



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

**Public Forum, Regular Business Meeting and Briefing
Wednesday, May 20, 2026, 5:30 P.M.
Glenwood Administrative Office | Board Room
3500 E 17th Avenue, Eugene, OR 97478**

LTD Board Business meetings are also available via web video stream. You can access the broadcast live day-of or any of our 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, certain geographical subdistricts. The Board provides policy direction and collaborates with local elected officials on regional transportation planning.

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

Public Testimony on all Board Matters including Resolutions:

Public testimony will begin at approximately 5:30 p.m. In-person sign-up is available on the day of the meeting in the Boardroom. You may also participate virtually via Zoom. To join the meeting, follow the link provided on the Events Calendar on the day of the meeting at <https://www.ltd.org/events-calendar/>. If you wish to provide testimony, please use the "Raise Hand" feature. For phone participants, press *9 to raise your hand. When it is your turn to speak, your name will be called. 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, please email clerk@ltd.org. Comments must be received by noon on the day prior to the meeting.

To be added to Lane Transit District’s Public Meeting Notice List, please submit this request to clerk@ltd.org.

REGULAR BUSINESS MEETING AGENDA

1. **CALL TO ORDER & ROLL CALL:** Susan Cox (President), Michelle Webber (Vice President), Pete Knox (Treasurer), Lawrence Green (Secretary), Heather Murphy, Gino Grimaldi, Kelly Sutherland

2. **BUDGET PUBLIC HEARING**

3. **PUBLIC COMMENT**

4. **BOARD REPORTS**

- Lane Council of Governments (LCOG) Board of Directors – Pete Knox
- Metropolitan Policy Committee (MPC) – Susan Cox, Pete Knox
- Lane Area Commission on Transportation (LANEACT) – Heather Murphy
- Strategic Planning Committee (SPC) – Gino Grimaldi, Kelly Sutherland
- Bylaws Committee – Susan Cox, Michelle Webber, Pete Knox

5. **CEO REPORT**

- Employee of the Month – May 2026
- Monthly Operations Performance Update
- Monthly Department Reports
- Delegated Authority Report
- Rural and Multilingual Service Planning
- Fare System Roadmap

6. **MONTHLY FINANCE REPORT**

7. **CONSENT AGENDA**

Items appearing below are considered to be routine and may be approved by the Board in one blanket motion. Any Board member may remove an item from the “Consent” portion of the agenda for discussion or questions by requesting such action prior to consideration of this portion of the agenda.

- Approval of Monthly Finance Report
- Adoption of Resolution No. 2026-05-20-14, adopting the amended Lane Transit District Travel Policy
- Approving the Fiscal Years 2027–2036 Community Investment Plan
- Approving the Fiscal Years 2027–2036 Long-Range Financial Plan

8. **BOARD ACTION ITEMS**

- Adoption of Resolution No. 2026-05-20-15, adopting the Fiscal Year 2026–2027 Budget
- Adoption of Resolution No. 2026-05-20-16, approving a Temporary Fare Reduction for Lane Transit District Services effective July 1, 2026, through August 31, 2026.
**For Informational Purposes Only: Effectively reducing Adult Fixed Route Single Ride Fares from \$1.75 to \$1.00 and applying proportional fare reductions to other Lane Transit District transit services effective July 1, 2026, through August 31, 2026.*

9. EXECUTIVE SESSION

- ORS 192.660 (2)(d): To conduct deliberations with persons designated by the governing body to carry on labor negotiations.

10. ADJOURN BUSINESS MEETING

UPCOMING MEETINGS:

June 17 - June Board Meeting
Glenwood Administrative Office
3500 E 17th Avenue, Eugene, OR 97478

August 19 – Board Retreat
Location: TBD | Cottage Grove, OR

Reminder: *Lane Transit District does not hold Public Meetings in July*

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Title: Employee of the Month May 2026

Prepared By: Darryl Whitaker, Operations Training Supervisor

Action: Information Only

Background:

Vita Furnari, Bus Operator Instructor, is the May 2026 Employee of the Month. Vita was hired as a bus operator on October 8, 2012, and during that time has received eight years of safe driving awards.

“Vita dedicated months to updating LTD’s Commercial Driver License (CDL) training program, leading a comprehensive overhaul of the pre-trip and vehicle control sections. This included developing new handouts, presentations, and custom memory aids for both students and instructors. She also trained all eight of LTD’s CDL instructors and worked closely with them to support eight new operators through the program. All eight operators passed their CDL exams on the first attempt, with several achieving perfect scores on the pre-trip. Their success contributed to their graduation into apprentice bus operator roles.”

When asked to comment on Vita’s selection as EOM, Darryl Whitaker, Operations Training Supervisor, said:

“Vita Furnari has been a valued member of the Training Department for over 11 years. Her continued dedication as the lead CDL Instructor has been instrumental in producing a near-perfect rate of CDL exam success. With the recent changes in exam standards, Vita worked tirelessly revamping the training for new operators and maintenance personnel. Her continuing efforts are an asset to our department and represent the kind of dedication that yields success. Congratulations Vita on this well-deserved honor.”

Award:

Vita will attend the May 20, 2026, Board Meeting to be introduced to the Board and receive her award.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: May Performance Report

Prepared By: Aimee Reichert, Chief Performance Officer

Action: Discussion and Feedback

Agenda Item Summary: The attached Board Performance Report provides an overview of operational, customer service, safety, and financial performance through the month of March 2026. This monthly report is part of ongoing performance monitoring and is intended to inform LTD's Board of Directors about progress toward service goals, operational challenges, and customer experience. The data covers fixed route and EmX ridership, mobility services, maintenance costs, customer feedback, operator metrics, public safety, and accidents.

Ridership

- Total Ridership: 532,285 (up 0.5% from prior year month)
- Fixed Route: +4.9% year-over-year; EmX: -5.2% year-over-year
- Mobility Services: up 4.2% overall, with continued strong growth in Vanpool (+68.3%) and Florence ADA (+25.5%).

Revenue Hours & Efficiency

- Total Revenue Hours: up 4.7% year-over-year
- Ridership per Revenue Hour: down 4.0% overall, with EmX showing a larger decrease (-5.6%).

Maintenance

- Cost per Mile: increased to \$2.73 from \$2.13 prior year; repair costs up \$0.63 per mile.

Customer Service

- Complaints: 2.82 per 100k boardings (flat vs. prior year)
- Compliments: 1.50 per 100k boardings (down from 2.64 prior year)
- Trends: reliability and safety complaints decreased; compliments trend downward.



Lane Transit District Agenda Item Summary (AIS)

Operations

- Operator Count: 93% of goal (200 vs. goal of 215)
- Absenteeism: 15.0% (up from 12.57% prior year); sick leave and protected leave rates decreased, but other categories increased.

Public Safety

- Ordinance 36 Violations: 13.93 per 100k revenue hours (up from 7.34 prior year)
- Assaults: 24 total (down from 26 prior year); physical assaults decreased, non-physical increased.

Accidents

- Total Accidents: 7 (down from 9 prior year)
- Accidents per 100k Revenue Miles: 2.71 (down from 3.64 prior year)

Attachment:

- (1) May 2026 Performance Report (March Data)

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



Board Performance Report

March 2026



Fixed Route and EmX Ridership

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	217,014	228,988	-5.2%	207,429	225,371	-8.0%
Fixed Route Service	315,271	300,466	4.9%	302,202	292,144	3.4%
Total	532,285	529,454	0.5%	509,630	517,515	-1.5%

Revenue Hours

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	5,404	5,381	0.4%	5,268	5,068	3.9%
Fixed Route Service	16,274	15,326	6.2%	15,427	14,346	7.5%
Total	21,679	20,707	4.7%	20,695	19,414	6.6%

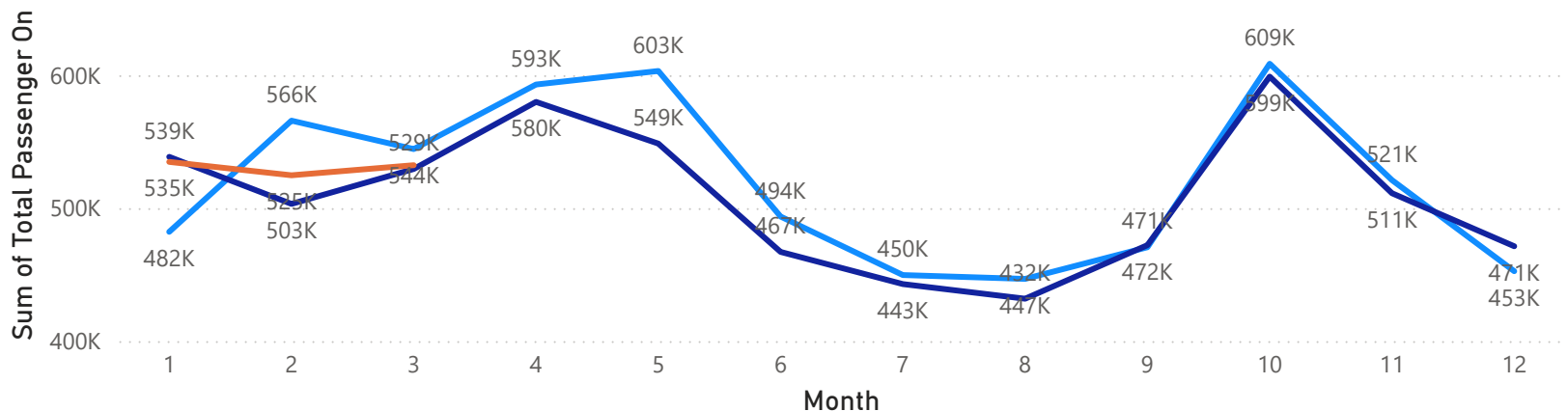
Ridership per Revenue Hour

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	40.16	42.56	-5.6%	39.37	44.47	-11.5%
Fixed Route Service	19.37	19.60	-1.2%	19.59	20.36	-3.8%
Total	24.55	25.57	-4.0%	24.63	26.66	-7.6%

Ridership

Jan 2024 - Mar 2026

Type ● 2024 ● 2025 ● 2026





Board Performance Report

March 2026

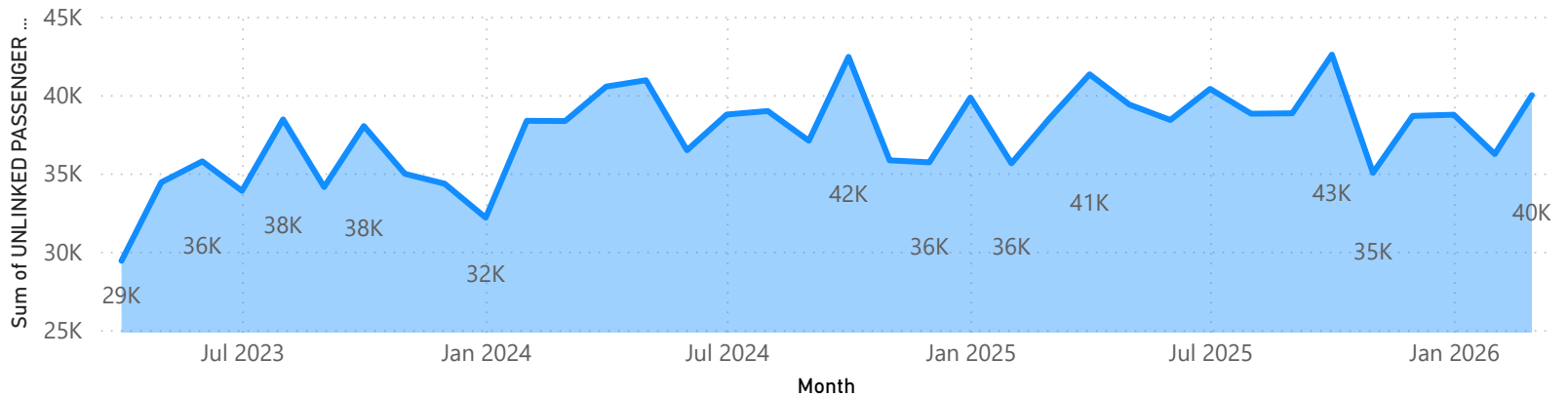


Mobility Services

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
RideSource NEMT	23,322	23,085	1.0%	23,036	23,111	-0.3%
RideSource	12,538	11,831	6.0%	12,074	11,326	6.6%
Vanpool	1,264	751	68.3%	1,111	872	27.3%
Cottage Grove Connector	1,208	1,213	-0.4%	1,096	1,212	-9.6%
Rhody Express	937	739	26.8%	884	929	-4.8%
Diamond Express	582	644	-9.6%	637	698	-8.7%
Florence ADA	133	106	25.5%	134	92	45.3%
Total	39,984	38,369	4.2%	38,971	38,240	1.9%

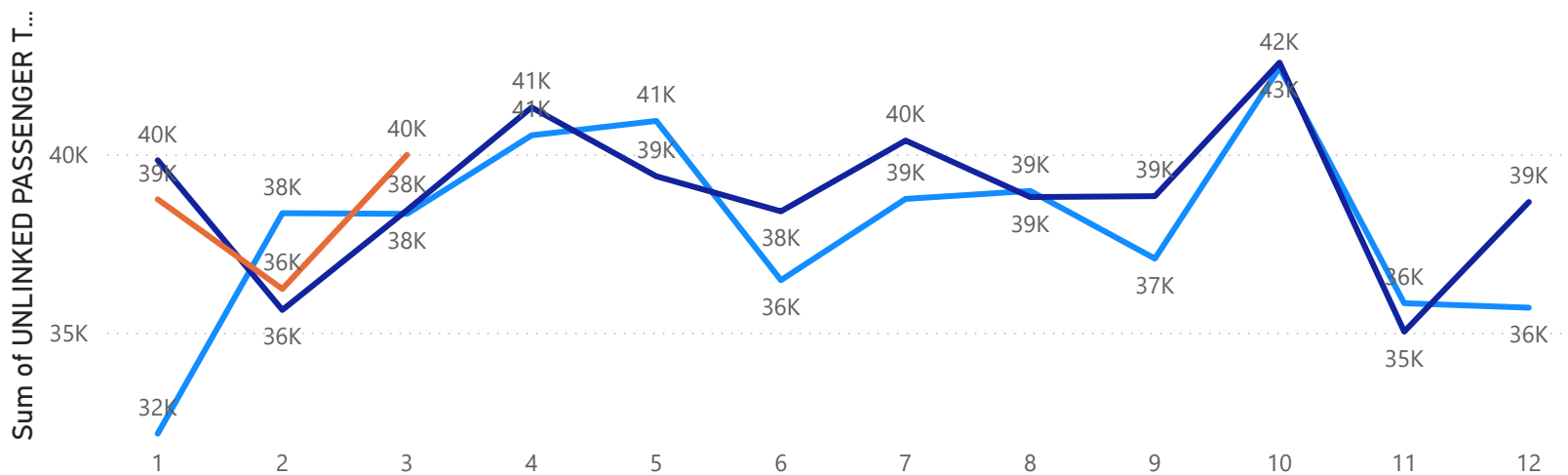
Mobility Services Ridership



Mobility Services Ridership

Jan 2024 - Mar 2026

Type ● 2024 ● 2025 ● 2026





Board Performance Report

March 2026



Fleet Maintenance

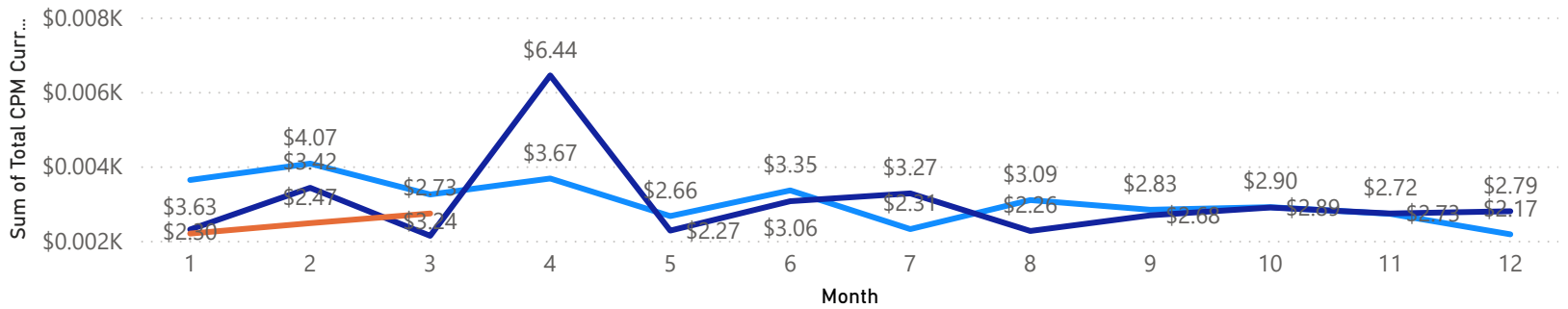
Maintenance Cost Per Mile - Revenue Vehicles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
PM	\$0.34	\$0.37	(\$0.03)	\$0.40	\$0.41	(\$0.01)
REPAIR	\$2.39	\$1.76	\$0.63	\$2.55	\$2.36	\$0.19
Total	\$2.73	\$2.13	\$0.60	\$2.95	\$2.77	\$0.18

Maintenance Cost

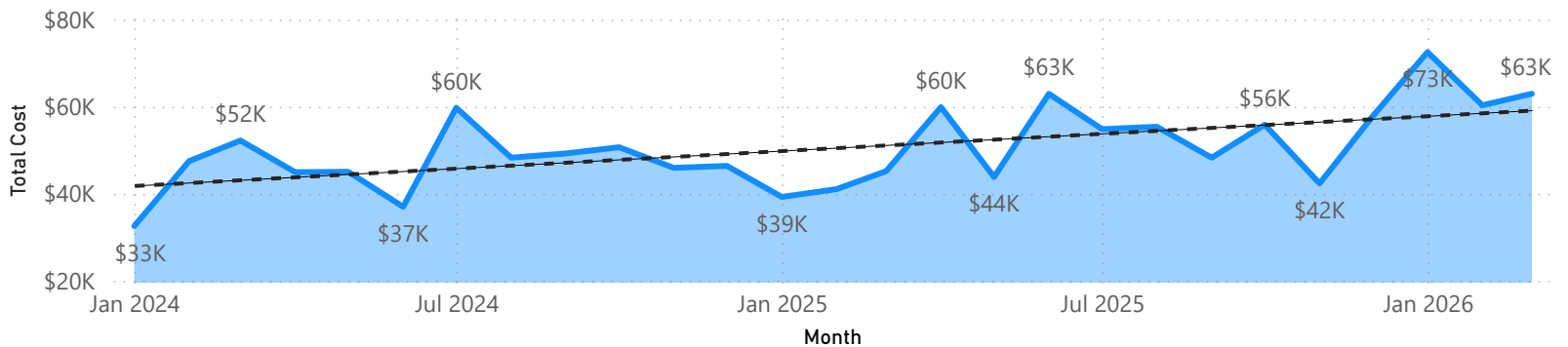
Jan 2024 - Mar 2026

Year ● 2024 ● 2025 ● 2026



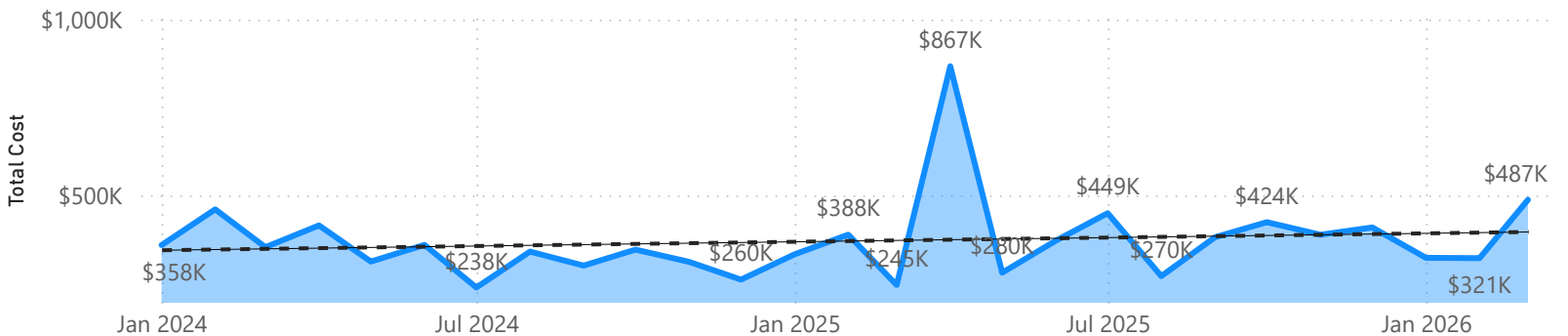
Maintenance Cost - PM

Jan 2024 - Mar 2026



Maintenance Cost - Repair

Jan 2024 - Mar 2026





Board Performance Report

March 2026



Customer Service

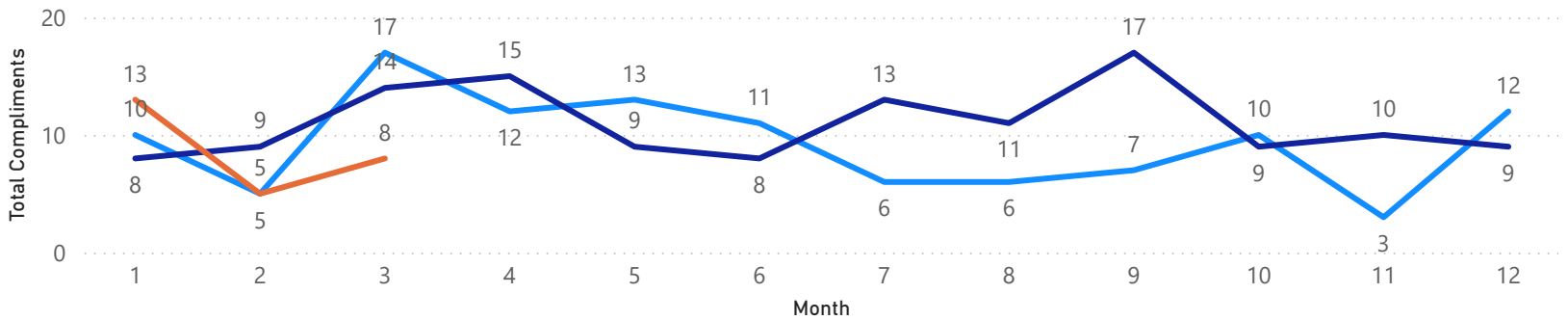
Compliments per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Compliment	1.50	2.64	-1.14	2.93	2.62	0.31
Total	1.50	2.64	-1.14	2.93	2.62	0.31

Compliments Trend

Jan 2024 - Mar 2026

Year ● 2024 ● 2025 ● 2026



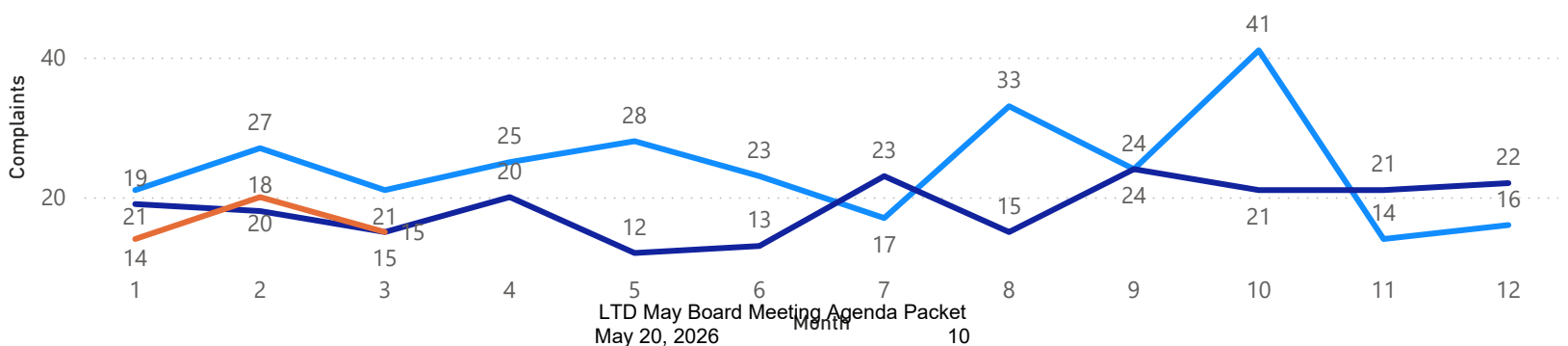
Substantiated Complaints per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Customer Relations	1.50	0.76	0.75	2.43	3.13	-0.70
Miscellaneous				0.25	0.45	-0.20
Reliability	0.94	1.32	-0.38	2.30	2.68	-0.37
Safety	0.38	0.76	-0.38	1.12	1.68	-0.56
Total	2.82	2.83	-0.02	6.10	7.94	-1.84

Substantiated Complaints Trend

Jan 2024 - Mar 2026

Year ● 2024 ● 2025 ● 2026





Board Performance Report

March 2026



Operations

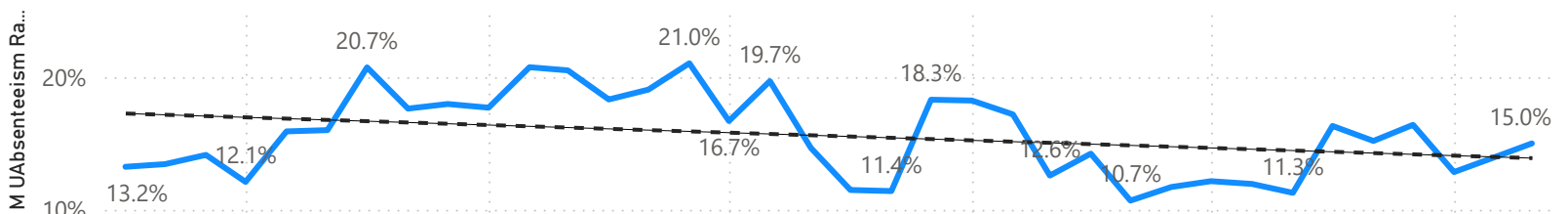
Operator Unanticipated Absenteeism Rate

Goal 10%

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
On The Job Injury Time Loss	2.9%	2.16%	0.73%	2.16%	2.02%	0.14%
Other	2.6%	1.13%	1.47%	1.58%	1.63%	-0.05%
Protected	4.9%	4.01%	0.90%	4.63%	5.89%	-1.26%
Sick	4.6%	5.27%	-0.67%	5.12%	6.91%	-1.79%
Total	15.0%	12.57%	2.43%	13.48%	16.44%	-2.96%

Operator Unanticipated Absenteeism Rate Trend

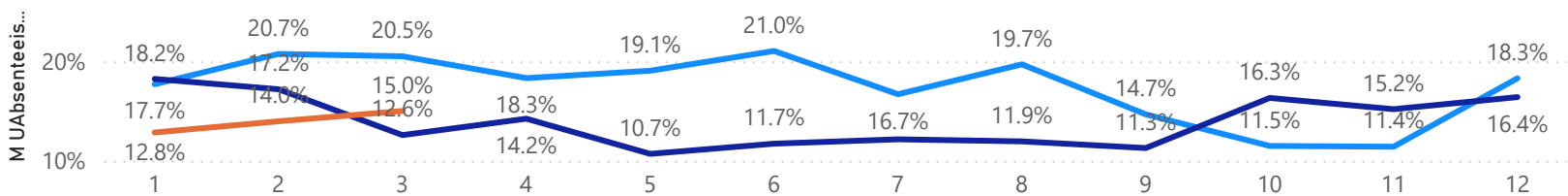
Apr 2023 - Mar 2026



Operator Unanticipated Absenteeism Rate Yearly Comparison

Jan 2024 - Mar 2026

Year ● 2024 ● 2025 ● 2026



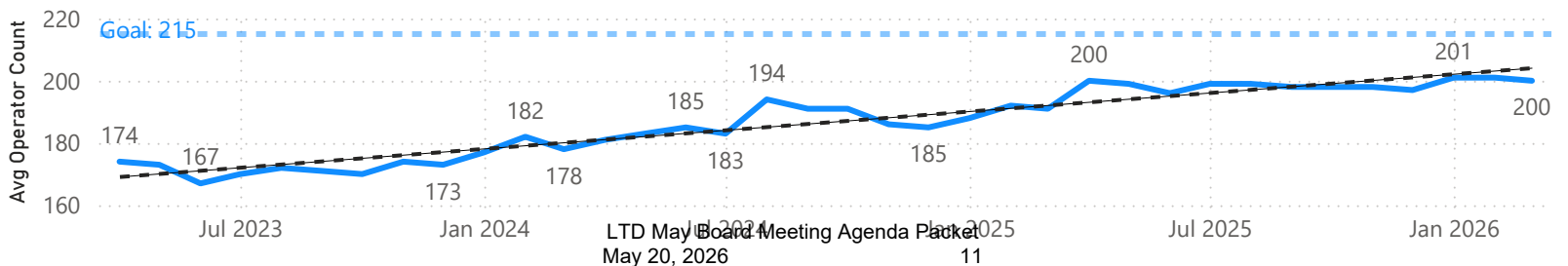
Average Operator Count

Goal: 215

% of Goal	Current Month	Prior Year Month	Change Monthly	% Change Monthly	Rolling 12 Month	Rolling 12 Month Prior	Change Rolling 12
93.0%	200	191	9	4.71%	199	187	12

Operator Count Trend

Apr 2023 - Mar 2026





Board Performance Report

March 2026



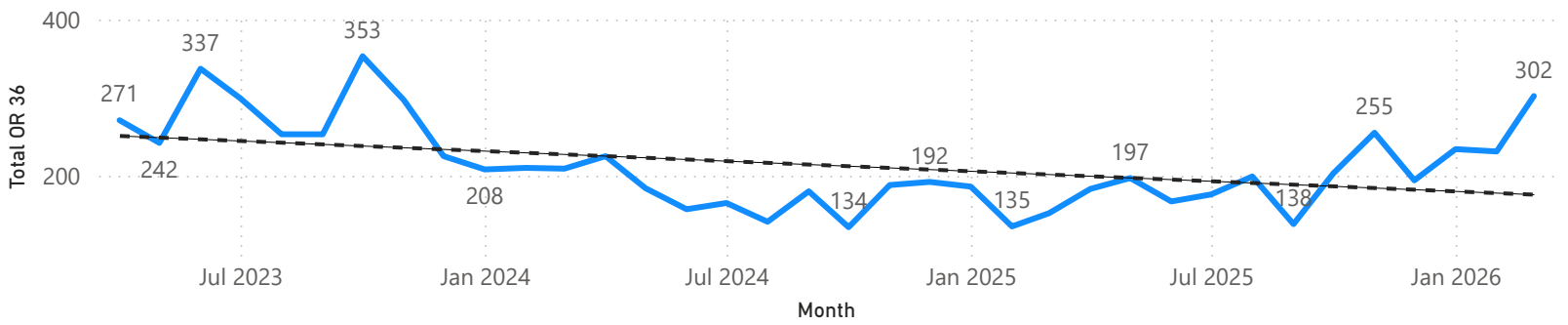
Public Safety

Ordinance 36 Violations Per 100k Revenue Hours

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Ordinance 36 Violations	13.93	7.34	6.59	9.98	8.75	1.23

Ordinance 36 Trend

Apr 2023 - Mar 2026

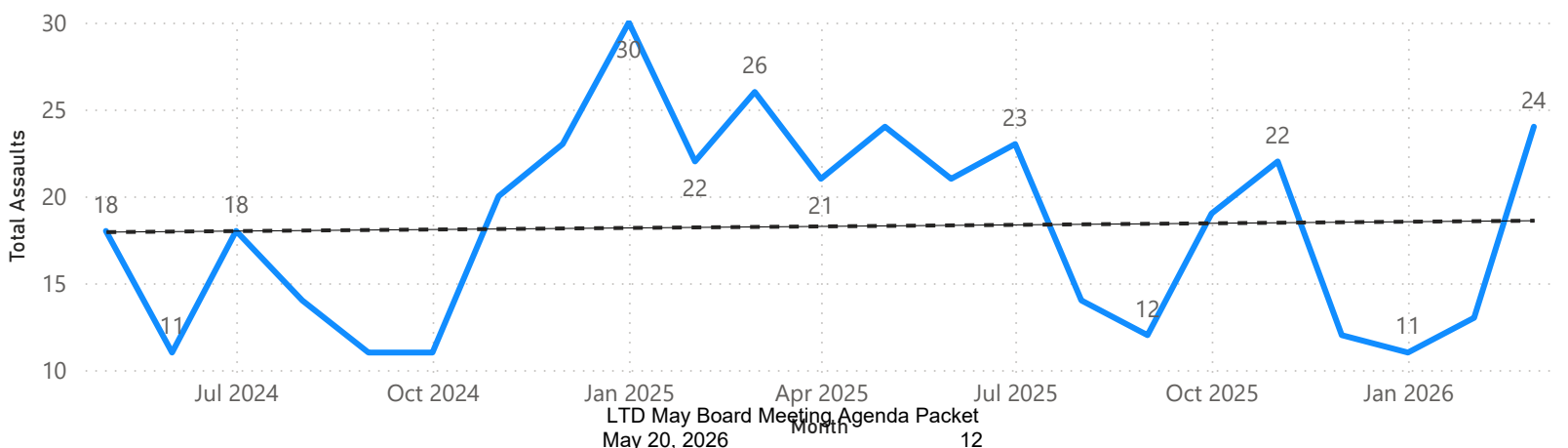


Assaults

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
<input checked="" type="checkbox"/> Non-Physical	21	16	5	11.8	14.3	-2.4
Operator Non-Physical	8	3	5	3.9	3.6	0.3
Other Transit Worker Non-Physical	13	10	3	5.9	8.7	-2.7
Public Non-Physical		3	-3	2.0	2.0	0.0
<input checked="" type="checkbox"/> Physical	3	10	-7	6.2	4.8	1.3
Operator Physical				0.2	0.4	-0.3
Other Transit Worker	1	3	-2	1.8	2.2	-0.3
Public Physical	2	7	-5	4.2	2.3	1.9
Total	24	26	-2	18.0	19.1	-1.1

Assaults Trend

May 2024 - Mar 2026





Board Performance Report

March 2026



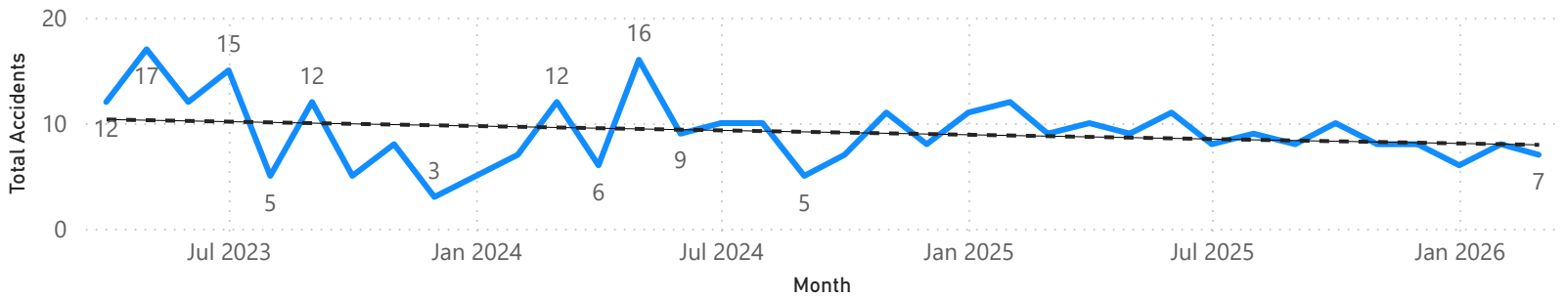
Accidents

Accidents

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	2	5	-3	3.8	5.3	-1.50
Preventable	5	4	1	4.3	5.0	-0.75
Total	7	9	-2	8.1	10.3	-2.25

Accident Trend

Apr 2023 - Mar 2026

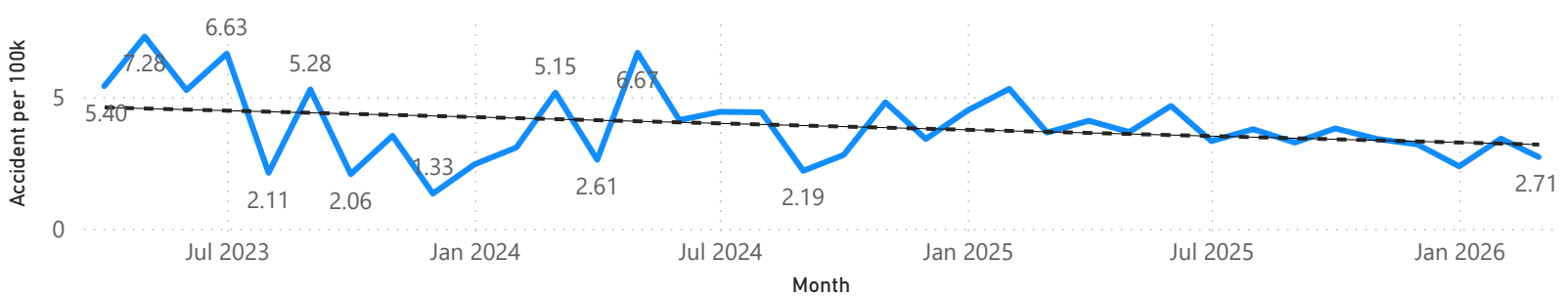


Accidents Per 100k Revenue Miles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	0.78	2.02	-1.25	0.13	0.19	-0.06
Preventable	1.94	1.62	0.32	0.14	0.18	-0.03
Total	2.71	3.64	-0.93	0.27	0.37	-0.09

Accidents per 100k Trend

Apr 2023 - Mar 2026





Lane Transit District

Monthly Department Reports

Administration

Wendi Frisbie, Chief Administrative Officer

HUMAN RESOURCES

Executive Summary:

Recruitment activity remains steady, with 18 open positions, including critical bus operator hiring to support July service needs. Compensation initiatives, including the Salary Market Study, Pay Equity Analysis, and Salary Band Review, are progressing on track.

Topic: Recruitment and Staffing Levels

- Status: In Progress
- Maintaining adequate staffing levels, particularly for bus operators, ensures reliable service delivery and supports LTD's ability to meet community mobility needs and service expectations.
- Strategic Business Plan (SBP) Alignment: Employee Engagement
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Continue recruitment efforts for open positions, with next bus operator class beginning July 2026.

Topic: Compensation and Pay Equity Analysis

- Status: In Progress
- Why it matters: Market-aligned and equitable compensation supports employee retention, recruitment competitiveness, and responsible stewardship of public funds.
- SBP Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: Under review with expectation of completion by end of May 2026.

INFORMATION TECHNOLOGY / INTELLIGENT TRANSPORTATION SYSTEMS

Executive Summary: Several technology initiatives are progressing through testing, pilot execution, or project startup and are approaching near-term decision points. Mid-May readiness decisions will determine whether planned timelines remain intact heading into the summer months. Risks are primarily schedule-driven; delayed decisions or unresolved readiness gaps could extend deployment windows.



Lane Transit District Monthly Department Reports

- **Topic: Mobile Video Surveillance Replacement Update**

- Status: In Progress
- Why it matters: The current onboard video systems are at the end of their usable life, increasing safety, reliability, and claims risk. This replacement improves operator protection, supports timely incident review and claims resolution, and reduces long-term operational risk across the fleet.
- Strategic Alignment: Customer Satisfaction
- Next Steps/Timeline: Procurement activities are underway, enabling pilot scheduling and installation sequencing.

Topic: Operations Scheduling Modernization

- Status: In Progress
- Why it matters: The project is now at a critical stage, transitioning from system build into operational readiness. Near-term decisions will confirm whether the program is prepared to proceed into parallel operations and support upcoming service needs.
- Strategic Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: Testing and operational readiness activities continue, with remaining validations and sign-offs underway. A mid-May go/no-go decision will confirm readiness for parallel operations and July service support.

Topic: Rider Information & Accessibility Enhancements (Pilot)

- Status: In Progress
- Why it matters: Announcing every stop improves accessibility for riders with visual and mobility impairments and provides consistent, predictable information for all riders. The pilot evaluates whether systemwide stop announcements improve rider confidence and navigation without creating operational burden.
- Strategic Alignment: Community Value
- Next Steps/Timeline: Rider and operator feedback continues to be collected to inform a future decision on broader implementation.

MARKETING

Executive Summary:

Marketing updated the *Connect to What's Possible* campaign with refreshed advertising and new rider-story content highlighting the value of expanded community access. A renewed Name, Image, and Likeness (NIL) partnership with University of Oregon student athletes is boosting social media engagement following last year's award-recognized effort. The Student Transit Pass program continues to grow, adding new schools and expanding support for students with disabilities to strengthen youth access to transit.



Lane Transit District Monthly Department Reports

Topic: *Connect to What's Possible* Campaign Update

- Status: In Progress
- Why it matters: An update to LTD's brand advertising campaign, *Connect to What's Possible*, launched on April 17. The update included a new TV commercial, digital advertising, digital billboards in Eugene and Springfield, and a new website page with rider stories and information on getting started riding LTD. The objective of the campaign is to increase community-wide understanding and support the positive outcomes that result from increased transportation access.
- SBP Alignment: Community Value
- Next Steps/Timeline: The new version of the campaign will air this spring and summer.

Topic: University of Oregon Name, Image, and Likeness Campaign

- Status: In Progress
- Why it matters: A new social media influencer initiative began in April in partnership with University of Oregon (UO) student athletes and the UO School of Journalism and Communication's Oregon Accelerator. LTD worked in collaboration with student athletes to develop and post content on their accounts to promote transit ridership. This marks the second year of the collaboration, and last year's campaign recently won a 2026 Golden Post Award, recognizing outstanding use of social media in government.
- The campaign promotes increased use of the College Pass that provides bus passes for all UO students, and a major contributor to Group Pass Program fare revenue.
- SBP Alignment: Financial Health
- Next Steps/Timeline: The campaign will be promoted on social media through Spring 2026.

Topic: Student Transit Pass Growth

- Status: In Progress
- Why it matters: The Student Transit Pass (STP) program has experienced increased interest from schools outside of the Eugene-Springfield metro area with Pleasant Hill High School and Circle of Friends, a private 501(c)(3) school based in Cottage Grove serving children and youth with complex disabilities, joining the program as pass-issuing organizations. Both schools joined the Student Transit Pass program in April. Staff also visited Circle of Friends to issue attendant passes to the students so that an attendant can ride with them for free.
- SBP Alignment: Community Value
- Next Steps/Timeline: Staff will develop a STP marketing campaign to launch at the start of the 2026-27 school year to promote increase STP adoption and utilization.



Lane Transit District

Monthly Department Reports

Business Intelligence

Aimee Reichert, Chief Performance Officer

BUSINESS INTELLIGENCE

Executive Summary:

Over the past month, the Business Intelligence (BI) team has focused on high impact products that directly impact Board governance, regulatory compliance, regional planning, and internal operational efficiency. The emphasis of this work ensuring's decision-makers and the public have timely, accurate, and consistently defined performance information they can trust.

Topic: EmX Travel Time and Performance Data

- Status: Completed
- Why it matters: Delivered detailed EmX travel time and performance data for the Franklin Boulevard corridor to support the City of Eugene's planning and consultant modeling.
- SBP Alignment: Community Value
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Offer further support if needed.

Topic: GTFS Data for Regional Bikeshare Integration

- Status: Planning
- Why it matters: Provided systemwide ridership and GTFS data for a regional bikeshare integration effort. This will help with encouraging ridership and improve community relations.
- SBP Alignment: Community Value
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Provide analysis.

Topic: NTD FY25 Annual Submission

- Status: Completed
- Why it matters: Completed and received acceptance of the NTD FY25 Annual Submission. This secures funding eligibility for LTD in all departments.
- SBP Alignment: Financial Health
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Move forward for where and how to use.



Lane Transit District

Monthly Department Reports

Development Services

Joe McCormack, Chief Development Officer

FACILITIES MANAGEMENT & PROJECTS

Executive Summary:

Fleet's Bay 1 safety upgrade is nearing completion, with fall protection and crane systems expected to be operational in May. The change enhances worker safety, regulatory compliance, and maintenance efficiency.

Topic: Fleet Crane and Fall Protection

- Status: In Progress
- Why it matters: Fleet's Bay 1 is a primary maintenance area where technicians perform work on bus roofs, requiring access to elevated surfaces and the handling of heavy components. The installation of the fall protection and crane in Bay 1 increases worker safety, regulatory compliance, and keeps LTD's system running without costly disruptions. The fall protection will provide a safe working environment for staff working at heights on top of buses. Modern transit vehicles, including electric and hybrid buses, feature heavier rooftop equipment and components requiring specialized access. The new crane and hoist will improve technician efficiency by reducing reliance on time-consuming workarounds and enabling proper handling of heavy and complex components. By proactively addressing high-risk conditions, LTD protects its employees, reduces liability, and ensures continued delivery of safe and reliable service to the community.
- SBP Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: Construction is near completion; Fleet is expected to start using the new fall protection and crane system in May.

MOBILITY PLANNING

Executive Summary:

LTD has launched Connect 2045, with the internal project kickoff on March 31 to begin shaping a 20-year mobility vision. On May 6, the staff and consultant team completed a comprehensive field tour [AK4.1] and engaged directly with staff. Additionally, the Umo fare system expansion has extended electronic fare payment across all LTD services to improve rider access and system consistency.

Topic: Connect 2045 Internal Project Team Kick-off Held on March 31

- Status: In Progress
- Why it matters: Connect 2045, LTD's Long Range Mobility Plan (LRMP) will set a 20-year vision for the future of public transit and mobility in Lane County. This plan will align LTD's services, programs, and investments to achieve the defined 20-year vision.



Lane Transit District Monthly Department Reports

- SBP Alignment: Community Value
- Board Goal Alignment: Complete LTD Long Rang Mobility Plan
- Next Steps/Timeline: On May 6, the project consultant team and the internal LTD working group conducted a field tour of LTD facilities and key corridors in Eugene and Springfield. Following the tour, the project consultant led an engagement activity with LTD staff to establish functional area goals and objectives for the work ahead. The Board will receive further updates during the August 19 Board Retreat.

Topic: Umo Fare Collection Expansion

- Status: In Progress
- Why it matters: In 2019, LTD implemented Umo's electronic fare collection on its fixed route system. This account-based mobile and tapcard system was a significant investment to provide convenience to our riders. Now, this expansion makes the same payment system available for all LTD services, including Oakridge's Diamond Express, Florence's Rhody Express, the LTD Connectors, and the three geographic services in the Rural Shuttle Pilot. This system provides the community with a more seamless way to use transit, reduces the need to carry cash, and provides access to non-profits to more fully support their clients.
- SBP Alignment: Community Value
- Board Goal Alignment: Expand Rural Transportation
- Next Steps/Timeline: This expansion was implemented on May 1, 2026. LTD is partnering with Lane Council of Governments to include their Link Lane service at a later date.

Finance

Pam Strutz, Chief Financial Officer

FINANCE DEPARTMENT

Executive Summary: Now that the budget process is nearly complete, the Finance team has turned their attention to year-end reconciliations and audit preparation work. The auditors will be on-site in mid-July for interim work. The close for FY26 transactions is estimated to be August 30. The close has to be completed before any FY27 financial and budgetary reports can be produced. For Grants, all major ongoing projects have been entered in the Project Ledger module along with the grants supporting those projects. A manual spreadsheet with grant expenditures is being maintained until all projects and grants have been entered in the ERP and reconciled. Federal drawdowns are current with the ODOT grants going through quarterly reconciliation now. Centralization of the procurement and accounts payable processes will take a big step in July with a conversion to auto-matching using the ERP (our financial software).



Lane Transit District

Monthly Department Reports

MATERIALS MANAGEMENT

Topic: Inventory, Accuracy, and Value

- Status: In Progress
- Why it matters: Reflects LTD's inventory control and accuracy. March ended with 99.75% inventory accuracy. March's total inventory was \$2,164,964.17
- Strategic Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: ongoing

PROCUREMENT

Topic: Procurement Centralization

- Status: In Progress
- Why it matters: Centralization is part of LTD's SBP and is intended to improve efficiency, financial transparency, and compliance across the organization. Procurement has initiated collaboration with the Facilities Department on their current needs from Procurement and how Procurement will incorporate their needs in the centralization process.
- SBP Alignment: Financial Health
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Communication to the Organization TBD, Workflow Testing in ERP Test Environment starting in April 2026.

Topic: Procurement Standardization

- Status: In Progress
- Why it matters: Standardizing Procurement's forms and processes will provide structure, maintain compliancy, and increase efficiency and support within the department.
- SBP Alignment: Financial Health
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: Create and update department's Standard Operating Procedures



Lane Transit District

Monthly Department Reports

Legal

Carmen Jackson-Brown, In House Counsel

COMPLIANCE

Executive Summary:

The team collaborates with departments to review and strengthen internal policies, procedures, and contract oversight practices. The goal is to promote consistency and shared accountability. Through this ongoing effort, Compliance is working together to strengthen training, refine contract management processes, and improve coordination throughout LTD to support compliance.

Topic: Compliance Overview

- Status: In Progress
- Why it matters: Strengthens consistency and oversight, reduces risk, supports regulatory compliance, and ensures public resources are being used responsibly.
- SBP Alignment: Community Value
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: Continue cross-department policy reviews and launch updated training and contract oversight improvements.

Operations

Mike Hursh, Deputy Chief Executive Officer

Executive Summary:

This summary covers the Operations Department's activities in the areas of employee support, safety, organizational funding, and regional planning and partnerships.

Operations is focused on workforce readiness and employee support. The department has completed vacation bids and planned the next bus operator apprenticeship class. Operations are hosting a Fleet Open House to encourage interested candidates to learn about and apply to work at LTD. Safety protocols and procedures have been reinforced through EmX recertifications, and training for temporary supervisors and supervisors.

OPERATIONS AND PUBLIC SAFETY

Topic: Operator Vacation Bid

- Status: Completed
- Why it matters: This demonstrates to bus operators that LTD prioritizes employees' needs.
- SBP Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice



Lane Transit District Monthly Department Reports

- Next Steps/Timeline: Vacation Bid was completed in April. The next scheduling bid will take place in June.

Topic: Supervisor and Temporary Supervisor Training (*CPR and Pepper Spray Certifications*)

- Status: Completed
- Why it matters: These training courses keep field staff updated on changes in policies and procedures.
- SBP Alignment: Community Value
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: The certifications for CPR and Pepper Spray are valid for two years, and LTD conducts these trainings every year.

TRAINING

Topic: EmX Recertifications

- Status: In Progress
- Why it matters: These certifications take place annually to bolster safety protocols, emergency protocols, and safe driving methods on LTD's EmX system.
- SBP Alignment: Community Value
- Board Goal Alignment: Implement Succession & Professional Development Strategy
- Next Steps/Timeline: The recertifications will be completed by the end of May 2026.

Topic: New Bus Operator Apprenticeship Class

- Status: Planning
- Why it matters: New buses will be put into service over the next several months. With a new class beginning July 20, new operators create the resources LTD needs to push service out.
- SBP Alignment: Customer Satisfaction
- Board Goal Alignment: Identify New Revenue Sources
- Next Steps/Timeline: This class of apprentices will run for 18 months.

MOBILITY SERVICES UPDATES

Topic: American Bus Benchmarking Group

- Status: Completed
- Why it matters: Mobility Services staff attended the American Bus Benchmarking Group paratransit conference. This is an important forum for learning about innovations in the field and discussing paratransit challenges with key industry partners.
- SBP Alignment: Community Value
- Board Goal Alignment: Identify New Revenue Sources



Lane Transit District Monthly Department Reports

- Next Steps/Timeline: Department discussion on the conference to gain insight into possible innovations to use at LTD.

FLEET MAINTENANCE

Topic: Mechanic Training

- Status: In Progress
- Why it matters: LTD’s three mechanics have completed 11 months of a 13-month training plan. As they complete the training, Fleet is preparing for its next round of hiring.
- SBP Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: New hiring positions will soon be posted between summer and fall

Topic: Fleet Open House

- Status: Planning
- Why it matters: To attract and hire the most qualified applicants into equipment detail technician, general service worker, and journey-level mechanic positions, Fleet held its second annual Open House was on April 23. At this recruitment event, Fleet will share job and compensation information and a tour of the shop.
- SBP Alignment: Employee Engagement
- Board Goal Alignment: Position LTD as Employer of Choice
- Next Steps/Timeline: The Open House will be on April 23.

FARE INSPECTION REPORT:

EMX Fare Inspection Report				
Month of	Failed Inspection	Validated Inspection	# Checks Weekly on Average	Total Inspections per Month
August 8/18-8/31/2025	190	361	138	551
September 9/2-9/27/2025	288	416	176	704
October 9/28-11/1/2025	894	1080	395	1974
November 11/2-11/30/2025	1178	1636	704	2814
December 12/1 - 12/31/2025	1552	2614	1042	4166
January 1/1 - 1/31/2026	1693	2354	1012	4047
February 2/1 - 2/29/2026	1407	2453	965	3860
March 3/1 - 3/31/2026	1717	3077	959	4794

**LANE TRANSIT DISTRICT
DELEGATED AUTHORITY REPORT
April 2026**

Contracts									
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	CONTRACT VALUE	CONTRACT INCREASE/TASK ORDER AMOUNT	NEW CONTRACT VALUE	SIGNER	NOTES
4/6/2026	Ogletree, Deakins, Nash, Smoak & Steward P.C.	Labor Attorney Services	Personal Services	Jul 1, 2024 - Jun 30, 2029	\$200,000.00	\$45,000.00	\$245,000.00	W. Frisbie	Amendment to increase the NTE amount and update Key Personnel.
4/16/2026	Camp Creek Electric	Eugene Station Lighting Controller Replacements	Task Order	Apr 14, 2026 - Jun 30, 2026	\$249,999.00	\$19,176.00	N/A	J. McCormack	Task Order to replace the lighting controllers at Eugene Station.
4/16/2026	Camp Creek Electric	Ridesource Lighting Controller Replacements	Task Order	Apr 14, 2026 - Jun 30, 2026	\$249,999.00	\$11,335.00	N/A	J. McCormack	Task Order to replace the lighting controllers at Ridesource.
4/21/2026	Upward, Inc.	Landscape, Irrigation Maintenance, and On-Call Services	Professional Services	Jul 1, 2021 - Oct 31, 2026	\$810,000.00	N/A	N/A	J. McCormack	Amendment to extend the term of the agreement for another four months.
4/24/2026	Tennant Sales and Service Company	Commercial Equipment Maintenance	Professional Services	Mar 4, 2021 - ongoing	\$5,000.00 a year	N/A	N/A	E. Evers	Amendment to add another piece of equipment to the maintenance agreement.
Group Pass/Non-Profit Program - Revenue Agreements									
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	ANNUAL CONTRACT VALUE	CONTRACT INCREASE AMOUNT	NUMBER of PARTICIPANTS	SIGNER	NOTES
4/3/2026	Circle of Friends	Non-Profit Pass	Revenue Agreement	April 1, 2026 - ongoing	varies	N/A	varies	E. Breitenstein	New Agreement
4/7/2026	Pleasant Hill School District	Student Pass	Revenue Agreement	Mar 23, 2026 - ongoing	varies	N/A	varies	E. Breitenstein	New Agreement
4/19/2026	Oakridge School District	Student Pass	Revenue Agreement	Apr 16, 2026 - ongoing	varies	N/A	varies	E. Breitenstein	New Agreement
4/20/2026	PLAY	Group Pass	Revenue Agreement	May 1, 2026 - ongoing	\$650.40	N/A	10	E. Breitenstein	New Agreement
4/23/2026	Silvies River Charter School	Student Pass	Revenue Agreement	Apr 10, 2026 - ongoing	varies	N/A	varies	E. Breitenstein	New Agreement



Lane Transit District

Connecting our Community

Rural and Multilingual Rider Engagement

May 20, 2026



MISSION

Connecting Our Community

VISION

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

VALUES

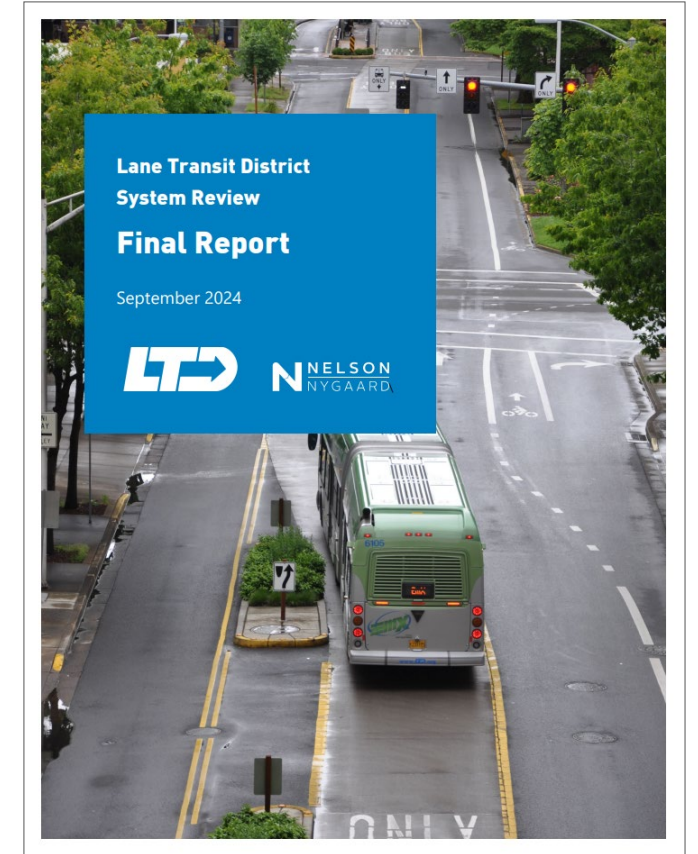
Respect, Integrity, Innovation, Equity, Safety, and Collaboration

Rural & Multilingual Rider Engagement

- Plans & Studies: LTD System Review, Community Engagement Framework, LTD Connect 2045
- Limited English Proficiency (LEP) Compliance
- Rural and Multilingual Outreach

LTD System Review

- Assessed the effectiveness of existing LTD fixed route services
- Identified the strengths and opportunities of each route and the existing network
- Developed short- and long-term recommendations



LTD System Review Multilingual Engagement



- Onboard and online survey conducted in English and Spanish
- Two focus groups with Spanish-speaking community members
- Information tabling targeted to Spanish-speaking community members

Community Engagement Framework

LTD's Community Engagement Framework recommendations informing rural and multilingual outreach:

- Listen and co-create
- Meet people where they are
- Build on existing relationships



LTD Connect 2045



Connect 2045

Mobility Solutions for a Connected Community

- Long-Range Mobility Plan updating LTD goals and policies and identify investments in the transit system to improve overall community connection
- At least four Spanish-language Community Outreach Meetings
- All community and rider surveys offered in English and Spanish
- Rural representation on project advisory committee and technical advisory committee

Limited English Proficiency (LEP) Compliance

- Title VI of the Civil Rights Act of 1964
- Board-approved LEP Plan updated every three years
- Spanish translation provided for vital documents
- LTD strives to exceed minimum requirements for translation

Multilingual & Rural Outreach Summary

- Event tabling with Spanish-speaking LTD staff and translated printed materials
- Engaged with 3,000+ community members in the past year at cultural events, schools, and food pantry sites serving Spanish and Mam-speaking populations
- Partnership building with Rural Organizing Project and *How to Ride* video in Mam

Community Resource Events

- Plaza de Nuestra Comunidad
- Willamalane Bob Keefer Center
- Food for Lane County Mobile Pantries



College & Youth Focused

- Junction City High School
- Cascade Middle School
- Lane Community College Open House

Cultural Events

- Día del Niño
- Hispanic Heritage Night
- Huerta Celebration
- Harlow Block Party



Bilingual Rider Education in Cottage Grove Event

- Facebook Live participation
- Mam interpretation

Multilingual & Rural Outreach Focus Areas

- **Plans and Studies:** Lane County Coordinated Plan, Connect 2045
- **Rider Education and Pass Programs:** How to Ride information, Student Transit Pass, Honored Rider Pass
- **Rural Services:** Rural Shuttle Pilot, LTD Connector, Rural Routes

Thank You





Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: LTD Fare System Roadmap Briefing

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

Action: Discussion and Feedback

Agenda Item Summary

Staff will provide Lane Transit District's (LTD) Board of Directors with an informational briefing on the recently completed Fare System Roadmap report. The intent of the report is to provide LTD with a clear, actionable roadmap for modernizing its fare system. No action is required of the Board at this time.

Background

LTD's fare system consists of several connected components including its fare policy (pricing, structure, and rules), fare media (payment tools like smart cards and smartphone apps), fare collection and validation technology, and back office and reconciliation systems. LTD's current fare system is largely a patchwork of individual components assembled separately over time as new technologies have emerged within the marketplace, or as individual LTD-led capital projects have been implemented.

LTD's current fare system has reached an inflection point that makes modernization both timely and necessary. Core system hardware is aging, unsupported by vendors, and lacks the contactless and mobile payment capabilities riders increasingly expect. A flat fare structure, fragmented product landscape across multiple service types, and a heavy focus on cash payments limit both rider experience and revenue potential. Fare capping – one of the most effective transit payment equity tools – is limited in reach to riders enrolled in LTD's electronic platform. And, with fare revenue representing just 4–5% of LTD's total funding and nearly half concentrated in the group pass program, the current system offers limited resilience. Incremental maintenance of the existing system is no longer a viable option.

A project to replace LTD's fare system was first introduced in the 2021 fiscal year adopted budget and community investment plan (CIP) and has been carried forward in each subsequent fiscal year through today. Although a cost estimate for the project is represented in the CIP, the current estimate was based largely on a like-for-like replacement of the existing fare system without consideration of broader goals, objectives, or system requirements. Prior to initiating project development on this critical investment, LTD Planning and Mobility Services teams identified a need to understand the strengths, weakness, and gaps of the existing system, identify desired functionalities, and create an actionable plan for fare system investment.



Lane Transit District Agenda Item Summary (AIS)

Fare System Roadmap Process

LTD's Planning and Mobility Services teams engaged consultants Access Planning and Amey Consulting to facilitate the development of the Fare System Roadmap report. The resulting Roadmap provides a) an assessment of the current fare system, b) proposed objectives and system requirements, c) fare system options and evaluation, and d) a final recommendation and considerations for future fare system investment. Rather than a detailed set of specifications for competitive solicitation process, the Roadmap is designed to result in a direction-setting document to be used in developing the future project scope, schedule, and budget.

High-level stakeholder engagement conducted in the development of the Roadmap included internal cross-functional engagement, and focus-group sessions with external partners including municipal agencies, non-profit organizations, K12 schools, and the University of Oregon. While broad public engagement was not part of this process, the Roadmap's findings and recommendations will be incorporated into the upcoming Connect 2045 Long-Range Planning process for further community conversation.

Summary of Findings

A review of LTD's current fare system drew on system assessment findings, peer agency practices, and stakeholder input and identified four interconnected challenges. First, riders experience inconsistent and inequitable service across the network, with fare capping and other benefits unavailable to cash users and no time-based transfer window. Second, aging and disconnected hardware slows boarding, lacks support for contactless and mobile payments, and leaves station ticket sales siloed from rider accounts. Third, poor integration between the fare system and LTD's financial and operational tools requires manual reconciliation and leaves rider data largely underutilized. Fourth, diffuse ownership across multiple teams has created accountability gaps in enforcement, cash handling, and performance monitoring. Together, these challenges underscore the impacts of an aging system and one that is not optimized to meet objectives and requirements identified during the Roadmap development process.

Recommended Direction: Option 3

Four future fare system options were developed based on the Roadmap's findings, objectives, and system requirements: 1) Maintain Status Quo, 2) Optimize Current System, 3) Migrate to New Platform, and 4) Join a Multi-Region Fare Collection System. These options were evaluated against a set of five key criteria developed in collaboration between LTD staff and the project consultant team. Evaluation criteria included financial and cost implications, risk management, control and oversight, system integration and scalability, and alignment with LTD's requirements. Ultimately, the Roadmap recommends pursuing Option 3) Migrate to a New System as the preferred option for LTD's future fare system. The report provides clear rationale and trade-offs for each of the four options evaluated.



Lane Transit District Agenda Item Summary (AIS)

Work Program Next Steps

Completion of the LTD Fare System Roadmap marks a major milestone in the path toward implementation of a new fare system. With clarity around goals, objectives, and system requirements, LTD staff will now begin the process of developing a project scope, schedule, and budget for the work ahead. Given the complexity of this project, the scope will include a number of pre-requisite work streams and sub-tasks. The Roadmap provides a detailed description of these items in section 5.2. In summary, they include the following items over the course of the next two to three years:

- 1) Conduct fare policy review and financial analysis
- 2) Conduct additional engagement and outreach during the Connect 2045 Long-Range Plan,
- 3) Create and assign fare system roles and responsibilities to functions and individuals within LTD,
- 4) Determine hardware system requirements,
- 5) Determine software services system requirements,
- 6) Prepare and issue fare system RFP,
- 7) Design, install, test, and launch new fare system.

Attachments:

- (1) LTD Fare System Roadmap
- (2) LTD Fare System Roadmap Presentation

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



Lane Transit District Transit Fare System Roadmap Final Report

Prepared for: Lane Transit District (LTD)

Prepared by: Access Planning Ltd
Amey Consulting Ltd.

Date(s): Version 5 (Final) – March 10, 2026
Version 4 (Draft) – January 20, 2026
Version 3 (Draft) – January 6, 2026
Version 2 (Draft) – December 5, 2025
Version 1 (Draft) – November 26, 2025

Version: 5.0

Table of Content

- 1. Purpose of Report..... 3
- 2. Context: Assessment of Current Fare System..... 4
 - 2.1 Current System Conditions..... 4
 - 2.2 Stakeholder Engagement Findings 6
 - 2.3 Current Practices in Fare System Policies, Structures and Technology 8
 - 2.4 System Assessment 8
- 3. Proposed Objectives and Requirements for Future Fare System..... 10
 - 3.1 System Objectives..... 10
 - 3.2 System Requirements..... 11
- 4. Fare System Options 13
 - 4.1 Options Summary 13
 - 4.2 Options Evaluation 14
- 5. Recommendations and Roadmap Considerations 17
 - 5.1 Preferred Option..... 17
 - 5.2 Implementation Roadmap / Considerations..... 18
- Appendices..... 25
 - Appendix 1 – Current LTD Fare System SWOT Analysis 26
 - Appendix 2 – Current Practices in Fare System Policies and Technologies 28

1. Purpose of Report

This report provides Lane Transit District (LTD) with a clear, actionable roadmap for modernizing its fare system. The findings will support LTD in shaping key strategic initiatives, such as the development of policy documents, and guiding upcoming procurement decisions, including contract extensions with fare collection vendors.

The goals of this report are to:

- a) Clarify LTD's fare system challenges and define the underlying problem statement.
- b) Identify objectives and desired functionalities, such as account-based architecture, multimodal integration or equitable fare policies.
- c) Assess the current fare system to identify gaps, risks and potential opportunities.
- d) Evaluate a strategic suite of options for system evolution and modernization.
- e) Deliver a phased action plan with recommendations across technology, policy, governance and procurement.

The content reflects discussion with internal LTD teams and community partners, aiming to bring a shared vision for the system that meet the needs of a diversity of user groups, align with agency priorities and leverages market opportunities.

While broad public engagement was not part of this process, LTD should commit to meaningful community input before proceeding with a formal procurement. Fare system priorities, including questions of payment access, equity, affordability, and the needs of rural and paratransit customers will be integrated into LTD's upcoming Long Range Mobility Plan (LRMP) outreach process, ensuring fare-related topics reach a broad cross-section of current riders, non-riders, and community members

2. Context: Assessment of Current Fare System

2.1 Current System Conditions

Fare Collection Infrastructure: Aging Fare Technology Limits Payment Options and Boarding Speed

LTD's fare collection system combines legacy cash-based equipment with electronic fare technology. Most fareboxes are Genfare Transview 100-series units, which are cash-only and no longer manufactured. Newer Genfare Fast Fare fareboxes are being installed on replacement vehicles but are used only for cash collection. LTD has 265 Umo validators installed on vehicles, with 35 in spare inventory. Validators support QR codes and smartcards but do not currently support contactless EMV or mobile wallet payments. QR code scanning has become less reliable, slowing boarding.

LTD operates approximately 70 Flowbird ticket vending machines (TVMs), primarily along the EmX corridor. These machines accept cash and credit/debit cards and issue paper tickets, which are not integrated with Umo. The TVM's have surpassed end-of-life and are no longer supported by the vendor. LTD's CAD/AVL system is provided by Trapeze/Vontas and can integrate with electronic fare collection systems. The Umo platform, introduced in 2019 and transitioned from TouchPass in 2021, provides account-based fare management, stored value, and fare capping. Customers can load value online or through retail partners for cash digitization. Umo validators support QR codes and smartcards, and select EmX stations use ScanRide for pre-payment. Integration with ERP and other systems remains limited.

Fare media options include cash, paper tickets, Umo mobile app, and Umo smartcards. Paper products remain in circulation for certain passes and programs, while electronic options support fare capping and account-based management.

Fare Policy: Flat Fare Structure Masks Service-Level Differences and Limits Flexibility

Lane Transit District (LTD) currently employ a flat fare structure for its core fixed-route network, including local bus and EmX BRT services, with a standard fare of \$1.75 per trip. Other LTD services operate under a separate fare structure:

- RideSource paratransit charges \$3.50 per trip;
- LTD Connector in Cottage Grove charges \$1.00 per trip (cash only);
- Rhody Express in Florence charges \$1.00 per trip or \$2.00 for a day pass;
- Diamond Express charges \$2.50 per trip or \$5.00 for a day pass, which is also valid on LTD's core network;

- LinkLane (operated by Lane Council of Governments) charges \$5.00 for a full-length trip or \$1.00 for intermediate stops.

PeaceHealth Rides bike share operates independently with time-based or membership pricing.

Fare Products: Limited Product Ranges and Uneven Access to Fare Capping

Fare products on LTD’s core network include:

- Cash
- Single-ride tickets;
- Day passes, and
- Monthly passes.

Fare capping is available through the Umo platform, which upgrades riders to a day pass after two paid rides in a day and to a monthly pass once the monthly equivalent is reached. Riders paying with cash or paper tickets do not receive fare capping benefits unless they purchase passes in advance. LTD introduced a rolling monthly passes in February 2026, letting the rider determine when the 31/92 days starts.

Discount Programs: Strong Equity Focus Through Income-Based and Student Passes

Discount programs include:

- reduced fares for youth, seniors, and persons with disabilities;
- income-based programs such as the Honored Rider pass; and
- group pass programs for organizations.

Student Transit Passes provide free rides for K–12 students at participating schools, funded through the Statewide Transportation Improvement Fund (STIF). College pass programs are available at local institutions, with varying cost structures. Paper and digital fare products are also distributed through eligible nonprofits at a discounted rate.

Payment Options: Cash Dominates Despite Digital Options

Payment options on LTD’s core network include:

- cash onboard;
- paper tickets, and
- Umo smartcards/mobile app.

Umo supports stored value and fare capping. Other services primarily accept cash or paper tickets. LTD plans to expand Umo to Diamond Express, Rhody Express, the

Connector, and Rural Shuttle services in 2026. LTD does not have a formal transfer policy; each boarding requires a separate fare, except for riders with a Diamond Express day pass, which also covers LTD’s core network. If riders pay cash for Diamond Express, they receive a paper LTD daypass.

Fare Revenue – Fare Revenue Remains A Small Portion of LTD’s Overall Revenue

In fiscal year 2024, LTD collected \$4.3 million in fare revenue, representing approximately 4% of general revenues. For fiscal year 2025–2026, fare revenue is projected at \$4.4 million, or 5.7% of operating requirements. Approximately 46% of fare revenue in 2024 came from the group pass program. Fare levels are approaching pre-pandemic amounts, but overall fare revenue remains a small share of LTD’s funding.

2.2 Stakeholder Engagement Findings

The engagement conducted as part of this process was intentionally limited in scope, designed primarily to align LTD staff and key institutional partners around the challenges and opportunities facing the current fare system.

Virtual stakeholder engagement sessions were held with both internal and external groups in the fall of 2025 to gather insights into potential challenges faced by different system users (see Table 1 for list of groups and attendees). Surveys were provided to representatives of interested stakeholders who were not able to attend the virtual sessions.

Table 1. Stakeholder groups engaged as part of this process

Groups	Representatives
<i>LTD Staff</i>	Operations, IT, Finance, Customer Service, Marketing
<i>Municipal and Non-Profit Partners</i>	City of Eugene, Eugene and Springfield Transportation, St Vincent de Paul
<i>Schools</i>	Lane Community College, Bethel Eugene, Springfield School Districts
<i>University and Mobility Partners</i>	University of Oregon, Cascadia Mobility, Lane Council of Governments
<i>Other Groups Engaged via Survey</i>	Transponder Oregon; St. Vincent DePaul; Housing Our Veterans; Live Grow Share; Oregon Social Learning Center; Restored Connection

Group passes account for a significant share of LTD’s revenue, and it is essential that a future fare system meet the need of those who administer them. Likewise, municipal and non-profit partners administer critical programs for vulnerable communities, including unhoused individuals, and their participation was essential to

understand the challenges of navigating the system when folks may not have access to a phone or bank cards.

Many of the comments shared during these sessions reinforced challenges highlighted in the system assessment—such as a need to focus on customer experience, service integration, and technology/system efficiency. While there many common themes, the sessions also uncovered additional concerns, including the need to preserve non-digital payment options and ensure all users receive the same fare-capping benefits, regardless of how they handle payments. We also heard about challenges with managing group pass programs on the backend. School partners shared that the current system feels cumbersome, requiring significant staff time to set up individual accounts. They also noted difficulties in accessing rider data seamlessly.

During the sessions, the groups were asked to think through outcomes that they think would be important both from the rider and the agency’s perspective. This approach was meant to broaden insights and bring nuance to issues discussed. In closing, attendees provided insights into potential barriers to implementing some of these outcomes. Bullets below are a summary of what we heard:

Rider-Focused:

- **Ensure system is affordable and equitable:** riders should receive the most affordable fare regardless of payment method, special attention should be given to unbanked users and those with limited digital literacy.
- **Simplify and improve usability:** Fare products should be easy, fast and convenient – comparable to “buying a cup of coffee”. Avoid complex structures and processes and support uptake through education and marketing.

Agency-Focused:

- **Improve technology and system efficiency:** Streamline UMO backend processes for group discount fares through batching, automation, and customization.
- **Minimize fare enforcement conflicts:** Fare evasion is low priority; efforts should be focused on reducing driver-user confrontations and ensuring drivers’ safety.
- **Enhance data access:** Provide better tools for accurate data to improve service quality and efficiency across agencies.

Potential Barriers:

- **Technology limitations:** UMO system deficiencies, inconsistent retailer availability for pass reloads, and lack of user behavior data.
- **System fragmentation:** Multiple apps and fare systems create user confusion and hinder progress toward a unified system.

- **Resistance to change:** Challenges related to technology adoption and rider perceptions.

Broader public engagement is planned as part of the Long Range Mobility Plan (LRMP) outreach process, where fare system priorities will be an integrated component. Additionally, prior to the launch of any new fare system, LTD will develop and implement a targeted communications and marketing strategy to ensure that customers are well-informed about changes to payment options, fare products, and how to access the system.

2.3 Current Practices in Fare System Policies, Structures and Technology

A scan of recent initiatives in comparable jurisdictions highlighted that transit agencies are modernizing fare system to improve equity, simplify rider experience and leverage technology for flexibility and cost efficiency. Common practices include:

- **Customer-Centric Fare Design:** Simplified fare structures reduce confusion and improve access. They may include targeted programs to meet the needs of specific groups.
- **Modern Fare Products and Pricing:** Shift from traditional passes to usage-based models like fare capping; some agencies explore multi-modal pricing.
- **Open & Account-Based Payments:** Flexible payment options via cards, mobile wallets, and smart devices to reduce reliance on proprietary media.
- **Technology and Infrastructure Flexibility:** Open architecture and digital channels cut costs, reduce cash use and phase out ticket vending machines.
- **Integrated Multi-Modal Payments:** Seamless payments across transit and shared mobility are emerging, though full fare integration remains rare.
- **Replacing Legacy Fare Technology:** Agencies replace aging systems with modular, cloud-based platforms supporting mobile ticketing and open payments, often through staged modernization.
- **Fare Adjustment Strategies:** Post-pandemic, agencies favor incremental or inflation-linked increases, paired with equity measures and clear communication.

Reference to specific programs are included in Appendix 2.

2.4 System Assessment

Findings from the current fare system, insights from peer agency practices, and stakeholder engagement revealed a set of key challenges facing LTD's fare system:

- **Inconsistent and inequitable rider experience across services:** The current fare system creates an inconsistent and inequitable rider experience across services. Fare rules and benefits, such as fare capping, do not apply uniformly across Lane County–area services, and there is no time-based transfer window. Riders who pay with cash or paper tickets often miss out on the “best fare,” and station sales are not linked to rider accounts, further limiting convenience.
- **Aging and unreliable hardware:** Hardware and sales channels are aging and disconnected. On-board validators are outdated, and QR code scanning is unreliable, slowing boarding. Current devices do not support contactless bank cards or mobile wallets. Station ticket machines, available only at EmX stations, issue paper tickets and are not connected to rider accounts, creating a separate, manual process.
- **Limited data and system integration:** The fare system connects poorly with finance and other operational tools, requiring manual reconciliation and leaving rider data underutilized. Integration with partner mobility services and commonly used rider tools is either limited or slow.
- **Diffuse ownership and operational gaps:** Finally, ownership and operations are diffuse, leading to gaps in accountability. Responsibility for fares and systems is spread across multiple teams, and inspection and enforcement are inconsistent when staffing is tight. Cash handling and manual pass processing add workload and risk, while clear performance targets and centralized monitoring are not consistently in place.

A complete SWOT analysis can be found in Appendix 1.

3. Proposed Objectives and Requirements for Future Fare System

Using the information gathered through the system assessment, a set of objectives and requirements were developed to be used as a guide throughout the next stage of the project and to help refine what a future fare system for LTD should achieve.

3.1 System Objectives

A long list of objectives was originally created to engage with the different stakeholder groups. Through discussion, the list was eventually narrowed down to a concise set of four objectives for LTD's future fare system:

- a) **Best price for every rider, every time:** Riders should always pay the lowest possible fare, no matter where they start their trip or how they choose to pay; whether by cash, card, or app. This principle eliminates the fear of overpaying and makes transit more equitable, ensuring that riders don't have to figure out independently which option is cheapest. Key elements include:
 - fare capping, where rides become free after a certain spending threshold for the day or month;
 - equal benefits for non-digital payment options so riders without smartphones aren't disadvantaged; and
 - transparent pricing that builds trust in the system.
- b) **Simple and predictable fares:** As stated by many stakeholders during engagement "paying for transit should feel as easy as buying a coffee". In short, it should be quick, intuitive, and stress-free. Simple and predictable fares means reducing the number of products, multiple pass types, and guaranteeing a clear "best fare" promise so riders know they're always getting the best deal automatically. Passes should also start on any day, not just the first of the month, making them flexible for riders with irregular schedules.
- c) **One account for every way riders travel services:** Whether within the Eugene-Springfield Metro area or in rural Lane County, riders should be able to plan and pay for multiple modes (bus, BRT (EmX), bike share, and other partner services) through one account or linked accounts. Seamless integration encourages multimodal trips and improves customer experience. This requires a unified payment system or account linking, consistent language and benefits across services (such as discounts applying everywhere), and integrated trip planning tools so riders can see all options in one place.

- d) **Reliable and efficient:** The system must operate seamlessly for both riders and staff, combining reliability with efficiency to build trust and reduce operational costs. Hardware should function consistently across validators, kiosks, and other equipment to ensure fast boarding. Staff need intuitive tools that allow quick updates to fares and products without unnecessary complexity. Accurate, trustworthy data should support reporting and audits, and routine tasks such as pass renewals and fare capping should be automated to save time. Group pass programs for employers, schools, and other organizations should also be simple to manage and easy for participants to use, creating a system that feels effortless for everyone involved.

3.2 System Requirements

There are essential products and functionality that the fare system needs to deliver in order to achieve the identified objectives. A set of requirements has been developed to address these needs, spanning infrastructure, technology, policy, and governance processes. While this list may not capture every improvement necessary to fully meet the objectives, it provides a strong foundation for LTD to build the fare system it envisions. The following requirements are required to enable the proposed objectives:

- **Open, account-based payments** should enable flexible options such as credit/debit cards, mobile wallets, and accounts that support fare capping and rolling passes.
- **Validators** must be highly compatible, accepting smartcards, QR codes, contactless cards, and mobile wallets. They should be reliable and vendor-agnostic to ensure LTD retains flexibility as needs evolve.
- **Fare structures** should remain simple, using daily and monthly caps along with clear short-term options.
- **Programs and eligibility** should be managed seamlessly, supporting student and employer passes as well as reduced-fare categories.
- **LTD's data and mobility services** should be fully integrated, linking to enterprise resource planning, reporting tools, and other mobility platforms and apps such as trip planners.
- **Cash-to-digital solutions** should be easy to access at local retailers and stations.
- **The system** must be reliable and secure, enabling central monitoring, remote updates, strong privacy protections, and clear governance with defined roles and responsibilities across LTD and its partners.

Table 2 shows how requirements match to the four objectives.

Table 2. Mapping system requirements to objectives

	Objective 1: Best price for every rider, every time	Objective 2: Simple and predictable	Objective 3: One connected journey across services	Objective 4: Reliable and efficient
Open, Account-Based Payments <i>(supports 3 objectives)</i>	X	X	X	
Validator Compatibility <i>(supports all objectives)</i>	X	X	X	X
Simple Fare Structure <i>(supports 2 objectives)</i>	X	X		
Program and Eligibility <i>(supports 2 objectives)</i>	X		X	
Data and Mobility Service Integration <i>(supports 2 objectives)</i>			X	X
Cash-to-Digital Solutions <i>(supports 2 objectives)</i>	X	X		
System reliability and Security <i>(supports 2 objectives)</i>		X		X

4. Fare System Options

4.1 Options Summary

Lane Transit District (LTD) recently renewed its contract with Umo in May 2025 for a two-year term, with an option for an additional two-year extension beginning in May 2027. This timeline affects the longest LTD can stay with UMO without going to bid. Under the current contract, LTD has the ability to end the contract at any time for convenience.

The renewed contract also includes provisions for purchasing upgraded validators, which could help address some current challenges. LTD is already implementing improvements, such as expanding handheld validators for rural connector services and working with the current vendor to implement minor improvements to the K–12 student transit pass program.

Four primary options were identified for LTD’s future fare system and are summarized below.

1. Maintain Status Quo	2. Optimize Current System	3. Migrate to New Fare Platform	4. Join a Multi-Region Fare Collection System
Continue operating the existing account-based system with current hardware and configurations; minimal changes and investment.	Keep the current vendor but reconfigure products and discounts, expand retail/community reloads, refresh on-board devices as needed, and improve reporting and connections where available.	Run a competitive process to replace the platform and refresh devices; design for best-fare by default, modern interfaces, stronger data connections, and future payment methods.	Adopt a shared regional platform with standard tools, governance, and cost-sharing; leverage economies of scale and regional interoperability, e.g., NeoRide, HopPass, Cal-ITP.

- The first option is to maintain the status quo, continuing to operate the existing account-based system with current hardware and configurations, making only minimal changes and investments.
- The second option is to optimize the current system by retaining the existing vendor and reconfiguring fare products and discounts, expanding retail and

community reload options, refreshing on-board devices as needed, and improving reporting and system integrations where possible.

- The third option involves migrating to a new fare platform through a competitive procurement process, replacing the platform and refreshing devices to enable best-fare pricing by default, modern interfaces, stronger data connections, and support for future payment methods.
- The fourth option is to join a multi-region fare collection system, adopting a shared regional platform with standardized tools, governance, and cost-sharing. This approach would leverage economies of scale and regional interoperability, similar to systems like NeoRide, HopPass, or features of Cal-ITP.

A fifth option—adopting an open architecture—was considered but deemed infeasible due to high technical complexity, significant integration risks, and LTD’s limited capacity to act as a system integrator.

4.2 Options Evaluation

To evaluate these options, LTD applied five key criteria:

- financial and cost implications,
- risk management,
- control and oversight,
- system integration and scalability, and
- alignment with LTD’s requirements.

Financial considerations included upfront and ongoing costs, hardware investments, and training. Risk management focused on service continuity, reliability, and data integrity. Control and oversight assessed the ability to adjust products and pricing quickly and access data for audits. Integration and scalability examined connections to finance tools, regional interoperability, and readiness for growth. Finally, requirements alignment measured how well each option met LTD’s objectives and technical needs.

The preliminary assessment revealed clear trade-offs:

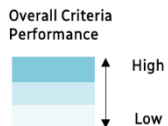
- Maintaining the status quo (Option 1) offers the lowest near-term cost but perpetuates technical debt and limits progress toward objectives, while posing high risks of boarding delays and constrained data access.
- Optimizing the current system (Option 2) provides the fastest path to visible improvements with manageable cost and risk, offering moderate gains in control and integration by remaining bounded by vendor limitations.

- Migrating to a new platform (Option 3) involves the highest upfront cost and change risk but delivers strong alignment with LTD’s objectives, modern integrations, and long-term flexibility.
- Joining a shared regional platform (Option 4) offers strong potential for regional integration and multimodal readiness but reduces local control and introduces governance complexity. While a regional approach has intuitive appeal, the only established model in Oregon is the TriMet HopCard system in the Portland/Vancouver metro area, which is owned and operated by TriMet and used by Portland Streetcar and C-Tran through intergovernmental agreements (IGA). Joining this system would require LTD to enter into a similar IGA with TriMet, an arrangement that introduces meaningful constraints. LTD would have limited ability to adjust fare products and policies independently, as changes would need to align with TriMet's system priorities and governance structure. Access to fare-based ridership data would be more limited, reducing LTD's ability to analyze travel patterns and make informed service decisions. Hardware procurement would also be subject to TriMet's purchasing processes, reducing LTD's flexibility and potentially increasing costs. For these reasons, Option 3 is the preferred path -- it delivers the modern, integrated platform that a regional approach would offer, while preserving LTD's ability

Table 3, on the following page, provides a summary of trade-offs across all options.

Table 3. Assessment of options

Criteria	Option 1 – Maintain Status Quo	Option 2 – Optimize current system	Option 3 – New platform	Option 4 – Shared platform
Financial & Cost	Moderate – Lowest near-term spend but growing technical debt and missed efficiency gains over time.	High - highest value per dollar if changes are mostly configuration + selective hardware refresh.	High upfront (procurement, migration, hardware, training, communications) - potential lower operating cost and higher value over time.	Moderate –high onboarding, then shared operations may lower unit costs; good for grant positioning.
Risk Management	High - ongoing risk of boarding delays and service friction from device limitations.	Moderate - risk; proven platform; changes can be phased.	Higher change risk; may be mitigated with pilots, phased rollout, and parallel running during transition.	Lower technical risk (mature platform); governance risk (regional change processes can be slower).
Control & Oversight	Limited agility to change products/prices quickly – constrained data access.	Moderate improvements (within platform limits).	High (faster product/price changes; better data ownership).	Lower local control (pricing cadence, feature timing, data standards subject to shared rules).
System Integration & Scalability	Limited - progress depends on vendor roadmap rather than local priorities.	Moderate (better than status quo; still bounded by vendor)	High - (modern connections; clearer partner pathways).	Strong - (regional reach, multimodal readiness).
Requirements Alignment	Weak overall.	Good overall with known limitations.	Very strong across all requirements once in place.	Very strong on integration and consistency; trade-offs in local autonomy.



5. Recommendations and Roadmap Considerations

5.1 Preferred Option

Option 3 is the preferred path for LTD's fare-collection modernization because it best aligns with LTD's objectives and expected outcomes for its fare system.

Option 3 enables an opportunity for an open-architecture platform with broader vendor flexibility, supports a phased, risk-managed transition, preserves the value of the current contract with UMO in the near-term, and establishes the foundation for a long-term, scalable fare-collection ecosystem. The approach is also consistent with near-term readiness to leverage ongoing hardware updates (including planned handheld validators in 2026) and positions LTD to pursue open procurement for ongoing operations while maintaining the ability to adapt to future requirements and vendor capabilities.

The Benefits of a Upgraded Fare System for Rural Services and Riders

A unified fare system is not just an upgrade for urban riders. It is an equity commitment to customers across all of LTD's and other Lane County public transit provider's services. Today, riders on rural and intercommunity services like Diamond Express, Rhody Express, the Cottage Grove Connector, and LinkLane operate under separate fare structures and have access to a more limited set of fare products and programs than riders on the core fixed-route network. A modern, integrated fare platform would change that. Under Option 3, rural customers would benefit from a consistent and recognizable fare payment experience across all LTD services, making it easier to navigate the system regardless of where in Lane County they are traveling. Transfers between rural and urban services would be more seamless, and riders would have access to the full range of fare programs (including capping, discount programs, and future equity initiatives) that may currently be unavailable or inconsistently applied to their service. LTD's goal is a fare system where the quality of the customer experience does not depend on which route you ride.

5.2 Implementation Roadmap / Considerations

Figure 1 on the next page presents a high-level implementation roadmap for LTD to guide next steps in moving forward with Option 3. The road map it is intended to show potential interdependencies and the relative sequencing of key activities. The timeline provided is for illustrative purposes only and should be reviewed in light of LTD's internal capacity. Each implementation task is summarized below and detailed in subsequent sections.

- Near-Term Actions (2026-2027): During this period, LTD should focus on foundational activities that establish the parameters for a new fare system. This includes refining fare policy and confirming hardware and software needs. These activities will inform the development of an RFP to select a new fare system vendor. This will be a decision-intensive stage requiring more detailed analysis than was possible in this study. LTD would benefit from retaining a consultant team specializing in fare system transformation to support this work. During this period, LTD should continue deploying handheld validators across the fleet to integrate RideSource, LinkLane, Diamond Express, and Rhody Express into the Umo platform.
- Medium to Long Term Actions (2028-2029 and beyond): During this period, LTD should execute the migration to the new platform through an open competitive procurement to select a vendor responsible for ongoing fare-collection system operations.

Key considerations for each implementation task are outlined below in greater detail below.

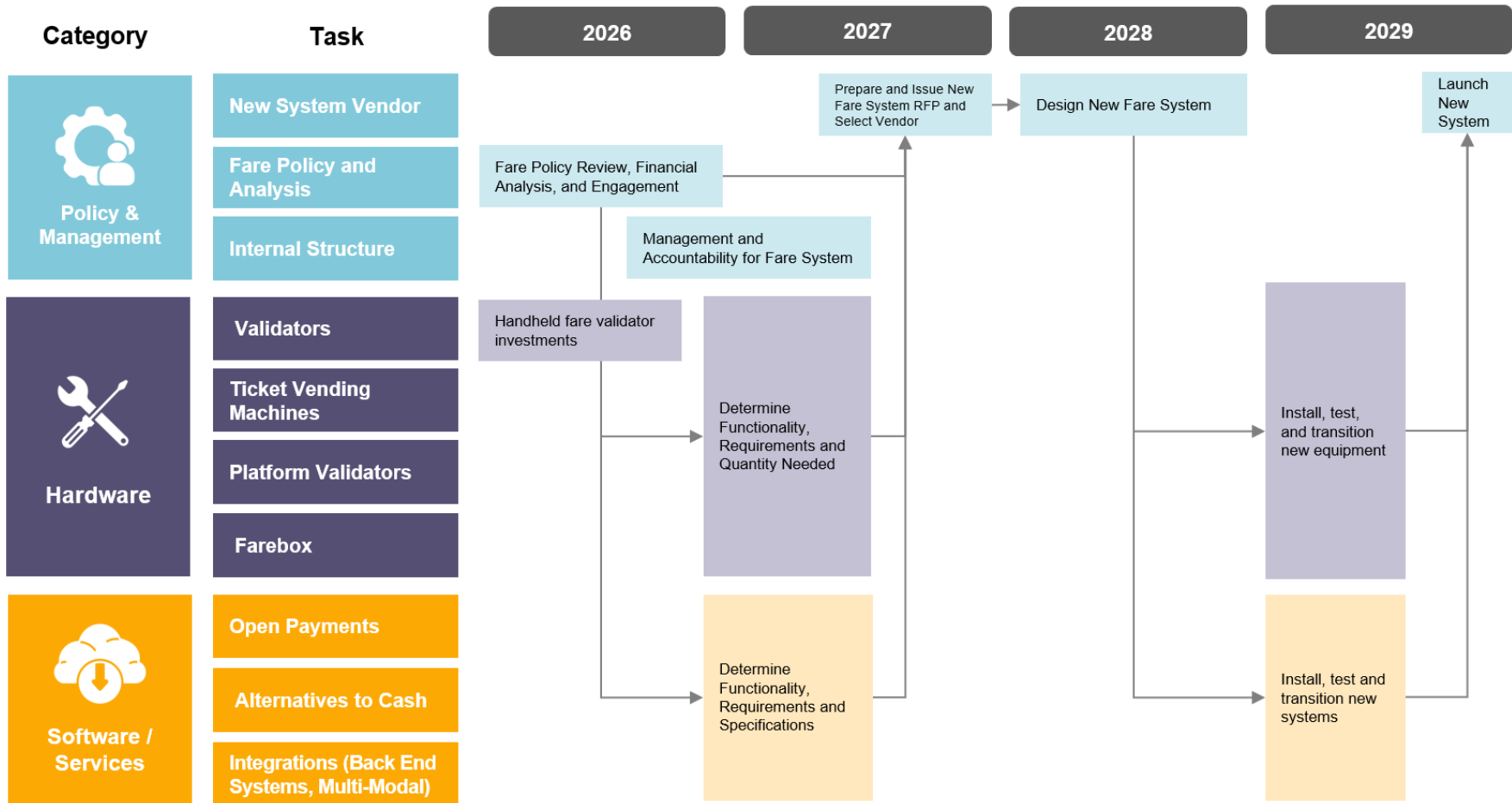


Figure 1. Roadmap to implementation

Policy and System Management Actions

Near-term actions and steps in this category are focused on reviewing and defining the fare system policy framework that forms the basis for a future fare system. A key part of this is undertaking required engagement and consultation and financial analysis to understand key revenue and financial parameters that may influence the specific future fare system needs to adhere to or deliver. In the medium term, key actions involve designing an RFP to select a future fare system vendor, retaining a preferred vendor, and initiation of the future fare system.

A. Public Engagement

LTD has not engaged customers or stakeholders on fare policy and pricing in over a decade. Near-term engagement opportunities include the Long Range Mobility Plan, which will incorporate fare system priorities. Before issuing an RFP for a new fare system vendor, LTD should ensure engagement findings are integrated into the procurement scope, functional requirements, and evaluation criteria. Prior to system launch, LTD should also prepare a comprehensive communications and marketing strategy to guide customer transition to the new system.

B. Fare Revenue Financial Analysis

LTD's Planning and Finance teams should jointly conduct a formal financial fare analysis. The Capital Improvement Plan currently allocates \$6.1 million for the Fare Systems project (FY26–FY28), but several assumptions require validation, including:

- the number and type of TVMs required
- operational cost implications of Open Payments
- lifecycle costs of different hardware options

The analysis should update capital and operating forecasts, model fare revenue scenarios, and estimate ridership impacts informed by peer agency experience with Open Payments and regional fare integration. This work establishes realistic financial parameters for the future fare system and ensures the RFP includes requirements aligned with LTD's budget and revenue expectations.

C. Fare Policy Review

LTD's current fare structure - base fare with daily and monthly capping - is attractive to customers and supported by most vendors. LTD should undertake a comprehensive fare policy review to identify policy changes that align with fare system objectives outlined in this report.

Potential improvements identified through this report development process include:

- Service-based fare tiers (circulator/microtransit, urban, rural/intercity), each contributing to distinct fare caps
- Replacing monthly caps with 31-day rolling caps, depending on vendor capabilities
- K–12 Student Pass improvements, including validation requirements for only some students, alternative durable fare media (wristbands, lanyards), or blank smartcards for institutional printing

This review should occur in parallel with the Financial Analysis outlined in (B) to inform future fare levels and adjustment mechanisms. The results will directly define functional requirements for the new fare system and must be reflected in the RFP.

D. Clarify Internal Accountability for Fare System

As identified in the SWOT analysis, LTD should establish clearer lines of management and accountability for fare strategy, fare policy and fare collection decision making. In larger organizations, this may be structured as a cross-functional team with representatives from groups such as Planning, Finance, Operations, Maintenance and IT. Smaller organizations may consider establishing a position (eg: Manager of Revenue Operations) that is responsible for day-to-day decisions, but coordinates ad-hoc, cross-functional teams as needed for larger decision making exercises (eg: selection of a fare collection vendor).

E. Prepare and Issue Competitive RFP for New Fare Collection System

LTD will likely need a competitive RFP to select a future vendor. This allows LTD to refine requirements and gain clarity on available system functionality and integration options across the industry. LTD may benefit from hiring a fare collection consultant to:

- develop a comprehensive system requirements list
- assist with drafting RFP specifications
- support evaluation and implementation planning

The full process – from requirements capture through Board approval and hardware procurement – may take upwards of 12–15 months. The current Umo contract provides flexibility: LTD can use some or all of the optional two-year extension (June 2027–May 2029) and terminate early once the new system is ready. Many of the other elements in the roadmap outlined below are intended to provide inputs and parameters to guide the design and development of the future fare system RFP.

Hardware Actions

The actions in this category are aimed at defining the hardware requirements of the new fare system. A key input into the set of actions is the outcomes of pending fare review and financial analysis. The outcomes from this set of actions provide the parameters into a future fare system RFP.

F. Handheld Validator Upgrades

LTD should continue to invest in installing handheld fare validators across all non-urban services in the network in 2026 – including: RideSource, LTD Connector, Diamond Express, Rhody Express, and LinkLane. These upgrades can be done with minimal costs and deliver benefits of the UMO system to more riders. UMO's handheld validators typically run on Samsung Galaxy ruggedized smartphone-type devices, which can often support non-UMO backend systems, meaning that LTD may be able to re-use later in the roadmap period.

G. Ticket Vending Machines (TVM)

TVM replacement requires careful planning regarding quantity, placement, and functionality. Costs range from \$20,000–\$30,000 for small-footprint units upwards of \$50,000–\$80,000+ for large-footprint units¹. As LTD develops technical specifications for the future system, TVM needs and functionality – such as cash-based account reloads - and number of machines needed should be evaluated. Replacing all 69 of LTD's TVM's may be quite costly, so the agency may want to consider investing in a smaller number of devices at higher utilization locations. Peer agency progress on TVM-fare collection vendor integration (e.g., CapMetro's exploration of Flowbird–Umo integration) should be monitored.

H. Platform Validators

LTD should determine whether pre-payment and validation will be required on EmX platforms. If so, platform validators may be appropriate; otherwise, off-board payment with on-vehicle validation may be more cost-effective. Platform validators would require platform infrastructure modifications.

¹ Hardware cost ranges were developed based on agency procurements, vendor data prior to the widescale implementation of tariffs. Hardware cost ranges may differ from those quoted.

I. Fareboxes

LTD's fare system strategy should continue reducing cash transactions, given their high collection costs. While newer GenFare fareboxes support Open Payments, they are unlikely to offer the open architecture flexibility LTD seeks. As part of scoping the design, parameters, and requirements for the future fare system, LTD should determine whether to move towards eventual elimination of cash acceptance on board vehicles. LTD will want to ensure that open payments capabilities are included in the RFP to select a future fare collection vendor.

Software and Service Actions

Similar to the Hardware actions above, actions in this category are aimed at defining the software requirements of the new fare system. A key input into this set of actions are the outcomes of the pending fare review and financial analysis. The outcomes from this set of actions provide the parameters into a future fare system RFP.

J. Open Payment Acceptance

As part of defining the technical and system specifications for a new fare system, LTD should confirm whether Open Payment will be a requirement of the new fare system. The acceptance of Open Payments (paying with a contactless credit card, debit card or mobile wallet) will expand the range of payment options for LTD customers. While Open Payments may appeal to occasional customers including visitors and tourists, it also provides important benefits for cash reliant customers. By accepting prepaid debit cards, cash reliant customers are offered an additional payment option. Prepaid debit cards are also more widely available than the InComm/Vanilla Direct retail account reload network currently offered to LTD customers. Prepaid debit cards are also an important payment option for unbanked, underbanked and undocumented customers, as they do not require a banking relationship (which typically requires an SSN, ITIN or proof of residency) or credit check.

K. Alternatives to Cash

Offering customers alternative methods of using cash to purchase digital fare media is an important cost efficiency strategy, and equity strategy. LTD's existing retail network coverage offered through InComm/Vanilla Direct is unlikely to be improved/expanded in the near term; consolidation in the retail, cash digitization space has resulted in InComm being one of the few remaining service providers. In the longer term, other fare collection vendors may be capable of providing alternative cash digitization solutions such as partnerships with CashApp or similar services. The acceptance of Open Payments will provide an additional purchase option for

cash-reliant customers. Over the long term, a portfolio of options may provide cash-reliant customers with a number of options to acquire fare media with cash. A retail, cash digitization network, acceptance of open payments, and account reload using cash at TVM's may provide a comprehensive range of solutions for LTD's cash-reliant customers.

L. System Integrations (Reporting Systems, Multi-Modal)

LTD will want to stay apprised of peer agencies that are exploring greater integration. For example, CapMetro in Austin, TX utilizes Umo's fare collection platform and has been exploring options for further payment integration between transit, microtransit and bike share services.

LTD will likely want to watch developments at TransitApp. TransitApp has been active in the integration of payment options directly into their application. Several fare collection vendors allow customers to purchase fares directly in TransitApp with valid QR-codes issued within TransitApp, whereas other vendors have provided deeplink integration whereby customers are redirected from TransitApp to the fare collection vendor payment app to purchase their fare. Through their existing contract with TransitApp, LTD customers using TransitApp now have a simplified payment option using the deeplink integration within TransitApp. TransitApp has also shown increasing interest in developing further integrations with microtransit and bike share operators. Developments in this space might provide a version of multi-modal payment integration through a single application without transit providers needing to facilitate those integrations.

LTD will want to develop a list of preferred or desired reporting, multi-modal and partner integrations (including integration with LTD's ERP systems) and associated functionality that is desired and can be included in the RFP scope of services for selection of a future vendor.

Appendices

Appendix 1 – Current LTD Fare System SWOT Analysis

	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
FARE PRICING, AND STRUCTURE	<p>Affordable base fares and simple core structure: Core pricing model is straightforward and low-cost, supporting transit affordability. Fare capping through Umo on core/fixed route network incentivizes frequent riders without requiring upfront purchase of passes.</p>	<p>Fragmented product integration across services: Passes and fare caps do not apply to Diamond Express, LinkLane, Rhody Express or RideSource, limiting network cohesion. Riders face inconsistent experiences across both LTD-operated and non LTD-operated services.</p> <p>No time-based transfer policy: Riders not utilizing Umo using single fares pay per boarding without a grace window, increasing cost and reducing convenience for multi-leg trips.</p>	<p>One fare: Consolidating fare policies and products across all services (e.g., LTD, RideSource, Link Lane, Diamond Express) could streamline operations and improve clarity for riders.</p>	<p>Price sensitivities: Adjusting fares after a long period without increases may face public or political resistance without clear value proposition.</p>
SYSTEM TECHNOLOGY AND INFRASTRUCTURE	<p>UMO platform adoption: Supports stored value, mobile ticketing, contactless boarding, and fare capping. Provides a foundation for modernization and customer convenience. Supports multiple fare formats, including QR codes, NFC, and tap cards but full .</p>	<p>Outdated Technology: Full functionality of UMO fare system is limited by current validator versions and TVM's which are dated. Validators and TVMs are aging, slow, and not user-friendly. QR code readers are unreliable and difficult to use for many riders.</p> <p>Lack of 'back-end' system integration: UMO lacks real-time integration with ERP requiring manual workarounds for financial reporting.</p>	<p>Transition to open payments: Industry trends support adoption of contactless EMV (credit/debit) and mobile wallet payments, which could reduce infrastructure needs and improve rider convenience.</p> <p>Unified fare infrastructure: A single vendor or platform for both onboard and station-based fare systems would simplify operations and reduce vendor management complexity.</p>	<p>Technology fragmentation: Without integration across systems (e.g., fare collection, ERP, customer service), LTD risks inefficiencies and limited scalability.</p>
ADMINISTRATION, REVENUE, AND OPERATIONS	<p>Lean fare infrastructure investment: The current fare infrastructure is described as minimal, which may allow for more targeted and efficient upgrades without the burden of maintaining a large legacy system.</p>	<p>Inconsistent fare inspection practices: Fare inspection duties are often reassigned when staffing is limited, reducing enforcement consistency and undermining deterrence.</p> <p>Manual fare media processes: Day passes are still printed in bulk and distributed manually, creating inefficiencies and increasing the risk of misuse or loss.</p> <p>Ongoing reliance on cash handling: Cash remains a significant component of fare collection, particularly for RideSource. This adds operational complexity and cost, especially in terms of counting, security, and reconciliation.</p>		<p>Revenue Sustainability: Farebox recovery is low (less than 10%); O&M costs may exceed fare revenue. Payroll tax increases end in 2025. Failure to pass statewide transportation funding package (and associated STIF increase) in summer of 2025.</p>

	STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
POLICY AND GOVERNANCE	Agreement on strategic goals: The desired outcomes for a future fare system are well articulated at staff level; simplicity and ease of use for riders and reduced admin burden for staff.	Distributed accountability: Fare management lacks a dedicated owner or team, resulting in fragmented efforts. Project management resources are limited, and fare system improvements are not prioritized within existing roles.		
CUSTOMER EXPERIENCE AND DATA	Potential for data-driven insights: The UMO system has the technical capability to track origin-destination data via QR codes, which could support service planning, equity analysis, and performance monitoring.	Low rider engagement with UMO: Despite its capabilities, the UMO platform has not seen strong uptake or interaction from riders, limiting its effectiveness as a fare and data tool. Limited Data Utilization: UMO data is underused, and reporting/export capabilities are weak. Inadequate rider communication tools: Push notifications are only functional on certain devices (e.g., Samsung), and there is no capability for real-time or emergency communication with riders.		

Appendix 2 – Current Practices in Fare System Policies and Technologies

A. Customer-Centric Fare Design

Transit agencies are increasingly designing fare systems with the rider at the center—streamlining structures to reduce confusion, improving equity, and enhancing access. Simplified fare policies are easier to implement and communicate, and targeted programs offer new ways to meet the needs of key customer groups.

Examples:

- Cincinnati SORTA – Redesigned its fare structure to reduce zones and simplify rules for clearer customer communication.
- Calgary Transit – Integrated fare simplification into its broader fare strategy refresh.
- Madison Metro (WI) – Offers employer-based and student-oriented programs; recently piloted a low-income fare program with community partners.

B. Modern Fare Products and Pricing Models

Agencies are moving away from traditional fare products like time-limited passes and adopting more usage-based pricing structures. Fare capping is an increasingly common feature, allowing customers to earn the equivalent of a pass without paying the full cost up front. Some agencies are also exploring ways to integrate pricing across multiple modes and services.

Examples:

- Winnipeg Transit – Evaluated fare capping and flexible pricing models as part of a recent fare strategy review.
- ARTM (Greater Montréal) – Exploring regionally harmonized fare structures across multiple transit modes.

C. Open and Account-Based Payment Systems

Open and account-based systems allow greater payment flexibility while reducing agency costs tied to fare media. Riders can pay using contactless credit/debit cards, mobile wallets, or smart devices, and access fare products across multiple devices under a single account.

Examples:

- Spokane Transit Authority (WA) – Deployed an account-based INIT platform with mobile access and fare capping.
- Durham Region Transit (ON) – Rolling out open-loop validators that accept credit and debit cards.
- TriMet (Portland, OR) – Offers a robust account-based payment system (Hop Fastpass) that includes mobile, smartcard, and open-loop payment options.

D. Technology and Infrastructure Flexibility

Agencies are investing in open-architecture hardware and digitizing fare channels to minimize costs, future-proof infrastructure, and reduce pressure on drivers and ticketing systems. There is also a growing focus on removing or replacing ticket vending machines and reducing cash transactions.

Examples:

- Edmonton Transit Service (AB) – Piloting digital tools to automate eligibility verification for discounted fare programs.
- King County Metro (WA) – Promoting digital payments and reducing reliance on cash and in-vehicle transactions as part of RapidRide upgrades.
- TriMet (Portland, OR) – Beginning in 2022, TriMet reduced 25-30% of their TVM’s to improve efficiency and promote Hop adoption.

E. Integrated Multi-Modal Payment Systems

There is strong interest in enabling seamless payments across fixed-route transit and shared mobility services such as bikeshare, carshare, or scooters. However, full fare integration—including transfer discounts or unified fare capping—remains rare, due to technical and governance challenges. Most current efforts focus on shared accounts or app interfaces, not unified pricing.

Examples:

- Pittsburgh Regional Transit (Move PGH) – Single-app access to transit, bikeshare, scooters, and carshare (account-level integration, not fare integration).
- Toronto PRESTO x Bikeshare Pilot – Co-access to bikeshare and transit via PRESTO account; no integrated pricing or fare capping.
- TriMet (Portland, OR) – Integration with shared mobility services via its Hop Fastpass platform and third-party partnerships.

F. Replacing and Upgrading Legacy Fare Technology

Many transit agencies—particularly small to mid-sized systems—are grappling with aging fare collection infrastructure. Legacy systems often rely on proprietary hardware, closed-loop media, and outdated back-office platforms that are expensive to maintain and difficult to integrate with newer tools like mobile ticketing or open

payments. As these systems near end-of-life, agencies are prioritizing modular, vendor-flexible solutions that support account-based architecture, open APIs, and future scalability.

Replacement efforts often coincide with broader modernization strategies that include mobile fare products, contactless validators, and backend upgrades to cloud-based platforms. Agencies are also taking a more incremental, staged approach to modernization, reducing risk and aligning capital investment with internal capacity and evolving technology standards.

Examples:

- Spokane Transit Authority (WA) – Transitioned from a traditional farebox and paper pass model to a INIT account-based system with mobile ticketing and cloud-based backend.
- Durham Region Transit (ON) – Upgrading fare payment hardware to support open-loop payments and future integration with regional systems.
- Winnipeg Transit – Undertaking a phased modernization plan, including procurement of a new smart fare system to replace its legacy paper-based fare structure.

G. Fare Adjustment and Pricing Strategy

Following years of fare freezes—particularly during and after the COVID-19 pandemic—many agencies are re-evaluating how and when to adjust fares. Rather than returning to blunt, across-the-board fare hikes, agencies are adopting more nuanced strategies that balance financial sustainability with equity and ridership goals.

Some agencies are introducing incremental or inflation-linked increases on an annual basis to avoid major one-time shocks. Others are applying increases selectively—raising base fares while maintaining discounts for priority groups, or raising pass prices but capping single-trip fares. Fare increases are increasingly accompanied by improvements in fare structure clarity, new pass options, or expanded access programs to help mitigate impacts on vulnerable riders.

Agencies are also embedding fare adjustments into broader communications and policy frameworks—emphasizing transparency, predictability, and alignment with service quality or cost recovery goals.

Examples:

- Calgary Transit – Moved toward regular, inflation-adjusted fare increases with a clear public-facing rationale and continued support for low-income fare programs.

- Spokane Transit Authority (WA) – Implemented modest fare increases tied to the introduction of new mobile and capped fare products, softening the impact with modernized offerings.
- Madison Metro (WI) – Paired its fare adjustment strategy with a system-wide fare structure overhaul, including simplification and expanded pass programs for targeted users.
- Winnipeg Transit – As part of its fare strategy refresh, evaluating long-term fare increase models that account for ridership recovery, equity, and cost-of-service factors.



Lane Transit District

Connecting our Community

LTD Fare System Roadmap

May 20, 2026 LTD Board of Directors Meeting

LTD May Board Meeting Agenda Packet
May 20, 2026 71

Lane Transit District | LTD.org

Fare system roadmap briefing


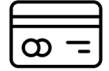




Project Objectives

1. Define what our customers need our fare system to *do* and *enable* in the future.
2. Understand what kinds of **technology** and **system setup** are **needed to support that vision**.
3. Identify key steps to implement different options – including what choices need to be made, when, and why.



Study was conducted in summer-winter of 2025/26 and included engagement with internal LTD and external partners like schools, non-profit or other mobility providers

LTD's fare system is composed of many functions

-  **Pricing and structure** - How fares are set.
-  **Fare collection and validation** - How riders pay/validate fares and where they buy them.
-  **Systems integration and data** - How the fare system links with LTD, partners, and share data.
-  **Enforcement** – How valid fare use is monitored and ensured.
-  **Governance and oversight** - Who sets policy, manages contracts, and monitors results.
-  **Operations and maintenance** – How fare technology/equipment are maintained.

Current state assessment highlighted challenges with LTD's current fare system

1. Inconsistent rider experience across services

- Fare rules and benefits – like fare capping don't carry across all LTD area services
- No time-based transfer window
- Riders paying with cash or paper often miss the "best fare"

2. Aging hardware and limited system integration

- Contactless cards and mobile wallets are not supported
- Integration with partner mobility services and rider tools is limited

3. Poor integration with financial/operational tools

- Poor connectivity with LTD's finance tools means fare data is manually reconciled
- Disconnected systems limit ability to use fare transaction data.
- TVM transactions sit outside rider accounts limiting visibility.

4. Diffuse ownership and operational goals

- Responsibility for fares and systems is spread across teams
- Cash handling and manual pass processing add workload and risk

Peer agencies are modernizing their fare collection

Key Market Trends Include:

- **Customer-centric fare design** –
Simpler, more equitable and targeted fares.
- **Modern fare products and pricing** –
Flexible, usage-based options like fare capping.
- **Account-based and open payment systems**–
Pay with diverse methods like credit card and mobile wallet.
- **Technology modernization and flexibility** –
Modular, open, mobile-enabled, cloud-ready systems.
- **Integrated multimodal payment** –
Seamless payments across transit and shared mobility.



Market research included agencies like King County Metro, TriMet, Spokane Transit Authority, Madison Metro, Cincinnati SORTA, etc.

Key risks if LTD does not update its fare system



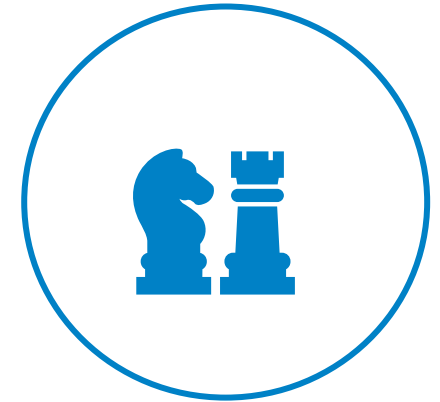
Riders experience gaps
(price, access,
convenience)



Operational inefficiencies
(wasted \$, efforts)



Technical obsolescence



Strategic alignment
with agency goals
(equity, multimodal
integration, mode
shifts)

Roadmap engagement

- **Engagement was intentionally focused**
 - Targeted LTD staff and key institutional partners across municipal, nonprofit, school, university, and mobility sectors through virtual sessions and surveys in fall 2025. Broader engagement to come.
- **Findings reinforced known system gaps**
 - Stakeholders consistently cited customer experience, service integration, and technology efficiency as priority improvement areas.
- **Equity and access emerged as a cross-cutting concern**
 - Partners serving vulnerable populations emphasized the need to preserve non-digital payment options and ensure fare-capping benefits apply universally regardless of payment method.
- **Group pass administration is a pain point**
 - School and institutional partners reported cumbersome account setup processes, excessive staff time burdens, and limited access to rider data.
- **Stakeholders identified both desired outcomes and implementation barriers**
 - Provided LTD with a grounded, community-informed foundation for evaluating fare system options.

Recommended objectives to support fare system modernization

- 1. Best price for every rider, every time -**
Riders get the lowest fare, regardless of payment method. Non-tech options are easy, safe, and offer the same benefits.
- 2. Simple and predictable -**
Paying is as easy as buying coffee—fewer products, clear “best fare” promise, and flexible pass start dates.
- 3. One connected journey across services -**
Plan and pay across Lane Transit District, EmX, bike share, and partners with one account or simple linking, and consistent benefits.
- 4. Reliable and efficient -**
Hardware works, boarding is fast, prices and products update quickly, data is trustworthy, tasks are automated, and group passes are easy to manage.



Paying a fare should be as easy as buying a cup of coffee.

Changes to system and technology are needed to achieve the objectives

- **Open, account-based payments** - Supports credit/debit cards, mobile wallets, and flexible accounts for fare capping and rolling passes.
- **Validator compatibility** - Accepts smartcards, QR codes, contactless cards, and mobile wallets; reliable and vendor-agnostic.
- **Simple fare structure** - Easy-to-understand fares with daily/monthly caps and straightforward short-term options.
- **Integrated programs & eligibility** - Supports student/employer passes and secure management of reduced-fare categories.
- **Data & mobility integration** - Links with ERP, reporting tools, and other mobility services like bike share and trip planners.
- **Retail & cash-to-digital access** - Convenient cash-to-digital conversion via retail partners and station solutions.
- **Reliability & security** - Central monitoring, remote updates, strong privacy, and clear governance.

Four options were created to select the best pathway

1.

Maintain status quo

Continue operating the existing account-based system with current hardware and configurations.

2.

Optimize current system

Keep the current vendor but reconfigure products, expand reloads, refresh on-board devices, and improve reporting and connections where available.

3.

Migrate to new fare platform

Run a competitive process to replace the platform and refresh devices; design for best-fare by default, modern interfaces, stronger data connections, and payment methods.

4.

Join multi-region fare collection system*

Adopt a shared regional platform with standard tools, governance, and cost-sharing; leverage economies of scale and regional interoperability.

*Largely theoretical because the only example within the state of Oregon is TriMet's Hop Card

Trade-offs between options

- **Upfront Cost vs. Long-Term Value:** Option 1 minimizes initial spending but builds technical debt; Options 3 and 4* require higher upfront investments with better long-term savings and scalability.
- **Risk and Disruption:** Option 1 carries high ongoing operational risk; Option 2 balances risk with moderate improvements; Options 3 and 4* involve short-term change risks but enable stronger future reliability.
- **Control vs. Collaboration:** Option 3 offers full local control and agility; Option 4* trades local control for greater regional interoperability and cost-sharing benefits.
- **User Experience and Integration:** Options 1 and 2 provide limited improvements; Options 3 and 4* deliver seamless, equitable, and integrated rider experiences across modes and partners.

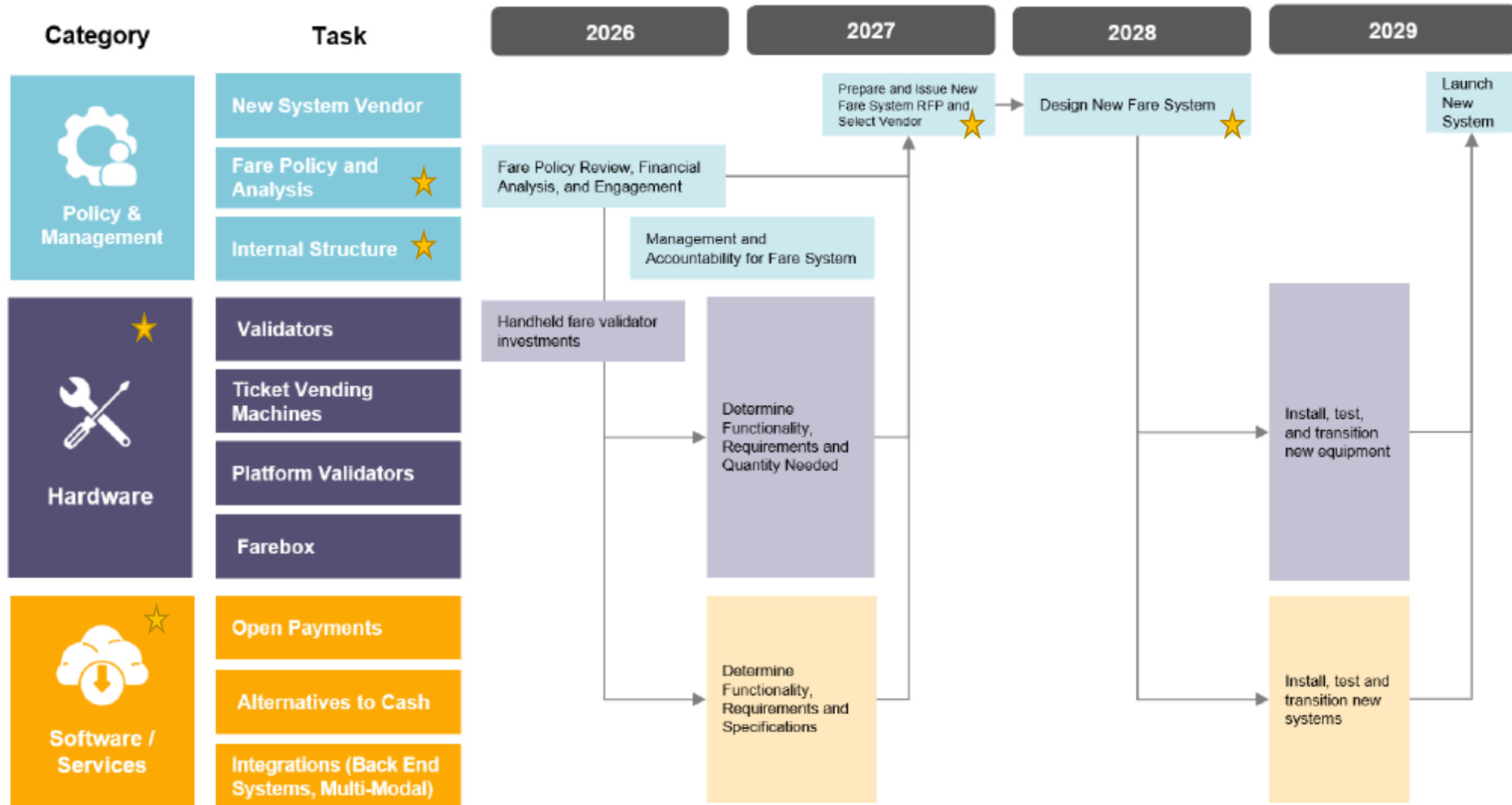
*Largely theoretical because the only example within the state of Oregon is TriMet's Hop Card

Preferred Option

- Option 3: Migrate to New Fare Platform
 - Best alignment with LTD's objectives and expected outcomes for its fare system.
 - Modernize our system to provide a seamless and convenient experience for every rider, every time.
 - Delivers an open-architecture fare platform that protects near-term UMO contract value, enables phased risk management, and positions LTD for flexible, scalable long-term solution procurement.



Implementation Next Steps



Thank you

Dave Roth, Director of Mobility
Planning and Policy
dave.roth@ltd.org

Cosette Rees, Director of Regional
Mobility Management
cosette.rees@ltd.org





Lane Transit District

Agenda Item Summary (AIS)

Prepared By: Pamela Strutz, Chief Financial Officer

AIS Title: Monthly Financial Report
as of March 31, 2026

Action: Information Only

The purpose of this report is to provide LTD's Board of Directors with a regular monthly financial update, summarizing budget-to-actual performance for revenues and expenditures across all funds. This report represents preliminary year-to-date results through March 2026.

Summary of Key Highlights

- Revenue: \$83.4 million (54.5% of annual budget) down from \$94.3 million (56.2%) last year. This is due to drawing down \$23.2 million remaining COVID-era funds in February 2025.
- Expenditures: \$85.1 million (55.6% of budget) up from \$75.3 million (44.9%) last year. This is due to increased personnel (FTE & wage rates) and construction costs for the Operations Command Center (OCC) construction project.
- Net Position: Preliminary deficit \$(1.8) million, compared to \$19 million surplus last year. The current year deficit is due to timing of grant drawdowns, and quarterly Oregon Department of Transportation reconciliations. Without COVID-era drawdowns the FY25 results would have been \$(4.2) million deficit.

General Fund Snapshot

- Revenue: \$58.3 million (72.8% of budget), driven by strong payroll tax receipts (\$44.8 million, 76.1%), interest earned ahead of budget \$2 million (90.5%).
- Expenditures: \$53.9 million (63.7% of budget), parts and fuel are below budget, IT costs increasing but remain below budget, insurance is above budget.

Non-General Funds

- Revenue: \$25 million (34.4% of budget), due to timing of project drawdowns and transfers.
- Expenditures: \$31.3 million (45.6% of budget), capital project cost due to OCC, and increased Mobility Services activity compared to FY25.

Outlook

- Trends align with budget expectations and seasonal timing.
- Slight growth in fares, strong growth in payroll tax revenue continues.
- All open grants are current and stale grants have been closed.
- Materials & Service expenses below budget year-to-date, parts and fuel will end below budget even with recent fuel increases, total personnel costs within budget.

Attachments:

- (1) LTD Financial Report

Lane Transit District
Financial Report Budget to Actuals (PRELIMINARY)
For the 9 Months Ending March 31, 2026
(For Internal Use only - not audited)

Revenue: General Fund	FY26 Budget	Actual to date	% Budget	FY25 Budget	Actual to date	% Budget
Fares & Passes	\$ 2,467,065	\$ 1,836,089	74.4%	\$ 2,839,500	\$ 1,765,866	62.2%
Group Passes	1,959,760	1,475,314	75.3%	2,137,000	1,427,010	66.8%
Advertising	-	-	0.0%	50,000	-	0.0%
Special Services	131,222	123,301	94.0%	127,400	111,884	87.8%
Payroll Tax Revenue	58,826,480	44,781,119	76.1%	53,873,247	41,342,518	76.7%
Self-Employment Tax	2,400,000	848,437	35.4%	2,685,256	1,073,630	40.0%
State In-Lieu-of Tax	735,000	378,912	51.6%	841,922	689,582	81.9%
Interest Income	2,235,000	2,023,726	90.5%	1,200,000	2,061,688	171.8%
Federal Assistance	4,700,000	3,481,741	74.1%	27,650,000	23,185,614	83.9%
State Assistance	5,350,000	1,691,472	31.6%	3,350,000	994,775	29.7%
Local Assistance	-	30,000	0.0%	-	-	0.0%
Misc Revenue, Records, Recovery	391,200	199,182	50.9%	320,000	333,461	104.2%
Procedes from Sale of Asset	1,000,000	1,475,650	147.6%	-	-	0.0%
Total General Fund Revenue	\$ 80,195,727	\$ 58,344,942	72.8%	\$ 95,074,325	\$ 72,986,028	76.8%

Revenue: Non-General Funds	FY26 Budget	Actual to date	% Budget	FY25 Budget	Actual to date	% Budget
Capital Projects Fund	\$ 25,468,336	\$ 9,504,499	37.3%	\$ 29,964,985	\$ 4,660,485	15.6%
Medicaid Fund	\$ 19,082,519	11,269,150	59.1%	17,651,250	10,727,024	60.8%
Mobility Services Fund	15,818,716	3,372,887	21.3%	14,383,989	5,452,796	37.9%
Point2Point	163,265	60,915	37.3%	484,975	1,113	0.2%
Working Capital	4,345,776	-	0.0%	2,000,582	-	0.0%
Sustainable Services Fund	1,098,743	802,884	73.1%	200,000	429,011	214.5%
Transfer from General Fund	6,805,750	161	0.0%	8,018,285	-	0.0%
Total Non-General Funds Revenue	\$ 72,783,105	\$ 25,010,496	34.4%	\$ 72,704,066	\$ 21,270,430	29.3%

Total All Revenue	\$ 152,978,832	\$ 83,355,438	54.5%	\$ 167,778,391	\$ 94,256,458	56.2%
--------------------------	-----------------------	----------------------	--------------	-----------------------	----------------------	--------------

Expenditures: General Fund	FY26 Budget	Actual to date	% Budget	FY25 Budget	Actual to date	% Budget
Business Intelligence	\$ 695,318	\$ 511,000	73.5%	\$ 630,942	\$ 325,552	51.6%
Compliance	844,112	622,054	73.7%	449,879	314,347	69.9%
Customer Services	1,213,192	870,008	71.7%	1,116,734	726,313	65.0%
Executive Office	3,038,988	2,238,264	73.7%	2,596,967	1,728,684	66.6%
Facilities Management	3,754,918	2,436,201	64.9%	3,440,166	2,349,902	68.3%
Finance	1,889,065	1,486,640	78.7%	1,674,277	1,273,072	76.0%
Fleet Management	7,169,937	5,389,420	75.2%	6,539,179	4,756,542	72.7%
Human Resources	5,947,557	3,595,286	60.4%	11,407,114	4,017,427	35.2%
Information Technology	4,973,918	3,389,480	68.1%	4,418,157	2,931,728	66.4%
Insurance & Risk Services	2,896,671	2,019,449	69.7%	2,280,058	1,942,706	85.2%
Intelligent Transport Systems	882,578	488,575	55.4%	707,308	306,264	43.3%
Marketing	1,932,746	1,321,454	68.4%	2,106,372	999,847	47.5%
Materials Management	6,394,400	3,400,602	53.2%	6,209,500	3,265,505	52.6%
Mobility Services	411,521	227,417	55.3%	429,756	254,679	59.3%
Planning & Development	1,041,317	754,610	72.5%	885,437	611,212	69.0%
Procurement	1,377,563	1,086,502	78.9%	1,468,312	1,071,343	73.0%
Public Safety Services	3,047,701	2,072,045	68.0%	2,834,624	1,451,936	51.2%
Special Events/Contingency	98,000	-	0.0%	50,000	-	0.0%
Transit Operations	30,016,065	21,687,808	72.3%	27,736,220	18,953,735	68.3%
Transit Training	60,186	258,242	429.1%	65,620	20,475	31.2%
Transfer To Other Funds	6,805,750	161	0.0%	20,018,285	-	0.0%
Total General Fund Expense	\$ 84,491,503	\$ 53,855,218	63.7%	\$ 97,064,907	\$ 47,301,269	48.7%

Lane Transit District
Financial Report Budget to Actuals (PRELIMINARY)
For the 9 Months Ending March 31, 2026
(For Internal Use only - not audited)

Expenditures: Non-General Funds	FY26 Budget	Actual to date	% Budget	FY25 Budget	Actual to date	% Budget
Capital Projects Fund	\$ 31,096,336	\$ 11,858,874	38.1%	\$ 36,640,620	\$ 9,639,803	26.3%
Medicaid Fund	19,410,269	12,136,550	62.5%	17,979,000	11,687,044	65.0%
Mobility Services Fund	16,318,716	7,192,439	44.1%	14,893,989	6,584,159	44.2%
Point2Point	263,265	64,425	24.5%	699,875	41,008	5.9%
Sustainable Services Fund	1,398,743	-	0.0%	500,000	-	0.0%
Total Non-General Funds Expense	\$ 68,487,329	\$ 31,252,287	45.6%	\$ 70,713,484	\$ 27,952,015	39.5%
Total All Expense	\$ 152,978,832	\$ 85,107,506	55.6%	\$ 167,778,391	\$ 75,253,284	44.9%
	0					
Net Surplus (Deficit) (Total Revenue less Total Expense)	\$ (1,752,068)			\$ 19,003,174		



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer **Title:** Consent Agenda

Prepared By: Brianna Gutierrez-Thorne, Board Liaison Officer

Action: Approval

Consent Agenda:

- Approval of Monthly Finance Report
- Adoption of Resolution No. 2026-05-20-14, adopting the amended Lane Transit District Travel Policy
- Approving the Fiscal Years 2027–2036 Community Investment Plan
- Approving the Fiscal Years 2027–2036 Long-Range Financial Plan

PROPOSED MOTION: I move to approve the Consent Agenda as presented.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Travel Policy Update

Prepared By: Jerad DeJong, Director of Procurement

Action: Adoption of Resolution No. 2026-05-20-14, adopting the amended Lane Transit District Travel Policy.

The Board is requested to adopt revisions to the Lane Transit District Travel Policy, originally adopted on May 17, 2023. The proposed updates clarify existing definitions, incorporate updated federal travel identification requirements, and align certain provisions with current federal guidance and agency practices.

Key updates include:

- Revising the definition and process for Travel Approval to improve clarity regarding reimbursement eligibility.
- Adding language addressing Transportation Security Administration (TSA) identification requirements, including Real ID and passport requirements for air travel.
- Revising and adding definitions for Fare Classes and Special Fare Classes to clarify allowable airfare options.
- Updating several policy definitions for clarity and consistency.
- Specifying that rental vehicle reimbursements will align with General Services Administration (GSA) rates, where applicable.
- The attached redline and clean versions of the policy are provided for Board review.

Attachments:

- (1) Travel Policy Clean - March 12, 2026
- (2) Resolution No. 2026-05-20-14

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

Proposed Motion: I move to adopt Resolution No. 2026-05-20-14, adopting the amended Lane Transit District Travel Policy.

**LANE TRANSIT DISTRICT
POLICIES AND GUIDELINES**

DISTRICT TRAVEL POLICY

Policy Number: 200.10

Tier I: Board of Directors

Tier II: All

Revision Date: March 2026

Effective Date: March 2026, or upon
Adoption by the Board of
Directors

Scope:

Tier *	Affected Divisions / Departments/ Groups
Tier I:	Lane Transit District Board of Directors
Tier II:	All (LTD) - All LTD employees, temporary employees; contractors, and vendors.
	All Administrative Employees.
	All ATU Employees.
Tier III:	Multiple Divisions and/or Departments: Click or tap here to enter text.
Tier IV:	Division or Department: Choose an item.

** Tier – Tier I Board of Directors governance policies; Tier II operational policies are organizationally supported, governed, and enforced; Tier III standards and procedures are developed, governed, and enforced between specific divisions/departments and must adhere to Tier I requirements; Tier IV methods and instructions are developed, governed, and enforced within divisions/departments, but must adhere to Tier II and III requirements.*

Revision History:

Revision	Author / Editor	Description	Date
01	Wendi Frisbie, Director of Procurement	Travel Policy for LTD Staff and Board of Directors	Feb. 2023
02	Chief Financial Officer or delegate	Minor updates to Travel Policy	Nov. 2024
03	Blake Hutchins, Gen. Counsel	Legal review	Nov. 2024
04	Director of Procurement	Minor updates to Travel Policy	March 2026
05	Gen. Counsel	Legal review	Mar. 2026

Legal References: N/A

Related Forms: N/A

Related Policies: LTD Board of Directors Travel Policy – dissolved 2/15/2023

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

200.10.1 PURPOSE AND POLICY STATEMENT

OBJECTIVE

It is Lane Transit District's ("LTD" or "District") intent to invest in our staff by providing appropriate coverage of travel expenses for training and seminars necessary for professional growth and development. It is the intention of the Policy to allow for travel to locations necessary to conduct District business.

APPLICATION

The following Policy applies to all District employees, the Board of Directors, and all travel expenses charged to the District, including vendor contracts, which include any form of travel to or from LTD.

POLICY

Administrative Support Staff, referred to as "Travel Coordinators" herein, are authorized to make travel arrangements unless prior approval is received from the Director of Procurement or delegate.

A. Travel Approval

All overnight and/or out-of-state travel must be approved by Traveler's Director (or delegate) in advance of the travel plans or arrangements. Each department director will assess the travel needs and requests of their staff and approve requests in consideration of budgeted funds, staff availability, and value of the training to the District. All travel must be approved through the District's Travel Approval Voucher process prior to payment of any registration fees or travel arrangements being made. All travel reimbursement payments need to go through the requisition process. Direct reimbursement and petty cash will not be accepted without approval from the Director of Procurement.

B. Conference and Training Registration Fees

Seminars or trainings that occur out of the area and involve overnight travel require a Travel Approval Voucher to be completed. Travel approval must be obtained prior to paying registration fees. Registration fees will be charged to a District P-Card if the vendor accepts this method of payment. Otherwise, the Travel Coordinator will create a PO for the amount of the registration. Accounts Payable will mail the original training registration form to the vendor with the payment.

C. Transportation

It is the District's intent to ensure that vehicle liability exposure be minimal and that vehicles are operated in the safest possible manner. For LTD Staff, the primary mode of transportation for in-state travel is the utilization of District vehicles. *For the Board, the primary mode of transportation is personal vehicles and shall be reimbursed at the current Federal Mileage Reimbursement Rate. (See Section 3)* The primary mode of transportation for out-of-state travel is air or rail.

1. Airlines

Air travel may be booked by the Travel Coordinator or the Traveler, provided the Traveler has an LTD purchasing card ("P-Card"). Only District P-Cards will be utilized for airfare purchase, Travelers shall not use personal credit cards to purchase airfare, unless special permission is granted by the Director of the department of the Traveler. Pre-Travel reimbursement can be submitted with approval from the Director of Procurement.

As of May 7, 2025, state-issued driver's licenses and IDs that are not REAL ID compliant are no longer accepted as valid forms of identification at airports. Passengers should either travel with an acceptable alternative form of ID, like a passport, or enroll for a state-issued

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

REAL ID. Passengers who present a state-issued identification that is not REAL ID compliant at TSA checkpoints and who do not have another acceptable alternative form of ID will be notified of their non-compliance. Travelers are responsible for checking and following all TSA guidelines. Any fees incurred due to TSA non-compliance is the responsibility of the Traveler.

Passports are required for all international travel. Passport cards are never accepted as a form of I.D. for international air travel. Acquiring and all costs associated in obtaining a valid passport or passport card are the responsibility of the Traveler.

Traveler's failure to pass international or domestic screening will result in full travel reimbursement to the district.

All travel may be booked via the internet, including the use of search engines or travel websites such as Priceline, Orbitz, etc. Considerations should be made to help reduce the cost to LTD, however, long layovers should take staff time into consideration before booking.

The District may restrict travel if arrangements cannot be made within the following guidelines:

- a. **Fare Classes.** Air travel should be booked at the economy, coach, or main cabin level. Employees are not required to select basic or saver fares. Refundable tickets are not permitted when booking air travel unless they are included at no additional cost when a Special Fare Class is authorized.
- b. **Special Fare Classes.** The District intends to use special fare classes (e.g., coach, Saturday stay) whenever possible to reduce the cost of travel. In addition, significant savings can be made by arranging travel on certain days of the week. The Traveler may be asked to stay additional days if the savings to the District significantly exceeds the additional costs of lodging and food for the Traveler. Upon prior approval, if the flight leg is longer than 2 ½ hours, the Traveler is allowed to upgrade to "premium/Comfort economy" or the equivalent for that leg only. Documentation of flight length is required. The Traveler is responsible for directly covering any additional accommodations or upgrade costs outside of this policy as reimbursement to LTD is not an option.
- c. **Routing and Fares.** Travel Coordinators and/or Traveler will work to obtain the best routing and fare options. Before final booking of airline reservations, the Travel Coordinator will meet with the Traveler for their approval of the reservations. The Traveler has the option of requesting routing or flight changes from the airport ticket agent for illness, emergency, or convenience reasons. However, changes are at the discretion of the airlines, and they may deny the request. If the Traveler changes ticket reservations, and an additional charge is incurred, it will be the responsibility of the Traveler, unless the change occurs due to circumstances outside of their control.
- d. **Checked Baggage Fee.** Travelers will have the option to have one checked bag, as needed, paid for by LTD. The District will only pay up to the airline baggage allowance, typically 50 pounds. Anything over that amount shall be paid for by the traveler.

Any additional bags, without prior approval from the department director or manager, will be at the expense of the Traveler. If a checked bag is required, the bag should be paid for at the time of booking if possible.

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

If a checked bag is paid for outside of the time of booking, the Traveler can use an LTD P-Card to pay for the bag but must turn in a receipt as well as upload the Travel Voucher in Spend Clarity for each charge. If an LTD P-Card is not available, the Traveler shall save the receipt as well as Travel Voucher and Submit a reimbursement requisition upon their return.

- e. **Travel Cancellation.** If the Traveler personally chooses to cancel their trip and all or a portion of the ticket is nonrefundable, the Traveler will be required to reimburse the District for the value of the nonrefundable ticket or the penalty charge.
- f. **District Vehicle In Lieu Of Air Travel.** Traveler can request vehicle travel in lieu of air travel. Travel locations over 275 miles by vehicle require advance approval by department director. Documentation of approval is required
- g. **Side Trips.** If the Traveler desires a special routing or side trip during a work-related travel flight, they are responsible for any additional costs and must book the additional trip details on their own. The Traveler will provide documentation showing cost of originally approved business trip, amended trip, and difference in cost. At no time shall the side trip cost LTD any additional funds.
- h. **Ground Transportation.** The Traveler is expected to take the most cost-effective ground transportation available to and from the destination airport. The Traveler is urged to use public transit if available. The District P-Card should be used for rideshare, shuttles and taxis if possible and the Traveler must turn in a receipt as well as upload the Travel Voucher in Spend Clarity for each charge (including associated tips – up to 20%). If the Traveler is not a P-Card holder, proof of payment and trip details are required for reimbursement.
- i. **Fly America.** The Fly America Act mandates the use of U.S.-certified air carriers or partners for federally funded international travel. If the Traveler is scheduling international travel that is federally funded, they must ensure that all flights, where possible, are scheduled on U.S. flag carriers or on foreign air carriers that code share with a U.S. flag carrier. Code sharing occurs when two or more airlines “code” the same flight as if it was their own. In other words, a U.S. airline may sell a seat on the plane of a foreign air carrier; this seat is considered the same as one on a plane operated by a U.S. flag carrier. Compliance with the Fly America Act is satisfied when the U.S. flag air carrier's designator code is present in the area next to the flight numbers on the airline ticket, boarding pass, or on the documentation for an electronic ticket (passenger receipt). There are exceptions to the Fly America Act, which may be appropriate. A list of exception criteria may be found in the Federal Travel Regulation Guidelines – FTR Sections 301-10.135-138. Please note that lower cost and personal convenience are not acceptable criteria for justifying the non-availability of a U.S. flag air carrier.
- j. **Airline Travel Insurance.** Should the Traveler determine they should purchase travel insurance, the insurance shall be at the cost of the Traveler and not charged to LTD.
- k. **WiFi.** Upon prior approval from department Chief, the Traveler may utilize the onboard WiFi connection. This should be used sparingly, and only in times when the Traveler must be reachable at all times; or is working on a special project where “time is of the essence” and is required to work while on the flight. *The Board of Directors is not*

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

included under this provision and may not use an onboard WiFi connection unless at their own expense, not reimbursable by LTD.

2. District Vehicles

The District requires the use of District vehicles when traveling to in- and out-of-state locations that are within 275 miles. *(The Board of Directors are exempt. See Section 3.)* Use of district vehicles for meals within close proximity of travel destination is allowed.

All employees who use District vehicles will observe the following guidelines:

- a. Only District employees whose driving records have been approved by the Risk Manager may operate District vehicles.
- b. All employees are required be certified in the SMITH System defensive driver training provided by the District before being allowed to drive a District vehicle.
- c. All employees are expected to wear seat belts at all times while in a moving vehicle being used for District business, whether they are the driver or a passenger.
- d. Use of cell phones, whether personal or business-owned, while behind the wheel of a moving vehicle being used on District business is strictly prohibited. If navigation is being used, it must be done with safety in mind, and at no time shall the Traveler handle their phone while operating a vehicle.
- e. Use of alcohol, drugs, or other substances, including certain over-the-counter cold or allergy medications that in any way impair driving ability, is prohibited.
- f. All employees are expected to follow all driving laws and safety rules such as adherence to posted speed limits and directional signs, use of turn signals, and avoidance of confrontational or offensive behavior while driving.
- g. Employees should never allow anyone to ride in any part of the vehicle not specifically intended for passenger use and/or any seat that does not include a working seat belt.
- h. Employees must promptly report any accidents to local law enforcement as well as to the company.
- i. Employees are also expected to report any moving or parking violations received while driving on District business and/or in District vehicles.
- j. Smoking, vaping, or the use of smokeless tobacco is not allowed in District vehicles.
- k. Non-business-related and Non-LTD persons are not allowed to be transported in District non-revenue vehicles other than for supervisory passenger-related incidents.
- l. Failure to adhere to these procedures may result in disciplinary action per District policy.

3. Personal Vehicles

If a personal vehicle is being used for the convenience of Traveler, e.g., if Traveler intends to

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

vacation as part of the travel or if they are transporting non-business-related companions, approval must be given by the department director in advance of travel. Personal vehicles will be reimbursed at the normal travel reimbursement rate (the federal travel regulation reimbursement rate) multiplied by half the total business miles traveled (basically one-way travel to the business event), or at the lowest cost round-trip airfare the District would have had to pay for staff to arrive at the travel location, whichever is less. Mileage summations will be calculated from the Glenwood Campus or the Traveler's residence, whichever is closer. Travelers personal vehicle must be properly insured for liability and collision and in reasonable condition to travel. *The Board of Directors will be reimbursed at the federal rate.*

Expenses beyond payment for mileage resulting from the additional time required to drive to and from the business-related functions are not reimbursable if the personal vehicle is being used for the convenience of Traveler and the trip takes longer than it would have with air travel.

Three flight quotes are required for personal vehicle reimbursement on trips exceeding 275 miles from Glenwood Campus or the Traveler's residence, whichever is closer to travel location.

If staff is using a personal vehicle due to the unavailability of District vehicles, the reimbursement will be for full mileage, or at the lowest cost round-trip airfare the District would have had to pay for staff to arrive at the travel location, whichever is less. Non-business-related travel companions does not constitute district vehicle availability. Documentation of all vehicle availability is required.

4. Rental Vehicles

The Traveler must have prior approval from the Director of Procurement for all vehicle rentals under the following conditions:

- a. The lodging location is a distance from the conference/training or business location the Traveler will be attending, and public transportation is not available or reasonably convenient. This will be assessed on a case by case basis. Approval determination includes but not limited to rideshare costs, parking fees, insurance and fuel costs.
- b. The Traveler chooses to use a rental vehicle in lieu of the District paying for lodging, i.e., staff chooses to lodge with friends or family.
- c. District business needs require out-of-state travel and other means of transportation are not a viable option.
- d. Vehicle rental cost excluding taxes must be at or under large sedan daily GSA rate. [STR ceiling rates | GSA](#)

The District will pay for rental vehicles only on days the vehicle is used for District business. If it is determined that it will be less expensive for staff to stay additional days to incur airfare savings, the rental car will be provided by the District. Any exceptions must be approved by the department director or manager in advance. *The Board of Directors will work with the Board Administrator for any vehicle rental. If using a District P-Card is not possible, (i.e., the original card must be present at time of check out), receipts must be provided for expense reimbursement.*

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

Insurance coverage, Loss Damage Waiver (LDW), provided by the rental agency must be purchased when picking up the car. This will ensure that, in case of an accident, the rental agency will take care of any necessary settlements. This extra insurance coverage is mandatory.

D. Lodging

Hotel Lodging

Most seminars, and some business/government entities, use one particular hotel and arrange a group rate with that hotel. Every effort will be made to place the Traveler in the conference hotel at the government rate. If the government rate is unavailable, the room may be booked at the conference rate.

If the designated hotel is full, every effort will be made to arrange with the conference hotel for alternate lodging at a convenient location and comparable room rate in the locale of the conference. If more than one conference hotel is listed and the prices vary, arrangements may be made for a hotel that is convenient to the conference location at a conference rate price.

If the Traveler chooses to stay at an alternative hotel, they may do so. The Traveler will be reimbursed the actual cost of the accommodations, up to the average of the three most expensive hotels designated for the function. If the hotel cost goes over the recommended government or conference rate, the employee must reimburse LTD the difference.

When making hotel reservations, the lowest reasonable rate, e.g., government, corporate, or group rate must be requested. If reservations are made using the government rate, then a copy of the certificate of eligibility must be included in the travel packet.

The Travel Coordinator guarantees rooms on a District P-Card, unless there is a qualifying cancellation policy or prior approval. Hotel payment will be made with a staff member's District P-Card at the hotel. While traveling, if the Traveler will be arriving at the hotel later than 8:00 p.m., they will need to contact the hotel with their arrival time. If staff cancels or alters the dates of their trip, they must inform the Travel Coordinator immediately so the room can be canceled or the dates altered, thus avoiding unnecessary cost to the District. If changes occur while staff is traveling, it is staff's responsibility to contact the hotel and cancel or alter the dates to avoid unnecessary expenses to the District. Any charges resulting from failure to change or cancel room reservations will be charged to that Traveler's department budget. *Room bookings for The Board of Directors will be paid for through the hotel's "credit card authorization process" to ensure the expense is applied to the Board Administrator or designee's P-Card. The Board Member will be responsible for incidental charges.*

E. Per Diem Allowance

The Traveler will receive a daily per diem allowance for meals and incidental expenses. There will be no reimbursement for alcoholic beverages. The per diem allowance is meant to include the following expenses: meals, including breakfast, lunch, dinner, and related tips and taxes; fees and tips given to various service personnel; and any other miscellaneous expenses not included as part of a conference.

The Traveler will not need to submit receipts for those items listed under the per diem allowance.

The per diem allowance will be paid for each day of the trip and for the days of travel, if such travel

LANE TRANSIT DISTRICT POLICIES AND GUIDELINES

consumes the greater amount of the day. The daily per diem allowance is based on the current per diem rates used by the federal government for the city destination, as updated and published annually for meals and incidental expenses. For first and last day of travel, if the Traveler leaves before 6:00 am (local) on the first day of travel or arrives after 7:00 pm (local) on the last day of travel, they will receive a full day per diem.

F. Local Meal Reimbursement Policy

The cost of meals for meetings, events, or activities that do not involve overnight travel may be partially reimbursable. To claim a breakfast travel meal, the Traveler must start their travel at 6:00 a.m. or earlier, and to claim a dinner meal, the Traveler must be traveling at 7:00 p.m. or later. Lunch is assumed to be an allowable expense for other than local (outside the Eugene-Springfield area) travel. These meals will be subject to the per diem rate for the destination. The Traveler must use an LTD P-Card to pay for the meal but must turn in a receipt as well as upload the travel agenda in Spend Clarity for each charge. If an LTD P-Card is not available, the Traveler shall save the receipt as well as the travel agenda and submit a reimbursement requisition upon their return. *The Board of Directors shall use their personal credit card and provide the receipt(s) to the Board Administrator for reimbursement.*

An exception to this policy would occur when the Traveler attends a business meeting where the meal is an agenda item but not included in the meeting fee, the cost of the meal is beyond the control of the employee, and the department director or manager authorizes the reimbursement. Reimbursement will be made for the actual cost of that meal, and an itemized receipt must be submitted for reimbursement.

G. Travel Companions

Any arrangements made for a spouse or guest to accompany an employee on a trip must be made by the Traveler. The Traveler is responsible for directly covering any additional cost. Reimbursement is not an option. If the Traveler is utilizing a District vehicle, they may not be accompanied by a Non-business-related and Non-LTD travel companions.

H. Mileage and Reward Accounts

When travelling for District-related purposes, LTD staff may use their personal account to collect, claim, and redeem "miles," "rewards points," and/ or any other substantially similar travel-related reward program benefits. LTD staff may utilize these benefits for personal use. This benefit is hereby adopted into LTD's personnel policy as part of the LTD staff official compensation package. (If there are policies dictating how LTD employees should choose travel, for example something requiring them to choose the most reasonable/ cost-efficient flights, then include a statement to the following effect: "This benefit shall be subject to all other personnel policies, including [ex. those requiring staff to choose the most cost-efficient flights].")

All items on the travel voucher checklist must be completed prior to approval.

Traveling on behalf of LTD is a privilege, you are representative of the district, and you are expected to act professionally at all times. Failure to follow the LTD Travel Policy will result in loss of traveling privileges.

MAINTENANCE

This policy will be reviewed annually for needed updates.



RESOLUTION NO. 2026-05-20-14

ADOPTING THE AMENDED LANE TRANSIT DISTRICT TRAVEL POLICY

WHEREAS, the Lane Transit District (“District”) Board of Directors (“Board”) may create bylaws and policies and do such other acts or things as may be necessary or convenient for the proper exercise of powers granted to them as the governance of a mass transit district;

WHEREAS, staff have established a Policy in alignment with applicable federal, state, and local regulations;

WHEREAS, staff have updated a Policy for providing appropriate coverage of travel expenses for training and seminars necessary for professional growth and development. It is the intention of the Policy to allow for travel to locations necessary to conduct District business:

WHEREAS, this Policy supports the District’s Mission, Vision, Values, and strategic goals;

WHEREAS, LTD shall make this Policy available to all LTD employees and members of the LTD Board of Directors;

NOW, THEREFORE, BE IT RESOLVED that the Lane Transit District Board of Directors adopts Resolution 2026-05-20-14: Adopting Lane Transit District’s Travel Policy.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20TH DAY OF MAY 2026.

Susan Cox, Board President



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Proposed 2027-2036 Community Investment Plan

Prepared By: Joe McCormack, Chief Development Officer & Pamela Strutz, Chief Financial Officer

Action: Committee Approval

Agenda Item Summary:

PURPOSE: To request Lane Transit District's (LTD) Board of Directors adopt the proposed 2027-2036 Community Investment Plan.

DESCRIPTION: LTD's 10-year Community Investment Plan (CIP) outlines both its near-and long-term investment strategies. The CIP includes both planned investments and the resources needed to realize those investments. While the CIP itself has no spending authority, it helps inform LTD's 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 LTD's Board, riders, and community partners throughout Lane County.

BACKGROUND: The proposed 2027-2036 CIP was made available for public comment starting April 17, 2026.

BUDGET COMMITTEE RECOMMENDS APPROVAL: The Budget Committee is comprised of all seven LTD Board members and an equal number of appointed citizen members. In April, the Budget Committee received a presentation on the preliminary CIP, which is aligned with the proposed upcoming budget to reflect funding availability and project timing. This committee reviewed and discussed the preliminary CIP and had no revisions.

CONSIDERATIONS: Staff recommends the Board adopt the proposed 2027-2036 CIP as presented.

ALTERNATIVES:

- The Board may:
 - Hold additional public meetings,
 - Postpone adoption to an alternate date, or
 - Amend and adopt the 2027-2036 CIP

NEXT STEPS:

After the 2027-2036 CIP adoption, staff will post the final 2027-2036 CIP on the LTD website. The adopted CIP will become the official guiding CIP.



Lane Transit District Agenda Item Summary (AIS)

ATTACHMENTS:

- (1) Proposed 2027-2036 Community Investment Plan

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

Proposed Motion: I move to approve the Fiscal Year 2027–2036 Community Investment Plan as presented.



Lane Transit District

PROPOSED

Community Investment Plan

FY 2026-2027

Table of Contents

COMMUNITY INVESTMENT PRIORITIES	2
Fundamental Objectives	2
CIP Development & Review Process	2
Project Funding Considerations	3
Project Classifications	4
Project Descriptions for Improvements	5
Facilities	5
Fleet	6
Planning	6
Technology & Infrastructure	8
Project Descriptions for State of Good Repair.....	10
Facilities	10
Fleet	12
Technology & Infrastructure	13
Future Year Projections for Improvements.....	14
Future Year Projections for State of Good Repair	17
Project Funding.....	18
Project Funding for Improvements	19
Project Funding for State of Good Repair	20

COMMUNITY INVESTMENT PRIORITIES

Lane Transit District’s (LTD) projects vary in size, cost, and community benefit. They maintain existing capital assets, and help provide an efficient and safe service. LTD is committed to maintaining current infrastructure while intentionally investing in new assets and infrastructure, and responding to the changing needs of its riders and community

Fundamental Objectives

The Community Investment Plan (CIP) has two objectives:

- To make efficient use of LTD’s financial resources
- To implement regional priorities that anticipate the future needs of public transportation by supporting local and regional transportation plans

Connections to Other Plans

Annotations are included to help readers quickly understand why projects appear in the 10-year Capital Improvement Plan and how certain investments relate to broader organizational priorities. While not all projects originate from other planning efforts, many are tethered to strategic, financial, asset management, or master plans, and the annotation key identifies those connections to improve transparency and alignment between long-term planning and annual budgeting.



CIP Development & Review Process

The CIP is reviewed and adopted annually. A draft CIP is reviewed by LTD’s Budget Committee at its 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 LTD’s Board of Directors at their June meeting. The Board of Directors considers all public comment prior to adoption of the CIP.

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 LTD's assets in good working condition to continue providing high-quality service to the community. These include vehicle replacement as well as preventative maintenance and upgrades to technology and facilities.

Projects are organized into three tiers based on their funding status:

- 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.

The 2027-2036 CIP totals approximately \$262 million in projects. Of that, \$42 million does not have an identified funding source.

Project Classifications

Projects are sorted by the following major classifications:

Facilities

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

Fleet

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

Planning

Projects encompass planning and design, and may lead to construction of infrastructure that improves bus speed and reliability, or that improves passenger safety and experience along major transportation corridors.

Planning studies and asset development effort strengthens regional connectivity by tying service and investment decisions to changes in land use and development patterns within communities served by LTD.

Technology Infrastructure and Support Systems

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

Project Descriptions for Improvements

*Although some projects began or concluded in 2025, they are included here because the CIP encompasses 2026 and must account for all current funding commitments.

Facilities

Eugene Station Modernization

The project will maintain and improve both the buildings and exterior features of the station. Examples of possible 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 enhance safety for maintenance staff working on top of buses and provide equipment to safely lift components on the roof for removal/replacement.

Florence Mobility Hub Planning

This project will result in a planned Mobility Hub in the City of Florence, featuring amenities to support passenger convenience and operational efficiency for connections to/from the four public transportation services that intersect there: LTD's Rhody Express operating within the Florence city limits; Coos County Area Transit originating in Coos Bay; Link Lane Yachats originating in Yachats; and Link Lane Eugene originating in Eugene. Connections in Florence are currently made in an empty parking lot or on the street. This project will include an analysis of current and future needs, identify passenger amenities, engage stakeholders and the public, site recommendation, concept design, and cost estimate. LTD will partner with the City of Florence, whose staff will take the lead on this project.

OCC / Training / Lounge

The Operations Command Center/Training/Lounge project will expand LTD's administrative building to include a modern operations dispatch, operator report area, training facilities, 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 throughout its system. These upgrades and supporting infrastructure are designed to increase accessibility, comfort, and safety for riders.

RideSource Facility Expansion

This project will increase the capacity and functionality of the existing RideSource facility to better support growing demand, and support more reliable and responsive paratransit services for riders. The expansion will include additional vehicle parking capacity for paratransit vehicles and employees, maintenance bays, administrative space, and improved staff amenities. The project will enhance operational efficiency, accommodate future fleet growth, and improve working conditions for personnel, as well as ensuring compliance with accessibility and safety standards.

River Road Passenger Safety

MA

STIF

LTD will contribute funding to a City of Eugene project to redesign and construct three bus stops along River Road as part of a broader repaving project between Beltline and Green Lane. Two stops will be rebuilt using a floating bus stop design that reduces conflicts between buses, cyclists, and motor vehicles by repositioning the bike lane behind the bus platform. A third stop will receive ADA compliance improvements. The City of Eugene will serve as lead agency, with LTD participating in an advisory capacity to ensure alignment with STIF funding requirements.

River Road Transit Disposal

With the addition of Santa Clara Station, this station is no longer needed for transit. 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 will place a rear-facing securement option on some buses to allow passengers increased flexibility to self-secure their mobility device.

Planning

Franklin RAISE Project Grant Match

The project is a match commitment to the City of Eugene's and City of Springfield's successful 2021 federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for redesign and reconstruction of portions of Franklin Boulevard. LTD's match will facilitate the introduction of two fully dedicated lanes for EmX between Walnut and Dads' Gates stations in Eugene.

Planning Studies

SBP

Planning Studies is a portfolio of planning projects that respond to and advise the strategic direction of LTD. Cyclical planning projects include the Comprehensive Operations Analysis (COA), the Strategic Business Plan (SBP), 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 corridors.

Long Range Mobility Plan



LTD's Long Range Mobility Plan (LRMP) will be a strategic blueprint and set of goals and policies to guide future investments that expand and integrate mobility options across Lane County. The plan will update LTD's goals within a broader mobility management framework, emphasizing diverse travel choices that meet community needs rather than focusing solely on traditional fixed route transit services. It will assess current service levels, identify gaps in transit access, and strengthen connections between transportation and land use planning, with particular attention to supporting adopted regional growth and development objectives.

Bike Share



Project will 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 accessible mobility options, and will extend the reach of LTD's fixed-route bus network. Capital funding will be directed toward the purchase and launch of a replacement fleet of pedal-assist electric bicycles, with integrated charging and docking stations throughout Eugene and Springfield.

Eugene River Road and Highway 99 Corridor Study



This project will develop a refinement study for two key transit corridors in Eugene—River Road and Highway 99—to advance the goals of the Envision Eugene Comprehensive Plan (2017), MovingAhead (2022), the River Road–Santa Clara Neighborhood Plan (2024), and the Vision Zero Action Plan (2025). Building on the MovingAhead System planning study, which identified River Road and Highway 99 as top priorities and Coburg Road as needing further evaluation, the project will assess transit priority treatments such as intersection improvements and dedicated bus lanes, enhance pedestrian and bicycle safety with improved crossings and protected lanes, and identify additional safety interventions. The planning process will include technical analyses, community engagement, conceptual design, and cost estimating to produce an implementable corridor plan that improves connectivity and supports economic vitality so these corridors are safe and accessible community-oriented transportation assets.

Springfield South A Refinement Study



The South 'A' Refinement Study will conduct a comprehensive transportation planning and engineering analysis of the South 'A' Street corridor from the Glenwood roundabout to 21st Street in Springfield. The project will evaluate existing conditions, travel patterns, and safety issues; assess multimodal needs for drivers, transit users, bicyclists, and pedestrians; and develop conceptual design alternatives that enhance safety, accessibility, and transit performance while supporting the community's design goals. Through technical analysis and community engagement, the study will produce a final report outlining recommended improvements and implementation strategies to guide future investments in this key corridor.

Hunsaker Property Development

LTD owns approximately five acres of developable land adjacent to its Santa Clara Transit Station, one of the agency's most significant land assets. The property is subject to legacy land use restrictions that limit development flexibility, and no formal Board goals currently exist for the site. This project will retain a qualified consultant to facilitate a Board goal-setting process and produce a Goals and Guiding Principles document to govern future decisions regarding the property. Findings may inform a subsequent Refinement Plan Amendment process to remove the land use restrictions and position the site for disposition, partnership development, or transit-oriented development.

Technology & Infrastructure

Fare System

This is the capital phase of a multi-year investment to implement a new fare system across LTD's mobility services. The project will be informed by recommendations from the recently completed "Fare System Roadmap" project. This project is being driven by the need to replace aging fare technology and hardware and to enable more seamless travel between modes and services for our riders. The Fare System Roadmap defines the preferred future fare system, capabilities, and requirements; identifies enabling and supporting technologies and system model; and provides a roadmap to guide the transition with a focus on key decisions, steps, and timing of investment.

Fiber Mapping & Replacement/Expansion

This project will expand and update the mapping of LTD's fiber network in the Eugene Springfield area. This will determine new opportunities with existing fiber networks to increase efficiency and redundancy, as well as stability and security.

Regional Mobility Enabling Technologies

Funded by a federal Advanced Transportation Technology and Innovation (ATTAIN) grant, this project will pilot a new on-demand transit service in the Bethel community in West Eugene and will combine aggregate trip-planning data into a new regional mobility planning tool. The project will be designed and delivered by LTD, in partnership with Lane Council of Governments, the Bethel School District, Oregon Department of Transportation, and the University of Oregon.

Trip Planner

This project represents the continuation of a multi-year contract with the TransitApp to support trip planning and communications with LTD and other public transportation and shared mobility customers throughout Lane County.

IT Colocation Facility – Disaster Recovery (DR) Site

LTD’s critical IT infrastructure heavily relies on a single on-premise data center. This creates operational risk in the event of a power, network, or environmental disruption. A colocation facility will provide geographic redundancy, resilient power and cooling, and diverse network paths. This project will reduce single points of failure, improve disaster recovery capabilities, and ensure continuity of operations for critical systems such as LTD’s automated dispatch and vehicle tracking technology, systems for fares and managing and maintaining assets, and financial applications.

Website

LTD will upgrade to an updated website, improving communication and transparency with riders and the broader community. The new website will allow for future expansion of LTD's online 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 upgrade the station's structures and rider waiting areas to meet current and future service requirements and customer expectations. Improvements may include new covered passenger spaces, wayfinding signage, furniture, lighting, video surveillance, and accommodation for integrated mobility services such as Bike share.

Eugene Station Exterior/Sitework Upgrades



This project will address additional needs throughout Eugene Station. Project will include paver replacement, concrete repairs, crosswalk alignment adjustments, site lighting, roofing replacement, and shelter painting. This investment will ensure LTD's main hub continues to serve the community effectively.

Fixed Route Infrastructure Improvements

This project will assess all fixed route bus stops for ADA compliance, determine feasibility and necessary actions for non-compliant stops, estimate construction costs for improvement, and develop an implementation plan. Following the assessment, construction will provide ADA accessible fixed route bus stops and redeploy refurbished passenger shelters at specific locations. This project will increase accessibility, comfort and passenger safety at these boarding areas.

Fleet Mechanical, Electrical, and Hoist Rehabilitation



In operation for over 35 years, the Fleet Building's mechanical, electrical, and hoist equipment has exceeded the expected life cycles. These aging systems are inefficient, costly to maintain, and don't meet current efficiency standards. This project will replace outdated infrastructure with energy-efficient, sustainable alternatives that support LTD's sustainability goals and enhance safety.

Franklin & Gateway EmX Corridors



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

Gateway & UO North Site Rehab



Gateway & UO North are core assets within LTD's system. By keeping these stations in good condition, repainting structures, replacing lighting and pavers, LTD will enhance its safe environment for riders.

Glenwood Admin Roof Replacement



The roof on the Glenwood Administrative Facility needs replacement to protect the structure and assets within the building. This project will replace the existing metal roofing with new materials improving the roof's life cycle cost.

Glenwood Administrative Mechanical and Systems Upgrades

The project will upgrade the air handling system 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

LTD's Glenwood Site has been in continuous operation for over 35 years and now requires critical rehabilitation to address its aging infrastructure and enhance functionality. This project includes repaving parking lots, establishing a secure employee entrance, preserving a dedicated visitor parking area, 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 LTD's sustainability goals.

Passenger Boarding and System Facilities

This project will improve LTD's rider experience by addressing shelters, furniture, and/or signage at rider boarding areas as well as needed system-wide repairs.

Springfield Station Rehabilitation

The project will improve comfort and accessibility for passengers Springfield Station and support 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, riders, and greater community is always a top priority. Repairing and renovating LTD's buildings to provide adequate ventilation, fire and life safety, and structural integrity ensures a safe environment for everyone.

Bus Stop Sign Updates

The Bus Stop Sign Updates project will replace and install updated signage at designated bus stops to improve visibility, accessibility, and rider information. The new signs will feature current route details, branding, and reflective materials to enhance readability and safety. This project supports better wayfinding, ensures compliance with accessibility standards, and improves the overall experience for riders.

Baldy View Lane Asphalt Replacement

The Baldy View Lane Asphalt Replacement project will remove and replace the existing asphalt pavement along Baldy View Lane, a critical EmX corridor connector in Springfield. The work includes removal of the deteriorated surface, subgrade preparation as needed, and installation of new asphalt to restore roadway integrity and improve driving conditions. The project will enhance safety, extend the roadway's lifespan, and reduce future maintenance needs.

Glenwood Admin Modifications

This comprehensive project encompasses a series of coordinated improvements to the Glenwood Administrative Building that will modernize workspaces, enhance employee comfort and privacy, and ensure facilities meet current accessibility, safety, and operational standards. The scope includes the refurbishment of existing restrooms, remodeling of the Human Resources area, and renovation of the Information Technology (IT) workspace.

The restroom refurbishment will upgrade plumbing, lighting, ventilation, fixtures, and finishes to improve hygiene, accessibility, while also aligning with current building codes. The HR remodel focuses on soundproofing and reconfiguring the layout to provide greater privacy for confidential discussions and improve functionality. The IT renovation will modernize the area to better support collaboration, optimize a tight space, and accommodate current and future technology needs.

These upgrades will reflect LTD's commitment to maintaining safe and professional facilities for its staff and visitors.

Eugene Station Metal Roof and Skylight Replacement

The Eugene Station Metal Roof and Skylight Replacement project will remove and replacement the existing roofing and skylight systems at Eugene Station, including all shelters. The project aims to address aging infrastructure, prevent water intrusion, and improve natural lighting. Work includes demolition, installation of a new metal roof, and upgraded skylights. The improvements will enhance building efficiency and occupant comfort, while preserving Eugene Station's long-term integrity.

Bus Paint and Body Booth

This project will refurbish and modernize the existing fleet paint and body spray booth to meet current OSHA, NFPA, fire code, and environmental compliance standards. Scope includes ventilation and filtration upgrades, fire suppression system replacement, explosion-proof electrical improvements, booth envelope repairs, and control system modernization. The project will also address air permitting requirements, improve finish quality, and enhance worker safety. Work will extend the useful life of the existing asset while avoiding the higher cost of full replacement.

Fleet

Major Bus Components

The project will leverage capital funds for the replacement of major bus components (hybrid systems, engine overhauls) needing replacement before the end of the vehicle's useful life.

Ten-Year Fixed Route Fleet Replacement

The project will identify buses in need of replacement 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 project that will identify which paratransit vehicles need to be replaced. Paratransit vehicles are used to operate the RideSource paratransit service and other specialized programs.

Ten-Year Non-Revenue Fleet



The Non-Revenue Fleet Replacement Plan is a project that will identify which non-revenue vehicles need replacement. Non-revenue vehicles do not transport riders, but are cars, trucks, and vans used to transport equipment and staff between LTD properties, and to and from meetings/conferences.

Technology & Infrastructure

Enterprise Resource Planning (ERP) Software



The project will impact every department within LTD, and improve workflow through design assessment and eventual departmental implementation.

IT Hardware/Software Replacement



This ongoing investment includes the periodic replacement of major existing IT systems, such as servers, laptops, networking devices, and software solutions with newer and more efficient technology.

Operations Software/Midas Replacement



This project will modernize the scheduling/bid software used by Operations, including migration to cloud-based services. LTD will be able to work more efficiently with bus operators to establish schedules and optimize service delivery.

Paratransit Scheduling Software



This project will replace the current RideSource call center software platform for storing rider 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



This project will update the mobile video system throughout LTD's fleet, including revenue and non-revenue vehicles, to provide a singular solution. This solution will increase safety on LTD's system and assist bus operators with supporting customers.

ITS Radio Communications



This project will replace and modernize LTD's radio communications system, including handheld radios for bus operators and field staff, base station radios for Dispatch and Operations centers, and mobile radios installed on all District vehicles. The project will ensure consistent and interoperable communications throughout LTD, supporting daily operations, emergency response, and coordination with regional partners.

Headsign Control Systems



Headsigns are the digital display on top front of a bus, showing the route number and destination. This project will update the hardware and software on the fixed route fleet. The current hardware is aging and the software is out of date.

Fluid Management System

This project will replace LTD's existing fluid management system (fuel islands). This system dispenses and tracks shop fluids such as diesel, automatic transmission fluid (ATF), coolant, engine oil, and diesel exhaust fluid (DEF). The current system is past its end-of-life and experiences frequent issues related to reliability, outdated features, and a cumbersome user experience. Replacement parts are also increasingly difficult to source, creating risks for maintenance continuity and increased downtime.

CAD/AVL

This project will update the existing computer automated dispatch and automatic vehicle location (CAD/AVL) system on LTD's entire fixed route fleet. This upgrade will improve user interfaces, real-time information signals, and turn by turn technology for bus operators. The system is overdue for an update and is critical to service delivery.

Incident Management

Incident Management System Modernization addresses critical gaps in Lane Transit District's ability to consistently track, manage, and analyze safety-related incidents. The current system is outdated and limits visibility, standardization, and timely response. This project provides a modern platform accessible across devices, with standardized incident capture, configurable workflows, role-based access, and robust reporting and analytics. The investment strengthens safety oversight, operational transparency, and the organization's ability to manage and respond to incidents effectively across the district.

PDS/ERP Consolidation

PDS / ERP Consolidation modernizes Lane Transit District's enterprise systems by reducing reliance on standalone HR and payroll platforms and better aligning personnel, labor, and financial data within the ERP environment.

EAM/Fleet Management

EAM / Fleet Management – Cloud Transition provides a planning placeholder to transition Lane Transit District's Enterprise Asset Management (EAM) fleet system from on-premises infrastructure to a vendor-hosted or cloud-based environment. The migration is intended to improve system reliability, scalability, security, and vendor supportability while reducing long-term infrastructure and maintenance risk.

CRM

Customer Relationship Management establishes a future enterprise capability to improve how Lane Transit District manages customer interactions, service requests, and stakeholder engagement across departments and the community. Today, customer and community contacts and requests are handled through a fragmented mix of tools and department-specific processes, limiting visibility and coordination. This project provides a planning allowance to scope and implement a CRM approach that supports customer service, communications, marketing, and internal handoffs, aligns with Strategic Business Plan goals, and reduces reliance on ad-hoc or siloed request management methods.

IPaaS

ITP

Integration Platform is a planning placeholder to support future improvements in how Lane Transit District's business systems share information. As the organization continues to invest in modern enterprise applications, there is a growing need to ensure data can move reliably and securely between systems. This item allows LTD to evaluate integration approaches that promote long-term flexibility, system reliability, and effective use of technology, without committing to a specific solution at this time.

Conference Room AV

TAM

This State of Good Repair item supports the continued reliability and effectiveness of Lane Transit District's meeting spaces, board rooms, training facilities, and public-facing spaces as AV technology is deployed more broadly across district facilities. LTD has made significant investments in modern AV systems to support board meetings, public engagement, staff training, and hybrid collaboration. This project provides for the ongoing refresh, replacement, and lifecycle management of conference room AV equipment to ensure systems remain functional, easy to use, secure, and aligned with operational needs as usage increases across locations.

Future Year Projections for Improvements

2027-2036	TIER	Total FY26 + 27-36 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR STATE OF GOOD REPAIR		213,638,063	38,130,012	99,696,544	-	-	31,813,850	169,062,453	28,631,790	197,694,243	15,943,820
FACILITIES		38,178,820	-	16,658,000	-	-	-	16,658,000	9,537,000	26,195,000	11,983,820
Amazon Station	2/3	3,050,000						-	50,000	50,000	3,000,000
Eugene Station Sitework Upgrades	2	3,680,000		2,944,000				2,944,000	736,000	3,680,000	-
Fixed Route Infrastructure Rehabilitation	2	4,600,000		3,700,000				3,700,000	900,000	4,600,000	-
Fleet Mechanical, Electrical & Hoist Rehabilitation	1	5,800,000		4,640,000				4,640,000	1,160,000	5,800,000	-
Franklin & Gateway EmX Corridors	1	1,500,000		1,210,000				1,210,000	290,000	1,500,000	-
Gateway & UO North Site Rehab	2	485,000		388,000				388,000	97,000	485,000	-
Glenwood Admin Roof Replacement	1	850,000		680,000				680,000	170,000	850,000	-
Glenwood Mechanical & Electrical Rehabilitation	2	2,370,000		1,896,000				1,896,000	474,000	2,370,000	-
Glenwood Site Rehabilitation	2	1,500,000		1,200,000				1,200,000	300,000	1,500,000	-
Passenger Boarding & System Facilities - SGR	1	1,900,000						-	1,900,000	1,900,000	-
Springfield Station Rehabilitation	3	2,500,000						-	-	-	2,500,000
Transit Facilities State of Good Repairs	2	3,175,000						-	3,175,000	3,175,000	-
Bus Stop Sign Updates	1	120,000		-				-	120,000	120,000	-
Baldy View Lane Asphalt Replacement	1	165,000						-	165,000	165,000	-
Glenwood Admin Modifications	3	1,000,000						-	-	-	1,000,000
Eugene Station Metal Roof & Skylight Repair	3	3,983,820						-	-	-	3,983,820
Bus Paint and Body Booth	3	1,500,000						-	-	-	1,500,000
FLEET MAINTENANCE		147,258,577	34,130,012	70,245,732	-	-	31,813,850	135,611,641	11,646,936	147,258,577	-
Major Bus Components	2	10,933,677		9,324,894				8,746,941	2,186,736	10,933,677	-
Ten-Year Fixed Route Fleet Replacement	1/2	113,780,000	30,459,962	60,920,838			17,133,900	108,514,700	5,265,300	113,780,000	-
Ten-Year Spec Srvc Fleet Replacement	1/2	18,350,000	3,670,050				14,679,950	18,350,000		18,350,000	-
Ten-Year Non-Rev Fleet	2	4,194,900						-	4,194,900	4,194,900	-
TECH & INFRASTRUCTURE		28,200,666	4,000,000	12,792,812	-	-	-	16,792,812	7,447,854	24,240,666	3,960,000
Enterprise Resource Planning (ERP) Software	1	2,100,000		1,680,000				1,680,000	420,000	2,100,000	-
IT Hardware/Software Replacement	1/2	8,249,651		3,820,000				3,820,000	4,429,651	8,249,651	-
Operations Software/Midas Replacement	1	3,031,015		2,824,812				2,824,812	206,203	3,031,015	-
Paratransit Scheduling Software	3	2,000,000						-	-	-	2,000,000
ITS Video System Replacement	1/2	5,000,000	4,000,000					4,000,000	1,000,000	5,000,000	-
ITS Radio Communications	2	760,000		608,000				608,000	152,000	760,000	-
Headsign Control Systems	2	200,000		180,000				180,000	20,000	200,000	-
Fluid Management System	1/2	800,000							800,000	800,000	-
CAD/AVL	2	1,200,000		960,000				960,000	240,000	1,200,000	-
Incident Management	2	500,000		400,000				400,000	100,000	500,000	-
PDS/ERP Consolidation	3	1,200,000						-	-	-	1,200,000
EAM/Fleet Management	2	1,000,000		1,000,000				1,000,000		1,000,000	-
CRM	2	1,000,000		1,000,000				1,000,000		1,000,000	-
IPaaS	3	760,000						-	-	-	760,000
Conference Room AV	2	400,000		320,000				320,000	80,000	400,000	-

Future Year Projections for State of Good Repair

2027-2036	2026 Budget	2026 Forecast	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL 2027-2036
TOTALS: STATE OF GOOD REPAIR	20,673,310	12,800,064	27,255,711	27,650,769	27,797,090	25,950,360	13,212,596	19,536,863	26,869,102	4,431,998	4,198,065	23,935,445	200,837,999
FACILITIES	3,510,000	3,085,000	5,995,000	7,615,000	5,900,000	7,700,000	1,900,000	400,000	400,000	400,000	400,000	4,383,820	35,093,820
Amazon Station	-	-	50,000	-	-	1,500,000	1,500,000	-	-	-	-	-	3,050,000
Eugene Station Sitework Upgrades	580,000	100,000	1,000,000	2,580,000	-	-	-	-	-	-	-	-	3,580,000
Fixed Route Infrastructure Rehabilitation	-	400,000	500,000	2,200,000	1,500,000	-	-	-	-	-	-	-	4,200,000
Fleet Mechanical, Electrical & Hoist Rehabilitation	-	-	500,000	500,000	1,000,000	3,800,000	-	-	-	-	-	-	5,800,000
Franklin & Gateway EmX Corridors	500,000	485,000	500,000	515,000	-	-	-	-	-	-	-	-	1,015,000
Gateway & UO North Site Rehab	405,000	250,000	235,000	-	-	-	-	-	-	-	-	-	235,000
Glenwood Admin Roof Replacement	850,000	850,000	-	-	-	-	-	-	-	-	-	-	-
Glenwood Mechanical & Electrical Rehabilitation	275,000	100,000	1,500,000	770,000	-	-	-	-	-	-	-	-	2,270,000
Glenwood Site Rehabilitation	100,000	100,000	750,000	650,000	-	-	-	-	-	-	-	-	1,400,000
Passenger Boarding & System Facilities	150,000	150,000	400,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,750,000
Springfield Station Rehabilitation	-	-	-	-	500,000	2,000,000	-	-	-	-	-	-	2,500,000
Transit Facilities State of Good Repair	650,000	650,000	275,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	2,525,000
Bus Stop Signs Updates	-	-	120,000	-	-	-	-	-	-	-	-	-	120,000
Baldy View Lane Asphalt Replacement	-	-	165,000	-	-	-	-	-	-	-	-	-	165,000
Glenwood Admin Modifications	-	-	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000
Eugene Station Metal Roof/Skylight Replacement	-	-	-	-	-	-	-	-	-	-	-	3,983,820	3,983,820
Bus Paint and Body Booth	-	-	-	-	1,500,000	-	-	-	-	-	-	-	1,500,000
FLEET	11,281,295	5,133,049	19,186,711	16,650,769	19,223,340	16,172,672	10,825,774	17,965,700	20,598,381	3,002,491	2,998,065	15,501,625	142,125,528
Major Bus Components	407,375	466,449	604,711	913,869	3,823,340	452,672	666,674	-	1,097,281	751,791	1,096,265	1,060,625	10,467,228
Ten-Year Fixed Route Fleet Replacement	7,790,000	2,200,000	16,180,000	13,520,000	14,330,000	14,550,000	8,380,000	15,010,000	17,110,000	-	-	12,500,000	111,580,000
Ten-Year Special Services Fleet Replacement	2,575,670	2,060,000	1,790,000	1,900,000	1,070,000	1,090,000	1,510,000	2,590,000	1,980,000	1,630,000	1,350,000	1,380,000	16,290,000
Ten-Year Non-Revenue Fleet	508,250	406,600	612,000	316,900	-	80,000	269,100	365,700	411,100	620,700	551,800	561,000	3,788,300
TECH & INFRASTRUCTURE	5,882,015	4,582,015	2,074,000	3,385,000	2,673,750	2,077,688	486,822	1,171,163	5,870,721	1,029,507	800,000	4,050,000	23,618,651
Enterprise Resource Planning (ERP) Software	100,000	100,000	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000
IT Hardware/Software Replacement	1,295,000	1,195,000	970,000	1,185,000	473,750	317,688	486,822	771,163	870,721	1,029,507	300,000	650,000	7,054,651
Operations Software/Midas Replacement	887,015	887,015	144,000	-	-	-	-	-	2,000,000	-	-	-	2,144,000
Paratransit Scheduling Software	-	-	-	2,000,000	-	-	-	-	-	-	-	-	2,000,000
ITS Video Systems Replacement	3,600,000	2,000,000	-	-	-	-	-	-	3,000,000	-	-	-	3,000,000
ITS Radio Communications	-	-	260,000	-	-	-	-	-	-	-	500,000	-	760,000
Headsign Control Systems	-	-	-	200,000	-	-	-	-	-	-	-	-	200,000
Fluid Management System	-	400,000	-	-	-	-	-	-	-	-	-	400,000	400,000
CAD/AVL	-	-	200,000	-	-	-	-	-	-	-	-	1,000,000	1,200,000
Incident Management	-	-	500,000	-	-	-	-	-	-	-	-	-	500,000
PDS/ERP Consolidation	-	-	-	-	1,200,000	-	-	-	-	-	-	-	1,200,000
EAM-Fleet Management	-	-	-	-	-	1,000,000	-	-	-	-	-	-	1,000,000
CRM	-	-	-	-	1,000,000	-	-	-	-	-	-	-	1,000,000
IPaaS	-	-	-	-	-	760,000	-	-	-	-	-	-	760,000
Conference Room AV Equipment	-	-	-	-	-	-	-	400,000	-	-	-	-	400,000

Project Funding

LTD's project funding goal is to determine funding 12-18 months prior to the desired start date for a project. The District receives an apportionment of formula funds each year based on various factors from the previous year. Federal Transportation Administration (FTA) formula funds are applied to projects such as operations, capital projects or buses, and bus facilities. LTD pursues federal discretionary grants and works with local and state representatives to get congressionally directed spending funding. Grants require applications that detail a project's purpose, work to be performed, budget, and a timeline. FTA grant applications typically take three to four months to process, but can take longer.

A project is not typically 100% funded by a grant. The unfunded amount is referred to as the match, which can range from 0-50%. The most common match for formula fund grants is 20%.

Another source of funding is Oregon's unique Statewide Transportation Improvement Fund (STIF). STIF also has formula and discretionary apportionments, but no match is required. Project priorities are set by a STIF Advisory Committee based on requests submitted by LTD nine to 12 months prior to the beginning of each biennium. LTD uses STIF funding for pilot service projects, rural services, match for federally-funded projects, ADA service support, and bus purchases.

The final source of funding is a General Fund transfer. The goal for every project is to be at least 70% covered by grants, leaving no more than 30% to be paid from the General Fund transfer. Some CIP Planning projects or vehicles used by maintenance and facilities cannot be covered by grants. Those projects are 100% funded from an 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 withheld and not spent until funding is secured. The portion of the project budgets not grant funded are covered by a transfer from the General Fund to the Capital Projects Fund.

Project Funding for Improvements

2027-2036	TIER	Total FY26 + 27-36 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR IMPROVEMENTS		47,550,601	5,815,123	5,504,629	2,681,276	300,000	8,829,181	23,130,209	13,518,064	36,648,273	10,902,328
FACILITIES		16,969,000	-	3,130,000	693,600	-	875,400	4,699,000	4,090,000	8,789,000	8,180,000
Eugene Station Modernization	1	130,000		26,000				26,000	104,000	130,000	-
Fleet Crane and Fall Protection	1	972,000			673,600		298,400	972,000		972,000	-
Florence Mobility Hub Planning	1	250,000			20,000		230,000	250,000		250,000	-
OCC / Training / Lounge	1	3,880,000		3,104,000				3,104,000	776,000	3,880,000	-
Passenger Boarding & System Facilities - SGR	1	1,180,000						-	1,180,000	1,180,000	-
RideSource Facility Expansion	3	10,180,000						-	2,000,000	2,000,000	8,180,000
River Road Transit Disposal	1	30,000						-	30,000	30,000	-
River Road Passenger Boarding Safety	1	347,000					347,000	347,000		347,000	-
FLEET		1,469,849	-	1,175,879	-	-	-	1,175,879	293,970	1,469,849	-
Rear Facing ADA Securement Upgrade	2	1,469,849		1,175,879				1,175,879	293,970	1,469,849	-
PLANNING		14,156,000	-	998,750	1,387,676	300,000	1,750,000	4,436,426	8,328,574	12,765,000	1,391,000
Franklin RAISE Project Grant Match	1	5,000,000						-	5,000,000	5,000,000	-
Eugene River Road and Highway 99 Corridor Study	1	350,000			280,000			280,000	70,000	350,000	-
Springfield South A Refinement Study	1	120,000			107,676			107,676	12,324	120,000	-
Planning Studies	1/2	5,036,000		998,750				998,750	2,996,250	3,995,000	1,041,000
Long Range Mobility Plan	1	500,000				300,000		300,000	200,000	500,000	-
Bike Share	1/3	3,100,000			1,000,000		1,750,000	2,750,000	-	2,750,000	350,000
Hunsaker Property Development	1	50,000							50,000	50,000	-
TECH & INFRASTRUCTURE		14,955,752	5,815,123	200,000	600,000	-	6,203,781	12,818,904	805,520	13,624,424	1,331,328
Fare Systems	1/2	6,600,000			600,000		4,900,000	5,500,000	68,672	5,568,672	1,031,328
Fiber Mapping & Replacement/Expansion	2	250,000		200,000				200,000	50,000	250,000	-
Regional Mobility Enabling Technologies	1/2	7,005,752	5,215,123				1,303,781	6,518,904	486,848	7,005,752	-
Trip Planner / Mobile Wallet	1	600,000	600,000					600,000		600,000	-
IT CoLocation Facility - DR Site	3	300,000									300,000
Website	2	200,000							200,000	200,000	-

Project Funding for State of Good Repair

2027-2036	TIER	Total FY26 + 27-36 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR STATE OF GOOD REPAIR		213,638,063	38,130,012	99,696,544	-	-	31,813,850	169,062,453	28,631,790	197,694,243	15,943,820
FACILITIES		38,178,820	-	16,658,000	-	-	-	16,658,000	9,537,000	26,195,000	11,983,820
Amazon Station	2/3	3,050,000						-	50,000	50,000	3,000,000
Eugene Station Sitework Upgrades	2	3,680,000		2,944,000				2,944,000	736,000	3,680,000	-
Fixed Route Infrastructure Rehabilitation	2	4,600,000		3,700,000				3,700,000	900,000	4,600,000	-
Fleet Mechanical, Electrical & Hoist Rehabilitation	1	5,800,000		4,640,000				4,640,000	1,160,000	5,800,000	-
Franklin & Gateway EmX Corridors	1	1,500,000		1,210,000				1,210,000	290,000	1,500,000	-
Gateway & UO North Site Rehab	2	485,000		388,000				388,000	97,000	485,000	-
Glenwood Admin Roof Replacement	1	850,000		680,000				680,000	170,000	850,000	-
Glenwood Mechanical & Electrical Rehabilitation	2	2,370,000		1,896,000				1,896,000	474,000	2,370,000	-
Glenwood Site Rehabilitation	2	1,500,000		1,200,000				1,200,000	300,000	1,500,000	-
Passenger Boarding & System Facilities - SGR	1	1,900,000						-	1,900,000	1,900,000	-
Springfield Station Rehabilitation	3	2,500,000						-			2,500,000
Transit Facilities State of Good Repairs	2	3,175,000						-	3,175,000	3,175,000	-
Bus Stop Sign Updates	1	120,000		-				-	120,000	120,000	-
Baldy View Lane Asphalt Replacement	1	165,000						-	165,000	165,000	-
Glenwood Admin Modifications	3	1,000,000						-			1,000,000
Eugene Station Metal Roof & Skylight Repair	3	3,983,820						-			3,983,820
Bus Paint and Body Booth	3	1,500,000						-			1,500,000
FLEET MAINTENANCE		147,258,577	34,130,012	70,245,732	-	-	31,813,850	135,611,641	11,646,936	147,258,577	-
Major Bus Components	2	10,933,677		9,324,894				8,746,941	2,186,736	10,933,677	-
Ten-Year Fixed Route Fleet Replacement	1/2	113,780,000	30,459,962	60,920,838			17,133,900	108,514,700	5,265,300	113,780,000	-
Ten-Year Spec Svc Fleet Replacement	1/2	18,350,000	3,670,050				14,679,950	18,350,000		18,350,000	-
Ten-Year Non-Rev Fleet	2	4,194,900						-	4,194,900	4,194,900	-
TECH & INFRASTRUCTURE		28,200,666	4,000,000	12,792,812	-	-	-	16,792,812	7,447,854	24,240,666	3,960,000
Enterprise Resource Planning (ERP) Software	1	2,100,000		1,680,000				1,680,000	420,000	2,100,000	-
IT Hardware/Software Replacement	1/2	8,249,651		3,820,000				3,820,000	4,429,651	8,249,651	-
Operations Software/Midas Replacement	1	3,031,015		2,824,812				2,824,812	206,203	3,031,015	-
Paratransit Scheduling Software	3	2,000,000						-			2,000,000
ITS Video System Replacement	1/2	5,000,000	4,000,000					4,000,000	1,000,000	5,000,000	-
ITS Radio Communications	2	760,000		608,000				608,000	152,000	760,000	-
Headsign Control Systems	2	200,000		180,000				180,000	20,000	200,000	-
Fluid Management System	1/2	800,000							800,000	800,000	-
CAD/AVL	2	1,200,000		960,000				960,000	240,000	1,200,000	-
Incident Management	2	500,000		400,000				400,000	100,000	500,000	-
PDS/ERP Consolidation	3	1,200,000						-			1,200,000
EAM/Fleet Management	2	1,000,000		1,000,000				1,000,000		1,000,000	-
CRM	2	1,000,000		1,000,000				1,000,000		1,000,000	-
IPaaS	3	760,000						-			760,000
Conference Room AV	2	400,000		320,000				320,000	80,000	400,000	-



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Long Range Financial Plan 2027-2036

Prepared By: Pamela Strutz, Chief Financial Officer

Action: Committee Approval

PURPOSE: To request that Lane Transit District's (LTD) Board of Directors adopt the Fiscal Year 2027-2036 Long-Range Financial Plan (LRFP).

DESCRIPTION: The LRFP is one of three key documents, developed with community input, used to develop the annual budget. The LRFP projects anticipated resources and expenditures over a 10-year period. At its core, the LRFP aligns LTD's financial capacity with the objectives and strategic areas of focus outlined in the Community Investment Plan (CIP) and the Strategic Business Plan. (SBP) The LRFP is updated annually as a component of the budgeting process.

BACKGROUND: The LRFP was last adopted by LTD's Board at the June 18, 2025 Regular Board meeting.

LTD's fiscal environment is always changing. The traditional budget model - budgeting for cost - leads to a short-term spending profile focused on sustaining existing programs and services. The use of this model does not provide long-term sustainability to support those services.

It is important to consider what level of service and expense is maintainable over time with variable or fluctuating fund resources. The resource projections in the LRFP are a key factor in determining both design and level of services, as well as the planned timing of projects outlined in the CIP.

As part of the budget process, the proposed LRFP is updated to align with the proposed CIP, recent actual results, the current budget and to reflect future funding availability, service adjustments, predicted inflation and economic factors.

In the short term, costs continue to increase at a rate higher than inflation. In the long-term, changing federal and state funding priorities, local economic employment factors, personnel, and fleet cost increases are the biggest challenges. For FY27 and beyond, LTD is developing internal cost analysis tools, as well as a grant funding indirect rate model, with the goal of closing the resource to requirement projected gap in future years.

CONSIDERATIONS: Staff recommend LTD's Board adopt the proposed Fiscal Year 2027-2036 Long-Range Financial Plan.



Lane Transit District Agenda Item Summary (AIS)

ALTERNATIVES: The Board may:

- 1) Hold additional Board meetings on this plan.
- 3) Postpone adoption of the 2027-2036 Long-Range Financial Plan to an alternate date.
- 4) Amend and adopt the 2027-2036 Long-Range Financial Plan as amended.

NEXT STEPS: After the 2027-2036 Long-Range Financial Plan adoption, staff will post the final 2027-2036 Long-Range Financial Plan on LTD's Website. The adopted 2027-2036 LRFP will become the official guiding LRFP. The adopted 2027-2036 LRFP has no spending authority.

SUPPORTING DOCUMENTATION:

- 1) Proposed FY2027-2036 Long-Range Financial Plan

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

Proposed Motion: I move to approve the Fiscal Year 2027-2036 Long Range Financial Plan as presented.



Lane Transit District

PROPOSED

Long Range Financial Plan

FY 2027-2036

Table of Contents

INTRODUCTION 2

FACTORS IMPACTING BUDGET 3

 Key Factor 1: Inflation 3

 Key Factor 2: Contractual ATU Wage and Benefit Increases 3

 Key Factor 3: Investment to Replace Aging Fleet 3

 Key Factor 4: STIF Funded Projects and Associated Resources 3

 Key Factor 5: CARES, CRRSA, and ARPA Act Revenues 4

 Key Factor 6: Implementation of the Board-Adopted Reserve Policy 4

 Long Range Financial Plan Summary 4

SERVICE FORECAST 6

..... 6

WORKING CAPITAL AND RESERVE 6

INTRODUCTION

The Long-Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provides information Lane Transit District (LTD) needs to develop a proposed budget and timeline for its community investment projects. The LRFP projects LTD's anticipated resources and expenditures over a 10-year period and aligns financial capacity with objectives from LTD's Strategic Business Plan (SBP). The LRFP was last adopted by LTD's Board of Directors at their June 18, 2025 meeting.

LTD's fiscal environment is continuously changing. The traditional model of budgeting for cost can lead to a short-term spending profile focused on sustaining existing programs and services. It is not intended to provide information on the long-term sustainability of said programs and services. The resource projections in the LRFP enable LTD to consider what levels of service and expense are maintainable long term, a key factor in determining both the design and service, as well as the timing of projects in the Community Investment Plan (CIP).

To provide quality service, reliable vehicles and infrastructure, and collaborative programs to serve the community's diverse mobility requirements, ongoing financial resources are required. Payroll taxes are the most significant source, representing approximately 75% 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 overestimate the resource.

Federal grants and funding from the employee tax-based Statewide Transportation Improvement Fund (STIF) are another important source. Due to continued high costs from inflation and LTD's strategy to increase service, the 2027-2036 LRFP increases annual federal and STIF funding for operations from a flat amount to an increasing amount (based on 3% annually). Federal and STIF funding for operations represents approximately 11% of General Fund requirements.

LTD's costs are increasing at a rate higher than inflation. Additional staff, market and contract wage rate adjustments, insurance increases, and technology are the driving factors. LTD is adding operations staff (bus operators, fleet mechanics, public safety officers) to increase service. Between FY25 actual and budget year FY27, LTD's personnel costs increased by \$6.4 million. In November 2025, the LRFP annual personnel cost increase assumption was 5%. This was raised to 5.25% for this proposed LRFP due to a higher percentage increase in the FY27 budget.

Changing markets have put increased pressure on our materials, supplies and technology services. In November 2025, the annual increase assumption for materials and services was 3%. This was increased to 3.5% in this proposed LRFP. Technology software is now nearly all by subscription, a higher expense than on-premise installations. In addition, insurance costs have more than doubled between FY25 actual and FY27 budget.

The result of these increases is persistent operations shortfalls. To sustain operations, this proposed LRFP uses General Fund working capital and transfers from the Sustainable Services Reserve Fund. LTD's reserve policy requires it to keep a minimum of two months operating costs in working capital, and two months in the Sustainable Services Reserve. This proposed LRFP shows LTD has reserves to carry it through nine years, with reserves dipping below the required level in year 10, FY2035-36. While not ideal, this gives LTD time to develop a sustainable financial path forward.

Lane County unemployment has risen 0.6% in the 12 months ending March 2026. Oregon economists say that despite growth in economic output, hiring and average hours worked have yet to keep pace with expectations (Oregon Economic and Revenue Forecast, March 2026, pg. 9). Lane County jobs are actually projected to increase 6% over the next eight years, and wages continue to trend up at approximately 5% per year. At the federal level, growth in economic output exceeded expectations, labor conditions remain stable and price pressures did not spike to the level expected

(Oregon Economic and Revenue Forecast, March 2026, pg. 1). The CPI-U West index shows a 3.1% increase in the last 12 months, up slightly from 2.9% in 2025.

Like polls, economic forecasts are never certain - LTD continually monitors and proactively plans for risk and adjusts accordingly with the goals of:

- Providing consistent service commensurate with available resources to meet the needs of the community
- Balancing fiduciary duty
- Maintaining assets in a state of good repair
- Making long-term investments which meets LTD's mission of "Connecting our Community" reliably and safely

FACTORS IMPACTING BUDGET

Key Factor 1: Inflation

Inflation is estimated to continue in the 3% range in the near future. The year over year change in Consumer Price Index (CPI) reached a 40-year high at 9.1% in June 2022. It has since moderated to 3.1%, as of March 2026. The energy index increased 12.5% for the 12 months ending March 2026. For this LRFP, a 3.5% cost escalation was used to represent inflation. The previous LRFP used a rate of 3.0%. A large increase in fuel cost estimate was made in the FY24 budget. Since LTD's actual fuel expense has been well below budget, no extra inflation for fuel cost increases were deemed necessary for the FY27 budget.

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% for the next four years. Other contract additions include a \$450 bonus for EmX operators and adding Juneteenth and Martin Luther King Jr. Day holidays. This agreement expires June 30, 2026 and bargaining is currently underway. During the last year, new agreements were reached with the IT, Public Safety, and Facilities bargaining groups. Increases in personnel costs from these agreements, plus merit and Cost-of-Living-Adjustment (COLA) adjustments for administrative staff, were included in the LRFP at 5.25% per year. Actual COLA increases vary by contract and are in the range of 2.5%-4%.

Key Factor 3: Investment to Replace Aging Fleet

By the end of FY25, approximately 30% of LTD's fleet met or had exceeded its useful life. By 2022, LTD had purchased 30 electric buses, but they were not as reliable as renewable diesel buses and do not have the same capability, due to mileage limitations. LTD is in the process of securing approval to transfer 19 of these buses to LA Metro. LTD purchased 10 renewable diesel buses in 2025, another eight buses on order, and an additional 11 planned for FY27. LTD will use both federal formula and state grant programs for fleet replacement.

Key Factor 4: STIF Funded Projects and Associated Resources

Oregon House Bill 2017 established a 0.1% employee payroll tax to create STIF for public transportation in Oregon. This money benefits a high percentage of students and low-income households. 90% of STIF dollars are formula funds, awarded on a noncompetitive basis according to a pre-determined formula. Oregon Department of Transportation (ODOT) estimates 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 FY2025-2027 plan is on LTD's website.

9% of STIF dollars are discretionary funds, which are awarded in a competitive grant process. The remaining 1% of STIF dollars are allocated for administrative costs.

There will be a vote in May 2026 to determine whether a temporary 0.1% increase in the STIF tax will be collected. There is no official estimate of the amount of this increase, therefore it has not been included here.

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) provided federal assistance for COVID-19 related expenses and lost revenues. LTD was awarded \$25.5 million CARES, \$17.9 million CRRSA, and \$32.7 million ARPA funding. LTD used 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. In June 2025, \$6 million of the COVID funds were contributed to employee pension plans. The impact of this contribution brought the Salaried Plan funding to 92%, and paid for the ATU Plan COLA, approved by the Board in 2025. The long-term impact of this investment will reduce future liability payments to the plans.

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

Reserves help LTD provide service reliably and safely. 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
- Board-designated reserves for potential financial risks or volatility

As noted earlier, the reserves that have been funded allow LTD to continue to meet its financial goals far into the future.

Long Range Financial Plan Summary

Working capital and utilization of federal aid provided by pandemic relief funds have provided short-term relief with respect to the operating budget. 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 have recovered to pre-pandemic levels, although ridership has not kept pace. LTD is increasing revenue service hours each year and has kept the goal of restoring service hours to pre-pandemic levels. Looking ahead, fare revenue is estimated to increase slightly due to changes to LTD's fare collection efforts. An updated Fare Management Policy will be presented to the Board in the next fiscal year. The operations budget continues to be supported in large part by payroll taxes. Tax revenues are projected to increase 5% per year. Actual year-over-year increases have been 6-8% range. Federal and state assistance will also continue to support operations throughout the years included in this LRFP.

Personnel costs are trended at 5.25% per year, using a fully staffed operations model. Increasing tech software, hardware, and support costs will be partially offset with a reduction in contracted services. LTD estimates a 3.5% annual increase in Materials and Supplies. After a big jump in insurance premiums in FY24, LTD estimates a 5% annual increase.

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 work with the Board and Budget Committee to establish future LRFP assumptions.

**Lane Transit District
Proposed Long Range Financial Plan
Fiscal Years 2027-2036**

RESOURCES & REQUIREMENTS

Resources/Requirements	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Operating Revenues													
Cash Fares & Passes	2,321,033	2,056,381	2,467,065	2,667,890	2,748,000	2,830,000	2,915,000	3,002,000	3,092,000	3,185,000	3,281,000	3,379,000	3,480,000
Group Passes	2,019,126	2,012,303	1,959,760	2,018,553	2,079,000	2,141,000	2,205,000	2,271,000	2,339,000	2,409,000	2,481,000	2,555,000	2,632,000
Advertising	0	0	0	100,000	115,000	130,000	150,000	150,000	150,000	150,000	150,000	155,000	160,000
Special Services	142,518	111,884	131,222	138,000	145,000	152,000	160,000	168,000	176,000	185,000	194,000	200,000	206,000
Total Operating Revenue	\$4,482,676	\$4,180,569	\$4,558,047	\$4,924,443	\$5,087,000	\$5,253,000	\$5,430,000	\$5,591,000	\$5,757,000	\$5,929,000	\$6,106,000	\$6,289,000	\$6,478,000
Nonoperating Revenues													
Payroll Taxes	54,857,787	55,022,717	58,826,480	63,109,510	66,265,000	69,578,000	73,057,000	76,710,000	80,546,000	84,573,000	88,802,000	93,242,000	97,904,000
Self-employment Taxes	2,416,284	2,539,145	2,400,000	2,623,904	2,703,000	2,784,000	2,868,000	2,954,000	3,043,000	3,134,000	3,228,000	3,325,000	3,425,000
State-in-Lieu	928,822	918,017	735,000	795,715	820,000	845,000	870,000	896,000	923,000	951,000	980,000	1,009,000	1,039,000
Federal Assistance	0	0	4,700,000	4,843,811	4,989,000	5,139,000	5,293,000	5,452,000	5,616,000	5,784,000	5,958,000	6,137,000	6,321,000
Federal CARES/ARPA	7,370,304	24,417,717	0	0									
State Assistance	1,247,940	4,482,201	5,350,000	5,350,000	5,511,000	5,676,000	5,846,000	6,021,000	6,202,000	6,388,000	6,580,000	6,777,000	6,980,000
Local Assistance	0	0	0	30,000									
Miscellaneous	351,302	406,929	391,200	209,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Sale of Assets		62,546	1,000,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Interest	2,548,001	3,053,220	2,235,000	2,743,996	2,606,796	2,476,456	2,352,634	2,235,002	2,123,252	2,017,089	1,916,235	1,820,423	1,729,402
Transfer from Sus Serv Reserve					1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
	\$69,720,440	\$90,902,493	\$75,637,680	\$79,856,436	\$84,844,796	\$88,448,456	\$92,236,634	\$96,218,002	\$100,403,252	\$105,797,089	\$112,414,235	\$117,260,423	\$122,348,402
Total Revenues	\$74,203,116	\$95,083,062	\$80,195,727	\$84,780,879	\$89,931,796	\$93,701,456	\$97,666,634	\$101,809,002	\$106,160,252	\$111,726,089	\$118,520,235	\$123,549,423	\$128,826,402

Requirements-Operating	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Operating Requirements													
Personnel Services	43,583,917	54,723,330	57,262,704	61,149,205	64,359,538	67,738,414	71,294,681	75,037,651	78,977,128	83,123,427	87,487,407	92,080,496	96,914,722
Materials & Services	11,801,556	12,627,227	17,526,378	18,207,534	18,844,798	19,504,366	20,187,018	20,893,564	21,624,839	22,381,708	23,165,068	23,975,845	24,815,000
Insurance & Risk Services	2,303,858	1,601,905	2,896,671	3,425,052	3,596,305	3,776,120	3,964,926	4,163,172	4,371,331	4,589,897	4,819,392	5,060,362	5,313,380
	\$57,689,331	\$68,952,462	\$77,685,753	\$82,781,791	\$86,800,641	\$91,018,899	\$95,446,625	\$100,094,388	\$104,973,298	\$110,095,033	\$115,471,867	\$121,116,703	\$127,043,102
Transfers													
Transfer to Mobility Services Fund	3,500,000	650,000	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	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Transfer to Point2point Fund	120,000	50,000	50,000	48,000									
Transfer to the Sus Serv Reserve	238,919	12,300,000	300,000	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	5,628,000	4,757,779	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000
	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000
Total Requirements	\$65,892,578	\$88,955,847	\$84,491,503	\$88,687,570	\$92,200,641	\$96,418,899	\$100,846,625	\$105,494,388	\$110,373,298	\$115,495,033	\$120,871,867	\$126,516,703	\$132,443,102

NET RESULTS

Surplus (Deficit)	\$8,310,538	\$6,127,215	(\$4,295,776)	(\$3,906,691)	(\$2,268,844)	(\$2,717,443)	(\$3,179,991)	(\$3,685,386)	(\$4,213,046)	(\$3,768,944)	(\$2,351,633)	(\$2,967,280)	(\$3,616,700)
-------------------	-------------	-------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------	---------------

Lane Transit District Proposed Long Range Financial Plan Fiscal Years 2027-2036

SERVICE FORECAST

Revenue Hours	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
LRFP Forecasted Service (VRH)	223,169	235,015	262,306	274,063	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400

WORKING CAPITAL AND RESERVE

Working Capital	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Gen Fund Beg. Working Capital	35,424,296	43,751,544	43,751,544	49,878,759	45,972,068	43,703,224	40,985,781	37,805,789	34,120,403	29,907,357	26,138,414	26,138,414	23,786,781
Gen Fund End. Wkg Capital	43,751,544	47,055,328	39,455,768	45,972,068	43,703,224	40,985,781	37,805,789	34,120,403	29,907,357	26,138,414	23,786,781	23,171,134	20,170,081
Less: Unapprop Ending Fund Balance (2 mos)	(9,614,888)	(11,492,077)	(12,947,626)	(13,796,965)	(14,466,773)	(15,169,817)	(15,907,771)	(16,682,398)	(17,495,550)	(18,349,172)	(19,245,311)	(20,186,117)	(21,173,850)
General Fund Unrestricted End. Working Capital	34,136,656	35,563,251	26,508,143	32,175,103	29,236,450	25,815,964	21,898,018	17,438,005	12,411,808	7,789,242	4,541,470	2,985,016	(1,003,769)
Sustainable Services Reserve	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Beginning Balance 7/01/202x	10,516,940	11,286,406	24,157,388	25,515,272	26,835,883	26,642,228	26,374,706	26,097,821	25,811,245	25,514,639	24,207,651	24,207,651	20,854,919
Interest Earned	530,547	570,982	1,057,884	1,020,611	1,006,346	932,478	923,115	913,424	903,394	893,012	847,268	847,268	729,922
Transfers In/(Out)	238,919	12,300,000	300,000	300,000	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(2,200,000)	(4,200,000)	(4,200,000)	(4,200,000)
Ending Balance 6/30/202x	11,286,406	24,157,388	25,515,272	26,835,883	26,642,228	26,374,706	26,097,821	25,811,245	25,514,639	24,207,651	20,854,919	20,854,919	17,384,841



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Fiscal Year 2026 – 2027 Approved Budget for Adoption

Prepared By: Pamela Strutz, Chief Financial Officer

Action: Adoption

PURPOSE: To request that Lane Transit District's (LTD) Board of Directors adopt the Fiscal Year 2026-2027 Budget.

DESCRIPTION: The annual budget reflects the authorized amount LTD can spend during the specific 12-month period that begins every July 1 and ends June 30. The annual budget is guided by LTD's vision to create a more connected, sustainable and equitable community and reflects the organization's strategic areas of focus.

BACKGROUND: In accordance with ORS 294.408, the Board of Directors must adopt a budget for each of its six funds by the close of the current fiscal year. Oregon Budget Law (ORS 294.305 to 294.565) is also designed to encourage citizen involvement in the budget process. LTD achieves this by 1) vetting the Budget through a Budget Committee comprised of all seven Board members and an equal number of appointed citizen members, 2) holding public hearings and 3) accepting written public comments.

There are three requirements before LTD's Board can adopt the budget 1) Posting for public comment (ORS 294.426), 2) Approval by the Budget Committee as presented or amended (ORS 294.428), and 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453).

The proposed FY2026-2027 Budget was posted for public comment on Friday, April 17, 2026. The Budget Committee questioned, reviewed, approved, and forwarded a recommendation to the Board to adopt the FY2026-2027 Budget as presented on April 28, 2026. A financial summary and Notice of the Budget Hearing (form LB-1) was published on May 12, 2026, in accordance with ORS 294.438. A Public Hearing was held on May 20, 2026. LTD also accepted written public testimony. No additional public testimony has been made as of the writing of this Agenda Item Summary.

The presentation made at the April 28, 2025 Budget Committee Meeting is posted on LTD's website and provides the basis for the Public Hearing.



Lane Transit District Agenda Item Summary (AIS)

The Proposed Fiscal Year 2026-2027 Budget is as follows:

ALL FUNDS – RESOURCES AND REQUIREMENTS		
	Adopted Budget*	Approved Budget
	This Year 2025-2026	Next Year 2026-2027
Beginning Fund Balance/Net Working Capital	\$89,194,765	\$106,936,262
Fees, Licenses, Permits, Fines, Assessments & Other Services Charges	66,849,527	71,809,836
Federal, State and all Other Grants, Gifts, Allocations and Donations	70,252,836	81,255,765
Interfund Transfers/Internal Service Reimbursements	6,805,750	5,905,779
All Other Resources Except Current Year Property Taxes	4,724,763	3,733,496
Total Resources	\$237,827,641	\$269,641,138
Personnel Services	\$57,262,704	\$61,149,205
Materials and Services	56,415,299	57,156,199
Capital Outlay	31,096,336	46,927,187
Interfund Transfers	6,805,750	5,905,779
Contingencies	0	0
Unappropriated Ending Balance and Reserved for Future Expenditure	86,247,552	98,502,768
Total Requirements	\$237,827,641	\$269,641,138

*The FY 2025–2026 adopted budget included an error in the amount reported for interest income and Fund Balance in the Sustainable Services Reserve Fund. The figures presented reflect the legally adopted budget. The corrected total budget amount is \$236,030,335, resulting in a variance of \$1,797,306.



Lane Transit District Agenda Item Summary (AIS)

CONSIDERATIONS: Staff recommends that Board adopt the proposed fiscal year 2026-2027 Budget. The budget must be adopted by June 30, 2026.

ALTERNATIVES: The Board may:

- 1) Hold additional Board meetings on this plan.
- 2) Postpone adoption of the 2026-2027 Budget to an alternate date no later than June 30, 2026.
- 3) The Board may adopt the proposed FY2026-2027 Budget as presented, or amend the Budget (within legal limitations) and adopt the amended Budget.

NEXT STEPS: Once adopted, the FY2026-2027 Budget will be filed with the State of Oregon, as required by Oregon Budget Law. The new budget will become the FY2026-2027 business plan beginning July 1, 2026. The FY2026-2027 Budget will be sent to the State of Oregon Department of Transportation and will be posted to the LTD website.

SUPPORTING DOCUMENTATION:

- 1) Proposed FY2026-2027 Budget
- 2) Resolution No. 2026-05-20-15

PROPOSED MOTION: I move to adopt LTD Resolution No. 2026-05-20-15, adopting the Fiscal Year 2026 2027 Budget and Making Appropriations.



Lane Transit District

PROPOSED Budget

FY 2026-2027

Table of Contents

BUDGET MESSAGE	2
OPERATING BUDGET	2
CONCLUSION	4
ANNUAL BUDGET CALENDAR.....	5
BUDGET HIGHLIGHTS	6
BUDGET COMMITTEE MEMBERS	9
PROPOSED BUDGET	10
BUDGET SUMMARY	10
GENERAL FUND	11
PERSONNEL PROFILE.....	12
MOBILITY SERVICES FUND.....	13
MEDICAID FUND.....	14
POINT2POINT FUND.....	15
CAPITAL PROJECTS FUND	15
CAPITAL PROJECTS FUND CONTINUED.....	17
SUSTAINABLE SERVICES RESERVE FUND	18

Budget Message

The public transportation industry continues to face challenges, ranging from the changing priorities of the federal administration to funding shortages and workforce gaps. Lane Transit District (LTD), however, has a strong financial base. Though not immune to the aforementioned challenges, LTD's fiscal year 2026-2027 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 will support the organization into the near future.

Operating Budget

Revenue

A modest increase in operating revenue of 8% is anticipated over the current year budget. After being relatively flat over the last four years, we are seeing a positive trend due to fare validation and strong marketing campaigns. Ridership remains flat. Factors driving the stagnant ridership include the continued popularity of remote work, increased competition from ride-hailing services, multi-unit housing located closer to the university, and staffing challenges that hinder restoring service at specific times of the day.

In FY18-19, fares generated \$4.5 million, or 9.8% of LTD's general fund operating requirements. For FY26-27, fares are projected at \$4.7 million, or 5.7% of LTD's general fund operating requirements. Fares have returned to pre-pandemic levels, but LTD's costs have increased. This means fares are a steadily declining portion of LTD's support. Fare validators installed on LTD's EmX fleet, along with increased attention by LTD's Public Safety staff, have led to an increase in fare collections.

Payroll-type taxes are the single greatest source of revenue for LTD's General Fund. In FY26-27, payroll taxes are budgeted to increase 7.4% from last year's adopted budget. Finance Department staff were conservatively cautious in budgeting for these taxes in the three years post-pandemic. LTD is returning to a wage-based economic forecasting model for payroll tax growth. The FY26-27 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 \$4.8 million. The use of STIF Formula funds to support increased service hours was new in FY24-25. A total of \$8 million over the 2026-2027 State biennium will be utilized for activities that increase services: additional operators, mechanics and public safety officers, as well as recruitment and training.

Federal rescue and relief funding provided a lifeline that helped address revenue-to-expenditure gaps. As of FY25, LTD had drawn down all 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.

Expenditures

The top challenge in this budget is keeping pace with personnel cost increases. LTD has an Operations hiring goal again this year: as of March 2026, open positions include 19 operations staff, two public safety officers, and four journeyman mechanics. Bargaining unit agreements with IT, Public Safety, and Facilities are in place, and we are in bargaining for the Operations unit contract that ends June 30, 2026. Wage scale increases for each contract vary but are in the range of 2.5-4%. Wage scales contain six steps. Step movement occurs at nine or 12-month intervals.

On the Administrative side, a 2% Cost-of-Living Adjustment (COLA) and up to 3% in performance adjustments are budgeted for FY27. After the first year of employment, wage increases are effective each July. 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 5% increase. The maximum set in the bargaining agreement is 7%. Claims trends are favorable, so a slightly lower increase is budgeted. In January 2026, LTD increased the discretionary retirement plan defined contribution rate from a variable rate based on years of service to a flat 10% for all participants. Market research demonstrated LTD's current scale of 4.5-9% over one-15 years of service was out of alignment with other similar benefit plans in the area. This change results in an annual cost of approximately \$730,000.

In FY25, LTD made an extra \$6 million contribution to the pension plans. This, combined with positive market earnings, has resulted in our plans being nearly 90% funded. This will assist LTD in the future by smoothing out contribution requirements and providing a hedge against market downturns.

Materials and service costs are budgeted to increase 3.9% over FY25-26. Actual spending in this area is typically under budget. Two years ago, the budget increased substantially to account for the impact of high inflation and supply chain issues. This increased level of budgeting will provide a cushion for fuel and tariff increases. Technology investments continue to have a large impact on our budget. The technology operating budget for FY27 is \$6.3 million, up from \$5.0 million in FY26.

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 its insurance renewal by completing specific trainings and tasks. The savings from this program in 2026 was 8%, or \$54,000.

Other large cost increases are LTD's Paid Leave Oregon (PLO) and Worker's Compensation Insurance 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. Cost for FY24-25 was \$568,000 and is projected to be \$720,000 this year. This will start to level out for FY27. Workers Comp has also increased from \$400,000 to \$750,000 for the FY27 budget. This higher level will continue for three more years until some significant claims fall off the formula.

Conclusion

Even with the challenges facing public transit, LTD will forge a new financial future as the region's mobility manager that continues to connect the community safely, reliably, and sustainably.

The adopted FY26-27 budget is a foundation of LTD's vision to create 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 staff for their continued commitment to public service. LTD is a trailblazer in public transit due to the Board's strong leadership, as well as LTD's advisory bodies, partners, taxpayers, and riders.

Sincerely,

Pamela Strutz, 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/December

- Annual Report prepared for previous fiscal year.
- Preliminary Community Investment Plan (CIP) and Long-Range Financial Plan (LRFP) presented to Budget Committee.
- Budget forms prepped for new budget and new year is opened in ERP. Initial budget projection scenario is created.

January/February

- Department heads review year-to-date (YTD) financial results and prepare SWOT analysis (guide to closely examine organization's Strengths, Weaknesses, Opportunities, and Threats).
- Current fiscal year mid-year revenue and expenditure projections begin. New fiscal year revenue and expenditure projections begin.
- Annual report including findings of independent auditor presented to LTD's Board of Directors. Key issues from auditor's report reviewed with Board.
- Department heads meet with Chief Financial Officer (CFO) to review budget requests.

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.
- Budget Committee meets to discuss the proposed budget and make changes.
- Budget Committee approves budget and sends to the Board for adoption.

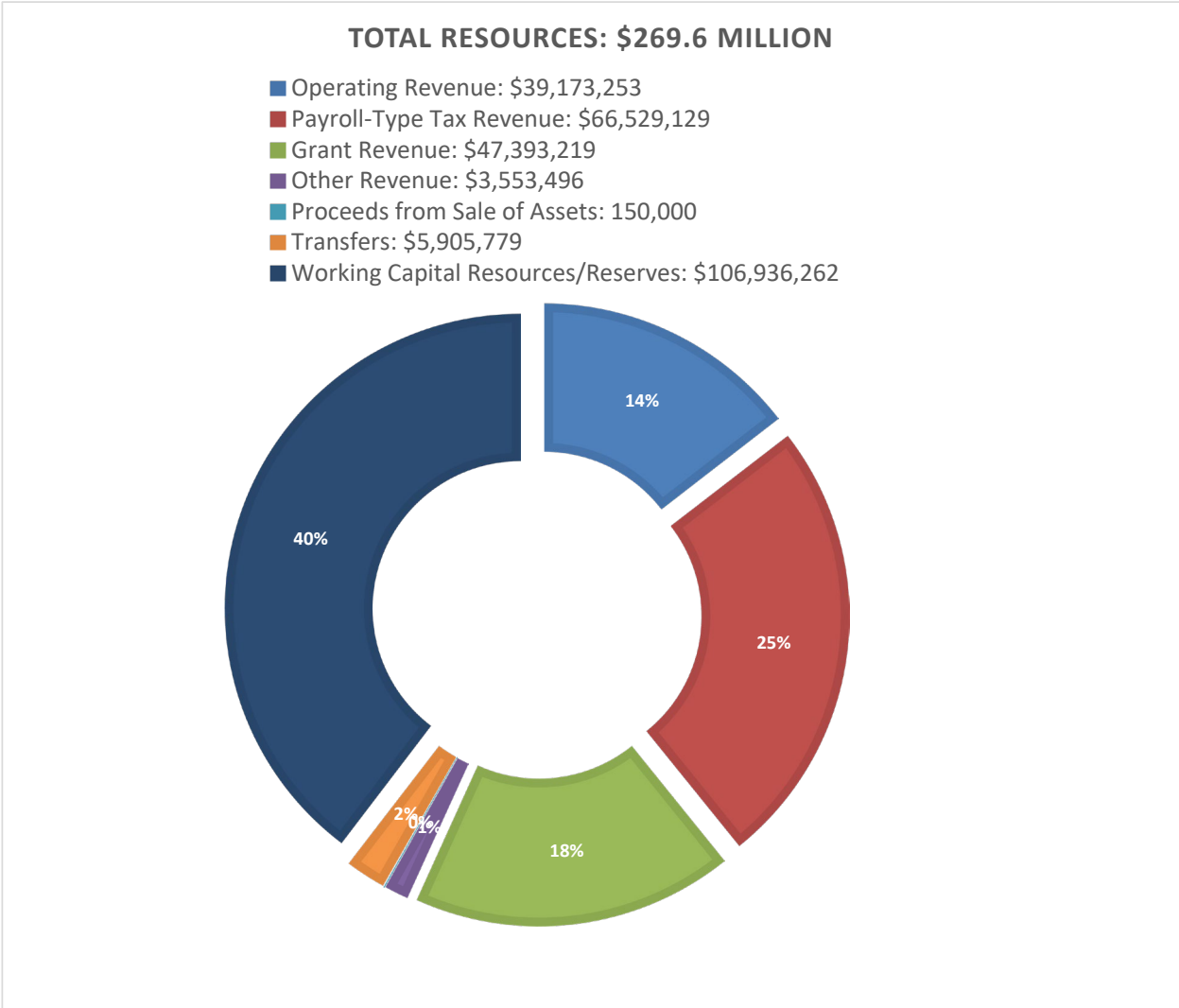
May/June

- 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 of Oregon.

July

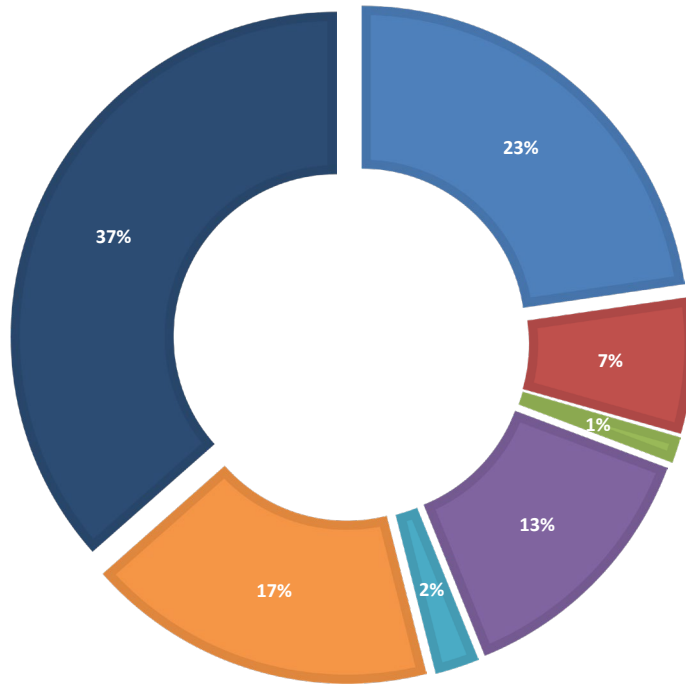
- Preliminary year-end financial report for year ended June 30 to the Board of Directors.

Budget Highlights



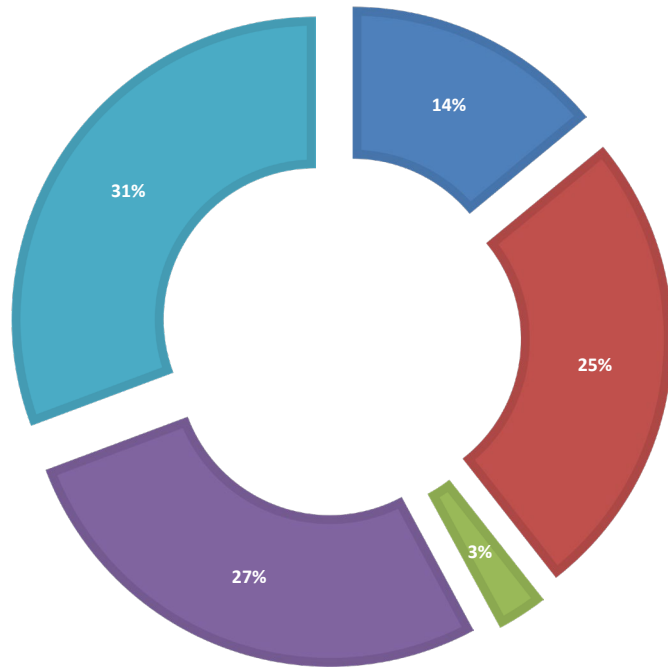
TOTAL REQUIREMENTS: \$269.6 MILLION

- Personnel Services: \$61,149,205
- Materials & Services: \$18,207,534
- Insurance & Risk Services: \$3,425,052
- Non-Fixed Route Services: \$35,523,613
- Transfers: \$5,905,779
- Capital Fund Investments: \$46,927,187
- Reserves & Restricted Funds: \$98,502,768



TOTAL RESERVES & RESTRICTED FUNDS: \$98.5 MILLION

- Cash Flow Operating Reserve: \$13,796,965
- Sustainable Services Reserve: \$ 25,058,027
- Capital Restricted by Source: \$2,654,194
- Unrestricted Working Capital: \$26,748,300
- Capital Restricted for Grant Match: \$30,245,282



Budget Committee Members

LTD’s Budget Committee is comprised of 14 members: all 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 subdistrict. 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 12/31/2029
- 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 12/31/2029
- District 6 – Lawrence Green – Term Expiration 12/31/2026
- District 7 – Susan Cox – Term Expiration 12/31/2028

Budget Committee Members:

- District 1 – Luke McAllister – Term Expiration 12/31/2028
- District 2 – Carl Yeh – Term Expiration 6/30/2026
- District 3 – Charles Conrad – Term Expiration 6/30/2028
- District 4 – Darwin Fowler – Term Expiration 6/30/2026
- District 5 – Gary Wildish – Term Expiration 6/30/2028
- District 6 – Jason Williams – Term Expiration 6/30/2028
- District 7 – Linda Lynch – Term Expiration 6/30/2027

Proposed Budget

Budget Summary

District Wide Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percent Change
Operating Revenues	\$22,586,882	\$27,408,458	\$39,622,547	\$39,173,253	(\$449,294)	-1%
Cash Fares & Passes	2,321,033	2,056,381	2,467,065	2,667,890	\$200,825	8%
Group Passes	2,019,126	2,012,303	1,959,760	2,018,553	\$58,793	3%
Advertising	0	0	0	100,000	\$100,000	100%
Event Services	142,517	111,885	131,222	138,000	\$6,778	5%
MS, P2P & MC	18,104,206	23,227,889	35,064,500	34,248,810	(\$815,690)	-2%
Nonoperating Revenues	\$86,851,652	\$103,634,383	\$101,306,016	\$117,625,844	\$16,319,828	16%
Payroll Taxes	54,857,787	55,022,717	58,826,480	63,109,510	\$4,283,030	7%
Self-employment Taxes	2,416,284	2,539,145	2,400,000	2,623,904	\$223,904	9%
State-in-Lieu	928,822	918,017	735,000	795,715	\$60,715	8%
Federal Assistance	18,932,442	36,383,278	24,333,485	27,605,805	\$3,272,320	13%
State Assistance	6,287,106	4,676,909	11,184,671	19,757,414	\$8,572,743	77%
Local Assistance	0	0	180	30,000	\$29,820	0%
Miscellaneous	351,302	406,929	391,200	209,500	(\$181,700)	-46%
Interest	3,077,909	3,624,841	2,435,000	3,343,996	\$908,996	37%
Proceeds from sale of asset	0	62,547	1,000,000	150,000	(850,000)	100%
Total Revenues	\$109,438,534	\$131,042,841	\$140,928,563	\$156,799,097	\$15,870,534	11%
Interfund Transfers	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	(\$899,971)	-13%
Total Resources before Reserves	\$117,641,781	\$151,046,226	\$147,734,313	\$162,704,876	\$14,970,563	10%
Working Capital Resources/Reserves	\$89,721,379	\$89,195,404	\$88,296,022	\$106,936,262	\$18,640,240	21%
General Fund	44,278,158	43,751,544	43,751,544	49,878,759	\$6,127,215	14%
Mobility Services Fund	2,649,255	2,649,255	2,649,255	2,029,809	(\$619,446)	-23%
Medicaid Fund	196,697	196,697	196,697	354,018	\$157,321	80%
Point2point Fund	304,576	304,576	304,576	270,367	(\$34,209)	-11%
Capital Fund	31,006,926	31,006,926	31,006,926	30,245,282	(\$761,644)	-2%
Sustainable Services Reserve Fund	11,285,767	11,286,406	10,387,024	24,158,027	\$13,771,003	133%
Total Resources	\$207,363,160	\$240,241,630	\$236,030,335	\$269,641,138	\$33,610,803	14%

District Wide Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percent Change
Operating Requirements	\$79,932,632	\$93,704,436	\$113,678,003	\$118,305,404	\$4,627,401	4%
Personnel Services	43,577,118	54,723,330	57,262,704	61,149,205	\$3,886,501	7%
Materials & Services	11,808,355	12,627,227	17,526,378	18,207,534	\$681,156	4%
Insurance & Risk Services	2,303,857	1,601,905	2,896,671	3,425,052	\$528,381	18%
Mobility Services	7,750,870	8,902,029	16,318,716	16,320,715	\$1,999	0%
Medicaid	14,043,963	15,760,495	19,410,269	18,659,200	(\$751,069)	-4%
P2P	448,469	89,450	263,265	543,698	\$280,433	107%
Capital Fund Investments	\$23,249,761	\$19,966,262	\$31,096,336	\$46,927,187	\$15,830,851	51%
Interfund Transfers	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	(\$899,971)	-13%
Transfer to Specialized Services Fund	3,500,000	650,000	500,000	500,000	\$0	0%
Transfer to Medicaid Fund	327,750	327,750	327,750	300,000	(\$27,750)	-8%
Transfer to Point2point Fund	120,000	50,000	50,000	48,000	(\$2,000)	-4%
Transfer to the Sustainable Services Reserve Fund	238,919	12,300,000	300,000	300,000	\$0	0%
Transfer to Capital Projects Fund	4,016,578	6,675,635	5,628,000	4,757,779	(\$870,221)	-15%
Total Requirements before Reserves	\$111,385,640	\$133,674,083	\$151,580,089	\$171,138,370	\$19,558,281	13%
Reserves & Restricted Funds	\$95,977,520	\$106,567,547	\$84,450,246	\$98,502,768	\$14,052,522	17%
Cash Flow Operating reserve	9,614,888	11,492,077	12,947,626	13,796,965	\$849,339	7%
Sustainable Services Reserve	11,285,767	11,286,406	10,887,024	25,058,027	\$14,171,003	130%
Unrestricted working capital	40,919,411	51,258,303	26,508,142	26,748,300	\$240,158	1%
Capital restricted for by source	3,150,528	2,654,193	3,100,528	2,654,194	(\$446,334)	-14%
Capital restricted for grant match	31,006,926	29,876,568	31,006,926	30,245,282	(\$761,644)	-2%
Total Requirements	\$207,363,160	\$240,241,630	\$236,030,335	\$269,641,138	\$33,610,803	14%

General Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Revenues	\$4,482,676	\$4,180,569	\$4,558,047	\$4,924,443	\$366,396	8.0%
Cash Fares & Passes	2,321,033	2,056,381	2,467,065	2,667,890	200,825	8.1%
Group Passes	2,019,126	2,012,303	1,959,760	2,018,553	58,793	3.0%
Advertising	0	0	0	100,000	100,000	100.0%
Event Services	142,517	111,885	131,222	138,000	6,778	5.2%
Nonoperating Revenues	\$69,720,440	\$90,902,493	\$75,637,680	\$79,856,436	\$4,218,756	5.6%
Payroll Taxes	54,857,787	55,022,717	58,826,480	63,109,510	4,283,030	7.3%
Self-employment Taxes	2,416,284	2,539,145	2,400,000	2,623,904	223,904	9.3%
State-in-Lieu	928,822	918,017	735,000	795,715	60,715	8.3%
Federal Assistance	7,370,304	24,417,717	4,700,000	4,843,811	143,811	3.1%
State Assistance	1,247,940	4,482,201	5,350,000	5,350,000	0	0.0%
Miscellaneous	351,302	406,929	391,200	209,500	(181,700)	-46.4%
Interest	2,548,001	3,053,220	2,235,000	2,743,996	508,996	22.8%
Proceeds from sale of asset	0	62,547	1,000,000	150,000	(850,000)	-85.0%
Local Assistance	0	0	0	30,000	30,000	100.0%
Total Revenues	\$74,203,116	\$95,083,062	\$80,195,727	\$84,780,879	\$4,585,152	4.8%
Other Resources						
Working capital from prior years			17,243,402	17,703,656	460,254	2.7%
Total Resources	\$74,203,116	\$95,083,062	\$97,439,129	\$102,484,535	\$5,045,406	5.2%

Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Expenses	\$57,689,330	\$68,952,462	\$77,685,753	\$82,781,791	\$5,096,038	6.6%
Personnel Services	43,577,118	54,723,330	57,262,704	61,149,205	3,886,501	6.8%
Materials & Services	11,808,355	12,627,227	17,526,378	18,207,534	681,156	3.9%
Insurance & Risk Services	2,303,857	1,601,905	2,896,671	3,425,052	528,381	18.2%
Transfers	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	(\$899,971)	-13%
Transfer to Mobility Services Fund	3,500,000	650,000	500,000	500,000	0	0%
Transfer to Medicaid Fund	327,750	327,750	327,750	300,000	(27,750)	-8%
Transfer to Point2point Fund	120,000	50,000	50,000	48,000	(2,000)	-4%
Transfer to Sustainable Services Reserve	238,919	12,300,000	300,000	300,000	0	0%
Transfer to Capital Projects Fund	4,016,578	6,675,635	5,628,000	4,757,779	(870,221)	-15%
Total Expense and Transfers	\$65,892,577	\$88,955,847	\$84,491,503	\$88,687,570	\$4,196,067	5%
Reserves						
Cash Flow Reserve (2 months of operating)	0	0	12,947,626	13,796,965	849,339	7%
Total Requirements	\$65,892,577	\$88,955,847	\$97,439,129	\$102,484,535	\$5,045,406	5.2%

Personnel Profile

Personnel Profile	FY24 Actual	FY25 Actual	F26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Executive Office	5	6	10	7	-3	-30.00%
Compliance	3	2	6	8	2	33.33%
Human Resources & Risk Management	8	6	3	7	4	133.33%
Finance	7	9	9	9	0	0.00%
Information Technology	8.5	9	12	13	1	8.33%
Business Intelligence	3	3	3	3	0	0.00%
Procurement	3	3	5	5	0	0.00%
Customer Services	8	9	9	10	1	11.11%
Mobility Services	4	5	5.5	5.5	0	0.00%
Marketing	6	9	10	8	-2	-20.00%
Service Planning	5	6	6	9	3	50.00%
Facilities	11	11	14	14	0	0.00%
Transit Operations	205	218	239	239	0	0.00%
Fleet Management	41	43	49	50	1	2.04%
Materials Management	6	6	5	6	1	20.00%
Operations Training	1	2	2	2	0	0.00%
Intelligent Transportation Systems	1	2	3	3	0	0.00%
Public Safety	15	20	27	27	0	0.00%
Totals	340.5	369.0	417.5	425.5	8	

Description of FTE changes

Executive Office	-3	Department transfers out
Compliance	2	Add Legal Administrative Specailist, 1 department transfer in
Human Resources & Risk Management	4	Rebuilding HR department: 2 transfers, 2 adds
Finance	0	No change
Information Technology	1	Add IT Manager
Business Intelligence	0	No change
Procurement	0	No change
Customer Services	1	Add Customer Service Rep for coverage
Mobility Services	0	No change
Marketing	-2	Department transfers out
Service Planning	3	Add Manager, department transfers in
Facilities	0	No change
Transit Operations	0	No change
Fleet Management	1	Add 2 Equipment Detail Techs, 1 department transfer out
Materials Management	1	Add Inventory Coordinator (replaces Manager)
Operations Training	0	No change
Intelligent Transportation Systems	0	No change
Public Safety	0	No change

8	Total change in FTE
----------	----------------------------

Open positions as of March, 2026

Transit Operations	19
Fleet Management	4
Public Safety	2

Mobility Services Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Revenues	\$4,368,735	\$7,632,583	\$15,818,716	\$15,493,052	(\$325,664)	-2%
Passenger Fares	340,325	367,530	350,000	356,264	6,264	2%
Federal Assistance	2,074,771	2,400,157	3,307,853	3,555,323	247,470	7%
State Assistance	1,909,639	4,820,496	12,075,387	11,495,989	(579,398)	-5%
Local Assistance	44,000	44,000	85,476	85,476	0	0%
Miscellaneous	0	400	0	0	0	0%
Other Sources	\$3,500,000	\$650,000	\$500,000	\$827,663	\$327,663	66%
Transfer from General Fund	3,500,000	650,000	500,000	500,000	0	0%
Working capital from prior years				327,663	327,663	100%
Total Revenues	\$7,868,735	\$8,282,583	\$16,318,716	\$16,320,715	\$1,999	0%

Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Requirements						
Eugene-Springfield Services	\$6,277,524	\$6,918,558	\$10,178,647	\$8,448,637	(\$1,730,010)	-17%
Metro ADA RideSource	4,113,223	4,382,254	6,875,600	5,171,220	(1,704,380)	-25%
Transit Training and Hosts	66,786	80,468	204,797	204,797	0	0%
Mental Health Transportation	116,606	131,648	175,000	176,120	1,120	1%
DD53 Transportation	1,980,909	2,324,188	2,923,250	2,896,500	(26,750)	-1%
Rural Lane County Services	\$686,415	\$894,406	\$1,958,202	\$2,080,754	\$122,552	6%
South Lane Services	179,529	399,011	784,000	947,723	163,723	21%
Oakridge Diamond Express	280,536	269,893	464,000	478,225	14,225	3%
Florence Rhody Express	194,101	164,510	512,376	477,669	(34,707)	-7%
Florence ADA (RideSource)	28,106	36,122	70,600	50,000	(20,600)	-29%
Volunteer Coordination	4,143	24,870	127,226	127,137	(89)	0%
Other Services	\$93,068	\$76,319	\$374,600	\$607,913	\$233,313	62%
Mobility Management	83,870	74,007	324,000	509,913	185,913	57%
Crucial Connections	8,761	1,797	25,300	49,000	23,700	94%
Veterans Transportation	437	515	25,300	49,000	23,700	94%
Pilots, Expansions, Administration	\$693,863	\$1,012,746	\$3,807,267	\$5,183,411	\$1,376,144	36%
Cottage Grove MOD	357,263	463,478	0	0	0	0%
Florence/Eugene Connector	63,721	71,026	106,350	106,350	0	0%
Florence/Yachats Connector	19,856	29,894	53,360	53,360	0	0%
Oakridge Diamond Express Expansion	99,681	105,468	0	0	0	0%
Rhody Express Expansion	18,663	163,618	0	0	0	0%
STIF Pilot EmGo	713	0	0	0	0	0%
STIF Grant Administration	130,422	179,077	400,000	505,652	105,652	26%
Mobile Trip Planning	3,544	0	0	0	0	0%
Community Outcome Initiative Pilot	0	0	125,000	125,000	0	0%
Rural Services Pilot Match	0	185	450,000	667,672	217,672	48%
Eugene Safe Streets & Roads for All Match	0	0	80,000	80,000	0	0%
Fare Management Match	0	0	250,000	0	(250,000)	-100%
Downtown & Riverfront Circulator Match	0	0	587,501	643,016	55,515	9%
Sustainable Service Reserve	0	0	231,268	231,602	334	0%
LinkLane Low Income & Student Fares	0	0	4,000	4,000	0	0%
Projects Contingency	0	0	1,519,788	2,766,759	1,246,971	82%
Total Requirements	\$7,750,870	\$8,902,029	\$16,318,716	\$16,320,715	\$1,999	0%

Medicaid Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Revenues	\$13,399,715	\$15,590,065	\$19,082,519	\$18,359,200	(\$723,319)	-4%
Medicaid Medical Services	8,492,796	10,362,490	12,705,201	12,209,200	(496,001)	-4%
Medicaid Brokerage Administration	4,363,891	4,634,433	5,375,000	5,300,000	(75,000)	-1%
Medicaid Waivered Transportation	543,028	593,142	1,002,318	850,000	(152,318)	-15%
Other Sources	\$327,750	\$327,750	\$327,750	\$300,000	(\$27,750)	-8%
Transfer from General Fund	327,750	327,750	327,750	300,000	(27,750)	-8%
Total Revenues	\$13,727,465	\$15,917,815	\$19,410,269	\$18,659,200	(\$751,069)	-4%

Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Requirements	\$12,920,441	\$14,494,596	\$18,022,866	\$17,379,200	(\$643,666)	-4%
Medicaid Medical Services						
Services	10,023,274	11,447,525	12,850,000	12,250,000	(600,000)	-5%
Mobility Management	158,764	130,440	188,100	207,500	19,400	10%
Program Administration	2,738,403	2,916,631	4,984,766	4,921,700	(63,066)	-1%
Medicaid Waivered Transportation	\$1,123,522	\$1,265,899	\$1,387,403	\$1,280,000	(\$107,403)	-8%
Services	681,107	765,535	1,000,000	800,000	(200,000)	-20%
Mobility Management	7,706	6,508	15,000	15,000	0	0%
Program Administration	259,365	268,388	197,403	215,000	17,597	9%
Grant Program Match Requirements	175,344	225,468	175,000	250,000	75,000	43%
Total Requirements	\$14,043,963	\$15,760,495	\$19,410,269	\$18,659,200	(\$751,069)	-4%

Point2Point Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Revenues	\$335,756	\$5,241	\$163,265	\$396,558	\$233,293	143%
Federal Assistance	335,756	5,241	163,265	396,558	233,293	143%
Local Assistance	0	0	0	0	0	0%
Other Sources	\$120,000	\$50,000	\$50,000	\$48,000	(\$2,000)	-4%
Transfer from General Fund	120,000	50,000	50,000	48,000	(2,000)	-4%
Total Revenues	\$455,756	\$55,241	\$213,265	\$444,558	\$231,293	108%
Other Resources						
Working capital from prior years			50,000	99,140	49,140	100%
Total Resources	\$455,756	\$55,241	\$263,265	\$543,698	\$280,433	107%

Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Operating Requirements	\$448,469	\$89,450	\$263,265	\$543,698	\$280,433	107%
Point2point Administrative	13,542	804	11,183	72,000	60,817	544%
Emergency Ride Home	11	0	0	0	0	0%
Vanpool	74,114	37,800	48,000	48,000	0	0%
Projects						
SRTS 4J, Bethel & Springfield	76,963	706	142,973	362,589	219,616	154%
SRTS Bike Ped Safety Program	27,739	11,108	11,109	11,109	0	0%
SmartTrips	6,100	30,554	0	0	0	0%
City of Eugene Bike Share program	250,000	0	0	0	0	0%
City of Springfield Bike Share program	0	8,478	50,000	50,000	0	100%
Total Requirements	\$448,469	\$89,450	\$263,265	\$543,698	\$280,433	107%

Capital Projects Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Grants	\$17,077,544	\$12,160,269	\$25,468,336	\$37,169,408	\$11,701,072	46%
Federal Assistance	11,562,138	11,965,561	19,633,485	22,761,994	3,128,509	16%
State Assistance	476,240	0	0	300,000		
State Assistance-STIF	5,039,166	194,708	5,834,671	14,107,414	8,272,743	142%
Local Assistance	0	0	180	0	(180)	
Other Sources	\$4,016,578	\$6,675,635	\$5,628,000	\$4,757,779	(\$870,221)	-15%
Transfer from General Fund	4,016,578	6,675,635	5,628,000	4,757,779	(870,221)	-15%
Total Revenue	\$21,094,122	\$18,835,904	\$31,096,336	\$41,927,187	\$10,830,851	35%
Working Capital Resources	\$0	\$0	\$0	\$5,000,000	\$5,000,000	0%
Working Capital from prior years	0	0	0	5,000,000		0%
Total Resources	\$21,094,122	\$18,835,904	\$31,096,336	\$46,927,187	\$15,830,851	51%

Requirements-Improvements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Improvement Projects (IP)	\$6,585,424	\$11,438,795	\$9,444,200	\$13,030,938	\$3,586,738	38%
Facilities						
Alternative Fuels Infrastructure	0	0	0	0	0	
Passenger Stations	2,617,091	2,320,707	230,000	527,000	297,000	129%
Administrative Buildings	837,724	8,738,584	5,700,000	180,000	(5,520,000)	-97%
Maintenance Building	161,811	39,023	992,000	0	(992,000)	100%
Fleet						
Revenue Vehicles - Fixed Route Busses	0	0	862,200	827,649	(34,551)	-4%
Frequent Transit Network						
Guideway	8,906	732	50,000	5,000,000	4,950,000	9900%
Passenger Stations	1,929,338	50,976	0	0	0	0%
Other Capital Expenses	1,003,925	213,491	880,000	1,182,000	302,000	34%
Project Management-Other Capital Expenses	26,629	11,532	0	75,457	75,457	100%
Technology Infrastructure & Systems						
Fare Collection Equipment	0	0	40,000	2,750,000	2,710,000	6775%
Communication/Information Systems	0	63,750	690,000	2,360,000	1,670,000	242%
Project Management-Technology				128,832	128,832	100%

Capital Projects Fund Continued

Requirements-State of Good Repair	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
State of Good Repair (SGR)	\$16,417,470	\$8,527,467	\$19,533,310	\$33,896,249	\$14,032,939	72%
Facilities						
Passanger Stations	679,865	278,439	1,535,000	2,180,000	645,000	42%
Administrative Buildings	11,990	8,176	375,000	2,250,000	1,875,000	500%
Maintenance Buildings	766,466	25,442	40,000	0	(40,000)	-100%
Other Capital Expenses	22,586	203,575	70,000	410,000	340,000	486%
Project Management-Facilities SGR				327,005	327,005	100%
Fleet						
Maintenance Tools/Equipment	0	33,902	0	500,000	500,000	100%
Revenue Vehicles - Fixed Route	9,737,425	5,613,284	8,197,375	23,033,031	14,835,656	181%
Revenue Vehicles - Mobility Services	3,282,481	10,445	2,575,670	1,790,000	(785,670)	-31%
Service Vehicles	378,541	412,875	508,250	612,000	103,750	20%
Requirements-State of Good Repair	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Frequent Transit Network						
Guideway	0	117,111	500,000	665,000	(165,000)	-33%
Technology Infrastructure & Systems						
Fare Collection Equipment	22,080	163,535	210,000	0	(210,000)	-100%
Communication/Information Systems	1,287,257	1,582,125	5,522,015	2,074,000	(3,448,015)	-62%
Project Management-Technology SGR	228,779	78,558	0	55,213	55,213	100%
Other						
	\$0	\$0	\$2,118,826	\$0	\$0	-100%
Reserve Contingency			2,118,826			
Total Capital Requirements	\$23,002,894	\$19,966,262	\$31,096,336	\$46,927,187	\$17,619,677	57%

Sustainable Services Reserve Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Other Sources						
Interest	529,908	571,621	200,000	600,000	400,000	200%
Transfer from General Fund	238,919	12,300,000	300,000	300,000	0	0%
Total Resources	\$768,827	\$12,871,621	\$500,000	\$900,000	\$400,000	3%

Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
Reserve Requirements						
Fixed Route Sustainable Service Reserve	768,827	11,286,406	500,000	900,000	400,000	80%
STIF Sustainable Service Reserve						
Total Requirements	\$768,827	\$11,286,406	\$500,000	\$900,000	\$400,000	4%



**RESOLUTION NO. 2026-05-20-15
ADOPTING THE FISCAL YEAR 2026-2027 BUDGET
AND MAKING APPROPRIATIONS**

WHEREAS, annually, in accordance with ORS 294.408, Lane Transit District's (LTD) Board of Directors must adopt a self-balancing budget for each of its six funds (OAR 150-294.0420) by the close of the current fiscal year;

WHEREAS, the fiscal year ends on June 30, 2026;

WHEREAS, the budget for each fund reflects LTD's financial plan for the fiscal year that starts every July 1 and ends every June 30;

WHEREAS, each of the six funds have their own budget and the resources and expenditures within those funds must balance in order for its budget to be adopted;

WHEREAS, there are three requirements before LTD's Board can adopt the budget: 1) posting for public comment (ORS 294.426), 2) approval by the Budget Committee as presented or amended (ORS 294.428), and 3) holding a public hearing on the Budget Committee approved budget (ORS 294.453);

WHEREAS, Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of LTD's Board 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;

WHEREAS, LTD's proposed FY2026-2027 Budget was posted for public comment on April 17, 2026;

WHEREAS, a public Budget Committee meeting was held on April 28, 2026 where the proposed FY2026-2027 budget was approved and forwarded to the Board for adoption; and a Budget Hearing was held on May 20, 2026, where public testimony was taken;

NOW, THEREFORE, BE IT RESOLVED that LTD's Board of Directors adopts the Fiscal Year 2026-2027 Annual Budget beginning July 1, 2026, as shown below and hereby appropriated as follows:

- 1) Lane Transit District hereby adopts the budget for the Fiscal Year 2026-2027 in the sum of \$269,641,138 now on file in the office of the Chief Executive Officer. The budget can be viewed at www.Ltd.org.
- 2) The amounts listed in the table below are hereby appropriated for the Fiscal Year 2026-2027 beginning July 1, 2026, for the purposes stated.



GENERAL FUND

Transit Services – Operating	\$	82,781,791
Transfer to Other Funds	\$	5,905,779
Appropriated for General Fund	\$	88,687,570

MOBILITY SERVICES FUND

Transit Services	\$	16,320,715
Appropriated for Mobility Services Fund	\$	16,320,715

MEDICAID FUND

Transit Services	\$	18,659,200
Appropriated for Medicaid Fund	\$	18,659,200

POINT2POINT FUND

Transit Services	\$	543,698
Appropriated for Point2Point Fund	\$	543,698

CAPITAL PROJECTS FUND

Transit Capital Investments	\$	46,927,187
Appropriated for Capital Projects Fund	\$	46,927,187

SUSTAINABLE SERVICES RESERVE FUND

Transfer to Other Funds	\$	0
Appropriated for Sustainable Services Reserve Fund	\$	0

TOTAL FISCAL YEAR 2025-2026 APPROPRIATION \$ 171,138,370

SUMMARY TOTALS FOR ALL FUNDS

Appropriated Expenditures	\$	171,138,370
Reserves Not Appropriated	\$	98,502,768
<i>TOTAL ADOPTED BUDGET for 2026-2027</i>	\$	269,641,138



**ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 20TH DAY
OF MAY 2026.**

Susan Cox, Board President



Lane Transit District

Resolution No. 2026-05-20-16, approving a Temporary Fare Reduction for Lane Transit District Services effective July 1, 2026, through August 31, 2026.

Materials to be provided at the May 20 Board Meeting.