



**LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STRATEGIC PLANNING COMMITTEE MEETING AGENDA**

**Tuesday, March 4, 2025, 5:30 p.m. - 7:30 p.m.
Glenwood Administrative Office – Boardroom
3500 E 17th Avenue, Eugene, OR 97478**

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

The Strategic Planning Committee provides the LTD Board of Directors with independent advice and recommendations on strategic planning issues related to advancing the goals of the Long-Range Mobility Plan, including, but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

Representing	Members
Springfield City Councilor	Beth Blackwell
Eugene City Councilor	Greg Evans
Lane County Commissioner	Heather Buch
LTD Board Member	Gino Grimaldi
LTD Board Member	Pete Knox
Better Eugene-Springfield Transportation	Rob Zako
United Way	Alma Jesus (Chair)
City of Eugene Chambers	Tiffany Edwards (Vice Chair)
Oregon Department of Transportation	Vidal Francis
Former Eugene City Councilor	Claire Syrett
Student	Scooter Milne

Public Comment:

Public comment occurs at the beginning of each 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.

STRATEGIC PLANNING COMMITTEE:

1. **CALL TO ORDER & ROLL CALL:** Alma Hesus (Chair), Tiffany Edwards (Vice Chair), Vidal Frances, Greg Evans, Beth Blackwell, Heather Buch, Claire Syrett, Gino Grimaldi, Pete Knox, Rob Zako, Scooter Milne, Vacant, Vacant

2. **PUBLIC COMMENT**

3. **STAFF UPDATES**

4. **AGENDA ITEMS**

	TIME
➤ City of Springfield Transportation and Land Use Briefing	5:35-6:00 p.m.
➤ Rural Services Pilot Update	6:00-6:20 p.m.
➤ Legislative Updates	6:20-6:40 p.m.
➤ Community Investment Policy Briefing	6:40-7:10 p.m.
➤ 2025 Strategic Planning Committee Workplan	7:10-7:30 p.m.

5. **COMMITTEE REPORTS**

6. **ADJOURN**

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)

Presented By: Chelsea Hartman, Senior Planner
and Andrew Larson, Senior Transportation
Planner, City of Springfield

AIS Title: City of Springfield Transportation and
Land Use Briefing

Action: Discussion and Feedback

Agenda Item Summary

Chelsea Hartman and Andrew Larson from the City of Springfield will provide the LTD Strategic Planning Committee with a briefing on current and upcoming land use and transportation initiatives and projects including:

- Climate-Friendly Areas project
- Springfield Pedestrian and Bicycle Master Plan
- Future Springfield Transportation System Plan Update
- Glenwood Refinement Area and Franklin Blvd Corridor Phase II

This agency partner briefing will provide members of the Strategic Planning Committee with an opportunity to learn about upcoming work in Springfield and consider ways in which LTD services and city work can be mutually supportive.

Attachments: Springfield Land Use & Transportation Projects

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

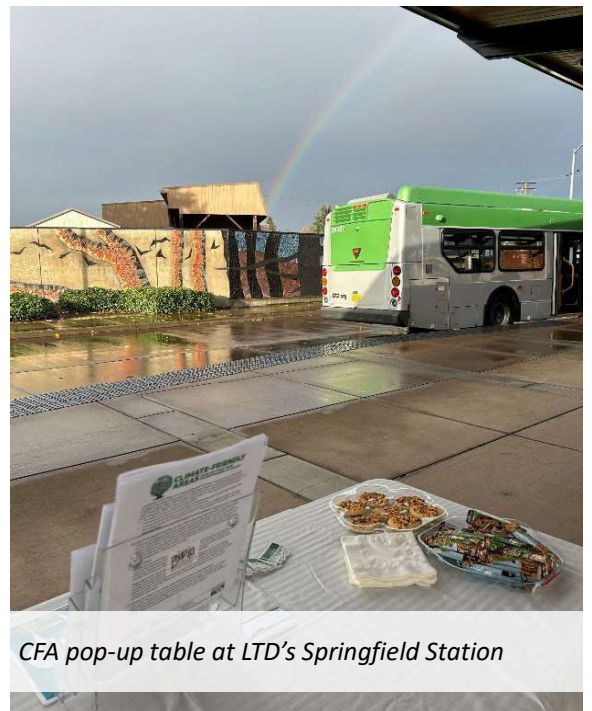
Springfield Land Use & Transportation Projects

March 4, 2025 LTD Strategic Planning Committee



Presentation Topics

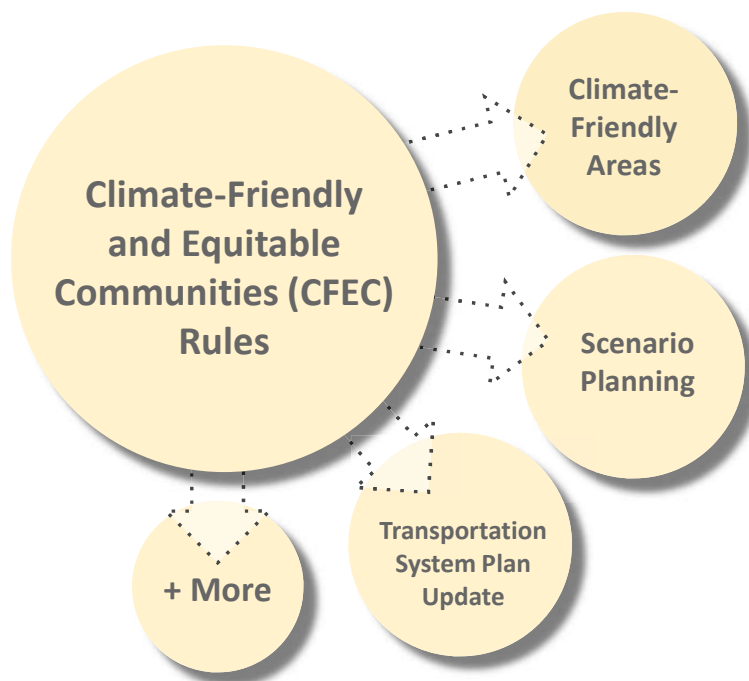
- Climate-Friendly & Equitable Communities (CFEC) Overview
- CFEC Scenario Planning
- Walk and Roll Springfield: Active Transportation Plan
- Climate-Friendly Areas (CFAs) Overview
- CFA Locations
- CFA Next Steps



CFA pop-up table at LTD's Springfield Station

What are the CFEC Rules?

CFA OVERVIEW



CFAs are one part of a larger package of required changes.

Oregon's Climate-Friendly and Equitable Communities (CFEC) Rules requires some cities, including Springfield, to reduce greenhouse gas emissions by encouraging compact, mixed use development, and alternatives to driving alone.

Transportation Projects

- CFEC Scenario Planning
- Walk and Roll Springfield: Active Transportation Plan



CFEC Scenario Plan

- Overview of Work
- Recommended Performance Measures & Targets
- Next Steps



PURPOSE

This process charts a path for the region to meet its **greenhouse gas (GHG) reduction target** set in OAR 660-044-0025

GHG targets are per capita and measured against a 2005 base year

This process implements the region's 2015 Central Lane Scenario Plan



PERFORMANCE MEASURES & TARGETS

1. Active Transportation Network Increase

- 440 miles existing; Target 598 miles; 6 miles/year increase

2. Mode Share

- Single Occupancy Vehicle 51.4%; Target 45.6%
- Transit 2.6%; Target 5.3%
- Active 10.7%; Target 16.2%

3. Transit Specific Measures

- Level of Transit Service, e.g., Ridership
- Access to Frequent / High-Capacity Transit
- Transit Stop intersecting with Pedestrian Facilities
 - Main Street Springfield
- Employer Group Pass



SCENARIO PLAN NEXT STEPS

1. Finalize the performance measures and jurisdictional targets.
2. Regionally approve the updated 2015 Scenario Plan
3. Annual reporting to DLCD/ODOT
4. Incorporate Performance Measures and Target into the TSP Update



Walk and Roll Springfield: Active Transportation Plan

Why Now?

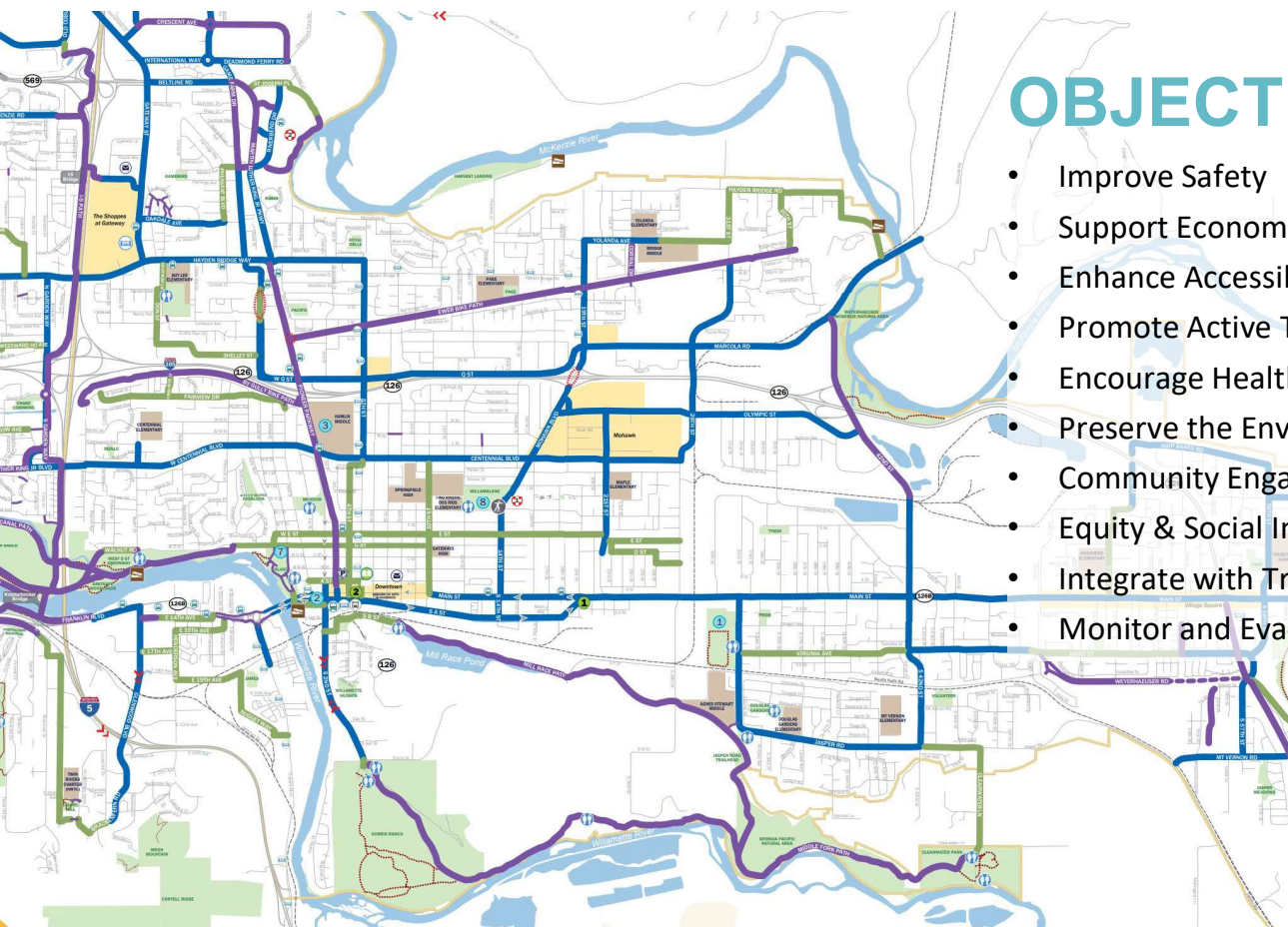
- 1998 Bicycle Plan
 - 27 years ago
- 2035 TSP
 - Missing Details
- CFEC
 - Requires Planned Complete Network



PURPOSE

The goal is to create a safer, more connected, and sustainable urban environment by enhancing active transportation networks. This includes developing new east-west routes and reimagining north-south connections to better unify Springfield.

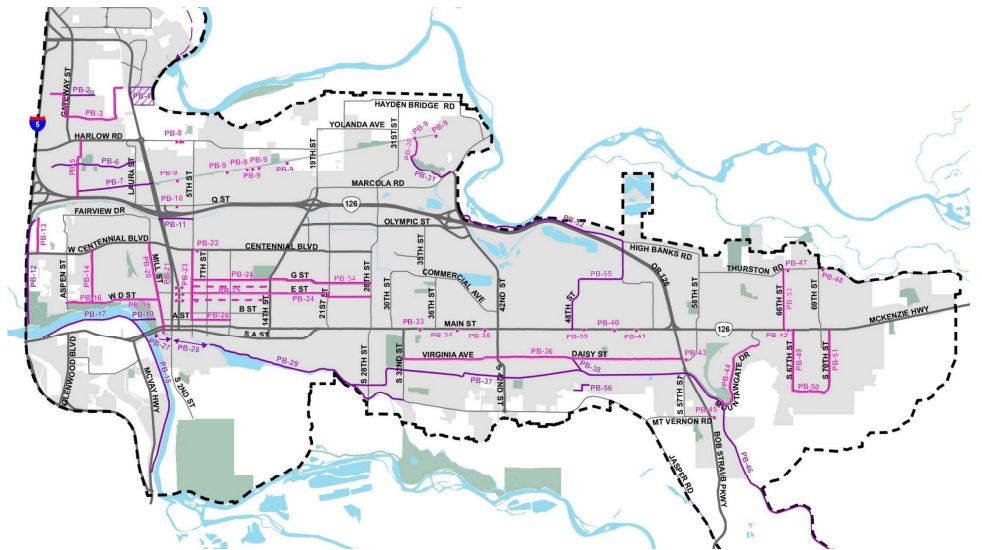




OBJECTIVES

- Improve Safety
- Support Economic Development
- Enhance Accessibility
- Promote Active Transportation
- Encourage Health & Wellness
- Preserve the Environment
- Community Engagement
- Equity & Social Inclusion
- Integrate with Transit
- Monitor and Evaluate

WHAT WE
HOPE FOR



Land Use Projects

- Springfield Climate-Friendly Areas



What is Required in CFAs?

CFA OVERVIEW

CFAs intend to help achieve the State's climate goals by addressing transportation options and allowing for dense, urban mixed-use centers. Specific requirements include:



At least one primary CFA that's at least 25 acres



Accommodate at least 30% of Springfield's 20-year housing need (9,923 units)



Allow for a mix of uses



Accessible via existing or planned high-quality bicycle and pedestrian networks and within ½ mile of existing or planned high-frequency transit corridors



Strategies to help residents keep or find housing if costs increase as CFAs redevelop

What Are “Primary” vs. “Secondary” CFAs?

CFA OVERVIEW

The State rules require at least one “primary” CFA. Cities have flexibility in designating additional primary and secondary CFAs, each with unique requirements

Primary CFAs

- **At least one required of a certain size**
(needs to be at least 25 acres in size)
- **Higher heights allowed**
(allowed height of at least 85 feet or 7 stories)
- **More development allowed**
(required minimum density of 25 units/acre)

Secondary CFAs

- **Optional, but no limit to how many are designated**
(can be any size)
- **Lower heights allowed**
(allowed height of at least 50 feet or 4 stories)
- **More development allowed but less change in density**
(required minimum density of 15 units/acre)

Springfield can choose different combinations of primary and secondary CFAs to best meet housing and development goals

Public Investment in CFAs

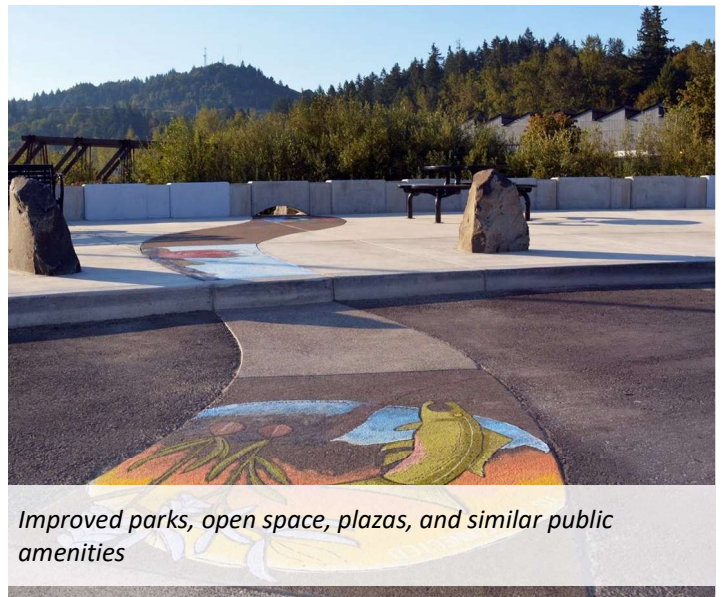
CFA OVERVIEW

More Ways to Get Around



Streets, sidewalks, and paths designed for walking, biking, rolling, and using public transit

Improved Public Spaces



Improved parks, open space, plazas, and similar public amenities

How do the potential CFAs compare?

CFA LOCATIONS

Legend

Suitability Match

High

Moderate

Medium

Low

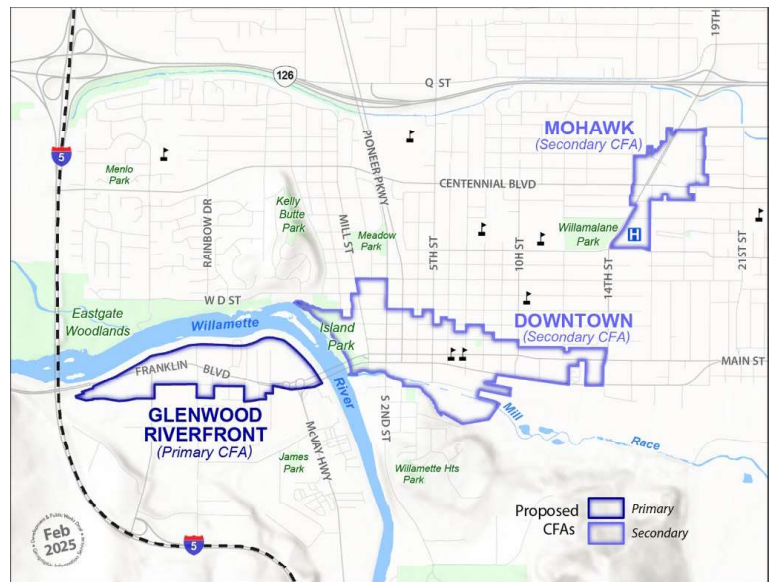
Revised Ranking of Potential CFAs based on Key Evaluation Criteria	Downtown	Glenwood Riverfront	Mohawk	Gateway / RiverBend
Compliance with Development Regulations	Moderate	High	Moderate	Medium
Market-Constrained Housing Capacity	Medium	Moderate	Low	Low
In/Near High-Density, Mixed Use Areas	High	Moderate	Medium	Low
Contain or Near Parks or Similar Amenities	High	Moderate	Medium	Medium
High-Quality Transportation Options	High	Moderate	Low	Medium
Infrastructure Capacity	Medium	Medium	Moderate	Low

Summary of Recommendations

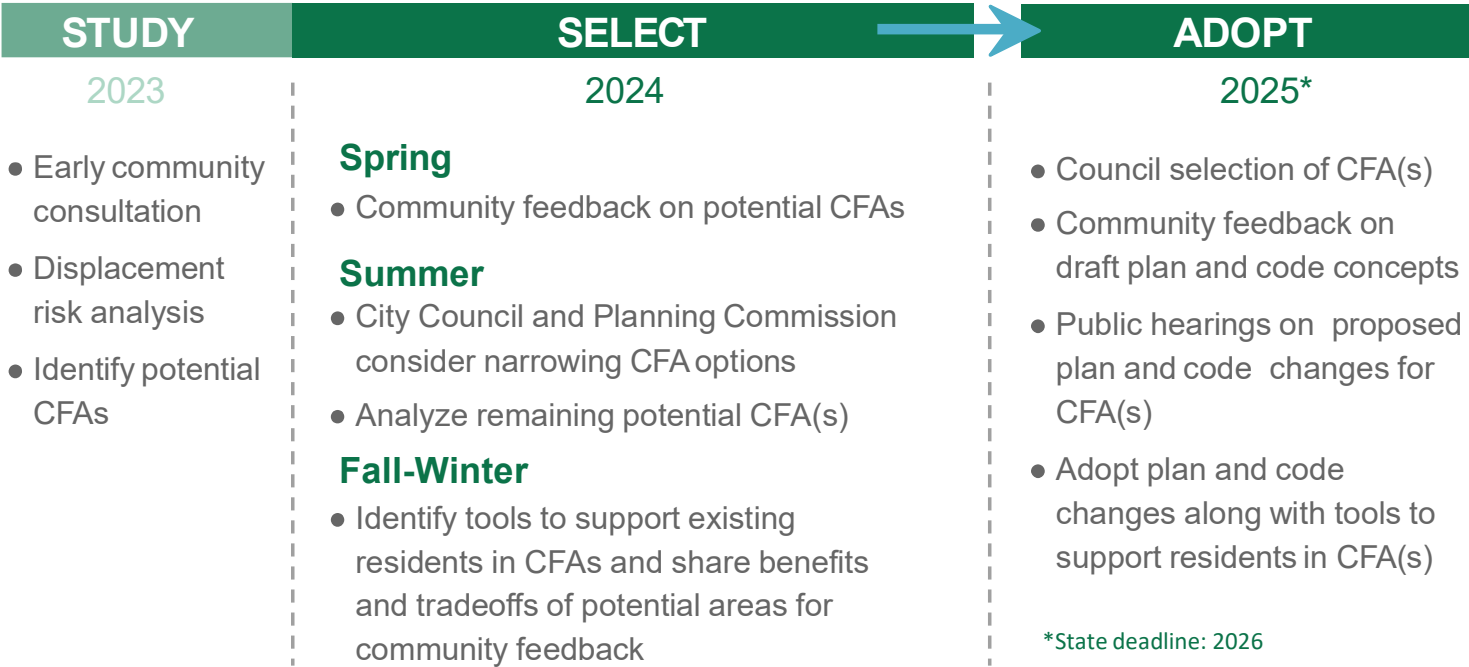
CFA LOCATIONS

Considering community feedback and benefits and tradeoffs, Council direction included:

- **Glenwood Riverfront primary CFA**
 - Rezone to Glenwood Residential Mixed Use and align with CFA standards
- **Downtown and Mohawk secondary CFAs**
 - Rezone R-2 and R-3 to Mixed Use Residential
 - Replace Nodal Area with CFA Overlay
- **Gateway/RiverBend not moving forward**



CFA Next Steps



Thank You!

Drew Larson

Senior Planner

dlarson@springfield-or.gov

Chelsea Hartman

Senior Planner

chartman@springfield-or.gov





Lane Transit District Agenda Item Summary (AIS)

Presented By: Brandon Melton/John Ahlen

AIS Title: Rural Services Pilot Update

Action: Discussion and Feedback

Agenda Item Summary:

LTD Staff will provide an update to SPC members regarding public outreach and engagement efforts for each of the three Rural Lane County service areas as part of the new Rural Lane County transportation pilot program.

This project will create a new Rural Lane County public transit service within three distinct geographic areas and populations. The new service will be patterned after the expiring South Lane County Metro Shuttle administered by the Lane Council of Governments (LCOG).

The goal of the new pilot project is to provide critical public transit “lifeline” service to connect residents of rural areas with vital services as well as access to other public transit services within the Eugene-Springfield metropolitan area. South Lane County, OR 36 communities, and Mohawk Valley were identified as having a high need for public transit in the 2023 Link Lane Transit Development Plan. The new two-year pilot will provide public transit services one to two days per week in each of the three areas.

Attachments: Service Area Maps

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




Lane Transit District

Connecting our Community

LTD Rural Shuttle Pilot Update

Lane Transit District | LTD.org



MISSION VISION VALUES

Connecting Our Community

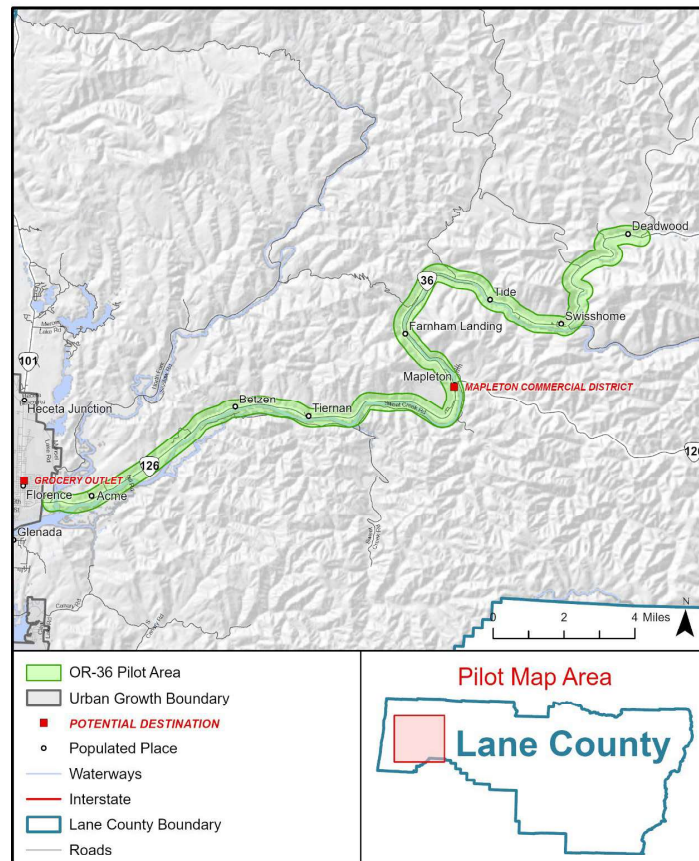
In all that we do, we are committed to creating a more connected, sustainable, and equitable community

Respect, Integrity, Innovation, Equity, Safety, and Collaboration



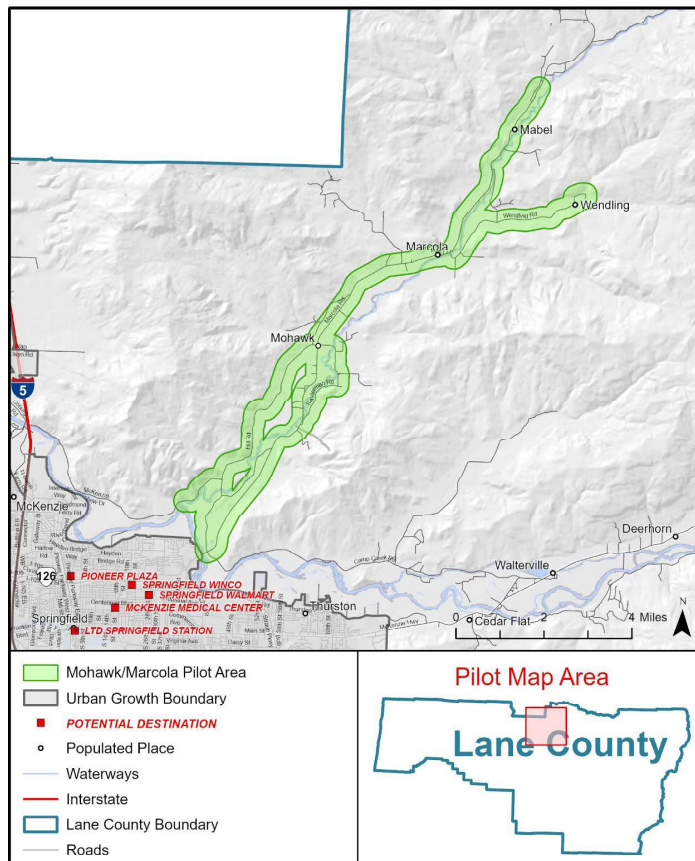


OR-36 Pilot Area



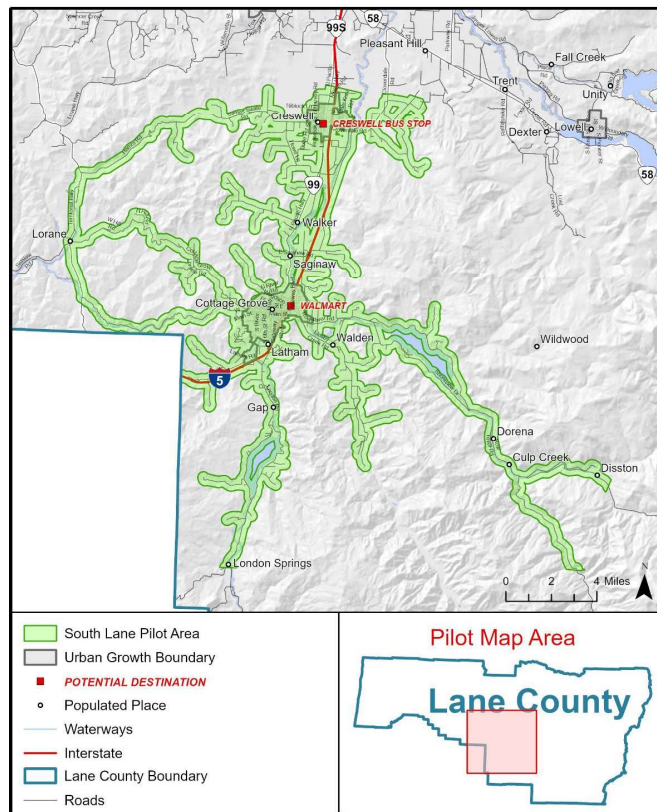
Mohawk/Marcola Pilot Area

Mohawk Valley



South Lane County

South Lane Pilot Area



South Lane Outreach



- Will send survey to all past Metro Shuttle customers by direct mail.
- Will also distribute directly to riders
- Options to respond by prepaid mail, online or by phone
- Website FAQ
- Postcards will be sent to Origin to Destination riders describing changes



Lane Transit District Agenda Item Summary (AIS)

Presented By: Sam Kelly-Quattrocchi

AIS Title: Legislative Updates

Action: Discussion and Feedback

Agenda Item Summary: The state and federal legislative sessions have begun and already there have been numerous updates. At the federal level, President Trump has issued multiple executive orders and appointed key secretary positions. Locally, the Oregon State delegation has been meeting since January 21st working through thousands of bills. These bills have focused on housing, health, transportation, and labor rights. Staff have prepared an overview of some of the most recent and impactful changes to LTD and transit.

The attached PowerPoint presentation:

- Provides a review of previous federal Executive Office policies and priorities.
- Summarize the status of the 2025 United Front trip.
- Provides a review of the key State legislative bills LTD & other transit agencies are following and our positions on them.
- Outlines the next steps for state bills and key deadlines.

The Board will have time to ask questions on any of the topics being covered.

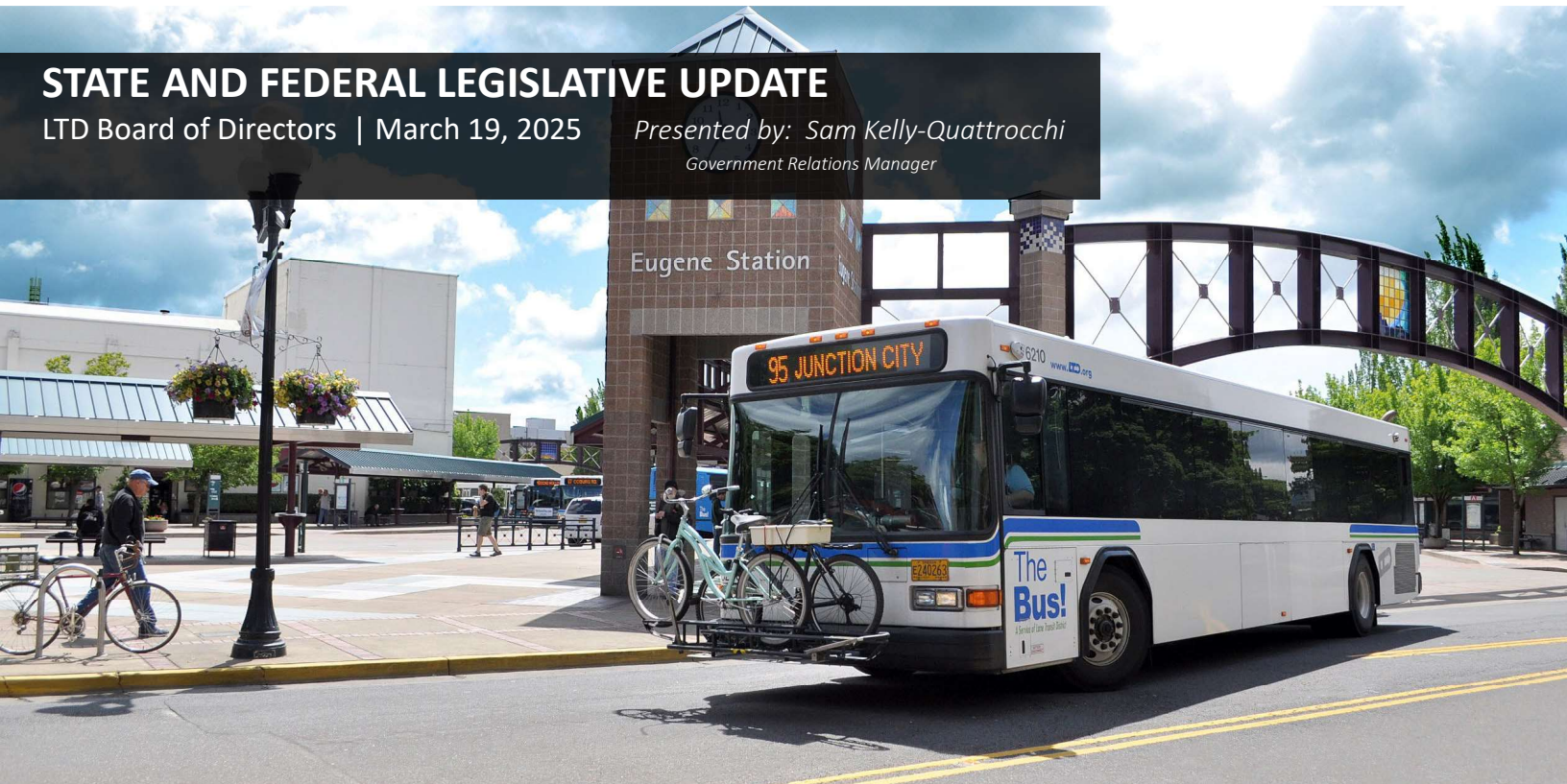
Attachments: Legislative Updates PowerPoint

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

STATE AND FEDERAL LEGISLATIVE UPDATE

LTD Board of Directors | March 19, 2025

Presented by: Sam Kelly-Quattrocchi
Government Relations Manager



Agenda



FEDERAL LEGISLATIVE UPDATE

Executive Office Updates
2025 United Front Trip



STATE LEGISLATIVE UPDATE

Bill Tracking Highlights
Transportation Package
Next Steps



QUESTIONS

Federal Updates



President Trump's Executive Orders
Secretary Duffy's Transportation Memo
United Front April 6 - 10

- Key Items
 - ATTAIN Grant
 - Protecting Formula Funds
 - Partner Issues
- Earmark Updates

Oregon Bill Updates



- Over 3,000 bills have dropped
- LTD is actively tracking & lobbying for 52 bills
- These include
 - Labor Rights
 - Housing Development
 - Revenue/Taxation
 - Transportation Package



DISCUSSION & QUESTIONS

SAM KELLY-QUATTROCCHI

Government Relations Manager

sam.kellyquattrocchi@ltd.org



Lane Transit District Agenda Item Summary (AIS)

Presented By: Matt Imlach, Director of Facilities **AIS Title:** Community Investment Policy (CIP) Overview

Action: Discussion and Feedback

Agenda Item Summary

The Community Investment Policy (CIP) is a framework for the development of the District's ten-year Community Investment Plan, which outlines both the District's near-term and long-term investment strategies. The CIP Plan includes both planned investments and the resources needed to realize those investments. While the CIP itself has no spending authority, it helps inform our annual budget for committing funds. The list of potential CIP projects comes from a variety of internal and external sources. Internal sources include long-range plans and policies, as well as departmental capital replacement or technology upgrade needs. External sources include our Board, riders, and community partners throughout Lane County.

Attachments: Community Investment Plan – Overview FY 26-35

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



Community Investment Plan – FY 26-35

3/4/2025 – Strategic Planning Committee

AGENDA



Community Investment Plan (CIP) Timeline



Framework

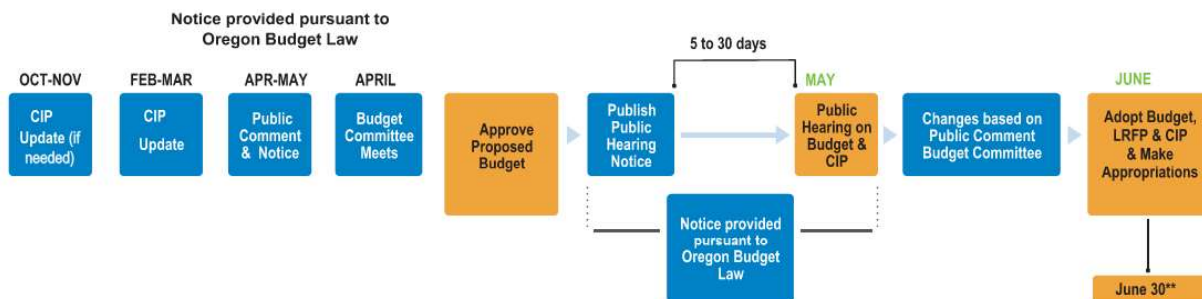


Projects

Budget Timeline

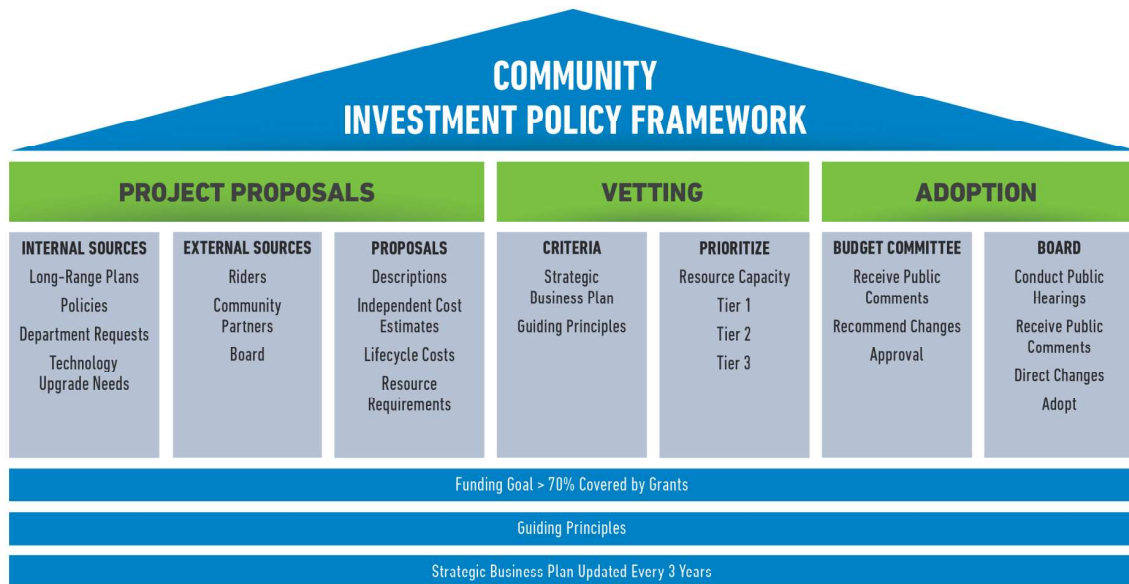


BUDGET PROCESS



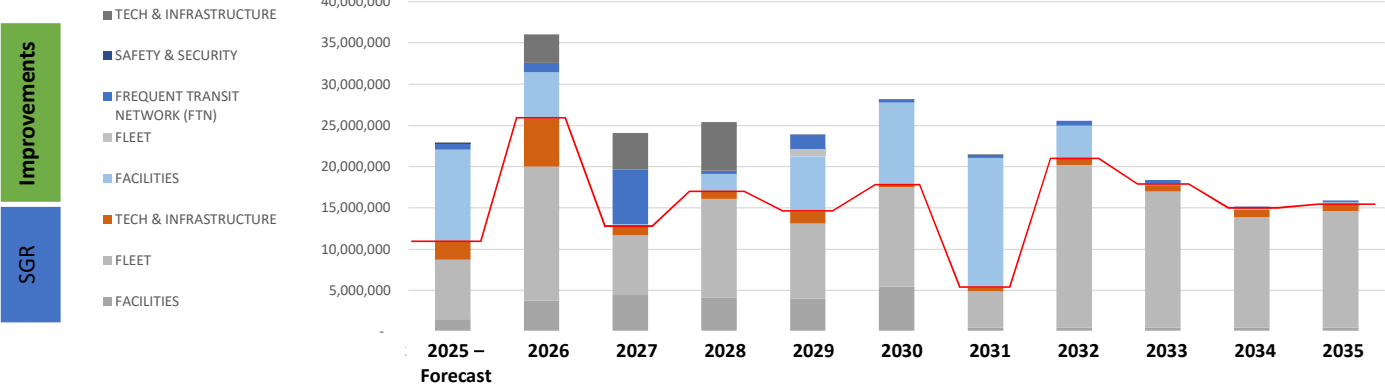
****NOTE: Budget must be adopted by June 30 (ORS 294.408)**

CIP Framework



CIP Projects

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



CIP Improvement – Project List

[illegible]

CIP Improvement – Funding Plan

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

State of Good Repair – Project List

[illegible]

State of Good Repair – Funding Plan

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

Partnership Projects on Horizon - FTN

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



**City of Springfield
New Franklin Blvd**

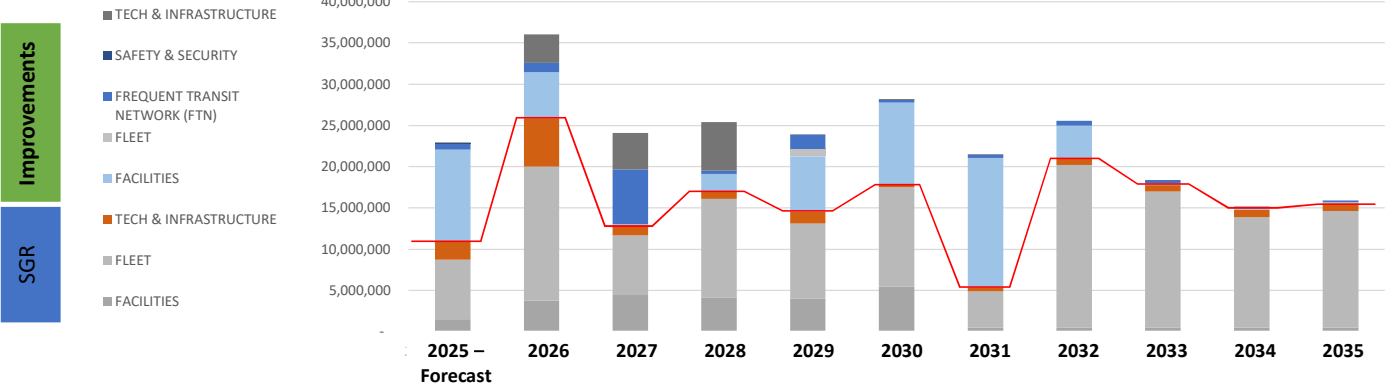


Enhanced Corridors



CIP Projects

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Questions



Project Description – SGR (Facilities)

Amazon Station

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

Bus Wash Improvements

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

Eugene Station Exterior/Sitework Upgrades

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

Fixed Route Infrastructure Rehabilitation

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

Franklin & Gateway EmX Corridors

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

Gateway & UO North Station

Gateway & UO North are core elements to our overall system. By keeping these station in good working order, repainting structures, installing signage, and other minor upgrades, we continue to provide a safe environment for people of diverse identities and abilities to access transportation.

Glenwood Admin Roof Replacement

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

Glenwood Mechanical & Electrical Rehabilitation

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

Project Description – SGR (Facilities)

Glenwood Site Rehabilitation

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

Passenger Boarding & System Facility SGR

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

Springfield Station

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

Transit Facilities State of Good Repairs

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

Project Description – SGR (Fleet)

Major Bus Components

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

Ten-Year Fixed Route Fleet Replacement

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

Ten-Year Special Service Fleet Replacement

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

Ten-Year Non-Revenue Fleet

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

Project Description – SGR (Tech & Infrastructure)

CAD/AVL

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

Enterprise Resource Planning (ERP)

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

IT Hardware/Software Replacement

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

Paratransit Scheduling Software

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

Project Description – Improvements (Facilities)

Alternative Fuels Infrastructure

This project will improve LTD's facilities allowing us to fuel, service, and repair new vehicles with innovative propulsion technologies. These upgrades will be in conjunction with the next propulsion selected for our fleet.

Eugene Station Modernization

Eugene Station is the central point of LTD's "hub and spoke" transit system. This project will maintain and improve both the buildings and exterior features of the station.

Examples of possible improvements include (but not limited to): updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures, and updating public restrooms.

Fleet Crane and Fall Protection

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

OCC / Training / Lounge

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

Passenger Boarding & System Facility Improvements

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

RideSource Facility Expansion

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

River Road Transit Disposal

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

Project Description – Improvements (FTN / Safety/Fleet)

Frequent Transit Network

Franklin Raise Project Grant Match

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

Planning Studies

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

Transit-Shared Mobility Integration and Modernization

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

Safety & Security

System Security Improvements

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

Fleet

Rear Facing ADA Securement Upgrade

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

Project Description – Improvements (Tech & Infrastructure)

Fiber Mapping & Replacement/Expansion

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

Regional Mobility Enabling Technologies

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

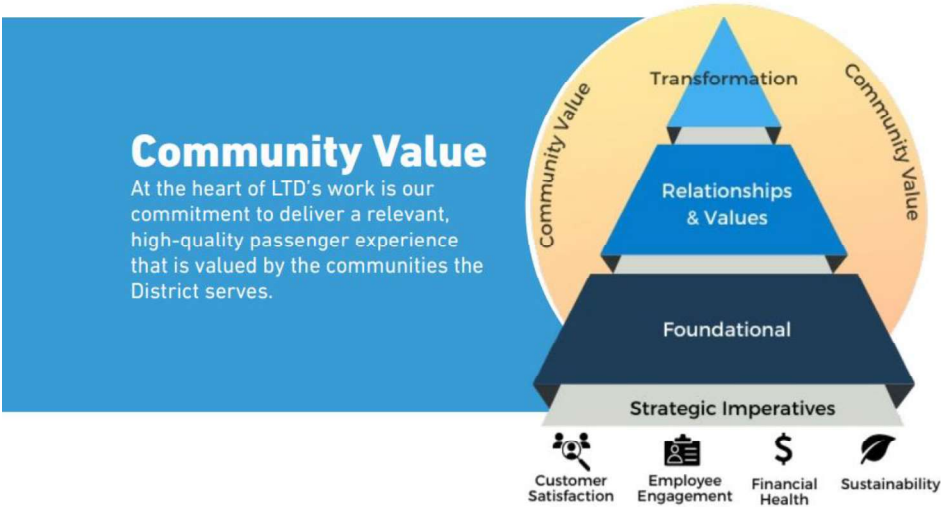
Website

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

Fare System

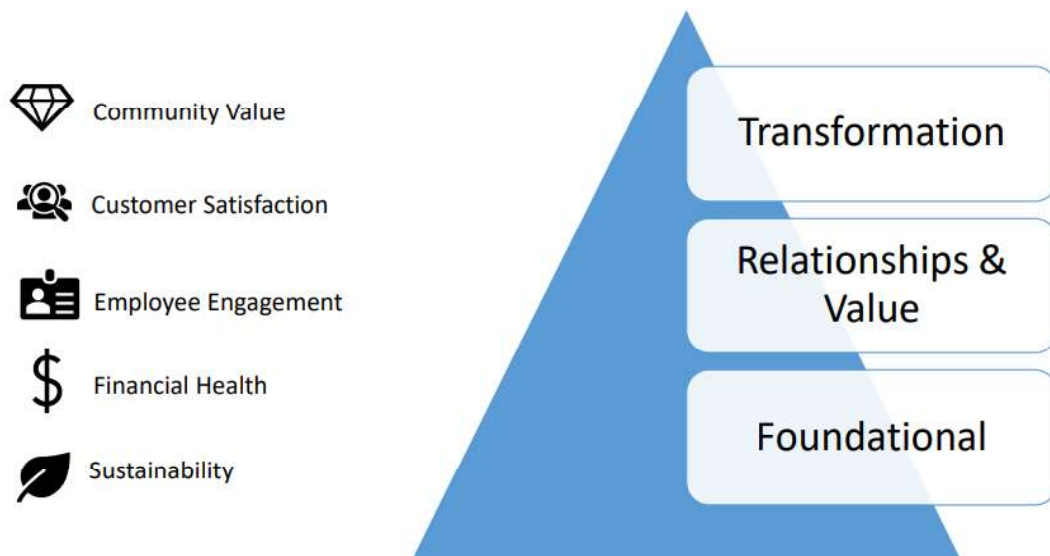
Project would be for a unified fare system throughout our network of LTD services. The goal is to modernize and enhance transit fare to improve operational efficiency, accessibility and customer experience. This will include updated fare policy, validation and payment infrastructure.

Strategic Business Plan FY24 & Beyond



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

Strategic Business Plan FY24 & Beyond



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

CIP Guiding Principles

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



Lane Transit District Agenda Item Summary (AIS)

Presented By: Dave Roth, Director of Mobility
Policy and Planning

AIS Title: 2025 Strategic Planning Committee
Workplan

Action: Committee Approval

Agenda Item Summary:

LTD staff will provide a brief presentation and seek feedback on the 2025 Strategic Planning Committee workplan.

The 2025 workplan was developed in coordination between LTD staff and the SPC Chair. The workplan serves as a structured roadmap for SPC activities in support of the committee's charge to provide independent advice to the LTD Board; advance the goals of the Long Range Transit Plan; develop the Frequent Transit Network; make better connections; reduce trip and wait times; bridge first and last mile connections; improve safety; optimize urban and rural solutions; and consider the implications of decisions on individuals who are transit dependent, especially older adults or people with disabilities.

The workplan provides an advanced look at future meeting agenda items related to LTD's major projects, initiatives, and programs along with anticipated agency partner presentations in support of coordinated transportation and land use planning. It is a living document subject to change depending on factors such as project timing and progress and the need for Board recommendations.

Proposed LTD Strategic Planning Committee (SPC) 2025 Workplan	
Date	Meeting Agenda Topics
January 21, 2025	Rural Services Pilot Regional Transportation Plan (RTP) Update SPC 2025 Workplan Exercise
March 4, 2025	Springfield Land Use and Transportation Staff Presentation Oregon 2025 Legislative Session Briefing LTD Community Investment Plan (CIP) Briefing Rural Services Pilot Update SPC 2025 Workplan
May 6, 2025	Eugene Land Use and Transportation Staff Presentation Eugene Downtown Service Pilot Project Transit-Bikeshare Integration Project Retreat Planning & Recruitment



Lane Transit District Agenda Item Summary (AIS)

July 1, 2025	Lane Coordinated Human Services Plan Project ATTAIN Project
September 2, 2025	Long Range Mobility Plan (Engagement Session)
November 4, 2025	SPC year in review STIF FY28-FY29 Planning Service Policy Update

Attachments: None

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

Proposed Motion: I move to approve the Strategic Planning Committee 2025 workplan.