



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

**Budget Committee Meeting
Tuesday, April 29, 2025, 5:30 p.m.
Glenwood Administrative Office – Boardroom
3500 E 17th 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.

Subdistrict	Description	Member
Subdistrict 1	East Springfield to McKenzie Bridge	Gino Grimaldi, President
Subdistrict 1	East Springfield to McKenzie Bridge	Steven Wheeler
Subdistrict 2	West Springfield	Michelle Webber
Subdistrict 2	West Springfield	Carl Yeh
Subdistrict 3	SE Eugene, Creswell, Cottage Grove, and Lowell	Heather Murphy
Subdistrict 3	SE Eugene, Creswell, Cottage Grove, and Lowell	Charlie Conrad
Subdistrict 4	North Eugene (east of River Road), and Coburg	Kelly Sutherland
Subdistrict 4	North Eugene (east of River Road), and Coburg	Darvin Fowler
Subdistrict 5	Central and West Eugene	Pete Knox, Secretary
Subdistrict 5	Central and West Eugene	Gary Wildish
Subdistrict 6	West Eugene, OR 99, River Road, and Junction City	Lawrence Green, Treasurer
Subdistrict 6	West Eugene, OR 99, River Road, and Junction City	Jason Williams
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Susan Cox, Vice President
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Linda Lynch

The Budget Committee is comprised of all seven Board members and an equal number of citizen members appointed by the Board. The committee reviews proposed budget and financial plans before they go before the Board of Directors.

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. 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**
 - Legislative Update
 - Fiscal Year 2025-2026 Budget Process Overview
 - Proposed 2026-2035 Community Investment Plan
 - Proposed 2026-2035 Long Range Financial Plan
 - Proposed 2025-2026 Budget
4. **ADJOURN**

UPCOMING MEETINGS:

May 21, 2025 – Board of Directors Meeting | Public Hearing re: Proposed Budget
Glenwood Administrative Office – Boardroom
3500 E 17th Avenue, Eugene, OR 97478

June 18, 2025 – Board of Directors Meeting - Budget Adoption
Glenwood Administrative Office – Boardroom
3500 E 17th 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)

Prepared By: Joe McCormack, Chief
Development Officer & Julie Lindsey, Chief
Financial Officer

AIS Title: Proposed 2026-2035 Community
Investment Plan

Action: Committee Approval

Agenda Item Summary:

Purpose: To request that the Budget Committee approve the proposed 2026-2035 Community Investment Plan and refer it to the LTD Board of Directors for adoption.

Description: 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 carries 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.

Background: The proposed 2026-2035 CIP was posted for public comment on Friday, April 18, 2025.

Approval by the Budget Committee: The Budget Committee is comprised of all seven Board members and an equal number of appointed citizen members. Each year, the Budget Committee receives a presentation on the preliminary CIP. This committee is responsible for reviewing, discussing and recommending any necessary revisions to the preliminary CIP.

As part of the budget process, the preliminary CIP is updated to align with the proposed upcoming budget and to reflect funding availability updates, project timing adjustments, scope changes and new projects. The Budget Committee is provided a presentation that bridges the preliminary CIP to the final proposed CIP. This committee is responsible for forwarding the proposed CIP to the District Board with a recommendation to approve as presented or with proposed amendments.

Considerations: Staff recommends that the Budget Committee approve the proposed 2026-2035 CIP as presented. Proposed CIP details are posted on the LTD website at www.LTD.org.

Alternatives:

- The Budget Committee may hold additional public hearings and/or additional Budget Committee meetings and/or postpone approval of the proposed 2026-2035 CIP to an alternate date.



Lane Transit District Agenda Item Summary (AIS)

- The Budget Committee may amend and approve the proposed 2026-2035 CIP as amended.

Next Steps:

Following the Budget Committee's approval, the LTD Board of Directors will hold a public hearing May 21, 2025, in accordance with ORS 294.453. The proposed CIP will be taken to the Board for adoption at its June 18, 2025 regular Board meeting.

Attachments: Proposed 2026-2035 Community Investment Plan

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

Proposed Motion: I move to forward the Community Investment Plan as presented [amended] to the Board of Directors with a recommendation for approval.



Lane Transit District

Community Investment Plan

FY 2025 – 2026



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COMMUNITY INVESTMENT PRIORITIES

Lane Transit District's (LTD) projects vary in size, cost, and community benefit. These projects maintain existing capital assets and assist in providing efficient and safe service. LTD is committed to maintaining current infrastructure while purposefully investing in new assets and infrastructure, responding to the changing needs of its riders and community.

Fundamental Objectives

The Community Investment Plan (CIP) has two fundamental objectives:

- To make efficient use of LTD's financial resources
- To implement regional priorities that anticipate the need for public transportation in the future, by supporting the collaborative efforts of the local and regional transportation plans

The 2026-2035 CIP totals approximately \$234 million in projects. Of that, \$35 million does not have an identified funding source.

CIP Development & Review Process

The CIP is reviewed and adopted annually. The draft CIP is reviewed by the Budget Committee at the fall and spring meetings, prior to the final preparation of the District's budget. Both meetings are open to the public and a comment period is provided. The final proposed CIP is adopted by the Board at their June meeting. The Board of Directors considers all public comment prior to adoption of the Plan.

Project Funding Considerations

There are two types of projects in the CIP: Improvements and State of Good Repair. Improvement projects increase the investments in the community adding additional service and/or user benefits. These can include frequent transit network projects, fare management, and large technology and facility upgrades.

State of Good Repair projects keep the District's assets in good working condition in order to continue providing high-quality service to the community. These include vehicle replacement as well as, maintenance and upgrades to technology, guideways, and facilities.

Projects are organized into three tiers based on their funding status. Funding tiers are as follows:

- Tier 1: Full funding has been secured.
- Tier 2: Funding is in the application process and/or funding source has been identified.
- Tier 3: Funding source has not yet been identified.

Project Classifications

Projects are sorted by the following major classifications:

Frequent Transit Network (FTN)

Projects encompass planning, design, and construction of service that increases capacity along major transportation corridors.

The FTN strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.

Fleet

Projects are related to the addition, replacement, and overhaul of service and support vehicles, and equipment.

Facilities

Projects fund the design, purchase, installation, construction, or improvement/rehabilitation of service, maintenance, and administrative facilities.

Technology Infrastructure and Support Systems

Projects include the acquisition, implementation, and enhancement of technology infrastructure, communications/network equipment, hardware, and software.

Safety and Security

Projects include the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation services.

Project Descriptions for Improvements

Facilities

Alternative Fuels Infrastructure

The project will improve LTD's facilities allowing the ability to fuel, service, and repair new vehicles with innovative propulsion technologies.

Eugene Station Modernization

The project will maintain and improve both the buildings and exterior features of the station. Examples of improvements include: updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures, and updating public restrooms.

Fleet Crane and Fall Protection

The 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.

Florence Mobility Hub Planning

Site selection and concept design for a mobility hub in Florence.

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 classroom, restrooms/showers, and operator rest areas.

Passenger Boarding & System Facility Improvements

The 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

The 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

With the addition of the Santa Clara Station, this station is no longer needed for transit use. This project will allow LTD to go through the required steps for disposing of this excess property.

Fleet

Rear Facing ADA Securements Upgrade

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

Frequent Transit Network (FTN)

Franklin Raise Project Grant Match

The 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 within the project area, between Walnut and Dads' Gates stations.

Planning Studies

Planning Studies is a portfolio of planning projects that respond to and advise the strategic direction of the organization. Cyclical planning projects include the Comprehensive Operations Analysis (COA), the Strategic Business Plan (SBP), the Long-Range Mobility Plan, the Coordinated Public Transit Human Services Plan, and the Title VI Program. Additional onetime planning studies are programmed to support key district business initiatives. These studies inform ongoing work around community engagement, mobility management, efforts to improve travel time reliability, introduction of new technologies, and to plan future bus routes or corridor plans.

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. The project will provide the community with new and additional 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.

Technology & Infrastructure

Fare System

Project would be for a unified fare system throughout the 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.

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 with existing Fiber networks to increase efficiency and redundancy.

Regional Mobility Enabling Technologies

In partnership with local entities, the 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 enable users in determining the best set of mobility services. Technologies developed under this project would include the ability to dispatch requested mobility service or set of services to meet the user's needs.

Trip Planner / Mobile Wallet

This project includes acquisition of a regional trip-planning and mobile payment application that integrates the variety of transportation options available (including transit, cycling, pedestrian, bike share, etc.). It will also include necessary governance agreements, project testing, and marketing/communications associated with the project.

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.

Project Descriptions for State of Good Repair

Facilities

Amazon Station

Built in the late 1980s many components of this facility have reached the end of their useful life. This project will involve upgrading structures and pedestrian waiting areas to meet current and future service requirements and customer expectations. Improvements may include new covered passenger spaces, wayfinding signage, furniture, lighting, and video surveillance. Improvements may also include accommodation for integrated mobility services such as bike share.

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, and shelter painting. This investment will ensure the main hub for the transit system will continue to serve the community effectively.

Fixed Route Infrastructure Improvements

The 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 Mechanical, Electrical, and Hoist Rehabilitation

The Fleet Building's mechanical, electrical, and hoist equipment have been in operation for over 35 years, exceeding the expected life cycles. These aging systems are inefficient, costly to maintain, and no longer meet modern energy efficiency standards. This project aims to replace outdated infrastructure with energy-efficient, sustainable alternatives that support LTD's environmental goals. Additionally, the hoist equipment requires replacement to enhance both efficiency and safety.

Franklin & Gateway EmX Corridors

EmX platforms and busways along the Franklin and Gateway 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 the overall system. By keeping these stations in good working order, repainting structures, installing signage, and other minor upgrades, LTD continues to provide a safe environment for passengers.

Glenwood Admin Roof Replacement

The Glenwood Administrative Facility roof needs 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 Mechanical and Systems Upgrades

The project will consist of air handling system upgrades and address electrical safety issues, installation/code deficiencies, and equipment rating deficiencies, as well as increase the capacity of the electrical system.

Glenwood Site Rehabilitation

The Glenwood Site 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 sustainability initiatives.

Passenger Boarding and System Facilities

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

The 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 Repair

Safety for the employees, customers, and community is always a top priority. Repairing and renovating buildings to provide adequate ventilation, fire and life safety, and structural integrity ensures a safe working environment for all. LTD's ongoing commitment to keeping all facilities in good working order provides a safe space to be creative, compassionate and productive.

Fleet

Major Bus Components

The 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.

Ten-Year Fixed Route Fleet Replacement

The ten-year plan helps identify buses that need to be replaced in order to maintain reliable service, 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. 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.

Technology & Infrastructure

Enterprise Resource Planning (ERP) Software

The project will impact all LTD departments and can lead to significant process improvement focus through design assessment and implementation.

IT Hardware/Software Replacement

The project involves the replacement of existing IT equipment/software, such as servers, laptops, networking devices, and software solutions with newer and more efficient technology.

Operations Software/Midas Replacement

The project is to replace the current operations scheduling/bid software. LTD will be able to better serve the community with updated software that allows staff to effectively do their jobs by creating efficiencies and better serve Operators who are at the core of delivering service.

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.

ITS Video System Replacement

Project will be to update the mobile video system throughout the fleet to provide a singular mobile video solution

Future Year Projections for Improvements

2026-2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
TOTALS: IMPROVEMENTS	10,023,026	11,301,982	6,721,309	7,856,307	10,210,000	16,060,000	4,385,000	535,000	285,000	260,000	67,637,604
FACILITIES	5,277,000	225,000	400,000	4,600,000	9,800,000	15,600,000	3,800,000	100,000	100,000	100,000	40,002,000
Alternative Fuels Infrastructure	-	-	-	-	5,000,000	15,000,000	3,700,000	-	-	-	23,700,000
Eugene Station Modernization	130,000	-	-	-	-	-	-	-	-	-	130,000
Fleet Crane and Fall Protection	972,000	-	-	-	-	-	-	-	-	-	972,000
Florence Mobility Hub Planning	125,000	125,000	-	-	-	-	-	-	-	-	250,000
OCC / Training / Lounge	3,880,000	-	-	-	-	-	-	-	-	-	3,880,000
Passenger Boarding & System Facilities - Imp	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000
RideSource Facility Expansion	-	-	300,000	4,500,000	4,700,000	500,000	-	-	-	-	10,000,000
River Road Transit Disposal	70,000	-	-	-	-	-	-	-	-	-	70,000
FLEET	-	-	-	1,469,849	-	-	-	-	-	-	1,469,849
Rear Facing ADA Securement Upgrade	-	-	-	1,469,849	-	-	-	-	-	-	1,469,849
FREQUENT TRANSIT NETWORK (FTN)	1,305,000	6,633,542	410,000	1,736,458	310,000	360,000	585,000	435,000	185,000	160,000	12,120,000
Franklin Raise Project Grant Match	50,000	5,050,000	25,000	-	-	-	-	-	-	-	5,125,000
Planning Studies	755,000	335,000	385,000	485,000	310,000	360,000	585,000	435,000	185,000	160,000	3,995,000
Transit-Shared Mobility Integration & Modernization	500,000	1,248,542	-	1,251,458	-	-	-	-	-	-	3,000,000
TECH & INFRASTRUCTURE	3,441,026	4,443,420	5,911,309	50,000	100,000	100,000	-	-	-	-	14,045,755
Fare Systems	250,000	2,250,000	3,600,000	-	-	-	-	-	-	-	6,100,000
Fiber Mapping & Replacement/Expansion	-	-	-	50,000	100,000	100,000	-	-	-	-	250,000
Regional Mobility Enabling Technologies	2,501,026	2,193,420	2,311,309	-	-	-	-	-	-	-	7,005,755
Trip Planner / Mobile Wallet	600,000	-	-	-	-	-	-	-	-	-	600,000
Website	90,000	-	-	-	-	-	-	-	-	-	90,000

Future Year Projections for State of Good Repair

2026-2035	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
TOTALS: STATE OF GOOD REPAIR	21,073,310	18,246,962	17,126,166	15,163,851	19,176,077	5,697,930	21,017,431	17,629,564	14,800,734	16,139,222	166,321,247
FACILITIES	3,910,000	4,420,000	4,010,000	4,250,000	6,306,986	400,000	400,000	400,000	400,000	400,000	25,396,986
Amazon Station	-	-	-	500,000	-	-	-	-	-	-	500,000
Eugene Station Sitework Upgrades	580,000	1,690,000	1,410,000	-	-	-	-	-	-	-	3,680,000
Fixed Route Infrastructure Rehabilitation	400,000	-	1,600,000	2,000,000	-	-	-	-	-	-	4,000,000
Fleet Mechanical, Electrical & Hoist Rehabilitation	-	-	-	350,000	3,906,986	-	-	-	-	-	4,256,986
Franklin & Gateway EmX Corridors	500,000	-	-	1,000,000	-	-	-	-	-	-	1,500,000
Gateway & UO North Site Rehab	405,000	80,000	-	-	-	-	-	-	-	-	485,000
Glenwood Admin Roof Replacement	850,000	-	-	-	-	-	-	-	-	-	850,000
Glenwood Mechanical & Electrical Rehabilitation	275,000	1,500,000	200,000	-	-	-	-	-	-	-	1,975,000
Glenwood Site Rehabilitation	100,000	750,000	400,000	-	-	-	-	-	-	-	1,250,000
Passenger Boarding & System Facilities - SGR	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,500,000
Springfield Station Improvements	-	-	-	500,000	2,000,000	-	-	-	-	-	2,500,000
Transit Facilities State of Good Repairs	650,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,900,000
FLEET	11,281,295	12,612,962	12,106,166	8,790,101	11,901,403	4,311,109	19,546,268	16,243,843	13,400,226	14,758,442	124,951,815
Major Bus Components	407,375	460,682	967,216	2,071,601	1,876,653	2,178,469	585,708	241,923	387,076	742,192	9,918,895
Ten Yr. Fixed Route Fleet Replacement	7,790,000	9,930,000	9,600,000	5,350,000	8,560,000	-	16,050,000	13,370,000	10,700,000	12,000,000	93,350,000
Ten Yr. Spec Svc Fleet Replacement	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	19,057,420
Ten-Year Non-Rev Fleet	508,250	359,700	194,250	-	72,450	269,100	273,700	314,600	344,400	289,050	2,625,500
TECH & INFRASTRUCTURE	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	15,972,446
ERP	100,000	-	-	-	-	-	-	-	-	-	100,000
IT Hardware/Software Replacement	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	10,366,431
Operations Software/Midas Replacement	887,015	144,000	-	-	-	-	-	-	-	-	1,031,015
Paratransit Scheduling Software	-	-	-	875,000	-	-	-	-	-	-	875,000
ITS Video Systems Replacement	3,600,000	-	-	-	-	-	-	-	-	-	3,600,000

Project Funding

LTD's project funding goal is to determine funding 12-18 months prior to the desired start date for a project. LTD receives an apportionment of formula funds each year based on various service and financial factors from previous year. Federal Transportation Authority (FTA) formula funds are applied to projects such as operating, capital projects or buses, and bus facilities. LTD pursues Federal discretionary grants, as well as works with local and state representatives for congressionally directed spending funding. Grants require submission of applications detailing the project purpose, work to be performed, a project budget, and a timeline. FTA grant applications typically take 3 to 4 months to process, but can take longer depending on the complexity of the projects and FTA staff availability.

Grants typically do not fund 100 percent of a project. The amount not funded is referred to as the match, which can range from 0 to 50 percent. The most common match for formula fund grants is 20 percent.

Another source of project funding is the State Transportation Improvement Fund (STIF). This funding also has formula and discretionary apportionments, however there is no required match. Project priorities are set by a regional community Board based on requests submitted by LTD 9 to 12 months prior to the beginning of each State biennium. LTD uses STIF funding for pilot service projects, rural services, match for federally funded projects, fixed-route service increases, ADA service support, and bus purchases.

The final source of project funding is the General Fund transfer. The goal is for every project to be at least 70 percent covered by grants, leaving no more than 30 percent to be paid from the annual proportioned General Fund transfer. However, some CIP projects such as Planning, or vehicles used by maintenance and facilities, are not able to be covered by grants. Those projects are 100 percent funded from the annual General Fund transfer.

In the annual budget, the full cost of projects planned for that fiscal year make up the capital budget. If projects are Tier 2 (funding identified but not secured) those budgeted amounts are held back and not spent until funding is secured. The portion of the project budgets not grant funded is covered by a transfer from the General Fund to the Capital Projects Fund.

Project Funding for Improvements

2026-2035	TIER	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Local	Unfunded	TOTAL
TOTALS: FUNDING FOR IMPROVEMENTS		5,815,123	17,008,750	673,600	20,000	3,782,323	13,666,501	26,671,307	67,637,604
FACILITIES									
Alternative Fuels Infrastructure	3							23,700,000	23,700,000
Eugene Station Modernization	1		26,000				104,000		130,000
Fleet Crane and Fall Protection	1			673,600			298,400		972,000
Florence Mobility Hub Planning	1				20,000	230,000			250,000
OCC / Training / Lounge	1		3,104,000				776,000		3,880,000
Passenger Boarding & System Facilities - Imp	1/2						1,000,000		1,000,000
RideSource Facility Expansion	2		8,000,000				2,000,000		10,000,000
River Road Transit Disposal	1						70,000		70,000
FLEET									
Rear Facing ADA Securement Upgrade	3							1,469,849	1,469,849
FREQUENT TRANSIT NETWORK (FTN)									
Franklin Raise Project Grant Match	1						5,125,000		5,125,000
Planning Studies	1/2		998,750				2,996,250		3,995,000
Transit-Shared Mobility Integration & Modernization	1/3					1,748,542		1,251,458	3,000,000
TECH & INFRASTRUCTURE									
Fare Systems	1/2		4,880,000			500,000	720,000		6,100,000
Fiber Mapping & Replacement/Expansion	3							250,000	250,000
Regional Mobility Enabling Technologies	1/2	5,215,123				1,303,781	486,851		7,005,755
Trip Planner / Mobile Wallet	1	600,000							600,000
Website	1						90,000		90,000

Project Funding for State of Good Repair

2026-2035	TIER	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Local	Unfunded	TOTAL
TOTALS: FUNDING FOR STATE OF GOOD REPAIR		3,109,145	102,212,821	-	-	36,425,188	15,442,106	9,131,986	166,321,247
FACILITIES									
Amazon Station	3							500,000	500,000
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
Fleet Mechanical, Electrical & Hoist Rehabilitation	3							4,256,986	4,256,986
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		680,000				170,000		850,000
Glenwood Mechanical & Electrical Rehabilitation	2		1,580,000				395,000		1,975,000
Glenwood Site Rehabilitation	2		1,000,000				250,000		1,250,000
Passenger Boarding & System Facilities - SGR	1/2						1,500,000		1,500,000
Springfield Station Improvements	3							2,500,000	2,500,000
Transit Facilities State of Good Repairs	1/2						2,900,000		2,900,000
FLEET									
Major Bus Components	1/2		7,935,116				1,983,779		9,918,895
Ten Yr. Fixed Route Fleet Replacement	1/2	1,129,145	73,596,021			18,399,005	225,829		93,350,000
Ten Yr. Spec Svc Fleet Replacement	1/2		824,989			18,026,183	206,248		19,057,420
Ten-Year Non-Rev Fleet	1/2		1,444,025				1,181,475		2,625,500
TECH & INFRASTRUCTURE									
ERP	1		80,000				20,000		100,000
IT Hardware/Software Replacement	1/2		6,219,858				4,146,572		10,366,431
Operations Software/Midas Replacement	1		824,812				206,203		1,031,015
Paratransit Scheduling Software	3							875,000	875,000
ITS Video Systems Replacement	1/2	1,980,000	1,296,000				324,000		3,600,000



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Julie Lindsey, Chief Financial
Officer & Jameson Auten, Chief Executive Officer

AIS Title: Proposed 2026-2035 Long Range
Financial Plan

Action: Committee Approval

Agenda Item Summary:

Purpose: To request that the Budget Committee approve the proposed 2026-2035 Long Range Financial Plan and refer it to the LTD Board of Directors for adoption.

Description: The District's FY24-26 Strategic Business Plan has five strategic areas of focus. These include 1) Customer Satisfaction, 2) Employee Engagement, 3) Community Value, 4) Financial Health, and 5) Sustainability. Each of these priorities has tactics, milestones, and performance measures to ensure achievability and accountability. All District projects and matters brought before this Committee and the Board align with one of these five strategic areas of focus. This agenda item aligns with all five strategic areas 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. 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 June 12, 2024, regular Board meeting.

Approval by the Budget Committee: The Budget Committee is comprised of all seven Board members and an equal number of appointed citizen members. Each year, the Budget Committee receives a presentation on the proposed LRFP. This committee is responsible for reviewing, discussing and recommending any necessary revisions to the proposed LRFP.

As part of the budget process, the proposed LRFP is updated to align with the proposed upcoming budget and to reflect future funding availability, service adjustments, predicted inflation and economic factors. This



Lane Transit District Agenda Item Summary (AIS)

committee is responsible for forwarding the proposed LRFP to the District Board with a recommendation to approve as presented or with proposed amendments.

Considerations: Staff recommends that the Budget Committee approve the proposed 2026-2035 LRFP as presented. Proposed LRFP details are posted on the LTD website at www.LTD.org.

Alternatives:

- The Budget Committee may hold additional Budget Committee meetings and/or postpone approval of the proposed 2026-2035 CIP to an alternate date.
- The Budget Committee may amend and approve the proposed 2026-2035 CIP as amended.

Next Steps:

Following the Budget Committee's approval, the proposed CIP will be taken to the Board for adoption at its June 18, 2025, regular Board meeting.

Attachments: Proposed 2026-2035 Long Range Financial Plan

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

Proposed Motion: I move to forward the Proposed 2026-2035 Long Range Financial Plan as presented [amended] to the Board of Directors with a recommendation for approval.



Lane Transit District

Long Range Financial Plan

FY 2026 – 2035



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INTRODUCTION

The Long Range Financial Plan (LRFP) is one of three key documents, developed with community input, which provides information Lane Transit District (LTD) needs to develop a proposed budget and the timing of community investment projects. The LRFP projects the anticipated resources and expenditures over a 10-year period and, at its core, aligns financial capacity with the objectives outlined in LTD's Strategic Business Plan. The LRFP was last adopted by the Board at the June 12, 2024 Regular Board Meeting.

LTD's fiscal environment is continuously changing. The traditional model of budgeting for cost can lead to a short-term spending profile, which focuses on sustaining existing programs and services; and is not intended to provide information on long-term sustainability to support those programs and services. As such, it is important to consider what levels of service and expense are maintainable over time. The resource projections in the LRFP are a key factor in determining both the design and level of services as well as the planned timing of projects in the Community Investment Plan (CIP).

To provide quality service, reliable vehicles, solid infrastructure, and collaborative programs to serve the community's diverse mobility requirements, ongoing financial resources are required. Payroll taxes are the most significant ongoing funding resource and represents approximately 73% of general fund requirements. LTD's payroll tax projections are based on the projections from the Oregon State Office of Economic Forecasting using two variables: 1) Oregon average wages and 2) total nonfarm employment. Projections are intentionally conservative to ensure LTD does not over-estimate the resource.

Federal grants and funding from the employee tax-based State Transportation Improvement Fund (STIF) are also an important part of LTD's resources. Due to the continuing high costs from recent inflationary and post-pandemic factors, the 2026-2035 LRFP increases the annual Federal funding for operations from \$2.2M to \$4.7M for Fiscal Year 26 and \$4.9M for Fiscal Year 27. Thereafter, Federal funding is set at \$5M. Any additional gap will be covered by the existing General Fund Working Capital balance. The STIF Plan biennium budget increased the funding for Americans with Disabilities Act (ADA) operations which will decrease the amount of general fund needed to support these services.

In the short-term, LTD's costs are increasing at a rate higher than inflation. Market wage rate adjustments and continuing medical insurance increases are some of the biggest challenges long-term. LTD is currently performing a market study that includes wages and benefits for the administrative positions. Additionally, an internal cost analysis was completed to ensure projected future increases are stated at sustainable rates that are closer to the current inflation rate.

Oregon unemployment is up slightly at 4.2 percent from its low of 3.9 percent in June 2022. Interest rates remain elevated from historic lows and government stimulus assistance has come to an end. Current economic analysts indicate that the recession probability is low, but is dependent on the softening global economy and volatility from the tariffs.

LTD continues to be adversely affected by long term impacts of COVID-19 as a result of changes in rider behaviors, including: commuting patterns, remote working or education, and social gatherings. LTD is also adversely impacted by COVID-19 induced inflation and worker shortages which have increased the cost to provide the services to meet the needs of the community.

The economic forecasts are never certain; LTD continually monitors and proactively plans for the risk factors of the economy and adjusts accordingly with the goals of:

- > providing a consistent level of service commensurate with available resources to best meet the needs of the community;
- > balancing fiduciary duty;
- > maintaining assets in a state of good repair; and
- > making long term investments which ensure successful completion of LTD's Mission of Connecting our Community in a consistent, reliable, and safe way.

This includes maintaining strong reserves which enable us to moderate the financial impacts resulting from unexpected volatility.

FACTORS IMPACTING BUDGET

Key Factor 1: Inflation

Inflation is estimated to stay around 3% but could be affected by the tariffs. The year over year change in Consumer Price Index (CPI) reached a 40 year high at 9.1 percent in June 2022. It has since moderated to 3.2 percent as of March 2025, but prices for key items remain high. For this LRFP a 3.8% cost escalation was used to represent inflation, and increasing costs due to technology improvements.

Key Factor 2: Contractual ATU Wage and Benefit Increases

A four year Amalgamated Transit Union (ATU) agreement was ratified in February 2023, increasing wages 22 percent over the next four years. New agreements were reached with the IT, Public Safety Officers, and Facilities bargaining groups. Increases in personnel costs from these agreements were included in the LRFP.

Key Factor 3: Investment to Replace Aging Fleet

Reduction in federal investment in transit bus replacement and the decision to use capital funds to support operations during the recession of 2008, resulted in an aging bus fleet. By the conclusion of FY24, approximately 30 percent of the District's fleet met or exceeded their useful life. During FY23, LTD received 16 new electric buses, however they have not provided the same reliability as diesel buses. LTD has ordered 10 replacement, diesel fueled buses in FY25, and plans on purchasing 8 addition in FY26 and 11 additional in FY27. The District intends to continue to use renewable diesel (R99) and will be using both federal formula and state grant programs for its fleet replacement.

Key Factor 4: STIF Funded Projects and Associated Resources

Oregon House Bill 2017 established a 0.1 percent employee payroll tax to create a Statewide Transportation Improvement Fund for public transportation in Oregon which benefits a high percentage of students and low income households. Ninety percent of STIF funds are formula funds, which are funds awarded on a noncompetitive basis according to a pre-determined formula. Oregon Department of Transportation (ODOT) estimates that Lane County will receive approximately \$37.2 million in formula funds over FY26 and FY27 (July 1, 2025 through June 30, 2027). LTD is

responsible for managing the allocation of these formula funds through an Advisory Committee. A full list of projects submitted in the FY025-2027 plan can be found on LTD's website.

Nine percent of STIF funds are discretionary funds which are awarded based on a competitive grant process. The remaining one percent of STIF funds are allocated for administrative costs.

Key Factor 5: CARES, CRRSA, and ARPA Act Revenues

The Coronavirus Aid, Relief, and Economic Security (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and American Rescue Plan Act (ARPA) acts provide federal assistance for COVID-19 related expenses and lost revenues. By the end of FY27, the District will have used or programmed for use most of the \$25.5 million CARES, \$17.9 million CRRSA, and \$32.7 million ARPA funding. The District will be using these funds to replace lost revenues, cover COVID-19 operating expenses, and make capital investments to improve the safety of riders and continuity of service.

Key Factor 6: Implementation of the Board-Adopted Reserve Policy

Reserves help to ensure LTD can provide service in a consistent, reliable, and safe way. In February 2022, the Board adopted a revamped reserve policy requiring four types of reserves:

- > a sustainable service reserve for the purpose of maintaining consistent, reliable services;
- > a cash flow reserve to ensure adequate cash on hand to cover temporary cash flow shortages;
- > a capital reserve to provide adequate dollars to carry out the Board-adopted CIP; and
- > Board designated reserves for potential financial risks or volatility.

Key Factor 7: Long Range Financial Plan

Working capital and utilization of federal aid provided by pandemic relief funds have provided short term relief with respect to the operating budget. However, service trends, inflationary growth, ATU contract commitments, and Administration reorganization have changed some of the key assumptions used to formulate the LRFP.

Fixed route fare revenues were anticipated to recover over the next five years, but recent national trends are not supporting this. Personnel costs for the FY26 budget increased 10.15 percent. Due to inflation, increasing tech software, hardware, and support costs, the FY26 budgeted materials and supplies costs increased 4.46 percent over FY25 budget.

The LRFP is adjusted each year to account for actual results from the preceding year and a review of assumptions for the future is performed. Management will be working with the Board Finance Committee to establish future LRFP assumptions.

RESOURCES

RESOURCES/REQUIREMENTS	FY2023-24 Budget	FY2024-25 Budget	FY2025-26 Estimated	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast
OPERATING REVENUES													
Cash Fares & Passes	2,321,033	2,839,500	2,386,591	2,467,065	2,541,000	2,617,000	2,696,000	2,777,000	2,860,000	2,946,000	3,034,000	3,125,000	3,219,000
Group Passes	2,019,126	2,137,000	1,902,680	1,959,760	2,019,000	2,080,000	2,142,000	2,206,000	2,272,000	2,340,000	2,410,000	2,482,000	2,556,000
Advertising	0	50,000	0	0	100,000	115,000	130,000	150,000	150,000	150,000	150,000	150,000	150,000
Special Services	142,517	127,400	127,884	131,222	138,000	145,000	152,000	160,000	168,000	176,000	185,000	194,000	204,000
TOTAL OPERATING REVENUE	\$4,482,676	\$5,153,900	\$4,417,155	\$4,558,047	\$4,798,000	\$4,957,000	\$5,120,000	\$5,293,000	\$5,450,000	\$5,612,000	\$5,779,000	\$5,951,000	6,129,000
NON-OPERATING REVENUES													
Payroll Taxes	54,857,787	53,873,247	55,496,679	58,826,480	61,768,000	64,856,000	68,099,000	71,504,000	75,079,000	78,833,000	82,775,000	86,914,000	91,260,000
Self-Employment Taxes	2,416,284	2,685,256	2,368,128	2,400,000	2,472,000	2,546,000	2,622,000	2,701,000	2,782,000	2,865,000	2,951,000	3,040,000	3,131,000
State-In-Lieu	928,822	841,922	733,499	735,000	757,000	780,000	803,000	827,000	852,000	878,000	904,000	931,000	959,000
Federal Assistance	7,370,304	2,200,000	2,200,000	4,700,000	4,900,000	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000	5,050,000
Federal CARES/APRA		7,450,000	24,417,717										
State Assistance	1,247,940	3,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000	5,350,000
Miscellaneous	351,302	320,000	374,003	391,200	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Sale of Assets				1,000,000	600,000	600,000	600,000	600,000	600,000				
Interest	2,548,001	1,200,000	2,572,008	2,235,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	2,700,000	2,500,000	2,500,000
Transfer from Sustainable Services Reserve								3,000,000	3,000,000	3,000,000	3,518,734	3,518,734	2,500,000
TOTAL NON-OPERATING REVENUE	69,720,440	71,920,425	93,512,034	75,637,680	79,247,000	82,582,000	85,924,000	92,432,000	96,113,000	99,376,000	103,648,734	107,703,734	111,150,000
TOTAL REVENUES	74,203,116	77,074,325	97,929,189	80,195,727	84,045,000	87,539,000	91,044,000	97,725,000	101,563,000	104,988,000	109,427,734	113,654,734	117,279,000

REQUIREMENTS

REQUIREMENTS	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Estimate	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast
OPERATING REQUIREMENTS													
Personnel Services	43,577,118	51,987,902	59,976,576	57,262,704	60,246,091	63,384,912	66,687,266	70,161,673	73,817,096	77,662,967	81,709,207	85,966,257	90,445,099
Materials & Services	11,808,355	16,778,662	15,455,319	17,526,378	18,192,380	18,883,691	19,601,271	20,346,119	21,119,272	21,921,804	22,754,833	23,619,516	24,517,058
Insurance & Risk Services	2,303,857	2,280,058	2,402,223	2,896,671	2,983,571	3,073,078	3,165,271	3,260,229	3,358,036	3,458,777	3,562,540	3,669,416	3,779,499
TOTAL OPERATING REQUIREMENTS	57,689,330	71,046,622	77,834,118	77,685,753	81,422,042	85,341,681	89,453,808	93,768,021	98,294,403	103,043,547	108,026,580	113,255,189	118,741,655
REQUIREMENTS													
TRANSFERS													
Transfers to Specialized Services	3,500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Transfer to Medicaid Fund	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750	327,750
Transfer to Point2point Fund	120,000	214,900	214,900	50,000									
Transfer to Sus Serv Reserve	238,919	300,000	12,376,786	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Transfer to Capital Projects Fund	4,016,578	6,675,635	6,675,635	5,628,000	7,571,000	2,941,000	3,178,000	2,464,000	1,808,000	1,594,000	1,395,000	1,255,000	1,277,000
TOTAL TRANSFERS	8,203,247	8,018,285	20,095,071	6,805,750	8,698,750	4,068,750	4,305,750	3,591,750	2,935,750	2,721,750	2,522,750	2,382,750	2,404,750
TOTAL REQUIREMENTS	\$65,892,577	\$79,064,907	\$97,929,189	\$84,491,503	\$90,120,792	\$89,410,431	\$93,759,558	\$97,359,771	\$101,230,153	\$105,765,297	\$110,549,330	\$115,637,939	\$121,146,405
TOTAL REVENUE - TOTAL REQUIREMENTS	\$ 8,310,539	\$ (1,990,582)	\$ -	\$ (4,295,776)	\$ (6,075,792)	\$ (1,871,431)	\$ (2,715,558)	\$ 365,229	\$ 332,847	\$ (777,297)	\$ (1,121,596)	\$ (1,983,205)	\$ (3,867,405)
LRFP FORECASTED SERVICE (VRH)	223,169	236,191	236,191	262,306	276,854	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400

RESERVES

RESOURCES	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Estimated	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2035-36 Forecast
Gen Fund Beginning Working Capital	35,441,005	43,751,544	43,751,544	43,751,544	39,455,768	33,379,976	31,508,544	28,792,987	29,158,216	29,491,062	28,713,765	27,592,169	25,608,964
Gen Fund Ending Working Capital	43,751,544	24,907,356	43,751,544	39,455,768	33,379,976	31,508,544	28,792,987	29,158,216	29,491,062	28,713,765	27,592,169	25,608,964	21,741,558
Less: Unappropriated Ending Fund Balance (2 months)	(9,614,888)	(11,841,104)	(11,305,686)	(12,947,626)	(13,570,340)	(14,223,614)	(14,908,968)	(15,628,003)	(16,382,401)	(17,173,925)	(18,004,430)	(18,875,865)	(19,790,276)
General Fund Unrestricted Ending Working Capital	34,136,656	13,066,251	32,445,857	26,508,142	19,809,634	17,284,931	13,884,018	13,530,211	13,108,662	11,639,839	9,587,738	6,733,099	1,951,281
SUSTAINABLE SERVICES RESERVE	FY2023-24 Budget	FY2024-25 Budget	FY2024-25 Estimated	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2035-36 Forecast
Beginning Balance 7/01/202x	10,516,940	11,285,767	11,285,767	26,270,495	27,686,991	29,077,052	30,484,532	31,948,311	30,470,641	29,053,864	27,580,416	25,529,296	23,416,881
Interest Earned	529,908	200,000	567,011	1,116,496	1,090,061	1,107,480	1,163,779	1,222,330	1,283,223	1,226,552	1,167,614	1,106,319	1,141,822
Transfers In/Out	238,919	300,000	14,417,717	300,000	300,000	300,000	300,000	(2,700,000)	(2,700,000)	(2,700,000)	(3,218,734)	(3,218,734)	(2,200,000)
Ending Balance 6/30/202x	11,285,767	11,785,767	26,270,495	27,686,991	29,077,052	30,484,532	31,948,311	30,470,641	29,053,864	27,580,416	25,529,296	23,416,881	22,358,703



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Pamela Strutz, Director of Finance
and Julie Lindsey, Chief Financial Officer

AIS Title: Proposed Fiscal Year 2025-2026
Budget

Action: Committee Approval

Agenda Item Summary:

Purpose: To request that the Budget Committee approve the proposed FY2025-2026 Budget and refer it to the LTD Board of Directors for adoption.

Description: The annual budget reflects the authorized amount that the District can spend during the specific 12-month period that begins every July 1 and ends June 30. The annual budget is guided by our vision to create a more connected, sustainable and equitable community and, as a result, reflects all five of our strategic areas of focus.

In accordance with ORS 294.408, the Board of Directors must adopt a budget for each of its six (6) funds by the close of the current fiscal year. For LTD, the fiscal year ends on June 30, 2025. Oregon Budget Law (ORS 294.321) is also designed to encourage citizen involvement in the budget process. The District achieves this by: 1) vetting the Budget through a Budget Committee comprised of all 7 Board members and an equal number of appointed citizen members, 2) holding public hearings and 3) accepting written public comments.

Three requirements must be met before the LTD Board can adopt the budget: 1) Posting for public comment (ORS 294.401), 2) Approval by the Budget Committee as presented or amended (ORS 294.424), and 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453).

Background: The proposed FY2025-2026 Budget was posted for public comment on Tuesday, April 15, 2025.

The Budget Officer has prepared the proposed FY2025-2026 Budget and associated explanatory documents in accordance with ORS 294.473.

ORS 294.414 requires that the Budget Committee hold one or more meetings for the purpose of:

- Receiving the FY2025-2026 budget message and the proposed FY2025-2026 Budget, and
- Providing members of the public with an opportunity to ask questions about and comment on the budget.

ORS 294.428 requires that the Budget Committee approve the proposed FY2025-2026 Budget as submitted by the Budget Officer or amended by the Budget Committee.

Approval by the Budget Committee: Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of the LTD Board



Lane Transit District Agenda Item Summary (AIS)

of Directors and an equal number of appointed electors to receive, consider and approve the proposed budget as presented or amended by the Budget Officer.

Considerations: Staff recommends that the Budget Committee approve the proposed FY2025-2026 Budget as presented. Proposed Budget details are posted on the LTD website at www.LTD.org.

Alternatives:

- The Budget Committee may hold additional public hearings and/or additional Budget Committee meetings and/or postpone approval of the proposed FY2025-2026 Budget to an alternate date.
- The Budget Committee may amend and approve the proposed FY2025-2026 Budget as amended.

Next Steps:

Following the Budget Committee's approval, the LTD Board of Directors will hold a public hearing May 21, 2025 per ORS 294.453. The proposed FY2025-2026 Budget will then be taken to the Board for adoption at its June 18, 2025, regular Board meeting.

Attachments: Proposed FY2025-2026 Budget

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

Proposed Motion: I move to forward the proposed Fiscal Year 2025-2026 Budget as presented [amended] to the Board of Directors with a recommendation for approval.



Lane Transit District

Proposed Budget

FY 2025 – 2026



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Budget Message

The public transportation industry continues to face a myriad of challenges. This ranges from the changing priorities of a new federal administration, to funding shortages and workforce gaps. However, Lane Transit District has a strong financial base. Though not immune to the aforementioned challenges, LTD's fiscal year 2025-2026 budget is the result of careful financial planning over the last 10 years. This budget contains the expansion of State Transportation Improvement Fund (STIF) projects, as well as investment in LTD's capital projects. Finally, LTD's deep financial reserve is managed in order to support the District far into the future.

Operating Budget

A small increase in fare revenue of 1.2% is anticipated over the current year due to a projection that ridership will remain flat. Revenue hours and revenue miles will increase, so this number is conservative. Factors driving the stagnant ridership include the continued popularity of the remote workforce, safety concerns about LTD's system, and competition from third parties.

In FY18-19, fares generated \$4.5 million, or 9.8% of LTD's general fund operating requirements. For FY25-26, fares are projected at \$4.4 million, or 5.7% of LTD's general fund operating requirements. Fares are approaching pre-pandemic levels, but LTD's costs have increased. This means fares are a steadily declining portion of LTD's support. Fare validators are being installed on LTD's EmX fleet, which should lead to an increase in fare collection for the majority of next year.

Payroll-type taxes are the single greatest source of revenue for LTD's General Fund. In FY25-26, payroll taxes are budgeted to increase 6% from last year's adopted budget. Finance Department staff were conservatively cautious in budgeting for these taxes in the three years post-pandemic because of the predicted impacts now becoming reality. LTD is returning to a wage-based economic forecasting model for payroll tax growth. The FY25-26 budget for payroll taxes aligns with both LTD's historical increases and forecasts from the Oregon State Office of Economic Forecasting for wage and employment in the Lane County area.

Federal and state assistance includes funding for operations costs. It is specifically targeted to cover increased Personnel costs associated with hiring and retaining bus operators, mechanics, and public safety officers, as well as the impact on staffing levels from Oregon Paid Leave. While LTD has used federal dollars to fund operations in the past, the amount has more than doubled from \$2.2 million (FY24 and FY25) to \$4.7 million. The use of STIF-Formula funds was new in FY24-25, and is included in the upcoming STIF budget for the next biennium. This money is used for activities that increase services like recruitment and training.

The top challenge in this budget is keeping pace with cost increases. LTD has an Operations hiring goal again this year. Open positions as of March 2025 included sixteen bus operators, nine public safety officers and five journeyman mechanics. Three operator supervisors are also budgeted for. Bargaining unit agreements have been completed with IT, Public Safety, and Facilities this year. The Operations unit contract continues through June 30, 2026. Wage scale increases for each contract varies, and are within the range of 2.5-5%.

On the Administrative side, a 3% Cost-of-Living Adjustment (COLA) and up to 3% in performance adjustments are budgeted. A recently completed market rate and benefits survey may result in additional adjustments.

For benefits, all rates remained stable except for Medical insurance, where there is an estimated 7% increase. This is the maximum set in the bargaining agreement. There is an increase in the discretionary retirement plan defined contribution rate from a rate based on years of service to a flat 10% for all participants. Market research demonstrated LTD's current scale of 4.5% to 9% over 1 to 15 years of service was out of alignment with other similar benefit plans in the area. This change will cost approximately \$421,000 in FY25-26. This change is proposed in the budget and has not been adopted by LTD's Board of Directors yet.

Materials and Service costs increased 4% over FY24-25. Actual spending in FY23-24 was below budget, and the same is predicted for this year. Two years ago, the budget was increased substantially to account for the impact of high inflation and supply chain issues – this should be enough to provide a cushion for possible tariff increases. LTD has worked to consolidate technology and office supply purchases in order to better track those materials.

LTD has made some progress on mitigating the steep increases in property and liability insurance premiums by participating in the [Special Districts of Oregon \(SDAO\) Best Practices program](#). LTD gets up to 10% off of our insurance renewal by completing specific trainings and tasks. The savings from this program in 2025 was \$56,380.

The other large cost increase is LTD's Paid Leave Oregon (PLO) contract costs. A benefits company is paid to manage and pay out LTD's PLO benefits. In the first year of the contract, the cost was about \$300,000. Expected cost for FY24-25 is \$517,210, and \$672,000 is budgeted for next year.

Federal rescue and relief funding provided a lifeline that helped address revenue-to-expenditure gaps. As of FY24-25 year-end, LTD will have drawn down all of the funds from pandemic-era legislation. LTD has adjusted its use of STIF to better align with increased costs for ADA metro and rural services. This will help offset the end of federal funds by reducing the transfer from General Fund to the ADA services and should provide ADA operations support in the future.

Conclusion

While we recognize the challenges facing public transit, LTD looks forward to forging a new financial future the region's mobility manager that continues to connect the community safely, reliably, and sustainably.

The proposed FY25-26 budget is a foundation to LTD's vision of creating a service that speaks to our Core Values of respect, integrity, innovation, equity, safety, and collaboration. We are grateful to LTD's Board of Directors, the Budget Committee, and District staff for their continued commitment to public service. LTD is a trailblazer in public transit and this is due to the Board's strong leadership, as well as LTD's advisory bodies, partners, taxpayers, and riders.

Sincerely,

Pamela Strutz, Director of Finance

Julie Lindsey, Chief Financial Officer

Annual Budget Calendar

August

- Previous year's performance analysis begins.
- Preparation of materials for independent audit begins.
- Budget calendar for coming fiscal year prepared.

September/October

- Previous year's performance analysis completed. Materials for independent audit prepared.
- Independent audit of previous fiscal year's financial activity begins. New federal fiscal year begins.
- Fiscal year service, fare, and structural change discussions.

November

- Annual Report prepared for previous fiscal year.

December

- Budget forms are prepped for new budget and new year is opened in ERP and initial budget projection scenario is created.

January/February

- Department heads review YTD financial results and prepare SWOT analysis.
- Current fiscal year mid-year revenue and expenditure projections begin. New fiscal year revenue and expenditure projections begin.
- Annual Report with report of independent auditor presented to Board of Directors. Key issues from auditor's report reviewed with Board.
- Department heads meet with Chiefs to go over SWOT.

March/April

- Mid-year revenue and expenditure projections completed.
- Public notice of budget committee meeting published, proposed new fiscal year budget completed and released for public comment.

May/June

- Budget Committee meets to discuss the Proposed Budget and make changes.
- Budget Committee approves Budget and sends to the Board for adoption.
- Financial Summary and notice of Budget Hearing published.
- Public hearing at Board of Directors meeting.
- Board adopts Budget for the new fiscal year that begins July 1.
- New fiscal year's Adopted Budget filed with the State.

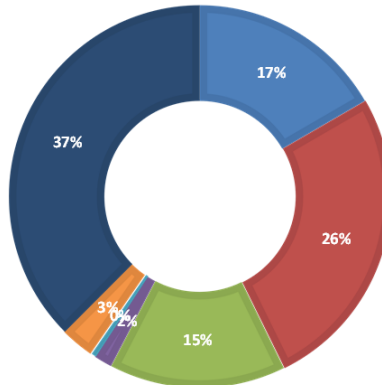
July

- Preliminary year-end financial report for year ended June 30 to the Board of Directors.

Budget Highlights

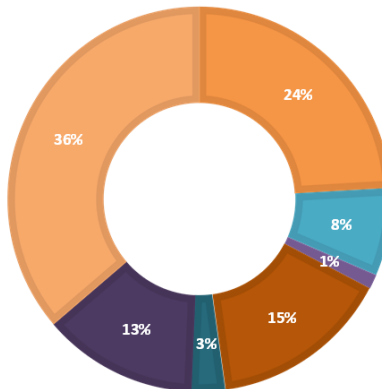
TOTAL REVENUE: \$237.8 MILLION

Operating Revenue: \$39,622,547	Payroll-Type Tax Revenue: \$61,961,480
Grant Revenue: \$35,518,156	Other Revenue: \$3,724,943
Proceeds from Sale of Assets: 1,000,000	Transfers: \$6,805,750
Working Capital Resources/Reserves: \$89,194,765	



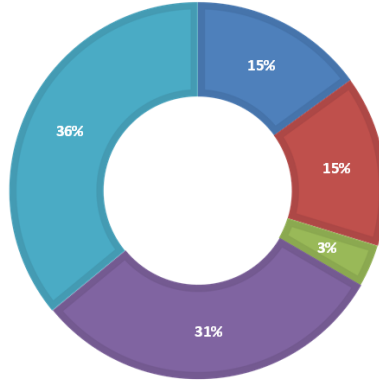
TOTAL EXPENDITURES: \$237.8 MILLION

Personnel Services: \$57,262,704	Materials & Services: \$17,526,378
Insurance & Risk Services: \$2,896,671	Non-Fixed Route Services: \$35,992,250
Transfers: \$6,805,750	Capital Fund Investments: \$31,096,336
Reserves & Restricted Funds: \$86,247,552	



TOTAL RESERVES & RESTRICTED FUNDS: \$86.2 MILLION

- Cash Flow Operating Reserve: \$12,947,625
- Sustainable Services Reserve: \$ 12,684,510
- Capital Restricted by Source: \$3,150,528
- Unrestricted Working Capital: \$26,457,962
- Capital Restricted for Grant Match: \$31,006,926



Budget Committee Members

LTD's Budget Committee is comprised of fourteen members: seven Board members and seven appointed members who live within the LTD service area. All members of the Committee have equal authority.

Each Board member may appoint one member to the Committee so long as the member resides within LTD's service area, regardless of whether the member resides within that Board member's sub-district. Board members serve on the Budget Committee throughout the duration of their four-year staggered terms. Appointed Committee members may be reappointed for additional terms at the discretion of the LTD Board of Directors.

Board Members:

- District 1 – Gino Grimaldi – Term Expiration 12/31/2025
- District 2 – Michelle Webber – Term Expiration 12/31/2028
- District 3 – Heather Murphy – Term Expiration 12/31/2026
- District 4 – Kelly Sutherland – Term Expiration 12/31/2026
- District 5 – Pete Knox – Term Expiration 12/31/2025
- District 6 – Lawrence Green – Term Expiration 12/31/2026
- District 7 – Susan Cox – Term Expiration 12/31/2028

Budget Committee Members:

- District 1 – Steven Wheeler – Term Expiration 12/31/2028
- District 2 – Carl Yeh – Term Expiration 12/31/2025
- District 3 – Charles Conrad – Term Expiration 12/21/2028
- District 4 – Darwin Fowler – Term Expiration 12/31/2025
- District 5 – Gary Wildish – Term Expiration 12/31/2028
- District 6 – Jason Williams – Term Expiration 12/31/2028
- District 7 – Linda Lynch – Term Expiration 12/31/2026

Proposed Budget

Budget Summary

District Wide Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percent Change
Operating Revenues	\$20,257,664	\$22,585,572	\$37,684,114	\$39,622,547	\$1,938,433	5%
Cash Fares & Passes	2,472,344	2,321,033	2,839,500	2,467,065	(\$372,435)	-13%
Group Passes	1,889,271	2,019,126	2,137,000	1,959,760	(\$177,240)	-8%
Advertising	0	0	50,000	0	(\$50,000)	-100%
Special Services	31,300	142,517	127,400	131,222	\$3,822	3%
AS, P2P & MC	15,864,749	18,102,896	32,530,214	35,064,500	\$2,534,286	8%
Nonoperating Revenues	\$92,621,956	\$87,916,611	\$102,085,410	\$102,204,579	\$119,169	0%
Payroll Taxes	49,019,822	54,857,787	53,873,247	58,826,480	\$4,953,233	9%
Self-employment Taxes	2,434,645	2,416,284	2,685,256	2,400,000	(\$285,256)	-11%
State-in-Lieu	521,887	928,822	841,922	735,000	(\$106,922)	-13%
Federal Assistance	32,886,276	18,984,126	36,636,987	24,333,485	(\$12,303,502)	-34%
State Assistance	5,786,446	6,763,346	6,327,998	11,184,671	\$4,856,673	77%
Local Assistance	0	0	0	0	\$0	0%
Miscellaneous	367,444	319,502	320,000	391,200	\$71,200	22%
Interest	1,605,436	3,646,744	1,400,000	3,333,743	\$1,933,743	138%
Proceeds from sale of asset	0	0	0	1,000,000	1,000,000	100%
Total Revenues	\$112,879,620	\$110,502,183	\$139,769,524	\$141,827,126	\$2,057,602	1%
Working Capital Resources/Reserves	\$81,636,344	\$89,194,765	\$71,687,321	\$89,194,765	\$17,507,444	24%
General Fund	35,424,296	43,751,544	24,907,356	43,751,544	\$18,844,188	76%
Mobility Services Fund	2,649,255	2,649,255	2,464,216	2,649,255	\$185,039	8%
Medicaid Fund	196,697	196,697	508,064	196,697	(\$311,367)	-61%
Point2point Fund	304,576	304,576	297,289	304,576	\$7,287	2%
Capital Fund	31,006,926	31,006,926	32,993,456	31,006,926	(\$1,986,530)	-6%
Sustainable Services Reserve Fund	12,054,594	11,285,767	10,516,940	11,285,767	\$768,827	7%
Interfund Transfers	\$22,980,990	\$8,203,247	\$8,018,285	\$6,805,750	(\$1,212,535)	-15%
Total Resources with Beginning Working Capital	\$217,496,954	\$207,900,195	219,475,130	237,827,641	\$18,352,511	8%

District Wide Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percent Change
Operating Requirements	\$73,198,513	\$79,932,635	\$104,619,486	\$113,678,003	\$9,058,517	9%
Personnel Services	40,112,529	43,577,118	51,987,902	57,262,704	\$5,274,802	10%
Materials & Services	11,880,870	11,808,355	16,778,662	17,526,378	\$747,716	4%
Insurance & Risk Services	1,380,383	2,303,857	2,280,058	2,896,671	\$616,613	27%
Mobility Services	6,556,602	7,750,873	14,893,989	16,318,716	\$1,424,727	10%
Medicaid	12,978,739	14,043,963	17,979,000	19,410,269	\$1,431,269	8%
P2P	289,390	448,469	699,875	263,265	(\$436,610)	-62%
Capital Fund Investments	\$23,249,761	\$40,768,294	\$36,640,620	\$31,096,336	(\$5,544,284)	-15%
Transfers	\$22,980,990	\$8,203,247	\$8,018,285	\$6,805,750	(\$1,212,535)	-15%
Transfer to Specialized Services Fund	2,900,000	3,500,000	500,000	500,000	\$0	0%
Transfer to Medicaid Fund	327,750	327,750	327,750	327,750	\$0	0%
Transfer to Point2point Fund	280,655	120,000	214,900	50,000	(\$164,900)	-77%
Transfer to the Sustainable Services Reserve Fund	10,348,740	238,919	300,000	300,000	\$0	0%
Transfer to Capital Projects Fund	9,123,845	4,016,578	6,675,635	5,628,000	(\$1,047,635)	-16%
Reserves & Restricted Funds	\$80,098,690	\$89,194,765	\$70,196,739	\$86,247,552	\$16,050,813	23%
Cash Flow Operating reserve	8,895,630	9,614,888	11,841,104	12,947,626	\$1,106,522	9%
Sustainable Services Reserve	10,516,940	11,285,767	10,516,940	12,684,510	\$2,167,570	21%
Unrestricted working capital	26,528,666	34,136,656	11,575,670	26,457,962	\$14,882,292	129%
Capital restricted for by source	2,845,952	3,150,528	2,972,280	3,150,528	\$178,248	6%
Capital restricted for grant match	31,311,502	31,006,926	33,290,745	31,006,926	(\$2,283,819)	-7%
Total Requirements	\$199,527,954	\$207,900,195	219,475,130	237,827,641	\$18,352,511	8%

General Fund

Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Revenues	\$4,392,915	\$4,482,676	\$5,153,900	\$4,558,047	(\$595,853)	-12%
Cash Fares & Passes	2,472,344	2,321,033	2,839,500	2,467,065	(372,435)	-13%
Group Passes	1,889,271	2,019,126	2,137,000	1,959,760	(177,240)	-8%
Advertising		0	50,000	0	(50,000)	-100%
Event Services	31,300	142,517	127,400	131,222	3,822	3%
Nonoperating Revenues	\$69,761,203	\$69,720,440	\$71,920,425	\$75,637,680	\$3,717,255	5%
Payroll Taxes	49,019,822	54,857,787	53,873,247	58,826,480	4,953,233	9%
Self-employment Taxes	2,434,645	2,416,284	2,685,256	2,400,000	(285,256)	-11%
State-in-Lieu	521,887	928,822	841,922	735,000	(106,922)	-13%
Federal Assistance	14,811,345	7,370,304	9,650,000	4,700,000	(4,950,000)	-51%
State Assistance	1,168,824	1,247,940	3,350,000	5,350,000	2,000,000	60%
Miscellaneous	399,244	351,302	320,000	391,200	71,200	22%
Interest	1,405,436	2,548,001	1,200,000	2,235,000	1,035,000	86%
Proceeds from sale of asset	0	0	0	1,000,000	1,000,000	100%
Total Revenues	\$74,154,118	\$74,203,116	\$77,074,325	\$80,195,727	\$3,121,402	4%
Other Resources						
Working capital from prior years			13,831,686	17,243,402	3,411,716	25%
Total Resources	\$74,154,118	\$74,203,116	\$90,906,011	\$97,439,129	\$6,533,118	7.2%

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Expenses	\$53,373,782	\$57,689,330	\$71,046,622	\$77,685,753	\$6,639,131	9%
Personnel Services	40,112,529	43,577,118	51,987,902	57,262,704	5,274,802	10%
Materials & Services	11,880,870	11,808,355	16,778,662	17,526,378	747,716	4%
Insurance & Risk Services	1,380,383	2,303,857	2,280,058	2,896,671	616,613	27%
Operating Contingency	0	0	0	0	0	0%
Transfers	\$22,980,990	\$8,203,247	\$8,018,285	\$6,805,750	(\$1,212,535)	-15%
Transfer to Special Services Fund	2,900,000	3,500,000	500,000	500,000	0	0%
Transfer to Medicaid Fund	327,750	327,750	327,750	327,750	0	0%
Transfer to Point2point Fund	280,655	120,000	214,900	50,000	(164,900)	-77%
Transfer to Sustainable Services Reserve	10,348,740	238,919	300,000	300,000	0	0%
Transfer to Capital Projects Fund	9,123,845	4,016,578	6,675,635	5,628,000	(1,047,635)	-16%
Total Expense and Transfers	\$76,354,772	\$65,892,577	\$79,064,907	\$84,491,503	\$5,426,596	7%
Reserves						
Cash Flow Reserve (historically 2 months of operating)			11,841,104	12,947,626	1,106,522	9%
Total Requirements	\$76,354,772	\$65,892,577	\$90,906,011	\$97,439,129	\$6,533,118	7.2%

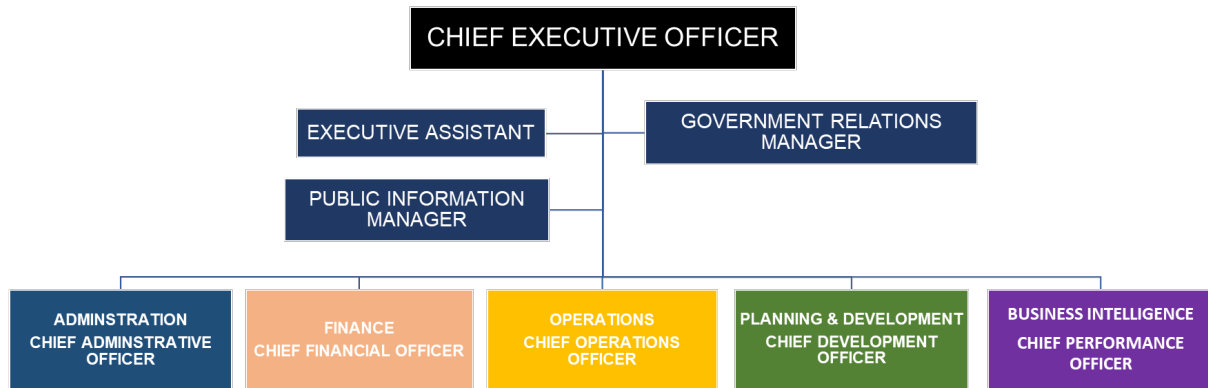
Organization Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	40,115,064	43,583,918	51,927,902	57,262,704	5,334,802	10%
Materials & Services	11,877,770	11,801,556	16,838,662	17,526,378	687,716	4%
Insurance & Risk	1,380,383	2,303,857	2,280,058	2,896,671	616,613	27%
Total Requirements	\$53,373,217	\$57,689,331	\$71,046,622	\$77,685,753	\$6,639,131	9%

Personnel Profile	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Executive Office				
Executive Office	9.25	10	0.75	8.11%
Chief Administration Officer (CAO)				
Marketing	7.75	10	2.25	29.03%
Human Resources & Risk Management	9	4	-5	-55.56%
Compliance	3	6	3	100.00%
Chief Financial Officer (CFO)				
Finance	7	8	1	14.29%
Grant Analyst	1	1	0	0.00%
Materials Management	6	6	0	0.00%
Procurement	4	3	-1	-25.00%
Chief Performance Officer (CPO)				
Business Intelligence	2	3	1	50.00%
Information Technology & Intelligent Transportation Systems (ITS)	10.75	11	0.25	2.33%
Intelligent Transportation Systems	2	3	1	50.00%
Chief Operations Officer (COO)				
Mobility Services	5	6.5	1.5	30.00%
Customer Services	7	9	2	28.57%
Transit Operations	236	241	5	2.12%
Public Safety	27	27	0	0.00%
Fleet Management	47	49	2	4.26%
Chief Development Officer (CDO)				
Service Planning	6	6	0	0.00%
Facilities	12	14	2	16.67%

Executive Office Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	1,109,605	1,804,115	2,064,132	2,253,794	189,662	9.19%
Materials & Services	387,935	424,666	511,835	805,194	293,359	57.32%
Total Requirements	\$1,497,540	\$2,228,781	\$2,575,967	\$3,058,988	\$483,021	18.75%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY24 Budget	Percentage Change
Executive Office	9.25	10	0.75	8.11%

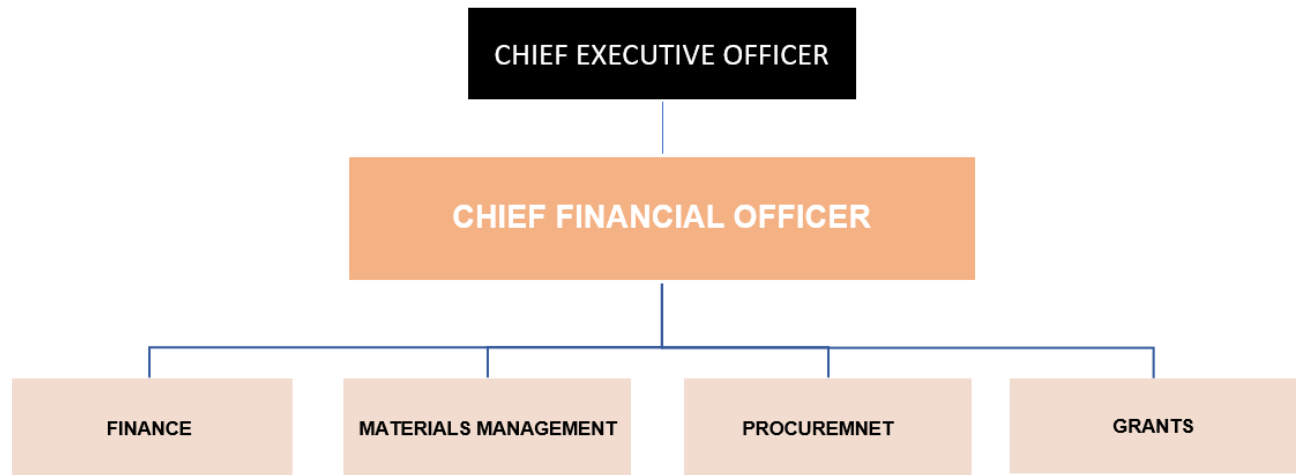
Administration Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	2,034,647	2,084,662	5,787,903	7,013,263	1,225,360	21%
Materials & Services	1,087,967	1,492,079	1,986,462	1,759,152	(227,310)	-11%
Insurance & Risk Services	1,380,383	2,303,858	2,280,058	2,896,671	616,613	27%
Total Requirements	\$4,502,997	\$5,880,599	\$10,054,423	\$11,669,086	\$1,614,663	16%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY25 Budget	Percentage Change
Marketing	7.75	10	2.25	29.03%
Human Resources & Risk Management	9	4	-5	-55.56%
Compliance	3	6	3	100.00%

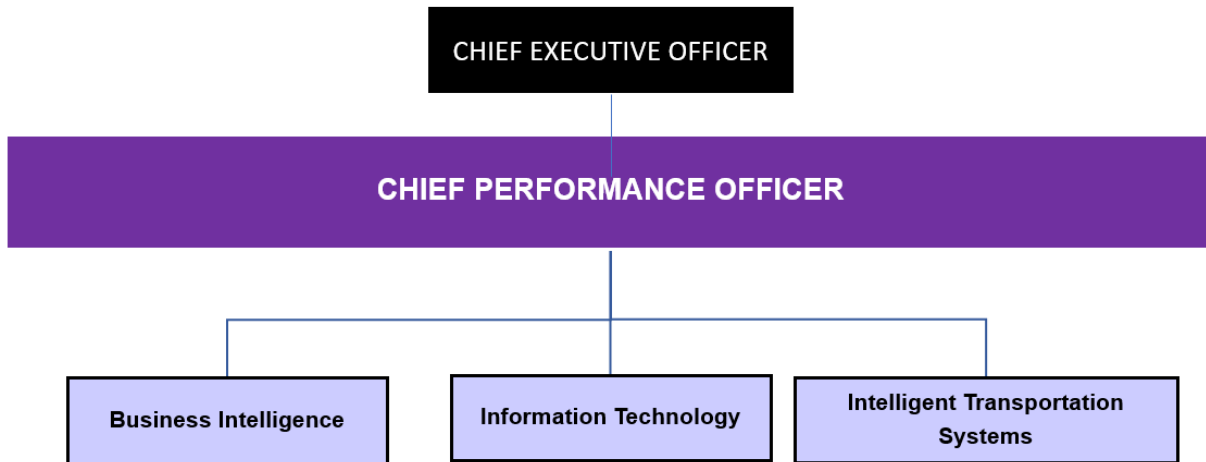
Finance Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	2,487,365	2,537,315	2,301,946	2,347,158	45,212	2%
Materials & Services	5,985,063	5,110,740	7,050,143	7,293,870	243,727	3%
Total Requirements	\$8,472,428	\$7,648,055	\$9,352,089	\$9,641,028	\$288,939	3%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY25 Budget	Percentage Change
Finance	7	8	1	14.29%
Grant Analyst	1	1	0	0.00%
Materials Management	6	6	0	0.00%
Procurement	4	3	-1	-25.00%

Business Intelligence Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	1,072,174	1,255,163	2,034,211	2,778,783	744,572	37%
Materials & Services	1,958,695	2,215,051	3,482,196	3,773,031	290,835	8%
Total Requirements	\$3,030,869	\$3,470,214	\$5,516,407	\$6,551,814	\$1,035,407	19%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY25 Budget	Percentage Change
Business Intelligence	2	3	1	50.00%
Information Technology	10.75	11	0.25	2.33%
Intelligent Transportation Systems	2	3	1	50.00%

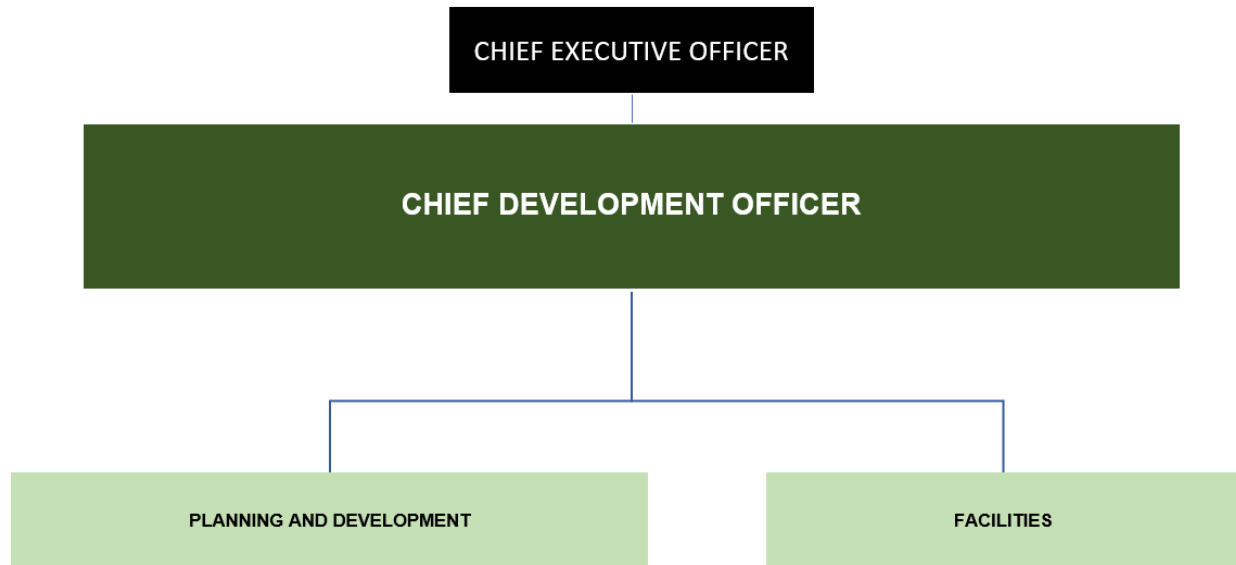
Operations Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	30,989,951	33,354,719	37,569,051	40,382,609	2,813,558	7%
Materials & Services	565,184	804,292	1,676,082	1,535,993	(140,089)	-8%
Total Requirements	\$31,555,135	\$34,159,011	\$39,245,133	\$41,918,602	\$2,673,469	7%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY25 Budget	Percentage Change
Mobility Services	5	6.5	1.5	30.00%
Customer Services	7	9	2	28.57%
Transit Operations	236	241	5	2.12%
Public Safety	27	27	0	0.00%
Fleet Management	47	49	2	4.26%

Planning and Development Summary



Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Personnel Services	2,421,322	2,547,944	2,170,659	2,487,097	316,438	15%
Materials & Services	1,892,926	1,754,728	2,131,944	2,359,138	227,194	11%
Total Requirements	\$4,314,248	\$4,302,672	\$4,302,603	\$4,846,235	\$543,632	13%

Personnel Profile	FY2024-25 Budget	FY2025-26 Budget	Change from FY25 Budget	Percentage Change
Service Planning	6	6	0	0.00%
Facilities Management	12	14	2	16.67%

Specialized Services Fund

Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Revenues	\$3,536,773	\$4,355,101	\$14,393,989	\$15,818,716	\$1,424,727	10%
Passenger Fares	306,550	326,692	330,000	330,000	0	0%
Federal Assistance	1,015,088	2,062,021	3,439,336	3,307,853	(131,483)	-4%
State Assistance	2,160,782	1,909,639	10,539,177	12,095,387	1,556,210	15%
Local Assistance	54,303	56,749	85,476	85,476	0	0%
Miscellaneous	50	0	0	0	0	
Other Sources	\$2,900,000	\$3,500,000	\$500,000	\$500,000	\$0	0%
Transfer from General Fund *	2,900,000	3,500,000	500,000	500,000	0	0%
Total Revenues	\$6,436,773	\$7,855,101	\$14,893,989	\$16,318,716	\$1,424,727	10%

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Eugene-Springfield Services	\$4,568,644	\$6,305,631	\$11,735,350	\$10,198,647	(\$1,536,703)	-13%
ADA RideSource	3,734,877	4,141,330	8,112,100	6,895,600	(1,216,500)	-15%
Transit Training and Hosts	61,428	66,786	175,000	204,797	29,797	17%
Mental Health Transportation	112,984	116,606	175,000	175,000	0	0%
Preschool Transportation	0	0	0	0	0	
DD53 Transportation	659,355	1,980,909	3,273,250	2,923,250	(350,000)	-11%
Rural Lane County Services	\$675,173	\$658,310	\$1,090,600	\$1,147,602	\$57,002	5%
South Lane Services	191,759	179,529	380,620	44,000	(336,620)	-88%
Oakridge Diamond Express	285,119	280,537	297,900	464,000	166,100	56%
Florence Rhody Express	191,980	194,101	261,530	512,376	250,846	96%
Florence/Yachats	0	0	0	0	0	
Volunteer Coordination	6,315	4,143	150,550	127,226	(23,324)	-15%
Other Services	\$83,057	\$93,069	\$488,939	\$374,600	(\$114,339)	-23%
Mobility Management	76,326	83,870	363,339	324,000	(39,339)	-11%
Crucial Connections	4,785	8,761	25,300	25,300	0	0%
Veterans Transportation	1,946	438	100,300	25,300	(75,000)	-75%
Pilots, Expansions, Administration	\$1,229,728	\$693,863	\$1,579,100	\$4,597,867	\$3,018,767	191%
BikeShare Enhancement	490,000	0	0			
Cottage Grove MOD	264,596	357,263	305,000	630,000	325,000	107%
Enhance Lane-Douglas Connector						
Florence/Eugene Connector	60,000	63,721	165,200	106,350	(58,850)	-36%
Florence/Yachats Connector	30,642	19,856	88,900	53,360	(35,540)	-40%
Oakridge Diamond Express Expansion	43,717	99,681	150,000	0	(150,000)	-100%
Rhody Express Expansion	0	18,663	220,000	0	(220,000)	-100%
STIF Pilot EmGo	18,300	713				
Mobility Mgmt Tech & Ops	111,615					
STIF Transit Demand Plan		0	0		0	
STIF Grant Administration	73,776	130,422	200,000	400,000	200,000	100%
RideSource Shopper Expansion	0	0	450,000	0	(450,000)	-100%
Mobile Trip Planning	137,082	3,544				
Cottage Grove Discretionary	0	0	0		0	
CG & Creswell ADA Paratransit Expansion	0		0		0	
Community Outcome Initiative Pilot				125,000	125,000	100%
Rural Services Pilot Match				450,000	450,000	100%
Eugene Safe Streets & Roads for All Match				80,000	80,000	100%
Fare Management Match				250,000	250,000	100%
Downtown & Riverfront Circulator Match				587,501	587,501	100%
Sustainable Service Reserve				231,268	231,268	100%
LinkLane Low Income & Student Fares				4,000	4,000	100%
Projects Contingency				1,680,388	1,680,388	100%
Total Requirements	\$6,556,602	\$7,750,873	\$14,893,989	\$16,318,716	\$1,424,727	10%

Medicaid Fund

Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Revenues	\$12,162,620	\$13,399,715	\$17,651,250	\$19,082,519	\$1,431,269	8%
Medicaid Medical Services	7,908,085	8,492,796	11,190,000	12,705,201	1,515,201	14%
Medicaid Brokerage Administration	4,254,535	4,363,891	5,179,000	5,375,000	196,000	4%
Medicaid Waivered Transportation	0	543,028	1,282,250	1,002,318	(279,932)	-22%
Other Sources	\$327,750	\$327,750	\$327,750	\$327,750	\$0	0%
Transfer from General Fund *	327,750	327,750	327,750	327,750	0	0%
Total Revenues	\$12,490,370	\$13,727,465	\$17,979,000	\$19,410,269	\$1,431,269	8%

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements	\$12,232,763	12,920,441	16,301,250	18,022,866	1,721,616	11%
Medicaid Medical Services						
Services	9,255,401	10,023,274	11,190,000	12,850,000	1,660,000	15%
Mobility Management	134,363	158,764	185,000	188,100	3,100	2%
Program Administration	2,842,999	2,738,403	4,926,250	4,984,766	58,516	1%
Medicaid Waivered Transportation	\$745,976	\$1,123,522	\$1,677,750	\$1,387,403	(290,347)	-17%
Services	731,146	932,913	946,000	1,000,000	54,000	6%
Mobility Management	6,704	7,706	21,750	15,000	(6,750)	-31%
Program Administration	8,126	7,559	380,000	22,403	(357,597)	-94%
Grant Program Match Requirements	0	175,344	330,000	350,000	20,000	6%
Total Requirements	\$12,978,739	\$14,043,963	\$17,979,000	\$19,410,269	\$1,431,269	8%

Point2Point Fund

Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Revenues	\$165,356	\$348,080	\$484,975	\$163,265	(\$321,710)	-66%
Federal Assistance	165,356	335,756	484,975	163,265	(321,710)	-66%
State Assistance	0	0	0	0	0	0%
Local Assistance	0	12,324	0	0	0	0%
Other Sources	\$280,655	\$120,000	\$214,900	\$50,000	(\$164,900)	-77%
Transfer from General Fund for operations *	280,655	120,000	214,900	50,000	(164,900)	-77%
Total Revenues	\$446,011	\$468,080	\$699,875	\$213,265	(\$486,610)	-70%
Other Resources						
Working capital from prior years			0	50,000	50,000	100%
Total Resources	\$446,011	\$468,080	\$699,875	\$263,265	(\$436,610)	-62%

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Operating Requirements						
Point2point Administrative	77,290	13,542	50,000	11,183	(38,817)	-78%
Emergency Ride Home	0	11	0	0	0	0%
Vanpool	61,935	74,114	175,875	48,000	(127,875)	-73%
Projects						
SRTS Regional	85,399	76,963	225,000	142,973	(82,027)	-36%
SRTS Bike Ped Safety Program	0	27,739	55,000	11,109	(43,891)	-80%
SmartTrips	64,766	6,100	64,000	0	(64,000)	-100%
City of Eugene Bike Share program	0	250,000	130,000	0	(130,000)	-100%
City of Springfield Bike Share program	0	0	0	50,000	50,000	100%
Total Operating Requirements	\$289,390	\$448,469	\$699,875	\$263,265	(\$436,610)	-62%

Capital Projects Fund

Resources	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Grants	\$22,692,553	\$17,129,228	\$29,964,985	\$25,468,336	(\$4,496,649)	-15%
Federal Assistance	18,074,931	11,613,822	26,988,987	19,633,485	(7,355,502)	-27%
State Assistance	4,617,622	5,515,406	2,977,988	5,834,671	2,856,673	96%
Local Assistance	0	0	0	180	180	
Other Sources	\$9,123,845	\$4,016,578	\$6,675,635	\$5,628,000	(\$1,047,635)	-16%
Transfer from General Fund	9,123,845	4,016,578	6,675,635	5,628,000	(1,047,635)	-16%
Working Capital Resources	\$31,816,398	\$0	\$0	\$0	\$0	
Working Capital Resources utilized	0	0	0	0		
Total Resources with Beginning Working Capital	31,816,398	21,145,806	36,640,620	31,096,336	(\$5,544,284)	-15%

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Improvement Projects (IP)	\$1,977,960	\$6,816,845	\$16,215,549	\$10,023,026	(\$6,192,523)	-38%
Facilities						
Eugene Station Modernization	363,917	2,519,951	810,000	130,000	(680,000)	-84%
Fleet Crane and Fall Protection			825,000	972,000	147,000	18%
Florence Mobility Hub Planning				125,000	125,000	100%
Maintenance Building		161,811				
OCC/Training/Lounge	404,504	837,724	9,500,000	3,880,000	(5,620,000)	-59%
Passenger Boarding & System Facility Improvements	141,316	97,140	200,000	100,000	(100,000)	-50%
River Road Transit Disposal			25,000	70,000	45,000	180%
Frequent Transit Network						
Franklin Raise Project Grant Match				50,000	50,000	100%
Planning Studies	146,244	1,030,554	780,000	755,000	(25,000)	-3%
Transit-Shared Mobility Integration & Modernization				500,000	500,000	100%
Transit Corridors		8,906				
MovingAhead Design Refinement	384					
West Eugene EmX Extension	3,240					
Technology Infrastructure & Systems						
Fare Management System				250,000	250,000	100%
Novus Modules	203,506					
Regional Mobility Enabling Technologies			1,864,459	2,501,026	636,567	34%
Trip Planner/Mobile Wallet				600,000	600,000	100%
Website			650,000	90,000	(560,000)	-86%
Safety & Security						
FTN Safety and Amenity Improvements	714,849	1,929,338	1,561,090		(1,561,090)	-100%
System Security Improvements		231,421				

Requirements	FY2022-23 Actual	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
State of Good Repair (SGR)	\$20,720,620	\$16,315,492	\$20,425,071	\$21,073,310	\$648,239	3%
Facilities						
Eugene Station				580,000	580,000	100%
Fixed Route Infrastructure Rehabilitation				400,000	400,000	100%
Franklin & Gateway EmX Corridors				500,000	500,000	100%
Gateway & UO North Site Rehab				405,000	405,000	100%
Glenwood Admin Roof Replacement			1,500,000	850,000	(650,000)	-43%
Glenwood Mechanical & Electrical Rehab				275,000	275,000	100%
Glenwood Petroleum Fuel Sys. Improvements		612,115	100,000		(100,000)	-100%
Glenwood Site Rehabilitation				100,000	100,000	100%
Bus Wash Improvements	688,083	50,648	135,000		(135,000)	-100%
Passenger Boarding & System Facilities SGR		48,638	200,000	150,000	(50,000)	-25%
Transit facilities state of good repairs	463,795	538,085	285,000	650,000	365,000	128%
Fleet						
Ten Year Fixed Route Fleet Replacement	16,965,646	9,632,218	11,400,000	7,790,000	(3,610,000)	-32%
Ten Year Spec Svc Fleet Replacement	0	3,282,481	1,411,200	2,575,670	1,164,470	83%
Ten Year Non-Revenue Fleet Replacement	284,235	378,541	488,250	508,250	20,000	4%
Major bus components	0	234,650	548,429	407,375	(141,054)	-26%
Fleet Procurement Plan	105,659					
Technology Infrastructure & Systems						
ITS Video Systems Replacement (CAD/AVL)	1,412		210,000	3,600,000	3,390,000	1614%
Data Warehouse	35,812					
ERP	558,268		400,000	100,000	(300,000)	-75%
IT Hardware/Software Replacement	133,672	1,538,116	885,000	1,295,000	410,000	46%
Microsoft 365	8,900					
Mobile Gateways	1,483					
Operations Software/Midas Replacement	70,450		837,192	887,015	49,823	6%
Disaster recovery preparedness	183,766					
Safety & Security						
System security improvements	1,219,439		25,000		(25,000)	-100%
ITS Video Systems Replacement			2,000,000		(2,000,000)	-100%
Other Projects						
Contingency	551,181					
Total Capital Outlay	\$ 22,698,580	\$ 23,132,337	\$ 36,640,620	\$ 31,096,336	\$ (5,544,284)	-15%

Sustainable Services Reserve Fund

Resources	FY2022-23 Actuals	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Other Sources						
Interest	168,200	529,908	200,000	1,098,743	898,743	449%
Transfer from General Fund	10,348,740	238,919	300,000	300,000	0	0%
Total Resources	\$10,516,940	\$768,827	\$500,000	\$1,398,743	\$898,743	117%

Requirements	FY2022-23 Actuals	FY2023-24 Actual	FY2024-25 Adopted	FY2025-26 Proposed	Change from FY25 Budget	Percentage Change
Reserve Requirements						
Fixed Route Sustainable Service Reserve	10,516,940	768,827	500,000	1,398,743	898,743	180%
STIF Sustainable Service Reserve						
Total Requirements	10,516,940	768,827	500,000	1,398,743	\$898,743	117%