assumptions - Resources



- Fares & Passes +3%
- Payroll taxes +6%
- Federal Assistance – ARPA/CARES & FTA operating
- State Assistance – State Transportation Improvement Fund

# Assumptions - Requirements



- Contractual ATU Wage +3-5%, plus steps
- Administrative Wages variable, maximum 6%
- Medical insurance +7%
- Inflation & Fleet Parts Inventory
- Electricity
- Technology
- Insurance & Risk Services

# Summary



- Resources have been increasing, but not as fast as requirements, shortfall is covered by Federal grants and STIF
- Department Managers have been working to keep their M&S budget requests in line with current inflation at 3%
- Personnel Services recruiting and market inflation continue to be a challenge
- Questions?