



Lane Transit District

Proposed Budget

FY 2025 – 2026



Table of Contents

BUDGET MESSAGE	3
OPERATING BUDGET.....	3
CONCLUSION	4
ANNUAL BUDGET CALENDAR.....	5
BUDGET HIGHLIGHTS	6
BUDGET COMMITTEE MEMBERS	8
PROPOSED BUDGET	9
BUDGET SUMMARY	9
GENERAL FUNDS.....	10
Organization Summary	11
Executive Office Summary	12
Administration Summary.....	13
Finance Summary	14
Business Intelligence Summary	15
Operations Summary	16
Planning and Development Summary	17
SPECIALIZED SERVICES FUND.....	17
MEDICAID FUND.....	18
POINT2POINT FUND.....	19
CAPITAL PROJECTS FUND	20
SUSTAINABLE SERVICES RESERVE FUND	21

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.

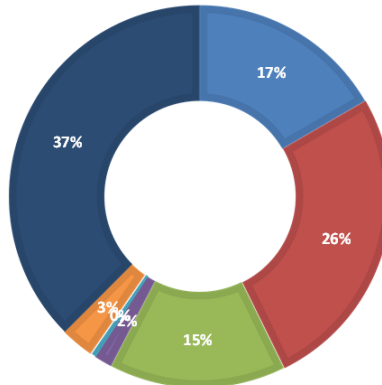
July

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

Budget Highlights

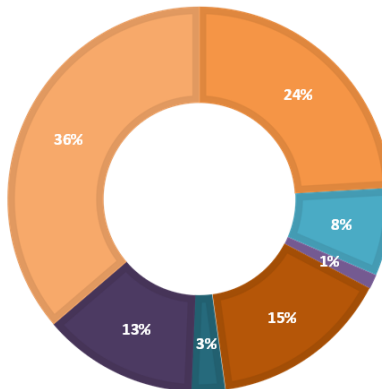
TOTAL REVENUE: \$237.8 MILLION

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	



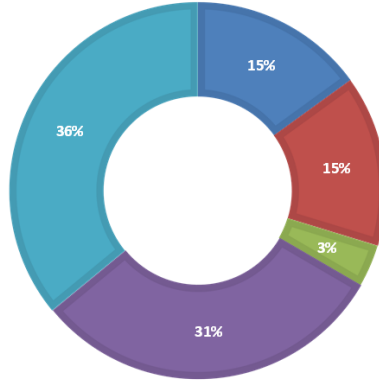
TOTAL EXPENDITURES: \$237.8 MILLION

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%

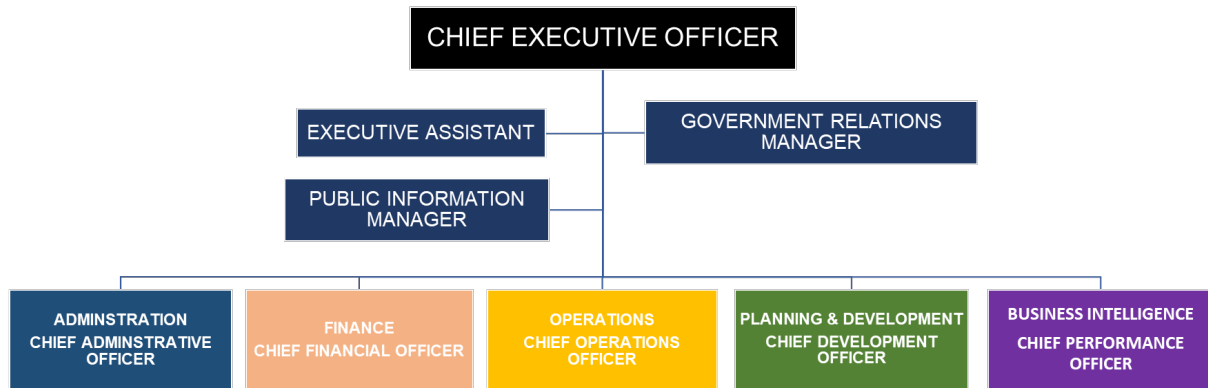
Organization Summary



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%

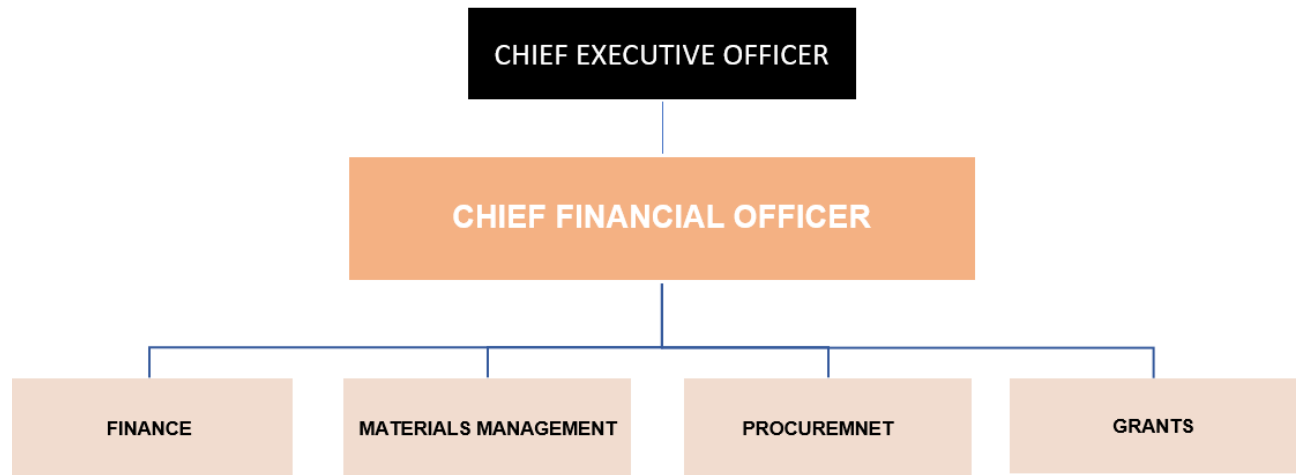
Administration Summary



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%

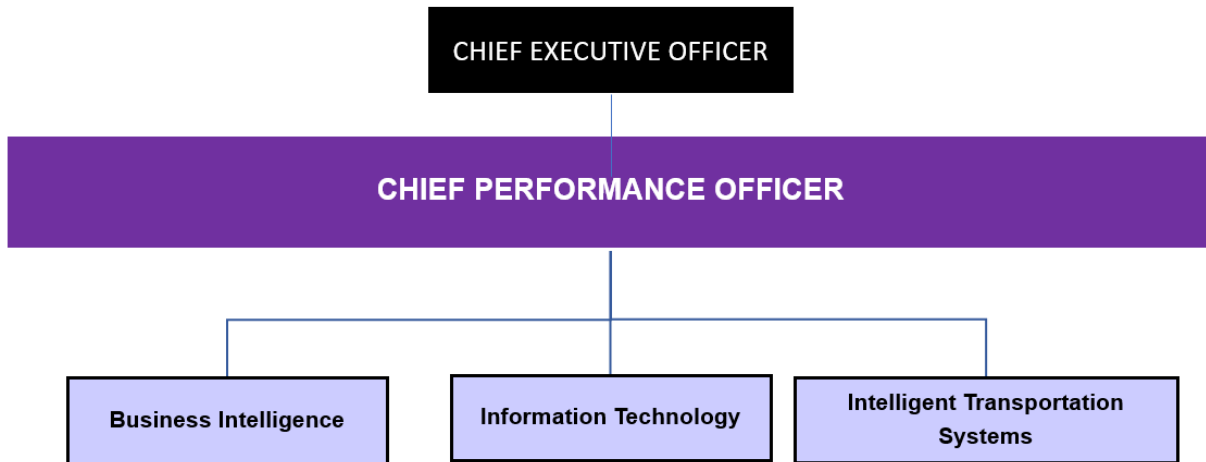
Finance Summary



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%

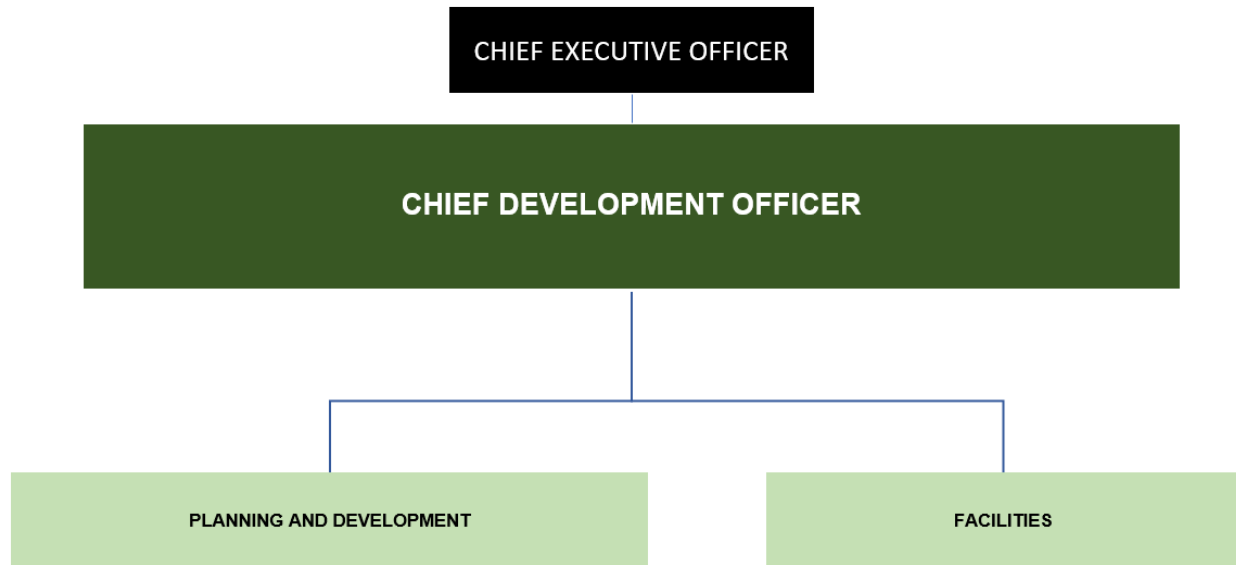
Operations Summary



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%