

A photograph of a green Lane Transit District bus. A person with a backpack is boarding the bus using a ramp. The bus has a digital display on the front showing "Emv". The image is overlaid with a blue semi-transparent rectangle containing the title text.

PROPOSED BUDGET BOOK

2022–2023



Lane Transit District



**YOU MUST BE
THE CHANGE
YOU WISH TO
SEE IN THE
WORLD**

— GANDHI

2022-2023

CONNECTING OUR COMMUNITY

Lane Transit District (LTD) is on the move. In all that we do, our vision is to create a more connected, sustainable, and equitable community. To accomplish our vision successfully requires collaboration and careful planning with our regional partners, and the flexibility to allocate our funds where needed to meet the growing transportation needs of those we serve.

This book presents our fiscal year 2022-2023 (FY 23) Annual Budget in the context of our Strategic Business Plan, Long-Range Financial and Community Investment Plans FY 2022-FY2031. Presented in these pages is our approach to direct and sustain the use of our resources to produce outstanding service to our community over the next budget year. Every year, our annual budget serves as one of several blueprints LTD uses to ensure that our financial resources are used where they will be most effective in providing reliable, high-quality, secure, and accessible mobility options to our diverse population.

In the following pages we present our strategy to put our mobility resources to work for our passengers, employees, and community. Here you'll find these important sections:

- Our FY 2022-2023 Budget Message from our General Manager and our Budget Officer
- Our Long-Range Financial Plan FY2022-2031
- An amended Community Investment Plan FY2021-FY2022
- The details of our proposed FY23 Annual Budget for our General Fund and Special Revenue Funds, including Specialized Services, Medicaid, Point2point, Capital Projects, and Sustainable Services.

Each section conveys how every department, project, and Special Revenue Fund plans to use its resources to improve the safety, accessibility, and quality of our service. Throughout this book are also other useful items to reference, such as:

- Our Annual Budget Calendar
- LTD's Organizational Chart
- Reflections on how the challenges of COVID-19 have impacted our operations

Over the past year, our community has demonstrated great resilience in the face of many new and difficult challenges. Now more than ever, it is crucial that we continue our efforts to connect and care for our passengers, employees and community as we plan for a more dynamic, sustainable, and equitable future.



MISSION

Connecting Our Community

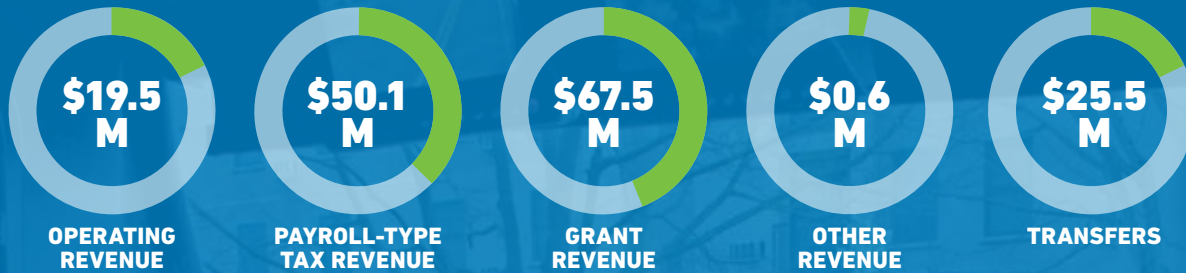
VISION

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.

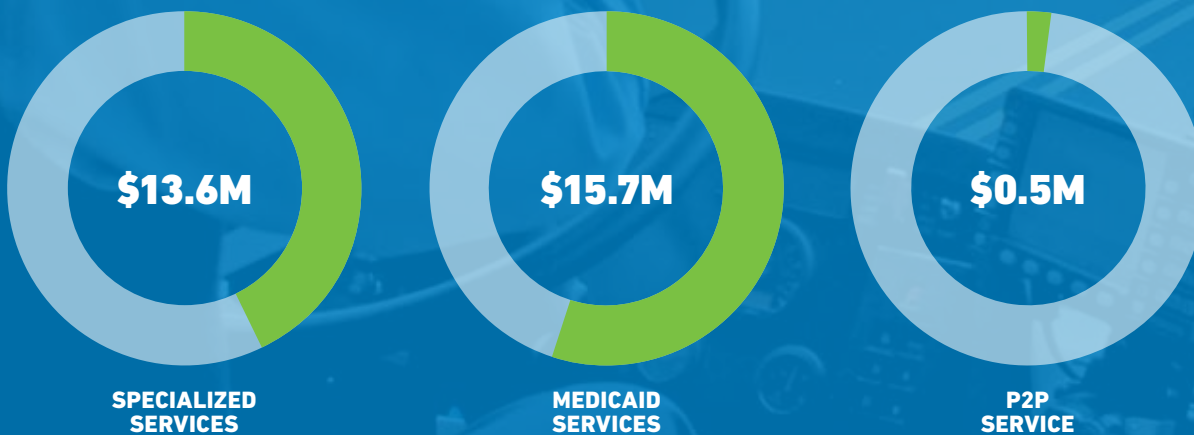
TOTAL REVENUE: \$163.1M



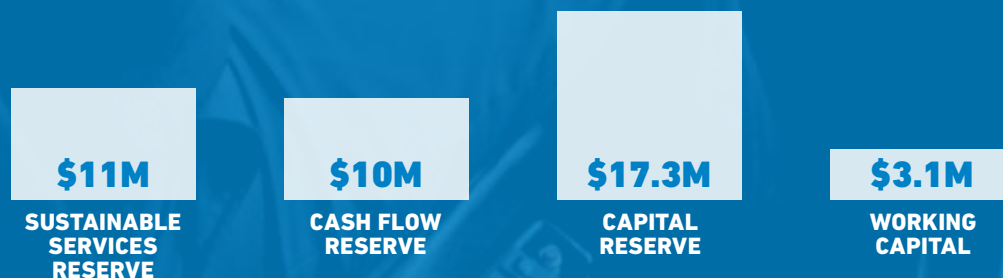
TOTAL EXPENDITURE: \$162.2M



NON-FIXED ROUTE SERVICES



TOTAL RESERVES: \$41.4M



HIGHLIGHTS

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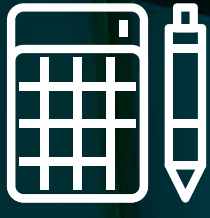
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ANNUAL BUDGET CALENDAR





AUGUST

- Previous year's performance analysis begins.
- Preparation of materials for independent audit begins.

OCTOBER/ NOVEMBER

- Budget Committee reviews preliminary Community Investment Plan.
- Annual Report prepared for previous fiscal year.

JANUARY/ FEBRUARY

- Current fiscal year mid-year revenue and expenditure projections begin. New fiscal year revenue and expenditure projections begin.
- Annual Report with report of independent auditor presented to Board of Directors. Key issues from auditor's report reviewed with Board.

APRIL

- Staff presents proposed budget to the Budget Committee.
- Budget Committee meets to discuss the proposed budget and make changes.
- Budget Committee approves Budget, CIP & LRFP and sends to the Board for adoption. Financial Summary and notice of Budget Hearing published.
- Public hearing at Board of Directors meeting

JULY

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

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.
- Preliminary Community Investment Plan (CIP) published for public review.
- Fiscal year service, fare, and structural change discussions.

DECEMBER

- Budget calendar for coming fiscal year prepared.
- Long-range Financial Plan (LRFP) update begins.
- Preliminary CIP updated to align with budget begins.

MARCH

- 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.
- Proposed CIP and LRFP completed and released for public comment.

MAY/JUNE

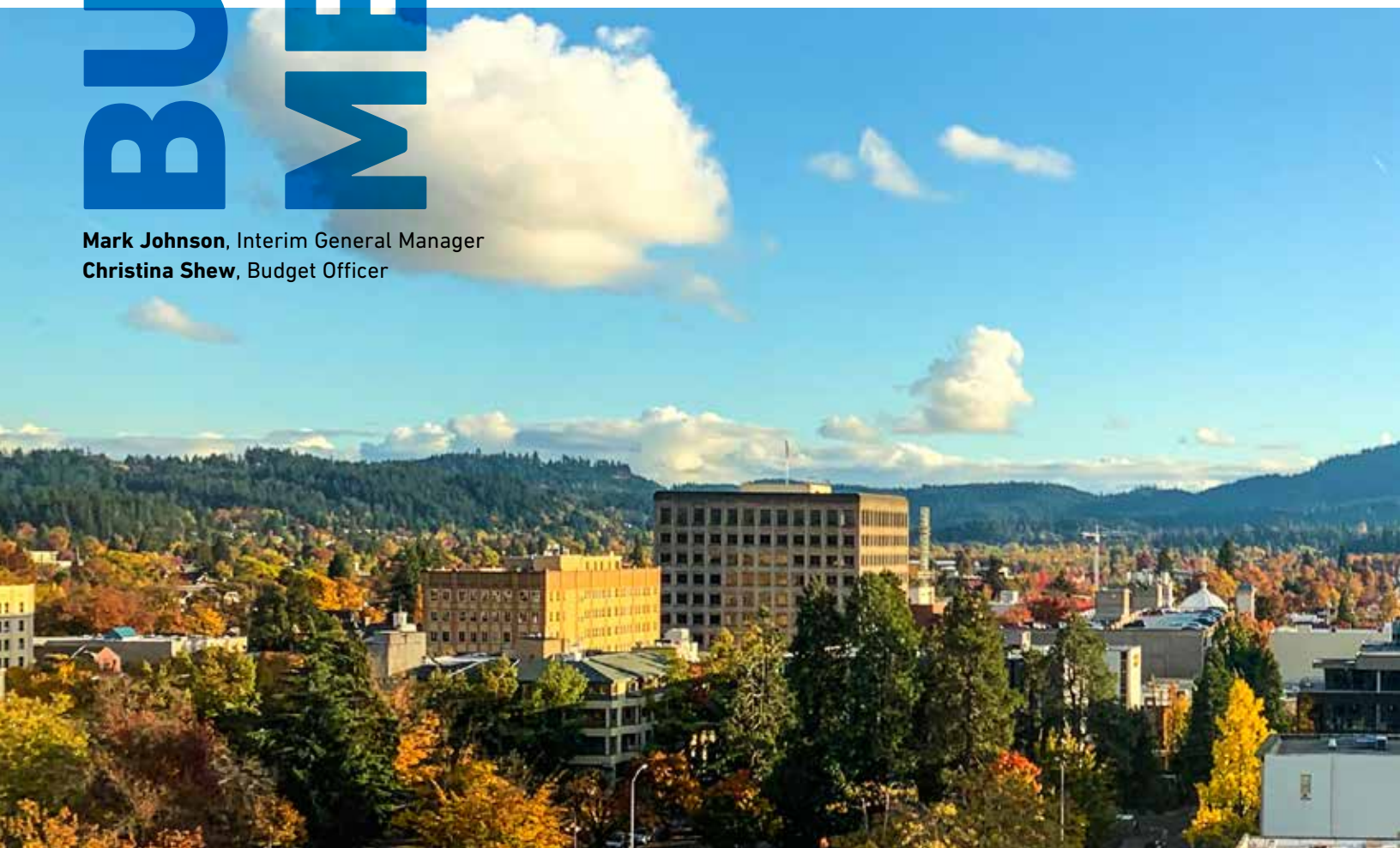
- Board adopts budget for the new fiscal year that begins July 1.
- New fiscal year's Adopted Budget filed with the State. Community Investment Plan preparations begin.

BUDGET MESSAGE

Mark Johnson, Interim General Manager
Christina Shew, Budget Officer

As we prepare this message, we have just entered into our third year operating under the COVID-19 pandemic environment. To say this has been a difficult time for our organization and our community is an understatement. Since the onset of the pandemic, LTD has followed a health-first priority with a commitment to the health and safety of our employees and passengers. We are proud of the District's commitment and dedication to provide essential trips to our riders through collaboration and innovation during one of the most challenging times our community has ever faced.

Although there is still much uncertainty, LTD will continue to adhere to recommendations of local, state, and federal guidelines to provide safe transportation to connect our



community to essential destinations such as jobs, schools, grocery stores, and medical facilities. This budget has been prepared with an intention to thoughtfully and strategically provide mobility services that meet the evolving needs of the community in a COVID-19 endemic environment. We look forward to community feedback as we rebuild the District's services to better connect our community in a safe, sustainable and equitable way.

This proposed annual budget provides the resources for the District's FY2023 operations and capital plan. Also included are an amended Community Investment Plan (CIP) and LTD's Long-Range Financial Plan. These plans outline essential investments that support our commitment to create and maintain quality facilities,

services, and customer experiences today while preparing for tomorrow. They provide a foundation for the projects and programs presented in our annual budget. This supplemental information balances our short-term costs to deliver service with our long-term District financial health and investments needed to maintain high-quality, sustainable, and equitable services to our community.



THE SIX FUNDS



GENERAL FUND



SPECIALIZED
SERVICES FUND



MEDICAID FUND



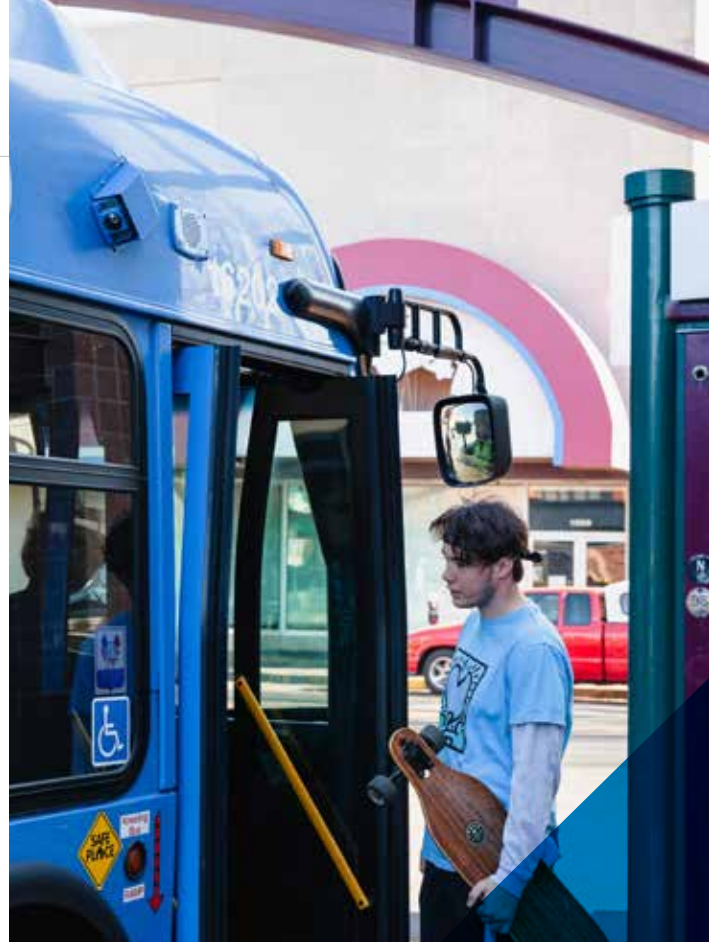
CAPITAL
PROJECTS FUND



POINT2POINT
(P2P) FUND



SUSTAINABLE SERVICE
RESERVE FUND



BUDGET ASSUMPTIONS

The District's budget is comprised of six funds:

- General Fund
- Specialized Services Fund
- Medicaid Fund
- Capital Projects Fund
- Point2point (P2p) Fund
- Sustainable Service Reserve Fund

Each fund supports a unique function of the organization. Together, they allow the District to provide a well-rounded transportation suite optimizing our resources to achieve our mission to connect our community through quality service, reliable vehicles, solid infrastructure, and collaborative programs to serve our community's diverse mobility needs.

The General Fund is the primary fund for the District's day-to-day operations. While each fund has designated funding sources, money is transferred from the General Fund to the other five funds to provide local match, cover unfunded federal requirements, meet reserve policy requirements, and support vital services. Each fund maintains a separate budget that enables the District to allocate resources and manage expenditures effectively and efficiently.

PERFORMANCE VS FY2022 AMENDED BUDGET

General Fund Revenue

Historically, payroll-type taxes make up the single greatest source of revenue for the General Fund. In FY 23, payroll taxes are budgeted to increase 14% from the FY 22 amended budget, which reflected a conservatively cautious scenario given the ever-changing COVID-19 variants and associated impacts. As we move into an endemic phase of the pandemic, the FY 23 payroll tax growth is in alignment with forecasts from the Oregon State Office of Economic Forecasting. Revenues from passenger fares, federal assistance, and state assistance follow in importance. The General Fund also retains or maintains the District's fixed-route cash flow reserve. General Fund Revenues for FY 23 are budgeted at \$72.1 million, compared to \$71.1 million in FY 22.

Revenue shortages that will be recovered through the Coronavirus Aid Relief and Economic Security (CARES), Coronavirus Response and Relief Supplemental Appropriations (CRRSA) or American Rescue Plan (ARPA) Acts include:

- **Operating Revenues** – Revenues here are budgeted to decrease by \$.8million from the FY 22 amended budget. This is below FY 19 pre-pandemic revenues by \$3.5 million. These decreases are primarily due to reduced ridership.
- **Advertising Revenue** – Because our post-COVID advertising agreement no longer contained an annual guarantee of minimum revenue, managing the contract became more costly compared to the revenue it generated. The District will redirect its focus on its rebranding and marketing efforts.

General Fund Expenses

The COVID-19 pandemic has had profound impacts on our society and has drastically altered public travel behavior. The District's ridership decreased by ~70% and, two years into the pandemic, has only recovered to roughly half. The sharp decline in the number and demographics of passengers and the move to integrated mobility options coupled with information gathering through comprehensive operations analyses inform how the District will add back service in the future. In FY 23 the District will focus on gathering the information needed to create the plans to strategically and thoughtfully "build back smarter." By FY 25, we will implement those plans and by FY 26 achieve a structurally balanced budget that provides critical transportation services that are sustainable through unforeseen expenses or cash shortfalls. The FY 23 budget utilizes our finite dollars to: 1) strategically cover the increased costs of running our service under COVID-19 endemic conditions, 2) ensure adequate reserves to minimize service disruptions as a result of adverse financial impacts and 3) ensure investment in infrastructure that enables us to continue to provide safe, equitable, and reliable service in the future.

In FY 19, prior to the pandemic, the fixed-route cost per revenue hour was \$163. Adjusting to the pandemic, this cost increased to \$237 per revenue hour over the summer of 2020. The FY 23 budget reflects a cost per revenue hour of \$238. This increase can be attributed to the economic impacts of the pandemic which have increased the cost of labor, fuel, parts and technology. Additionally, there are service inefficiencies as a result of compliance with OSHA and CDC requirements surrounding the pandemic and other costs to manage the pandemic. These increased costs cover fewer revenue hours, making it necessary to allocate funds from the CARES, CRRSA and ARPA Acts to cover the \$75 cost per revenue hour gap.

SPECIALIZED SERVICES

The Specialized Services Fund includes the District's non-fixed-route transportation services. These services include Coordinated Human Service Transportation, Rural County Transportation, LTD's Mobility on Demand services, and programs funded specifically by the Statewide Transportation Improvement Fund (see page 101).

Coordinated Human Service Transportation

LTD delivers critical transportation to multiple transportation programs to serve the most vulnerable populations in our community. To create access and connect our community in meaningful ways, this transportation is provided in part by LTD-owned programs, and in part through collaboration with community-based programs and service providers. The RideSource Call Center coordinates these services from a one-call center that provides transportation through multiple programs. Programs include LTD's RideSource origin-to-destination service for people who are unable to ride the bus, White Bird Clinic's Mental Health Transportation services, and Pearl Buck's Preschool Transportation for children of individuals with disabilities. To learn more about these diverse programs, please see section 11.5.

Rural County Transportation Programs

These programs connect rural communities to each other and to the greater metro-area. Currently, this includes the Florence Rhody Express (in coordination with the City of Florence and ODOT) and the Oakridge Diamond Express (in coordination with the City of Oakridge and ODOT). These services are funded primarily through a variety of state grants.

Mobility Innovation

LTD's Mobility Innovation programs provide on-demand services both within distinct service areas and between those areas and our main fixed-route service. This currently includes the Cottage Grove Connector Mobility on Demand service (in coordination with the City of Cottage Grove). This on-demand service allows individuals to connect to locations within Cottage Grove, and to the LTD bus that connects to Eugene/Springfield and beyond.

The proposed FY2023 budget for the Specialized Services Fund is \$13.6 million, an increase of \$.4 million over the FY2022 amended budget. This \$.4 million is the result of increases in our STIF-funded programs (see page 104) and rural Lane County services partially offset by decreases in our ADA RideSource and Mental Health Transportation.



MEDICAID

The District provides critical transportation for individuals who are eligible under the Oregon Health Plan/Medicaid for eligible medical trips. This non-emergency medical transportation for Medicaid-eligible residents is provided by LTD through contracts directly with the state's Oregon Health Authority and private Coordinated Care Organizations (CCO): Trillium Community Health Plan and PacificSource Health Plan. The District has seen increases since FY19 due to rising administrative and variable trip costs resulting from regulatory changes and COVID-19 protocols. As a result of updated Oregon Revised Statutes (ORS), the District does not control the use of these services nor changes in service requirements. Both of these factors contribute to an increase of \$.6 million in the Medicaid Fund budget in FY 23 over the FY 22 amended budget.

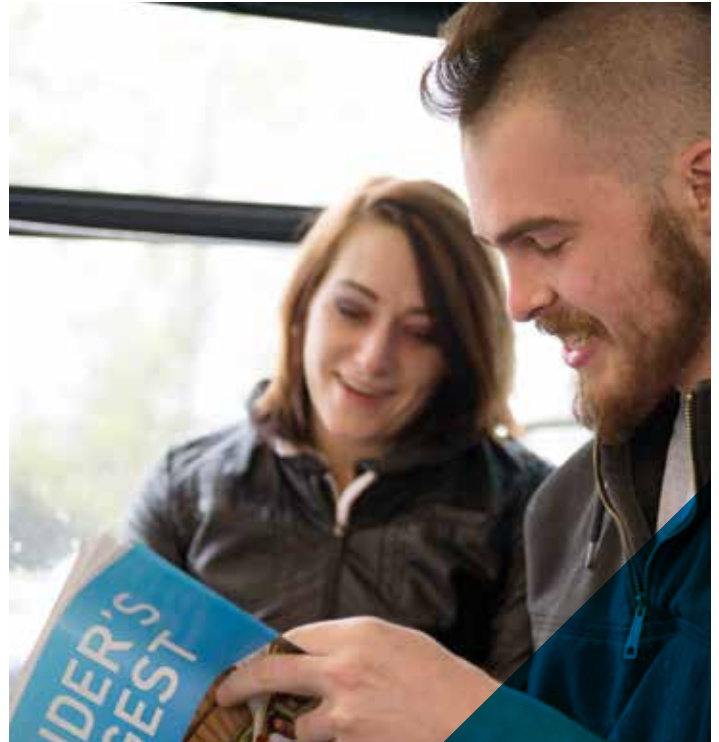
CAPITAL PROJECTS FUND

The proposed FY 23 budget for the Capital Projects Fund is \$50.1 million compared to a FY 22 budget of \$37.2 million. With the exception of the major bus component and rural shelter projects, all projects included in the FY 23 budget were evaluated and accepted as part of the 2022-2031 Community Investment Plan that was approved by the District's Budget Committee in October 2021. The fund also includes a \$9.1 million transfer from the general fund which covers grant matches and non-grant fundable requirements.

POINT2POINT FUND

Point2point, now housed in the LTD Marketing & Communications department, coordinates with employers and partners in our region to encourage the use of alternatives to drive-alone travel. Most of the P2p budget is comprised of grant funds allocated by the Metropolitan Policy Committee, the governing body of the region's Metropolitan Policy Organization, and ODOT. Several regional partners, including the local cities, all three school districts, and LTD, provide local funds to match grant dollars in the P2p Fund. LTD's Marketing & Communications department is the grant agent for some Safe Routes to Schools Programs, which are now led by Lane Council of Governments. The primary programs that continue to operate with Point2point funds include:

- Employer Transportation Options Programs
 - Employer Transportation Coordinator Network Management – establishes contacts at local businesses to support and promote the use of alternative modes of transportation
 - Emergency Ride Home Program Management – provides taxi trips for those who have used alternative modes of transportation to get to work, work for participating employers, and require emergency transportation
 - Employer Fairs – Offers outreach at events and in businesses to promote alternatives
- Vanpool program management – provides subsidies for groups of people who travel long distances to get to work in a shared van
- LTD bike locker program management – provides secure lockers for rent at LTD stations



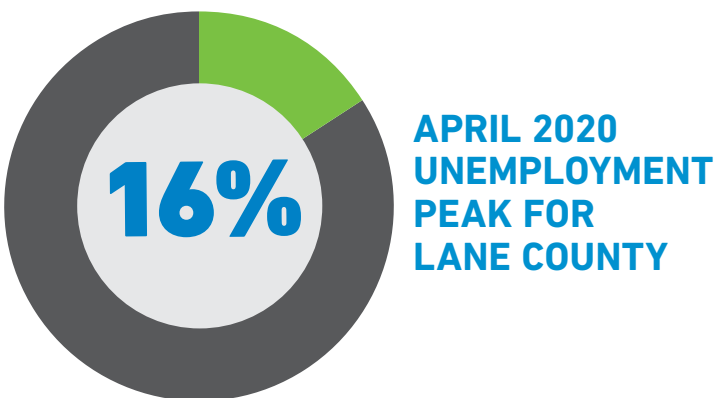
- Bicycle/Pedestrian/Rider Safety Information & Equipment – provides maps, safety tips, lights, and other resources for those who walk, bike, and bus
- Group Pass administration – provides bus passes and employer support to businesses to encourage healthy, sustainable commutes
- Transportation Options information and resources – provides information and encouragement to those who would like to walk, bike, bus, carpool, vanpool, and telecommute

The FY 23 budget indicates that some of the P2p programs, such as Safe Routes to School, have been transitioned to other agencies including the Lane Council of Governments and readjusted to best meet program goals. The District serves as the pass-through of funds for these transitioned programs. The FY 23 P2p Fund budget is \$.5 million, down \$.2 million from the FY 22 budget.

ECONOMIC CONDITIONS

After years of economic expansion, Lane County and the global economy entered an economic recession triggered by the COVID-19 pandemic in March 2020. Unemployment in Lane County peaked at 16% in April 2020 but decreased to close to pre-pandemic levels at 4.1% in December 2021. The pandemic may be morphing into a COVID-19 endemic, but there can be no assurance that variants will not continue to cause economic and recovery uncertainty. The District continues to be adversely affected by the long-term impacts of COVID-19 as a result of changes in rider behaviors including commuting patterns, remote working or education and social gatherings. The District is also adversely impacted by COVID-19 induced inflation and supply chain disruptions which have increased the costs to run the District.

Exacerbating the inflationary and supply chain impacts of COVID-19 are destabilizing world events which could increase the cost of fuel and parts and/or delay capital projects. We continue to live in a time of much uncertainty and it is therefore not possible to accurately assess or forecast the effects of the many changes at this time.



The current pandemic-induced recession is expected to be shorter than the great recession because there was a solid economic foundation prior to the pandemic.

FACTORS IMPACTING BUDGET

Key Factor 1:

Inflation and Supply Chain Issues

Inflation is a concern as the year-over-year change in the CPI reached 7.9 percent in February 2022 which is the highest level in 40 years. One of our single largest line item costs, fuel is budgeted to increase from \$2.25/gallon to \$3.53/gallon (57% cost/gallon increase). Our second largest line item, parts is budgeted to increase \$.4 million (19%) as a result of both inflation and supply chain constraints necessitating an increase in inventory in order to decrease bus maintenance wait times.

Key Factor 2:

Contractual ATU Wage and Benefit Increases

A one-year Amalgamated Transit Union (ATU) agreement was ratified in February 2021, increasing wages 2% on July 1, 2021, and 1% on January 1, 2022. This contract expires June 30, 2022. Wage and benefit negotiations are currently in progress amidst an environment of high inflation and a tight labor market.

Key Factor 3:

Investment to Replace Our Aging Fleet

Reduction in Federal investment in transit bus replacement programs in the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21), and the District's decision to use capital funds to support operations during the Great Recession of 2008 resulted in an aging bus fleet. By the conclusion of FY 22, approximately 30% of the District's fleet will have met or exceeded their useful life. By the end of FY 23, the District will have replaced 30 of its fixed route buses with new electric buses, exceeding the District's Climate Action Policy and Fleet Procurement Goal of having 25 battery electric buses in our fleet by 2024. The District will be using both federal formula and state grant programs for its fleet replacement.

Key Factor 4:

STIF-Funded Projects and Associated Resources

Oregon House Bill 2017 established a 0.1% employee payroll tax to create a Statewide Transportation Improvement Fund (STIF) for public transportation in Oregon that benefits a high percentage of students and low-income households. Ninety percent (90%) of STIF funds are Formula Funds, which are funds that are awarded on a noncompetitive basis according to a pre-

determined formula. ODOT estimates that Lane County will receive approximately \$18 million in Formula Funds over FY2022 and FY2023 (July 1, 2021 through June 30, 2023). Of those funds, \$17.3 million will be generated within the District and \$1.2 million will be generated outside the District. LTD is responsible for managing the allocation of these Formula Funds through an Advisory Committee. A full list of projects submitted in the FY2022-2023 plan can be found on LTD's website at:

[LTD.org/file_viewer.php?id=4672](https://ltd.org/file_viewer.php?id=4672)

Nine percent (9%) of STIF funds are Discretionary Funds that are awarded based on a competitive grant process. The District was awarded \$3.3 million to cover a Federal grant match for replacement up to 11 battery electric buses and \$.3 million to cover a Federal grant match for the Oakridge Diamond Express service between Oakridge and Eugene/Springfield. ODOT estimates that approximately \$9.5 million for both STIF discretionary and STN will be available statewide over FY2022 and FY2023. The remaining 1% of STIF funds are allocated for administrative costs.

Key Factor 5:

CARES, CRRSA and ARPA Act Revenues

Both the CARES and CRRSA Acts provide Federal assistance for COVID-19-related expenses and lost revenues. These grant programs do not require a local match. By the end of FY 23, the District will have used or programmed for use all of the \$25.5 million CARES, \$17.9 million CRRSA and \$32.7 million American Rescue Plan act funding. The District will be using these funds to

replace lost revenues, cover COVID-19 operating expenses, and make capital investments to improve the safety of our riders and continuity of our service in the current pandemic and any future community crises.

Key Factor 6:

Implementation of the Board-Adopted Reserve Policy

In all that we do, at the forefront of our minds are our mission, vision and values. Reserves, in particular, are an important way for us to ensure that we meet our mission of connecting our community in a consistent, reliable and safe way – especially when those services are most needed and despite economic downturns, high inflation, disasters and emergencies. In February 2022, the LTD Board adopted a revamped reserve policy requiring 4 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 community investment plan
- Board designated reserves for potential financial risks or volatility





**WE MUST
ALWAYS SET
THE BAR HIGH,
OTHERWISE
WE DO NOT
PROGRESS.**

— KYLIAN MBAPPÉ

CONCLUSION

The proposed FY23 budget has been developed to serve as a foundation to the District's mission of creating a more connected, sustainable, and equitable community with respect, integrity, innovation, equity, safety, and collaboration. We thank the Board of Directors, Budget Committee, and District staff for their continued commitment to serve the public, especially our front-line employees who have put themselves in harm's way by providing essential transit services to our community. The strong leadership from the District's Board, advisory bodies, partners, taxpayers, and riders has allowed the District to serve as a trailblazer in the transit industry and as a public agency of which our community can be proud.

Sincerely,



Mark Johnson
Interim General Manager



Christina Shew
Budget Officer



ORGANIZATIONAL

At Lane Transit District, our employees believe in collaboration, continuous improvement, and public service. In all aspects of our work, we endeavor to provide and improve services to all our multi-faceted communities in ways that are sensitive and responsive to cultural differences, including accessibility for persons with disabilities. We value diversity and strive to expand representation at all levels of the workforce.



Executive Office

- Intergovernmental Relations
- Board Support



Human Resources, Equity & Risk Management

- Human Resources
- Risk Management
- Training and Staff Development



Financial Management

- Long Range Planning
- Grant Administration
- Financial Management and Oversight



Information Technology & Strategic Innovation

- Information Technology
- Network Infrastructure
- Intelligent Transportation Systems
- Data Warehouse Management



Business Services

- Procurement
- Materials Management
- Compliance
- Business Process Management



Customer & Specialized Services

- Accessible Services
- Customer Service



Marketing & Communications

- Customer Communications
- Marketing and Outreach
- Digital Communications
- Fare Programs & Policy



Planning & Development

- Planning
- Metro Planning
- Service Planning



Facilities Management

- Fixed Asset Maintenance
- Capital Projects
- Janitorial
- Property Management



Transit Operations

- Fixed-Route Service
- Transit Training
- Public Safety



Fleet Management

- Fleet Services
- Sustainability





BUDGET COMMITTEE MEMBERS

LTD's Budget Committee is comprised of fourteen (14) members: seven (7) Board members and seven (7) appointed members who live within the LTD service area. All members of the Committee have equal authority.

Each Board member may appoint one (1) member to the Committee so long as the member resides within LTD's service area. Board members serve on the Budget Committee throughout the duration of their four-year staggered terms. Appointed Committee members serve for three years. Appointed Committee members may be reappointed for additional terms at the discretion of the LTD Board of Directors.

BOARD MEMBERS



GINO GRIMALDI

Term Expires: 12/31/2025

*Subdistrict 1
East Springfield to
McKenzie Bridge Area*



MICHELLE WEBBER

Term Expires: 12/31/2024

*Subdistrict 2
West Springfield Area*



PETE KNOX

Term Expires: 12/31/2025

*Subdistrict 5
Central & West Eugene, University &
Downtown, Whiteaker, Jefferson, and
West Side Neighborhoods*



DON NORDIN

Term Expires: 12/31/2022

*Subdistrict 3
SE Eugene, Creswell, Cottage Grove,
and Lowell Areas*



CAITLIN VARGAS

Term Expires: 12/31/2022

*Subdistrict 6
West Eugene/HWY 99, River Road,
and Junction City Areas*



EMILY SECORD

Term Expires: 12/31/2022

*Subdistrict 4
North Eugene (East of River Road)
and the Coburg Areas*



SUSAN COX

Term Expires: 12/31/2024

*Subdistrict 7
Southwest Eugene, Veneta,
and Fern Ridge Areas*

APPOINTED MEMBERS

01 VACANT

Term Expires:

Nominating Board Member: Gino Grimaldi

02 CARL YEH

Term Expires: 12/31/2022

Nominating Board Member: Michelle Webber

03 JESS TUERK ROSHAK

Term Expires: 12/31/2023

Nominating Board Member: Don Nordin

04 JODY CLINE

Term Expires: 12/31/2023

Nominating Board Member: Emily Secord

05 GARY WILDISH

Term Expires: 12/31/2024

Nominating Board Member: Pete Knox

06 WILLIAM "BILL" WHALEN

Term Expires: 12/31/2022

Nominating Board Member: Caitlin Vargas

07 BRANDON ROGERS

Term Expires: 12/31/2023

Nominating Board Member: Susan Cox

COVID-19 IMPACT & MITIGATION





COVID-19 and its Omicron variant continued to present unprecedented challenges locally, nationally and throughout the world that impacted how we live, work, and recreate. Through it all, Lane Transit District's team maintained its focus to continue to provide critical service District-wide while implementing state and federal policies and procedures to protect the health and safety of our employees, passengers, and the community.

DON'T INVITE COVID – FOLLOW THE FOUR



STAY SIX FEET APART



WEAR A MASK



WASH YOUR HANDS



**AVOID LARGE
GATHERINGS**

In 2021, as more state and federal health officials began to relax COVID protocols, LTD prudently kept the needs of essential workers, passengers returning to the workplace, and those who ride the bus for essential trips, such as for groceries, medical appointments, and visits with friends and family at the forefront of schedule modifications to ensure they safely arrived at their destinations. Other changes to service and COVID-related activities during the year included:

- Continued “Follow the Four” public awareness campaign: wear a mask, wash hands, avoid large groups, and stay six feet apart
- Reopened Customer Service Center and modified daily service returns on Route 91 serving McKenzie River
- Installed plexiglass shields in buses to protect bus operators from the virus paving the way for fares to be reinstituted
- Instituted new Federal mask guideline for transit agencies and passengers
- Kept community informed by live-streaming LTD public meetings on Metro-TV Channel 21
- Partnered with Lane County Public Health to host vaccination clinics at Eugene and Springfield stations
- Followed Governor Brown’s directive to lift social distancing requirements on buses and LTD property
- 1,600 community member used the VaxPass, a free one-month bus pass for those vaccinated against COVID-19
- RideSource modified and restored service based on driver health and availability
- Added some service back to pre-pandemic levels, and made time-point adjustments along eight bus routes

As LTD moves forward, we remain committed to providing public transportation with a “health-first” approach. We will continue to monitor health trends, collaborate with local, state, and federal health officials, and follow government directives to ensure our employees and passengers have a healthy and safe experience aboard our buses and in our facilities.

The pandemic has had a financial impact on the District. During this time, the District’s operating costs have increased, but operating revenues have decreased. The Coronavirus Aid, Relief, and Economic Security (CARES), Coronavirus Response and Relief Supplemental Appropriations (CRRSA), and American Rescue Plan (ARPA) Acts provide emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. The District is eligible for \$76.3 million dollars to continue to provide critical service.

With creativity and agility LTD continues to navigate the evolving COVID-19 and post-COVID-19 environment. LTD is carefully budgeting to meet our economic realities while remaining firmly committed to keeping passengers and employees safe, while thoughtfully making lasting investments to serve our growing and diverse community.



01. All LTD riders are required to wear a facemask on the bus. 02. LTD’s Health-First initiative, all LTD employees have their temperature checked when reporting for work. 03. An LTD employee sanitizes a bus before starting the daily route. 04. Operator Diana getting ready to leave the bus lot with a barrier installed.



**THE GREATNESS
OF A COMMUNITY
IS MOST
ACCURATELY
MEASURED
BY THE
COMPASSIONATE
ACTIONS OF ITS
MEMBERS.**

— CORETTA SCOTT KING

LONG-RANGE FINANCIAL



REVENUES: LRFP KEY DRIVERS & ASSUMPTIONS

PASSENGER FARE ASSUMPTIONS: YEARS 1-3 (FY2022-2024)

Fare recovery per rider is less today than it was years ago, before STIF-funded fare subsidy programs and our investment in a new electronic fare system, but higher ridership still translates into more passenger fare recovery for the district. After a fare-free period lasting nearly a year, fare collection resumed in the latter half of FY2021, marking the start of an ongoing recovery of passenger fares. Increased ridership levels coinciding with in-person learning at local schools and universities in the fall of 2021, continued to rise steadily through the first half of FY2022. Based on those factors and the district's restoration of service on the road in the next three years, passenger fares are expected to reach about 70% of pre-pandemic levels by FY2024.

PASSENGER FARE ASSUMPTIONS:
YEARS 4-10 (FY2024-2030)

Passenger fare revenue is forecast to increase commensurate with returning service levels. We assume no major changes to our ongoing fare programs for students and low-income riders.

RISKS

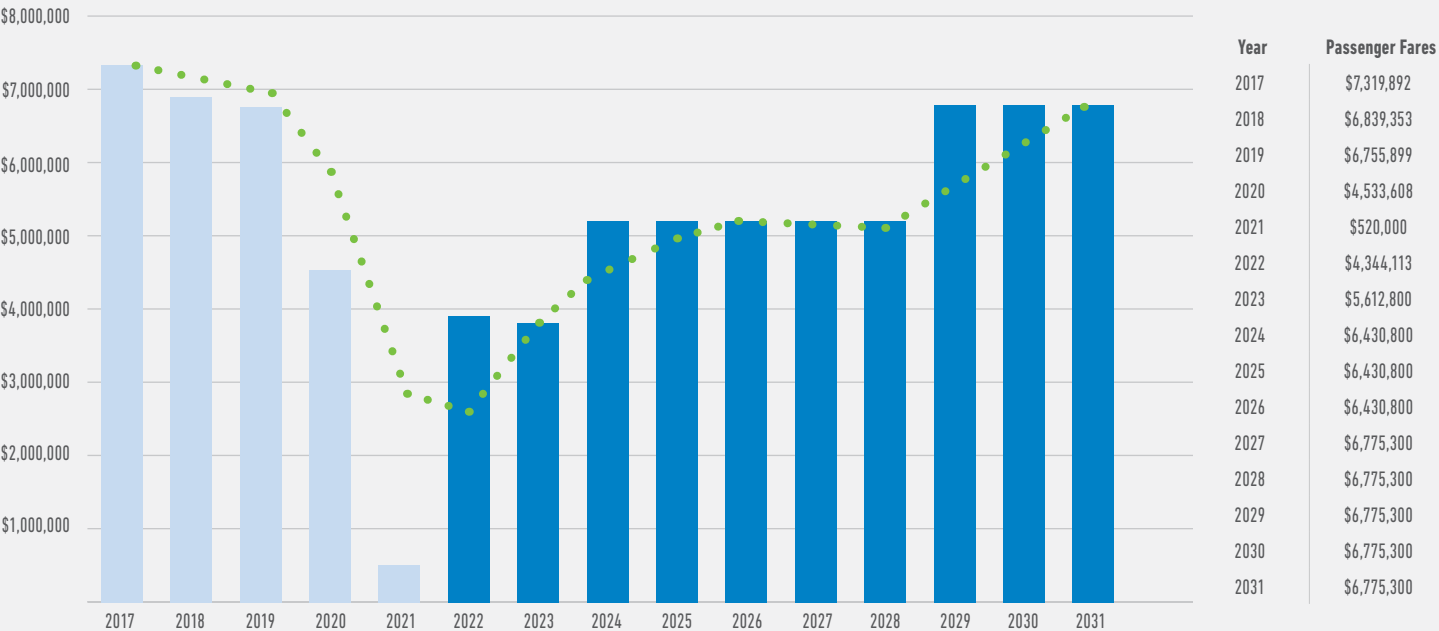
- Projected ridership recovery is slower than expected due to new work or schooling arrangements that rely less on travel.

OPPORTUNITIES

- Design refinements to our service address new travel and commute patterns, increasing ridership.
- Our latest multimodal transportation options attract new riders to transit.



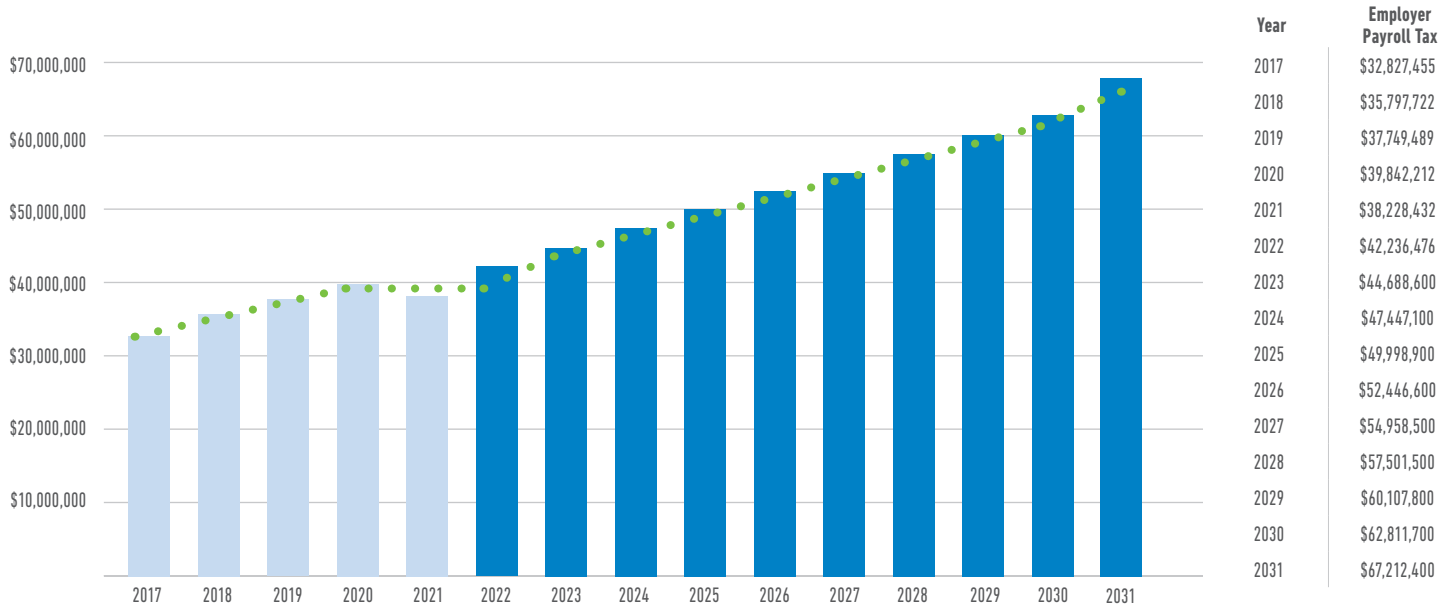
BASELINE PROJECTIONS: REVENUES
PASSENGER FARES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 7.46%

BASELINE PROJECTIONS: REVENUES

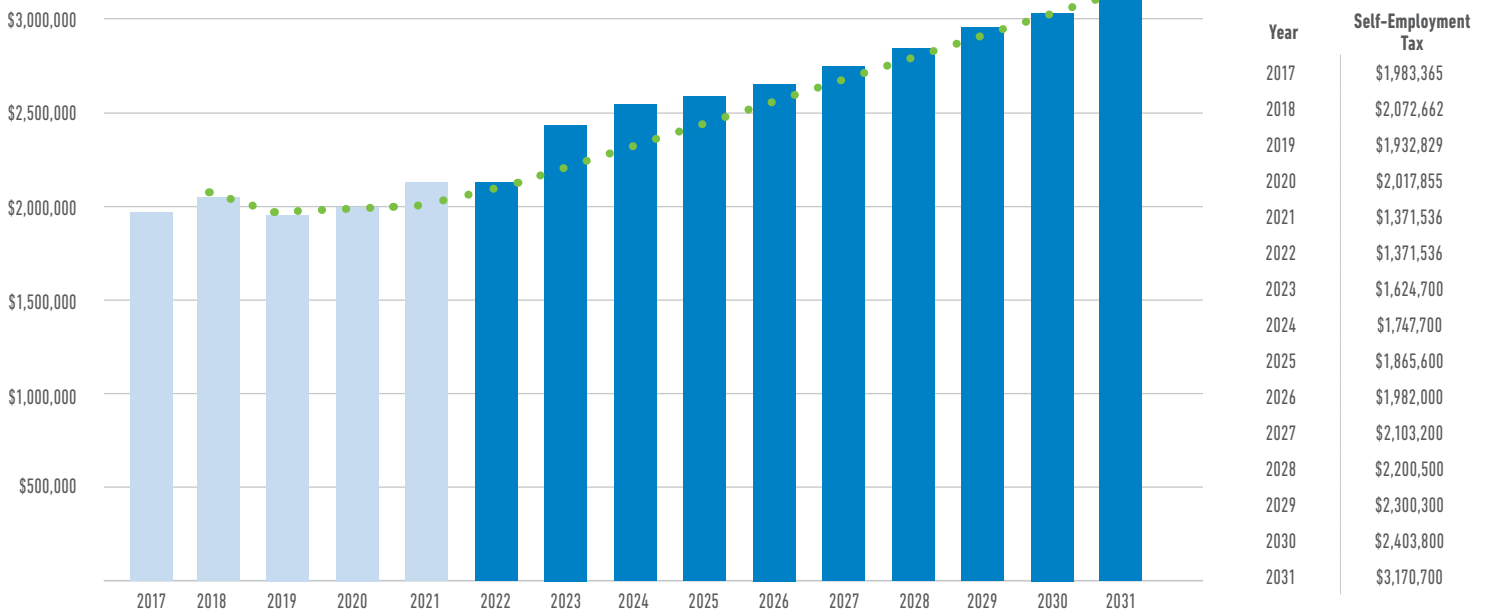
EMPLOYER PAYROLL TAX, NET OF STATE ADMINISTRATIVE FEES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 5.37%

BASELINE PROJECTIONS: REVENUES

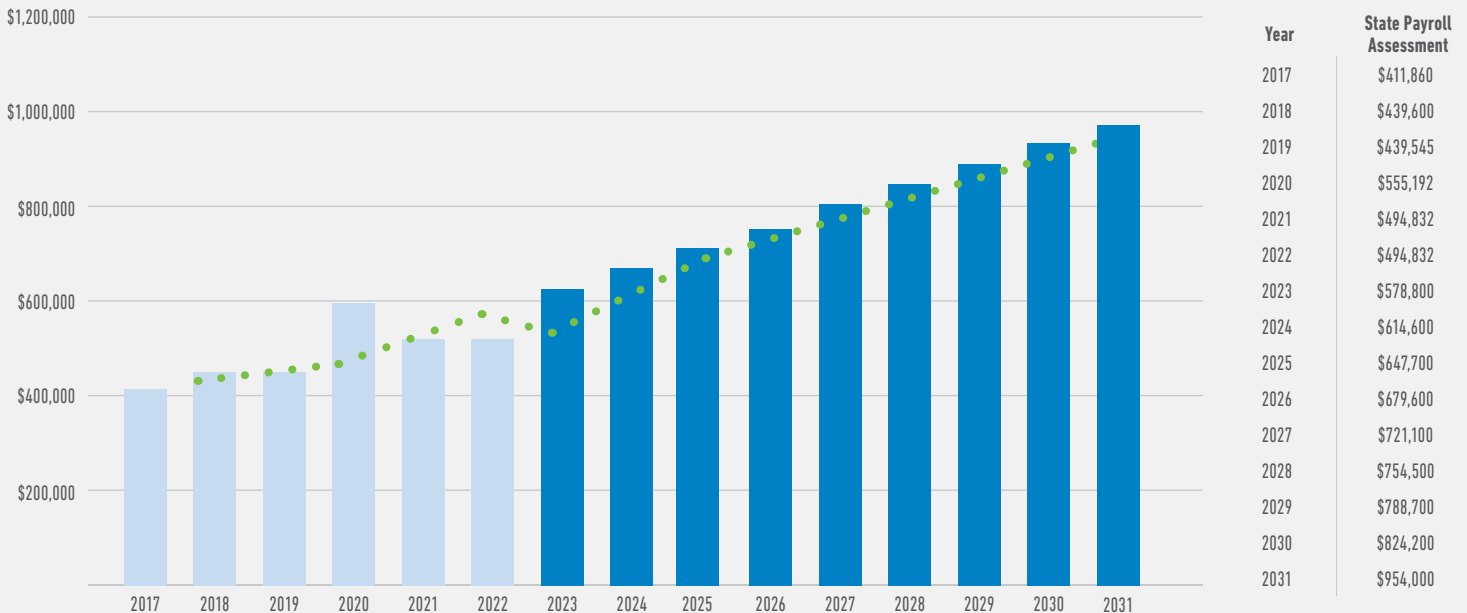
SELF-EMPLOYMENT TAX, NET OF STATE ADMINISTRATIVE FEES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 4.16%

BASELINE PROJECTIONS: REVENUES

GOVERNMENT EMPLOYEE PAYROLL ASSESSMENT PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 5.52%

TAX REVENUE ASSUMPTIONS:
YEARS 1-3 (FY2022-2024)

Payroll, self-employment, and government employees payroll taxes are the District's prime operating revenue sources. The speed of our community's economic recovery has been swift and even stronger than what was expected last year at this time. The FY2022 tax revenue estimate is conservatively projected to be even with actuals for FY2021; however, the FY2023 forecast and fiscal years following show improvement.

These projections are in alignment with LTD's historical tax receipts and projections from the Oregon State Office of Economic Forecasting which use these two variables:

Oregon Average Wages and Total Nonfarm Employment. The quarterly State forecast report released in March 2023 indicates a tight labor market putting upward pressure on wages, record job adds, and consumers that are flush with cash and willing to spend as their wealth rises in spite of inflationary pressures on prices. Personal income tax withholdings are now growing at roughly double the rate seen during the last expansion.

LTD tax revenues are expected to reflect the strong growth forecasted by the state for employment and wages.

TAX REVENUE ASSUMPTIONS:
YEARS 4-10 (FY2025-2031)

LTD's long-range forecast for tax revenue FY2025-2031 remains strong and continues to align with the projections from the Oregon State Office of Economic Forecasting.

RISKS

- Persistent inflation and economic pressures resulting from supply shortages stall growth or cause boom/bust dynamic.
- Wages and employment are lower than projected by the Oregon State Office of Economic Forecasting.

OPPORTUNITIES

- Economic recovery continues to outpace forecasts.
- Wages & employment are higher than projected by the Oregon State Office of Economic Forecasting.



FEDERAL ASSISTANCE ASSUMPTIONS: YEARS 1 – 3 (FY2022-24)

Federal assistance for operations is used to bridge the expenditure-revenue gap. In the short term, the costs to operate continue to be significantly higher than pre-pandemic levels due to inflation, supply chain disruptions, high fuel prices and an increase in costs associated with OSHA and CDC compliance requirements.

FEDERAL ASSISTANCE ASSUMPTIONS: YEARS 4 – 10 (FY2025-31)

Minimal federal assistance for operations will be needed as the economy recovers and the costs to operate normalize.

RISKS

- Operating costs gradually increase at a rate faster than operating revenues due to inflation.
- Increased costs of operations related to the pandemic and inflation persist beyond the near term.

OPPORTUNITIES

- Cost efficiencies attained through changes to service structure as a result of Comprehensive Operations Analysis (COA)s.



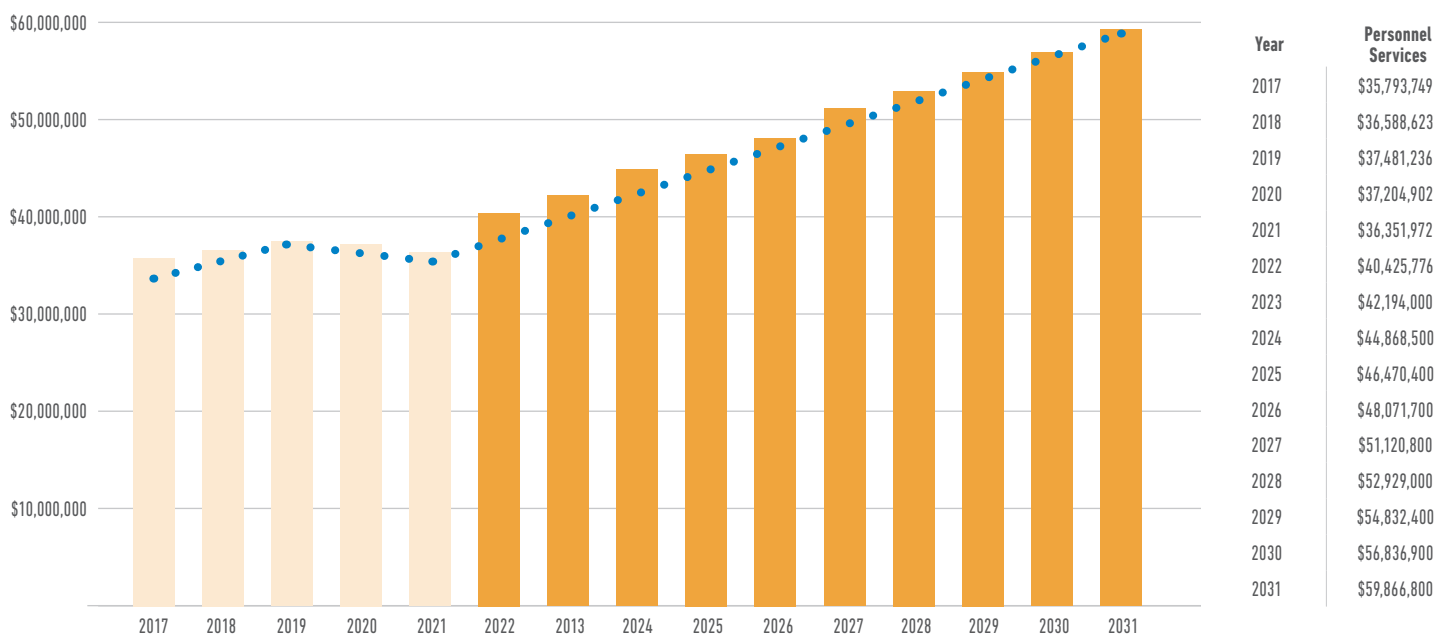
**GREAT THINGS IN
BUSINESS ARE
NEVER DONE BY
ONE PERSON;
THEY'RE DONE
BY A TEAM OF
PEOPLE.**

— STEVE JOBS

EXPENDITURES: LRFP KEY DRIVERS & ASSUMPTIONS

BASELINE PROJECTIONS: EXPENSES

PERSONNEL SERVICES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 4.76%

PERSONNEL SERVICES: YEARS 1-3 (FY2022-2024)

In FY2022, the district began filling administrative vacancies left by the pandemic-related downsizing at the end of FY2021. Positions in operations and maintenance directly tied to service have also been added as service levels are restored. FY2023 and FY2024 personnel costs reflect plans to staff similar to pre-pandemic levels.

In addition to the increase in staff, the most significant increase to personnel cost is for medical benefits which are forecasted to increase in the near term annually by 7%.

PERSONNEL SERVICES YEARS 4-10 (FY2025-2031)

Personnel costs that include medical benefits are expected to continue to increase at a high rate (~ 6% per year). Annual growth in personnel costs continue to reflect that and plans to increase service and associated staffing levels in bus operations.

RISKS

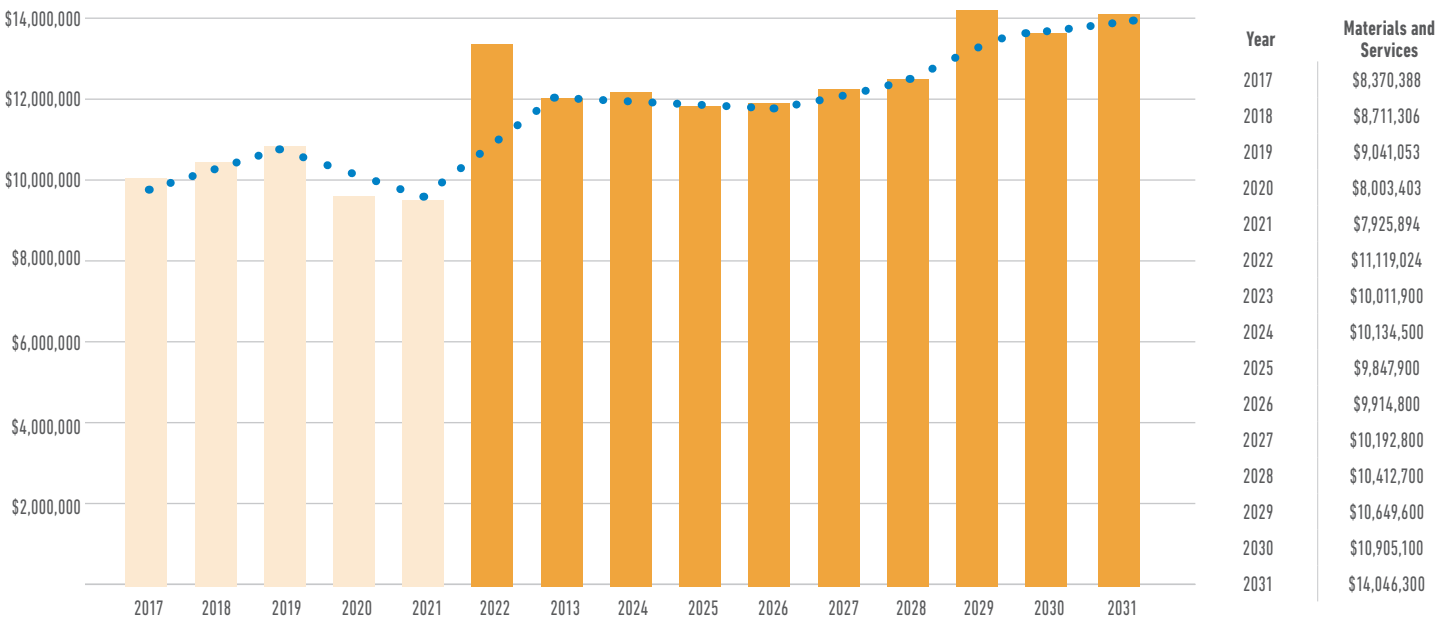
- Competitive wage scales and negotiated contractual wages and benefits are higher than the forecast model.
- The cost of Medical benefits outpace increases in the forecast model.

OPPORTUNITIES

- Software investments result in higher employee productivity, delivering transit service to the community with lower personnel costs.
- Employee actual productivity is higher than what is in the forecasting model.
- Grant funded opportunities for personnel are available at higher levels than historically.
- Medical costs increase at a slower pace than forecast or structural changes in federal medical funding reduce costs.

BASELINE PROJECTIONS: EXPENSES

MATERIALS AND SERVICES PROJECTED 2022-2031



PROJECTED ANNUAL GROWTH 2023-2031: 3.83%

MATERIALS AND SERVICES:
YEARS 1-3 (FY2022-2024)

The transitional period reflected in the FY2022 estimate and FY2023 budget request include a number of short-term expense increases. These are:

- Inflation and supply chain issues in multiple high-spend areas including parts, fuel, and fluids.
- Increased costs to replace aging technology and to harden our system from cyber attacks.
- Professional and other contracted service costs to fill critical position gaps in a tight labor market, and Equity initiatives including a DEI consultant and RISE training.
- Marketing initiatives to encourage ridership restoration.

Increased and ongoing costs to better serve our community are reflected in these areas:

- Increased fuel and vehicle maintenance costs that reflect expanded transit services.
- Computer hardware and software support costs necessary to efficiently and effectively deliver our services.



MATERIALS AND SERVICES: YEARS 4-10 (FY2025-2031)

Costs forecast for the latter part of FY2026 are expected to decrease as the cost to operate in a post-pandemic environment normalizes. Critical position gaps are expected to be filled and the benefits of our fleet replacement will result in a reduction in the costs of parts and vehicle maintenance. However, expenses related to maintaining the new fleet of electric vehicles are expected to rise toward the end of the forecast period as electric batteries are serviced or replaced.

RISKS

- Electric bus technology is relatively new with total cost of ownership currently unknown.
- Economic inflation increases the cost of materials and services.

OPPORTUNITIES

- Post-pandemic technologies and new ways of working reduce costs.
- Process efficiencies & improved reporting identify opportunities to reduce costs (e.g. inventory holding costs, deadstock, supplier discounts, etc.)
- Community state-of-good-repair investments add value to the community while reducing ongoing service-related costs.
- Transit network efficiencies reduce fuel and other layover costs.

TRANSFERS TO THE CAPITAL PROJECTS FUND: YEARS 1-3 (FY2022-2024)

Transfers to the capital projects fund align with the 10-year Community Investment Plan grant-match requirements.

TRANSFERS TO THE CAPITAL PROJECTS FUND: YEARS 4-10 (FY2025-2031)

Transfers to the capital projects fund align with the 10-year Community Investment Plan grant match requirements

RISKS & OPPORTUNITIES

The Community Investment Plan is a rolling 10-year plan that is updated every year with considered risks and opportunities that include:

- Funding sources that diverge from the plan.
- Project timing that varies from the plan.
- New opportunities or partnerships that broaden the plan.



RESOURCES	FY2021-22 Estimate	FY2022-23 Proposed	FY2023-24 Forecast	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast
OPERATING REVENUES										
Cash Fares & Passes	\$2,094,571	2,199,300	2,809,300	3,296,200	3,296,200	3,296,200	3,296,200	4,191,400	4,191,400	4,191,400
Group Passes	\$1,728,397	1,580,706	1,859,400	2,066,800	2,066,800	2,066,800	2,066,800	2,313,700	2,313,700	2,313,700
Advertising	\$31,125									
Special Services		55,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000	330,000
TOTAL REVENUES	\$3,854,093	\$3,835,006	\$4,998,700	\$5,693,000	\$5,693,000	\$5,693,000	\$5,693,000	\$6,835,100	\$6,835,100	\$6,835,100
NON-OPERATING REVENUES										
Payroll Taxes	\$42,081,318	\$47,005,600	\$49,326,500	\$51,601,500	\$53,195,500	\$55,527,600	\$57,951,400	\$60,415,500	\$62,968,100	\$67,212,400
Self-Employment Taxes	\$2,203,730	\$2,451,900	\$2,546,200	\$2,636,200	\$2,690,600	\$2,782,300	\$2,877,700	\$2,973,400	\$3,072,000	\$3,170,700
State-In-Lieu	\$589,303	\$658,500	\$691,100	\$723,100	\$745,600	\$788,100	\$822,500	\$857,500	\$893,700	\$954,000
Federal Assistance	\$20,030,000	\$16,730,604	\$7,861,000	\$4,928,200	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000
State Assistance	\$1,078,000	\$1,078,000	\$2,138,400	\$3,237,400	\$3,337,900	\$3,528,400	\$3,682,400	\$3,839,000	\$4,001,200	\$4,270,900
Miscellaneous	\$332,688	\$332,688	\$349,200	\$365,300	\$376,700	\$398,200	\$415,600	\$433,200	\$451,500	\$482,000
Interest	\$49,956	\$51,000	\$50,000	\$51,000	\$218,400	\$346,700	\$498,800	\$478,200	477,800	485,000
TOTAL NON-OPERATING REVENUE	\$66,364,995	\$68,308,292	\$62,962,400	\$63,542,700	\$60,599,700	\$63,406,300	\$66,283,400	\$69,031,800	\$71,899,300	\$76,610,000
TOTAL REVENUES	\$70,219,088	\$72,143,298	\$67,961,100	\$69,235,700	\$66,292,700	\$69,099,300	\$71,976,400	\$75,866,900	\$78,734,400	\$83,445,100

REQUIREMENTS	FY2021-22 Estimate	FY2022-23 Proposed	FY2023-24 Forecast	FY2024-25 Forecast	FY2025-26 Forecast	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast
OPERATING REQUIREMENTS										
Personnel Services	\$40,112,870	\$41,529,665	\$44,610,700	\$48,016,200	\$49,482,600	\$50,933,900	\$51,915,500	\$55,803,300	\$58,083,800	\$59,866,800
Materials & Services	\$10,517,838	\$13,205,568	\$13,385,300	\$12,383,300	\$11,903,600	\$12,005,100	\$12,274,000	\$14,093,200	\$13,696,200	\$14,046,300
Insurance & Risk Services	\$666,291	\$685,500	\$724,600	\$781,300	\$781,300	\$781,300	\$781,300	\$822,000	\$822,000	\$822,000
Operating Contingency		\$1,314,843								
TOTAL CONTINGENCY	\$51,296,999	\$56,735,576	\$58,720,600	\$61,180,800	\$62,167,500	\$63,720,300	\$64,970,800	\$70,718,500	\$72,602,000	\$74,735,100
TRANSFERS										
Transfer to Specialized Services Fund	\$2,255,017	\$4,748,461	\$3,705,400	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900	\$3,334,900
Transfer to Medicaid Fund	\$327,750	\$327,750	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800	\$327,800
Transfer to Point2point Fund	\$218,124	\$280,655	\$249,400	\$249,400	\$249,400	\$249,400	\$249,400	\$249,400	\$249,400	\$249,400
Transfer to the Sustainable Services Reserve Fund		\$11,011,740								
Transfer to Capital Projects Fund	\$12,420,116	\$9,123,845	\$3,685,200	\$2,319,000	\$1,239,800	\$1,490,400	\$2,733,000	\$1,855,000	\$755,400	\$775,400
Total Transfers	\$15,221,007	\$25,492,451	\$7,967,800	\$6,231,100	\$5,151,900	\$5,402,500	\$6,645,100	\$5,767,100	\$4,667,500	\$4,687,500
TOTAL REQUIREMENTS	\$66,518,006	\$82,228,027	\$66,688,400	\$67,411,900	\$67,319,400	\$69,122,800	\$71,615,900	\$76,485,600	\$77,269,500	\$79,422,600

COMMUNITY INVESTMENT PLAN



SECTION 1:

CONTEXT FOR LTD'S COMMUNITY INVESTMENTS

COMMUNITY INVESTMENT FRAMEWORK

In everything we do, Lane transit District (LTD) carries the community and its aspirations forward. Public Transportation services enable the residents of our community to connect to jobs, school, medical appointments, shopping, family and friends, and other key destinations. Public transportation makes a significant contribution toward establishing a community identity, supporting vibrant commercial and social exchanges, improving physical health, and guiding sustainable neighborhood and regional development. In that context, we take responsibility for joining with our regional partners to create a livable community.

A community is at its best when we have access to the places and services that are important to us all. LTD gets riders to work, school, medical appointments and shopping, providing millions of rides every year.



LTD is honored to serve a diverse community of commuters, students, seniors, and families on our buses every day.

LTD believes in connecting our community. In all that we do, we are committed to creating a more connected, sustainable, and equitable community. We serve the community with respect, collaborate internally and externally, and care for our customers, employees, and business partners. We provide safe and accessible vehicles, services, and facilities that offer strong value to the community. Acting as a leader for the community's transportation needs, we practice sound fiscal and sustainable resource management. We deliver reliable transportation that improves the quality of life in our community.

What we do includes providing safe and accessible vehicles, services,

and facilities; practicing sound fiscal and sustainability management; delivering reliable public transportation services; offering services that reduce dependency on the automobile; and providing leadership for the community's transportation needs.

Coordinating and collaborating with our partners enables us to better leverage the significant investments we make in our service and capital infrastructure. As Eugene, Springfield, and surrounding communities continue to grow and regional transportation demands diversify, LTD must connect effectively to the economic development, social equity, and environmental stewardship goals of the broader community. Integrating LTD's

plans for growth and development with the goals of the communities we serve ensures we fully leverage our investments and are contributing most effectively to the growth and prosperity of the region's residents.

The Community Investment Plan (CIP) is a 10-year framework that provides direction and guidance for LTD's capital and other investments. Annual revisions of the CIP are developed with input from riders, community partners, and the general public. The CIP prioritizes resources to achieve improvements in the context of the District's long-term transportation and livability goals.



All K-12 students in public and private schools across Lane County are eligible for the Student Transit Pass, allowing them to ride the bus for free. The program aims to assist families with transportation costs and help students access extracurricular activities, work and school.



COMMUNITY INVESTMENT PRIORITIES

LTD's projects vary in size, cost, and community benefit. These projects maintain existing capital assets and assist LTD in making the delivery of its services more efficient, safe and attractive, including investments in innovation. LTD is committed to maintaining current infrastructure while purposefully investing in new projects that position the District to respond to the changing needs of its riders and community.

The CIP has two fundamental objectives: 1) to make efficient use of LTD's financial resources, and 2) to implement regional priorities that anticipate the need for public transportation in the future. The CIP supports the collaborative efforts of the local and regional transportation plans.

The 2022-2031 CIP totals approximately \$296 million in projects. Of that, \$88 million represents future projects for which funding has not yet been secured.

PROJECT CATEGORY	TIER 1 FUNDING	TIER 2 FUNDING	TIER 3 FUNDING	TOTAL COST
	FUNDING SECURED/SECURABLE	FUNDING IDENTIFIED IN APPLICATION PROCESS	FUNDING SOURCE NOT IDENTIFIED	
State of Good Repair	44,539,276	95,467,152	100,000	140,106,428
Improvements	27,819,980	40,495,000	88,000,000	156,314,980
Totals	72,359,256	135,962,152	88,000,000	296,421,408



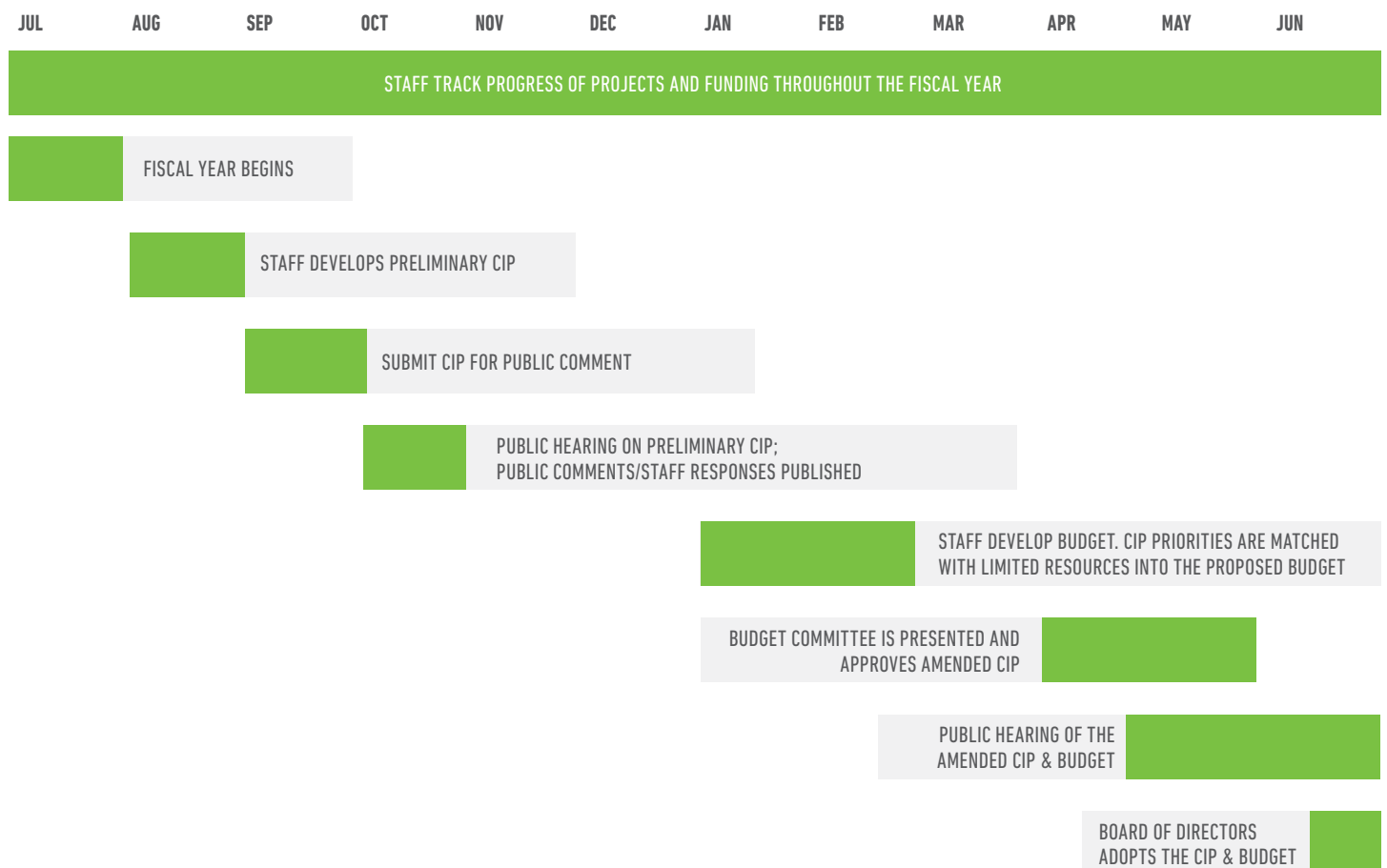
LTD Persists in applying resourcefulness, creativity, and new technology alongside known best practices to serve our community.

CIP DEVELOPMENT AND REVIEW PROCESS

The CIP is reviewed and adopted annually. The draft CIP is submitted to the public for a minimum 30-day comment period. The public can submit in writing any comments or questions about the plan and testify at a public hearing that is scheduled within the comment period. Once the public comment period is concluded, all comments or questions along with LTD responses are submitted to the LTD Board of Directors. The Board of Directors considers all public comment prior to adoption of the Plan.



DEVELOPMENT AND REVIEW SCHEDULE





Eugene Station is a bustling transportation hub in downtown Eugene. Its central location allows passengers to connect to key destinations across town.

PROJECT FUNDING CONSIDERATIONS

There are two types of projects in the CIP: 1) State of Good Repair and 2) Improvement. State of Good Repair projects are projects that keep the District's assets in good working order to continue providing high-quality service to the community. These include vehicle replacement, maintenance and upgrades to technology and facilities, and other projects intended to keep our current service quality high. 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 that increase benefits to the community.

Community and organizational needs are reviewed utilizing the following seven criteria when making final project funding decisions:

01 PROJECT DEFERRAL IMPLICATION

To what extent will deferring a project create unsafe conditions and/or cause noticeable disruption to the level of service or user benefits and/or put the District out of compliance with legal, compliance, or regulatory mandates?

02 FEASIBILITY OF IMPLEMENTATION

What is the likelihood that the project will be completed within the requested budget and schedule?

03 OPERATING BUDGET IMPACT

What impact will the project have on the operating budget of the District and will the ongoing costs be sustainable given the projected incoming revenue sources?

04 RIDERSHIP/QUALITY OF SERVICE DELIVERY

What impact will this project have on ridership, quality of service delivery, and benefits to the community?

05 ECONOMIC CONTRIBUTION

How will a project increase the District's revenue, create jobs, and/or improve the local economy?

06 ENVIRONMENTAL STEWARDSHIP

How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?

07 OTHER BENEFITS

What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?



EmGo, a pilot program operating in the downtown Eugene core, provided transportation in open-air, all-electric vehicles for several months until COVID-19 paused the project.



Following the staff review process, projects are organized into three tiers based on their funding status. Funding tiers include the following:

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.

LTD's final decision to commit funds occurs through the annual budget process. Although the CIP is the starting point for the annual budget, the projects budgeted each year vary from those proposed in the CIP as a result of available funding and the funding needs of existing projects already underway. Projects proposed in the CIP reflect the planned project cost. The budget for the current state of a project may change between CIP adoption and project implementation.

PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

Frequent Transit Network (FTN): These projects encompass the planning, design, and construction of service that increases capacity along major transportation corridors. The FTN strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.

Fleet: These are projects related to the addition, replacement, and overhaul of service and support vehicles and equipment.

Facilities: These are projects that fund the design, purchase, installation, construction, or improvement/rehabilitation of service, maintenance, and administrative facilities.

Technology Infrastructure and Support Systems: These projects include the acquisition, implementation, and enhancement of technology infrastructure, communications/network equipment, hardware and software.

Safety and Security: These projects include the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation services.

Based on available funding and the needs of the projects already underway, all projects fit into one of five classifications and then are ranked annually as a Tier 1, Tier 2 or Tier 3 priority.

SECTION 2: LTD'S PROJECT DESCRIPTIONS

"LTD's top priority is to deliver service the community can count on to be safe and convenient. We continually seek improvements in our day to day operations and plan for a future that provides transit services that are a point of community-wide pride."

Caitlin Vargas, LTD Board President



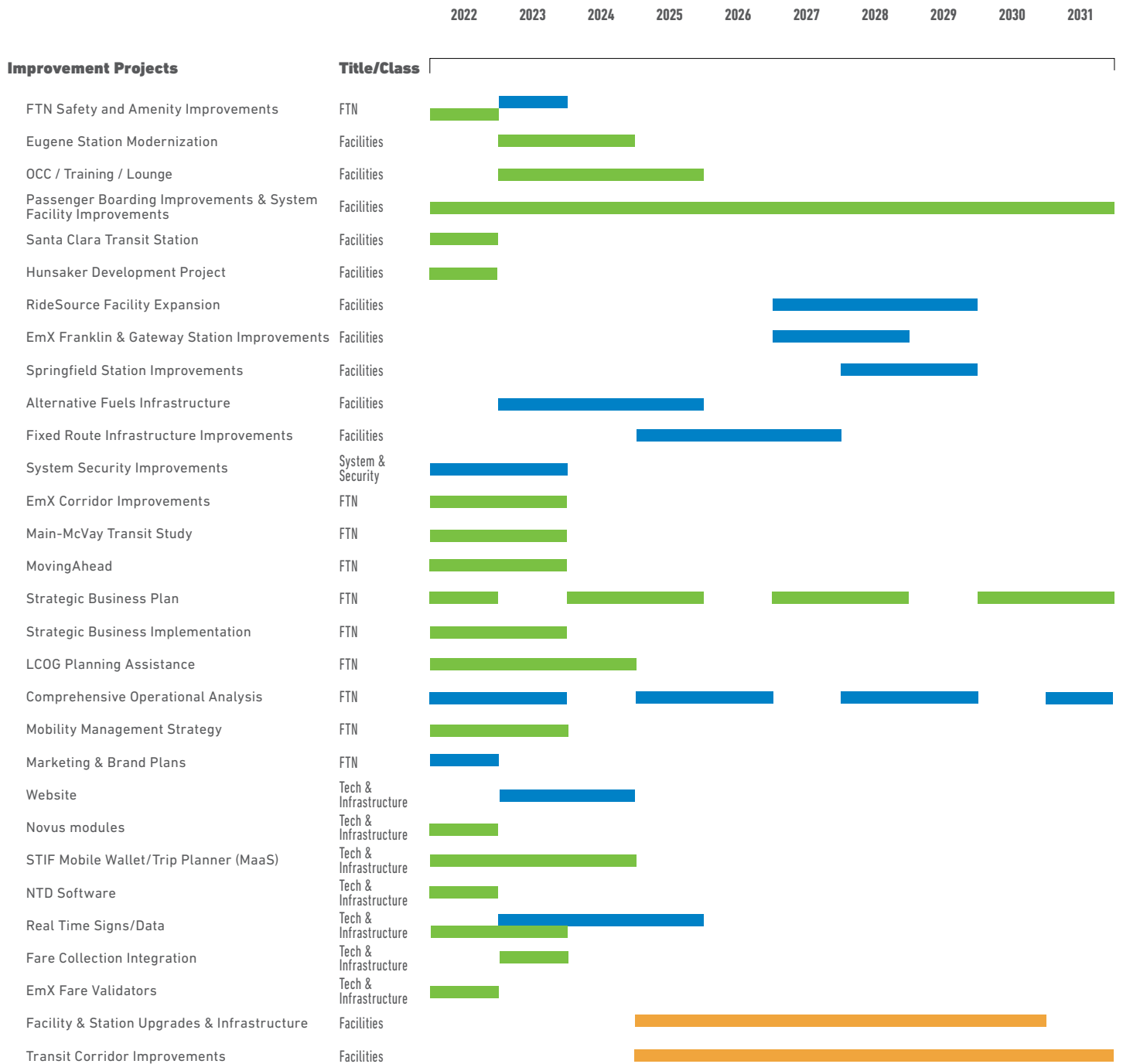
Projects from all five classifications are represented across the three tiers. Projects such as new buses and fleet maintenance, new construction and facility improvements, software upgrades, and other infrastructure are needed every year to maintain and to improve LTD's service for bus operators to safely pick up and deliver passengers to the essential places they need to go.





In order to provide reliable transportation, LTD prioritizes regular maintenance and cleaning of its vehicles. Pictured here are maintenance staff working over night to thoroughly clean and disinfect buses.

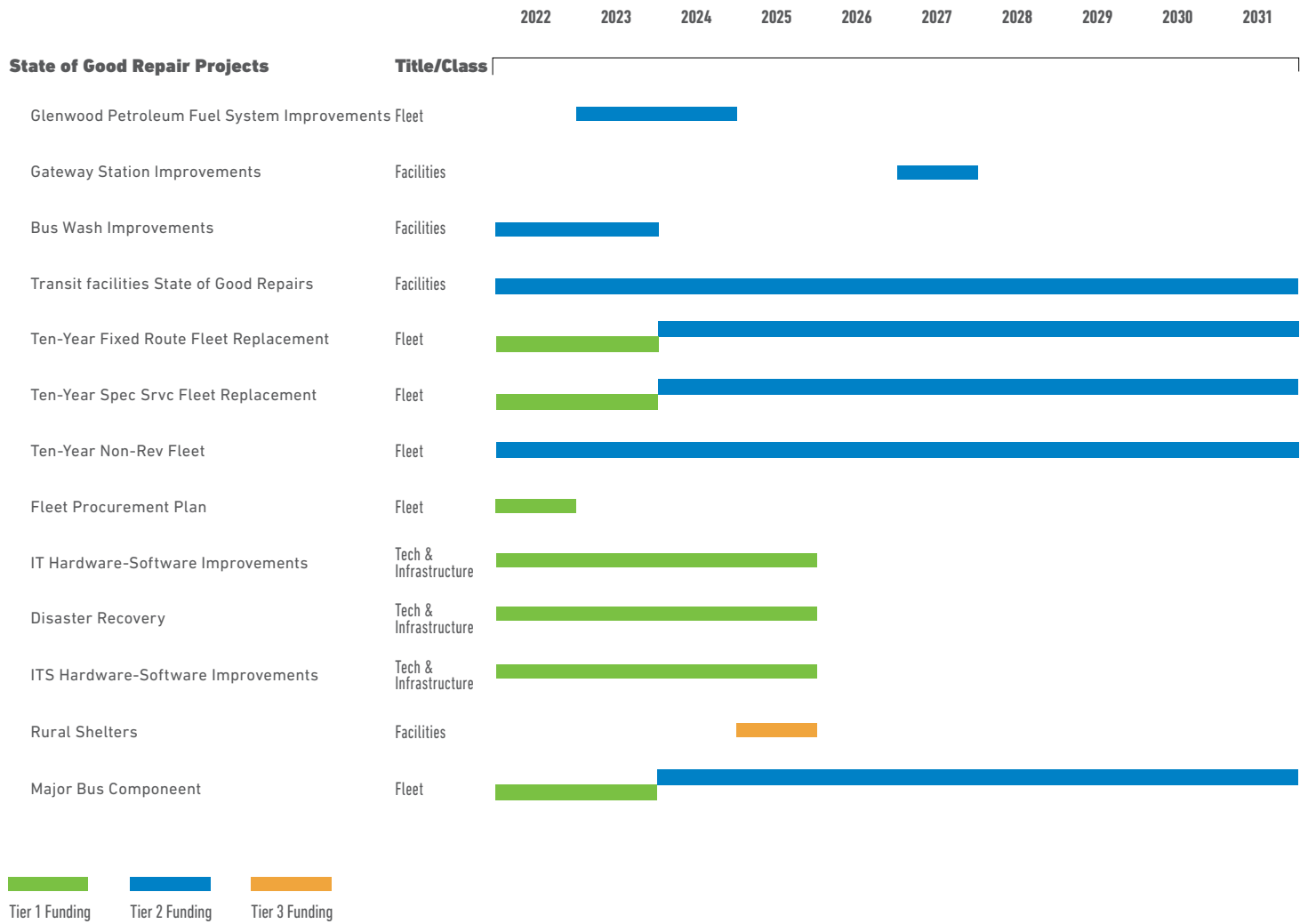
IMPROVEMENTS PROJECTS MASTER SCHEDULE*



■ Tier 1 Funding
 ■ Tier 2 Funding
 ■ Tier 3 Funding

*For the fiscal year

STATE OF GOOD REPAIR MASTER SCHEDULE*



*For the fiscal year

PROJECT DESCRIPTION

FTN Safety and Amenity Improvements LTD's Frequent Transit Network provides crucial connections for our community along major transportation corridors. This project will enhance the customer experience, improve efficiency, and increase safety, accessibility and comfort for riders using stops along this network. Examples of possible upgrades include (but are not limited to) real-time signs, transit signal priority, bike lockers, enhanced lighting, and ADA improvements.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-23

FUNDING SOURCE - PLANNED¹

10 Year Total	2,130,000
Federal	1,246,113
State	572,359
Local	0
General Fund	311,528

Eugene Station Modernization Eugene Station is the central point of LTD's "hub and spoke" transit system. This project will maintain and improve both the buildings and exterior features of the station, enhancing both the customer and employee experience and updating the stations for better operation well into the future. Examples of possible improvements include (but aren't limited to): updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures and updating public restrooms.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2023-24

10 Year Total	4,500,000
Federal	4,500,000
State	0
Local	0
General Fund	0

OCC / Training / Lounge LTD's Operations Department is the engine that keeps the District running. This project will update the Operations areas at LTD's Glenwood headquarters to include modern operations dispatch, operator report area, training/simulator classrooms, restrooms/showers, and operator rest areas. These updates will improve customer service, employee engagement, and our financial position by reducing training costs, streamlining everyday operations, and increasing employee development, training and morale.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2023 - 25

10 Year Total	10,400,000
Federal	10,400,000
State	0
Local	0
General Fund	0

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

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2022-31

10 Year Total	2,000,000
Federal	0
State	0
Local	0
General Fund	2,000,000

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only



LTD's transit operations employees are the engine that keeps the District running. These key employees connect with operators and administration staff every day, distribute essential memos, provide detour information and greet staff and visitors with a smile.

PROJECT DESCRIPTION

Santa Clara Transit Station In operation since February 7, 2021, the new Santa Clara Transit Station was designed to improve safety, provide more efficient service, and enhance the Santa Clara community for residents and businesses. Station highlights include six bus bays, a Park & Ride with three electric vehicle charging stations, secured bike parking, a RideSource pick-up location and potential for future EmX service to the area.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2022

FUNDING SOURCE - PLANNED¹

10 Year Total	20,000
Federal	16,000
State	0
Local	0
General Fund	4,000

Hunsaker Development Project Through the Hunsaker Development Project, LTD will sell the remaining property next to Santa Clara Transit Station, allowing it to be developed for purposes other than mass transit. LTD is motivated to sell the property to a developer who will produce strong value for the community and is committed to being a good neighbor.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2022

10 Year Total	30,000
Federal	0
State	0
Local	0
General Fund	30,000

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

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2027-29

10 Year Total	10,000,000
Federal	8,000,000
State	0
Local	0
General Fund	2,000,000

EmX Franklin & Gateway Station Improvements This project will improve EmX platforms along Franklin Boulevard and at Gateway Station, which serve as key connections points in our bus rapid transit system. These updates will increase passenger safety, comfort and accessibility while furthering LTD's sustainability goals. Improvements might include repainting structures, installing new digital signage, updating to LED lighting and rehabilitating furniture and shelters.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2027-28

10 Year Total	2,000,000
Federal	1,600,000
State	0
Local	0
General Fund	400,000

¹ Full budget tier breakdowns available in Section 4

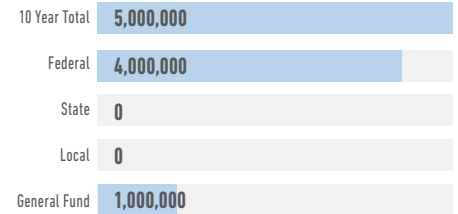
² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

FUNDING SOURCE - PLANNED¹

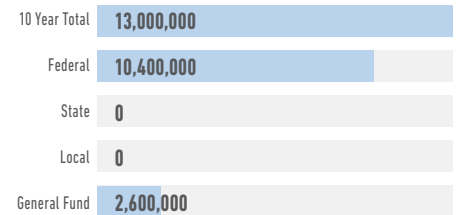
Springfield Station Improvements Springfield Station is an important connection point for both LTD's EmX service and fixed route service to LCC, Thurston, and McKenzie Bridge. This project will improve comfort and accessibility for passengers at the station and further LTD's sustainability goals. Possible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

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2028-29



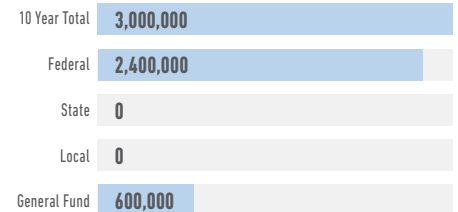
Alternative Fuels Infrastructure This project will improve LTD's facilities to allow us to fuel, service and repair new vehicles with innovative propulsion technologies. These upgrades will allow us to meet our ambitious sustainability goal of becoming 100% fossil fuel free by 2035.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2023-25



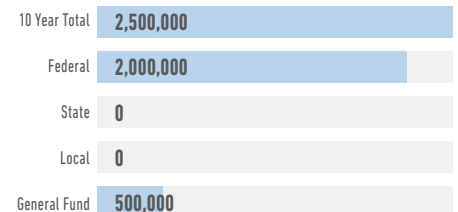
Fixed Route Infrastructure Improvements LTD's fixed route service allows us to provide reliable and equitable transportation within the Eugene-Springfield region and beyond. Through this project, LTD will update signs, shelters, furniture, and other equipment at stops along this network, increasing accessibility, comfort, and passenger safety at these boarding areas.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2025-27



System Security Improvements At LTD, we always put health and safety first. System Security Improvements is a multi-phase project that will increase safety and security for LTD passengers, employees, facilities, and vehicles. These improvements will focus primarily on locations that are particularly vulnerable to vandalism and other criminal activity, ensuring we can equitably provide safe and accessible service across our system.

Category: Improvement | **Classification:** Safety & Security
Timeline: FY 2022-23



¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

EmX Corridor Improvements Previously named the Franklin Boulevard Opportunity Zone Corridor Project: Transit Improvements, this project has broadened in scope to include all of LTD's vital EmX corridors. This project will significantly upgrade and improve passenger safety, accessibility and comfort at platforms along these routes, providing better service for our growing ridership.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-23

FUNDING SOURCE - PLANNED¹

10 Year Total	5,000,000
Federal	0
State	0
Local	0
General Fund	5,000,000

Main-McVay Transit Study The Main-McVay Transit Study compares a range of transit options to connect Springfield Station to Thurston (via Main Street) and to Lane Community College (via McVay Highway), in order to meet the community's goals of increasing safety, lowering congestion, and improving quality of life. This project is currently on hold to allow ODOT and the City of Springfield to complete the Main Street Safety Project, which will inform future decisions about transit options. Once the Main Street Safety Project is complete, the Main-McVay Transit Study will resume; the timeline is to be determined.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-23

10 Year Total	105,000
Federal	94,217
State	0
Local	0
General Fund	10,784

MovingAhead MovingAhead is a collaborative effort between the City of Eugene, Lane Transit District and other community partners to determine what improvements are needed on some of our region's most important transportation corridors. This project will provide a clear roadmap of the improvements needed on these key corridors to make transit service more safe, efficient, and convenient as our region grows. This cooperative effort will be carried out through multiple phases over several years.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022 - 23

10 Year Total	371,480
Federal	333,329
State	0
Local	0
General Fund	38,151

Strategic Business Plan The Strategic Business Plan is intended to serve as LTD's guiding framework to reach our long-term goals and objectives within existing financial constraints, and prioritize our actions over a period of 10 years. The SBP also informs other LTD documents and processes such as the annual budget, CIP, Long Range Financial Plan and Long-Range Transportation Plan. The SBP will be revisited every 3 years.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022 - 31

10 Year Total	475,000
Federal	0
State	0
Local	0
General Fund	475,000

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

FUNDING SOURCE - PLANNED¹

Strategic Business Plan Implementation LTD's Strategic Business Plan (SBP) is intended to serve as a guide for reaching our agency's long-term goals and objectives and prioritizing our actions. Through this project, LTD will set up a system for quarterly reporting on SBP progress, and conduct a baseline survey to evaluate the community's current perceptions of LTD.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-30

10 Year Total	775,000
Federal	0
State	0
Local	0
General Fund	775,000

LCOG Planning Services At LTD, we believe that collaboration leads to better outcomes. Through this agreement, LTD gains access to support from Lane Council of Governments (LCOG) on projects intended to improve customer experience and the quality of our service. This support extends LTD's staff resources to complete a broad range of planning, analysis, and coordination tasks.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-24

10 Year Total	240,000
Federal	0
State	0
Local	0
General Fund	240,000

Mobility Management Strategy Through our Mobility Management Strategy, LTD will explore how new and innovative mobility options might better connect our customers to their destinations. By assessing the benefits and drawbacks of these new potential partnerships and service modes, LTD will gain a better understanding of how they might help us provide more equitable, sustainable, and convenient service that meets the changing needs of our community.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022-23

10 Year Total	325,000
Federal	0
State	325,000
Local	0
General Fund	0

Marketing & Brand Plans Drawing from the priorities outlined in the SBP and the COA, LTD's Marketing and Communications Plan will assist LTD in communicating clearly and consistently with riders and the public.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022

10 Year Total	75,000
Federal	0
State	0
Local	0
General Fund	75,000

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

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

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2023-24

FUNDING SOURCE - PLANNED¹

10 Year Total	650,000
Federal	0
State	0
Local	0
General Fund	650,000

Comprehensive Operations Analysis Every three years, LTD conducts a Comprehensive Operations Analysis (COA), which is a detailed study of all our mobility services to identify existing strengths, areas for improvements, and options to better serve the community. The results of this study are used to make decisions about how we can make our service more efficient, effective, and of higher quality. This project will also include a review of LTD's RideSource services. Through the RideSource Call Center (RSCC), LTD delivers critical transportation services for older adults, people with disabilities, and persons of low income. The RideSource COA will involve a detailed study of the RideSource model, specific programs and processes to identify the existing strengths of these services, areas where they might be improved, and options for improving program quality, efficiency, and the customer experience.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2023-30

10 Year Total	1,740,000
Federal	1,392,000
State	0
Local	0
General Fund	348,000

Novus Modules NOVUS is the software LTD uses to run the RideSource ADA paratransit and other specialized services. These software upgrades will enhance RideSource service, improve passenger experience, and help LTD meet new Oregon Health Authority requirements. Some key new features include: 1) a passenger portal that allows passengers to access and manage their ride information through a website where they can request, modify, cancel or confirm their trip, 2) push notifications to customers that provide trip reminders and updates with options to confirm or cancel their trip, and 3) tablets for companies that operate RideSource buses designed to capture ride information electronically, such as times of pick-up and drop-off, and the status of the trip

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2022

10 Year Total	450,000
Federal	76,500
State	0
Local	0
General Fund	373,500

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

Mobile Wallet/Trip Planner (MaaS) Our region is rich with a diverse array of mobility options, including transit, bikeshare, Mobility on Demand (MOD), ride hailing services, and more. This project is a multi-agency collaboration to create an innovative mobile app which simplifies trip planning across these options for residents and visitors, making it easy to see trip time and cost comparisons, then pay for their trip all in one place. By making multi-modal travel easier and more convenient, this project will provide strong value for the community while furthering the District's equity and sustainability goals.

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2022-24

FUNDING SOURCE - PLANNED¹

10 Year Total	1,200,000
Federal	144,000
State	1,056,000
Local	0
General Fund	0

\$400,000 in Federal funding was approved through the FY 22 Omnibus appropriations bill, exceeding the Federal funding planned in the 2022-2031 CIP.

NTD Software Transit Database (NTD). Through this project, LTD will purchase software specifically designed to compile these data from multiple departments. The software will allow us to meet our reporting requirements with greater efficiency, confidence, and accuracy, ensuring we are able to access the funds we need to provide service to our community.

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2022

10 Year Total	28,500
Federal	0
State	0
Local	0
General Fund	28,500

Real Time Signs/Data LTD's real-time platform signs are one of the most important features of our EmX rapid transit service. Having access to accurate real-time information makes the passenger experience simple and easy. Through this project, LTD will replace aging signs and purchase software for increasing real-time accuracy and managing signs remotely. These upgrades will allow us to provide better service to our community with greater efficiency.

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2022-25

10 Year Total	1,700,000
Federal	0
State	1,700,000
Local	0
General Fund	0

Fare Collection Integration This project will extend Umo Mobility e-fare technology to transportation services that operate within and connect outside of the LTD service area, providing a seamless transportation experience that is easy and convenient. By extending this technology to services like Link Lane, Diamond Express, Rhody Express, and others, LTD will be able to connect our community with greater ease, improve the customer experience, and lower barriers to using public transit for longer trips.

Category: Improvement | **Classification:** Tech & Infrastructure

Timeline: FY 2023

10 Year Total	75,000
Federal	0
State	75,000
Local	0
General Fund	0

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

FUNDING SOURCE - PLANNED¹

EmX Fare Validators Through this effort, LTD will purchase scanners for the TouchPass/Umo electronic fare collection system that can be installed on EmX buses. This will allow customers to access their fare accounts prior to boarding the bus, resulting in faster boarding and greater rider convenience. This project also includes necessary upgrades to ticket vending machines on Franklin and Pioneer Parkway EmX platforms for customers to continue to purchase single-ride and day pass fares.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2022

10 Year Total	525,000
Federal	0
State	525,000
Local	0
General Fund	0

Transit Corridor Improvement Projects LTD's Frequent Transit Network (FTN) provides crucial connections for our community along major transportation corridors. This project ensures LTD plans adequate financial resources for future improvements to the network, increasing efficiency, safety, and reliability and enhancing the customer experience.

Category: Improvement | **Classification:** FTN | **Timeline:** FY 2025-31

10 Year Total	46,000,000
Federal	0
State	0
Local	0
General Fund	0
Unidentified	46,000,000

Facility Station Upgrades & Infrastructure The Station Upgrades and Infrastructure projects are part of LTD's continuous efforts to better meet the changing needs of our passengers, employees, and growing community. Each of our stations provide important access points to transit across our service area. Improvements to each station would be designed to increase accessibility, comfort, and safety at passenger boarding areas by updating or replacing bus driveways, passenger platforms, shelter structures, passenger furniture, signage and site utilities, and might include relocation of the entire facility.

Category: Improvement | **Classification:** Facilities | **Timeline:** FY 2025-30

10 Year Total	42,000,000
Federal	0
State	0
Local	0
General Fund	0
Unidentified	42,000,000

Glenwood Petroleum Fuel System Improvements This project will upgrade and replace LTD's petroleum and fluid dispensing system, much of which has reached the end of its useful life. Maintaining the components of this system are not only crucial to our operations, but to protecting the environment. Necessary improvements include: storage vessels, pumps, product lines, leak monitors, and dispensing equipment.

Category: State of Good Repair | **Classification:** Fleet | **Timeline:** FY 2023-24

10 Year Total	1,000,000
Federal	0
State	0
Local	0
General Fund	1,000,000

¹ Full budget tier breakdowns available in Section 4

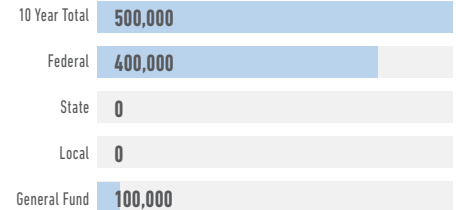
² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

FUNDING SOURCE - PLANNED¹

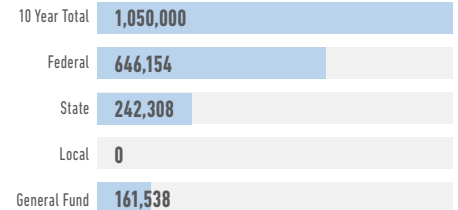
Gateway Station Improvements Gateway Station is one of the core elements of the EmX and links riders to essential services on route 12, such as the Lane County Courthouse and VA Clinic. By keeping this station in good working order, repainting structures, installing digital signage and other minor improvements, we continue to provide a safe environment for people of diverse identities and abilities to access transportation.

Category: State of Good Repair | **Classification:** Facilities | **Timeline:** FY 2027



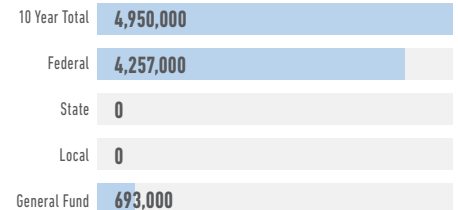
Bus Wash Improvements Safety for our employees, customers and community is always a top priority. Repairing and renovating our buildings to provide adequate ventilation, fire safety equipment, and structural integrity and secure flooring and windows means a safe environment for all. Our ongoing commitment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

Category: State of Good Repair | **Classification:** Facilities
Timeline: FY 2022-23



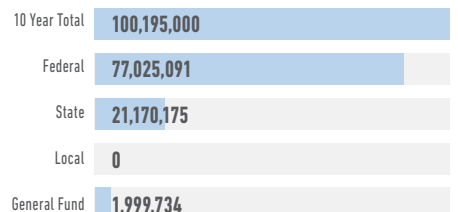
Transit Facilities State of Good Repairs Safety for our employees, customers and community is always a top priority. Repairing and renovating our buildings to provide adequate ventilation, fire safety equipment, and structural integrity and secure flooring and windows means a safe environment for all.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

Category: State of Good Repair | **Classification:** Facilities
Timeline: FY 2022-31



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

Category: State of Good Repair | **Classification:** Fleet | **Timeline:** FY 2022-31



¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

PROJECT DESCRIPTION

Ten-Year Specialized Services Fleet Replacement The ADA Paratransit Fleet Replacement Plan is a ten-year plan for identifying which paratransit vehicles need to be replaced with new purchases. Paratransit vehicles are used to operate the RideSource ADA service and other specialized programs. LTD plans to replace eleven minibuses, one modified minivan, and one non-revenue vehicle in the first year of the ten-year plan. As with our Fixed Route fleet and our Non-Revenue fleet, the ADA Paratransit fleet will be reviewed annually, noting the condition of vehicles and available funds, allowing us to equitably serve our community in a financially sustainable way.

Category: State of Good Repair | **Classification:** Fleet | **Timeline:** FY 2022-31

FUNDING SOURCE - PLANNED¹

10 Year Total	12,270,000
Federal	1,943,484
State	10,000,000
Local	0
General Fund	326,516

Fleet Procurement Plan LTD's goal is to become 100% fossil fuel free by 2035. The Fleet Procurement Plan will assist LTD in making informed decisions about its fleet as it considers further electrification of its buses and the use of other fuel types to meet our environmental objectives. Transit vehicles have a lifespan of approximately 12 years and LTD will use this transition period to determine what mix of vehicle types will allow us to continue providing high-quality service to the community, lower our environmental impact, and maintain costs. In some instances, replacing older traditional buses with new low-emission buses actually costs less than continuing to maintain older vehicles. This plan will guide LTD in making resourceful investments that are both environmentally and financially sustainable.

Category: State of Good Repair | **Classification:** Fleet | **Timeline:** FY 2022

10 Year Total	150,000
Federal	125,000
State	0
Local	0
General Fund	25,000

Ten-Year Non-Revenue Fleet Replacement The Non-Revenue Fleet Replacement Plan is a ten-year plan for identifying which non-revenue vehicles need to be replaced with new purchases. Non-revenue vehicles do not move passengers, but are cars, trucks, and vans used to transport equipment and staff between District properties and to and from meetings. LTD plans to purchase one non-revenue vehicle in the first year of this ten-year plan. The plan will be reviewed annually thereafter, noting the condition of vehicles and available funds.

Category: State of Good Repair | **Classification:** Fleet | **Timeline:** FY 2022-31

10 Year Total	2,212,210
Federal	0
State	0
Local	0
General Fund	2,212,210

¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

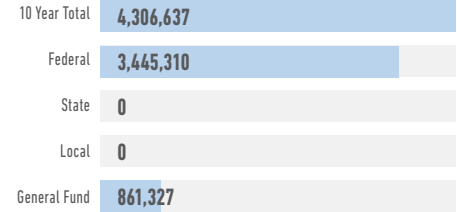
PROJECT DESCRIPTION

FUNDING SOURCE - PLANNED¹

IT Hardware-Software Improvements This project provides necessary infrastructure updates to IT hardware and software used by administrative and operations staff to keep our service running, including network, communications, servers, power supplies, workstations, tablets, and agency software.

Category: State of Good Repair | **Classification:** Tech & Infrastructure

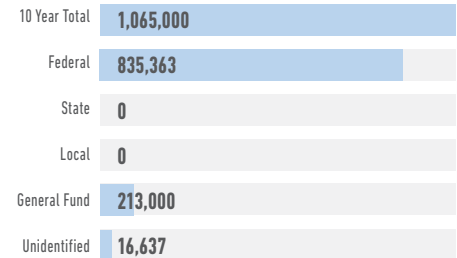
Timeline: FY 2022-25



Disaster Recovery The Disaster Recovery Plan encompasses several integrated and overlapping projects outlined in the IT Disaster Recovery Study. This plan allows LTD to move toward a position of full recoverability from a variety of disaster scenarios, of both a physical nature and those related to cyber-attacks.

Category: State of Good Repair | **Classification:** Tech & Infrastructure

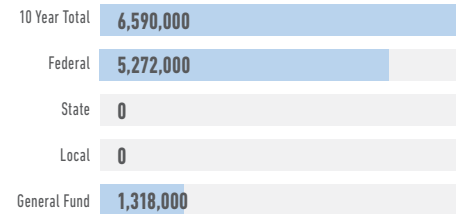
Timeline: FY 2022-25



ITS Hardware-Software Improvements Providing updates to ITS (Intelligent Transportation Systems) on-vehicle hardware and software is vital to keeping our service moving efficiently and reliably. This projects includes improvements to servers, radio systems, network, maintenance systems, and more.

Category: State of Good Repair | **Classification:** Tech & Infrastructure

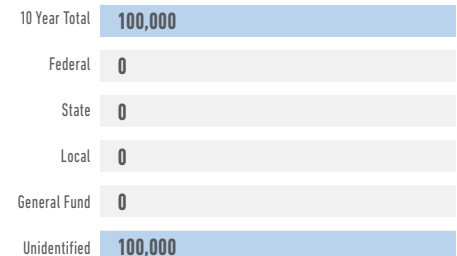
Timeline: FY 2022-25



Rural Shelters Florence, the western boundary of LTD's service area, has an immediate need for bus shelter replacement. Five existing bus shelter locations have been identified for immediate replacement and an additional five locations are being considered for new or replacement shelters.

Category: State of Good Repair | **Classification:** Facilities

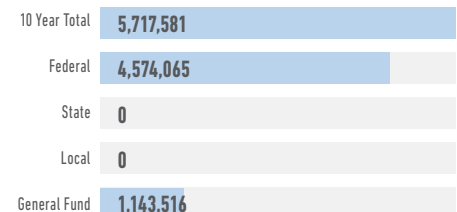
Timeline: FY 2025



Major Bus Component Replacement 70% of our fleet is a mix of diesel and hybrid buses that have served the community for many years. In order to keep our fleet in a state of good repair, we must proactively invest in major bus components. This project increases reliability and extends the life of each bus.

Category: State of Good Repair | **Classification:** Fleet

Timeline: FY 2022-31



¹ Full budget tier breakdowns available in Section 4

² Funding detail includes Tier 1 secured funding only

SECTION 3:**PROJECT MASTER LIST IN
TABLE FORMAT**

With support from volunteer community members of the District's Budget Committee and Strategic Planning Committee, the LTD Board of Directors identifies and prioritizes a list of investments to serve the needs of our community during the next ten years and position LTD to be prepared to meet the changing transportation needs of the region.



The EmX, serves the Eugene-Springfield metropolitan area and is one of the first BRT systems to operate in the U.S. The system boasts 21 buses, 20 miles of busway and 59 station platforms to provide rapid service along key corridors.

FUTURE YEAR PROJECTIONS: IMPROVEMENTS*

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	Total
IMPROVEMENT TOTALS	7,418,500	13,141,480	18,230,000	21,325,000	14,925,000	11,400,000	20,625,000	19,325,000	22,400,000	7,525,000	156,314,980
FACILITIES	250,000	5,100,000	17,200,000	14,700,000	8,700,000	5,200,000	13,300,000	12,100,000	15,200,000	200,000	91,950,000
Eugene Station Modernization		500,000	4,000,000								4,500,000
Hunsaker Development Project	30,000										30,000
Passenger Boarding & System Facilities Improvements	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	2,000,000
Santa Clara Transit Station	20,000										20,000
OCC / Training / Lounge		1,400,000	8,000,000	1,000,000							10,400,000
RideSource Facility Expansion						1,000,000	8,000,000	1,000,000			10,000,000
EmX Franklin & Gateway Station Improvements						1,000,000	1,000,000				2,000,000
Springfield Station Improvements							500,000	4,500,000			5,000,000
Alternative Fuels Infrastructure		3,000,000	5,000,000	5,000,000							13,000,000
Fixed Route Infrastructure Improvements				1,000,000	1,000,000	1,000,000					3,000,000
Facility & Station Upgrades & Infrastructure				7,500,000	7,500,000	2,000,000	3,600,000	6,400,000	15,000,000		42,000,000
FTN	4,100,000	3,501,480	205,000	6,325,000	6,225,000	6,200,000	7,325,000	7,225,000	7,200,000	7,325,000	55,631,480
Main-McVay Transit Study	45,000	60,000									105,000
MovingAhead	200,000	171,480									371,480
EmX Corridor Improvements	2,500,000	2,500,000									5,000,000
Strategic Business Plan	25,000		125,000	25,000		125,000	25,000		125,000	25,000	475,000
Strategic Business Implementation	225,000	200,000			100,000	75,000		100,000	75,000		775,000
LCOG Planning Assistance	80,000	80,000	80,000								240,000
Comprehensive Operational Analysis	150,000	440,000		300,000	125,000		300,000	125,000		300,000	1,740,000
Mobility Management Strategy	275,000	50,000									325,000
Marketing & Brand Plans	75,000										75,000
EmX Fare Validators	525,000										525,000
Transit Corridor Improvements				6,000,000	6,000,000	6,000,000	7,000,000	7,000,000	7,000,000	7,000,000	46,000,000
SAFETY	1,985,000	2,645,000									4,630,000
FTN Safety and Amenity Improvements	210,000	1,920,000									2,130,000
System Security Improvements	1,775,000	725,000									2,500,000
TECH & INFRASTRUCTURE	1,083,500	1,895,000	825,000	300,000							4,103,500
Novus modules	450,000										450,000
Website		450,000	200,000								650,000
Mobile Wallet/Trip Planner (MaaS)	405,000	470,000	325,000								1,200,000
NTD Software	28,500										28,500
Real Time Signs/Data	200,000	900,000	300,000	300,000							1,700,000
Fare Collection Integration		75,000									75,000

*All values in the table above are expressed in US Dollars (\$)

FUTURE YEAR PROJECTIONS: STATE OF GOOD REPAIR*

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	10 Year Total
STATE OF GOOD REPAIR YEAR TOTALS	10,358,617	36,907,492	24,871,854	13,844,029	20,322,232	8,229,942	9,149,324	6,934,246	5,289,344	4,199,348	140,106,428
FACILITIES	650,000	1,450,000	1,400,000	600,000	500,000	1,000,000	500,000	500,000	500,000	500,000	7,600,000
Bus Wash Improvements	200,000	850,000									1,050,000
Transit facilities State of Good Repairs	450,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	4,950,000
Glenwood Petroleum Fuel System Improvements		100,000	00,000								1,000,000
Gateway Station Improvements						500,000					500,000
Rural Shelters				100,000							100,000
FLEET	8,091,500	28,185,972	21,039,854	12,603,029	19,822,232	7,229,942	8,649,324	6,434,246	4,789,344	3,699,348	120,544,791
Major Bus Components	948,800	1,193,172	312,054	526,379	354,262	455,062	902,364	368,746	335,224	321,518	5,717,581
Ten-Year Fixed Route Fleet Replacement	5,100,000	24,745,000	19,425,000	10,500,000	18,375,000	5,775,000	6,300,000	4,725,000	3,150,000	2,100,000	100,195,000
Ten-Year Spec Srvc Fleet Replacement	1,500,000	1,840,000	1,160,000	1,290,000	910,000	910,000	1,310,000	1,180,000	1,180,000	990,000	12,270,000
Ten-Year Non-Rev Fleet	392,700	407,800	142,800	286,650	182,970	89,880	136,960	160,500	124,120	287,830	2,212,210
Fleet Procurement Plan	150,000										150,000
TECH & INFRASTRUCTURE	1,617,117	7,271,520	2,432,000	641,000							11,961,637
Disaster Recovery	506,000	205,000	39,000	315,000							1,065,000
IT Hardware-Software Improvements	601,117	2,476,520	1,058,000	171,000							4,306,637
ITS Hardware-Software Improvements	510,000	4,590,000	1,335,000	155,000							6,590,000

*All values in the table above are expressed in US Dollars (\$)



"Lane Transit District is a partner with the communities they serve, and work tirelessly to build a transit system that connect our citizens to the people and places that are important in their lives."

Sean VanGordon, Mayor, City of Springfield

In all that we do, we are committed to creating a more connected, sustainable, and equitable community. That means current and future generations of riders get to enjoy safe and reliable transportation that protects and preserves our environment.

SECTION 4:

PROJECT FUNDING IN TABLE FORMAT

"LTD is a valuable service for Bushnell University students to travel to and from campus for classes, activities, work, internships, entertainment, and shopping. LTD offers pathways into the community that anyone can travel."

Michael Fuller, Vice President of Enrollment and Student Development, Bushnell University

LTD projects are funded from local employer and employee payroll taxes, Oregon Department of Transportation, and from the various divisions in the Federal Department of Transportation. Through strategic planning, LTD is required to fund only a small percentage of a project with the remaining funding coming in the form of a match from the state or federal government.



Santa Clara Station opened for service in February 2020. The new station offers 60 Park & Ride spaces, six bus bays, security improvements, enhanced safety for pedestrians, and a RideSource curbside pick-up space.

PROJECT FUNDING: IMPROVEMENTS*

	Tier	Federal	State	General Fund	Unidentified	Total
IMPROVEMENT TOTALS		46,602,159	4,253,359	17,459,462	42,000,000	110,314,980
FACILITIES		41,316,000		8,634,000	42,000,000	91,950,000
Alternative Fuels Infrastructure	II	10,400,000		2,600,000		13,000,000
EmX Franklin & Gateway Station Improvements	II	1,600,000		400,000		2,000,000
Eugene Station Modernization	I	4,500,000				4,500,000
Facility & Station Upgrades & Infrastructure	III				42,000,000	42,000,000
Fixed Route Infrastructure Improvements	II	2,400,000		600,000		3,000,000
Hunsaker Development Project	I			30,000		30,000
OCC / Training / Lounge	I	10,400,000				10,400,000
Passngr Brdng Imprvts & systs facils imprvts	I			2,000,000		2,000,000
RideSource Facility Expansion	II	8,000,000		2,000,000		10,000,000
Santa Clara Station	I	16,000		4,000		20,000
Springfield Station Improvements	II	4,000,000		1,000,000		5,000,000
FTN		1,819,546	850,000	6,961,934		9,631,480
Comprehensive Operational Analysis	II	1,392,000		348,000		1,740,000
EmX Corridor Improvements	I			5,000,000		5,000,000
LCOG Planning Assistance	I			240,000		240,000
Main-McVay Transit Study	I	94,217		10,784		105,000
Marketing & Brand Plans	II			75,000		75,000
Mobility Management Strategy	I		325,000			325,000
MovingAhead	I	333,329		38,151		371,480
Platform Validators/Fare Collection	I		525,000			525,000
Strategic Business Implementation	I			775,000		775,000
Strategic Business Plan	I			475,000		475,000
SAFETY & SECURITY		3,246,113	572,359	811,528		4,630,000
FTN Safety and Amenity Improvements	I/II	1,246,113	572,359	311,528		2,130,000
System Security Improvements	II	2,000,000		500,000		2,500,000
TECH & INFRASTRUCTURE		220,500	2,831,000	1,052,000		4,103,500
Novus modules	I	76,500		373,500		450,000
NTD Software	I			28,500		28,500
Fare Collection Integration	I		75,000			75,000
Mobile Wallet/Trip Planner (MaaS)	I	144,000	1,056,000			1,200,000
Real Time Signs/Data	I/II		1,700,000			1,700,000
Website	II			650,000		650,000

*All values in the table above are expressed in US Dollars (\$)

PROJECT FUNDING: STATE OF GOOD REPAIR*

	Tier	Federal	State	General Fund	Unidentified	Total
STATE OF GOOD REPAIR TOTALS		98,523,466	31,412,483	10,053,842	116,637	140,106,428
FACILITIES		5,303,154	242,308	1,954,538	100,000	7,600,000
Bus Wash Improvements	II	646,154	242,308	161,538		1,050,000
Gateway Station Improvements	II	400,000		100,000		500,000
Glenwood Petroleum Fuel System Improvements	II			1,000,000		1,000,000
Rural Shelters	III				100,000	100,000
Transit facilities State of Good Repairs	II	4,257,000		693,000		4,950,000
FLEET		83,667,640	31,170,175	5,706,976		120,544,791
Fleet Procurement Plan	I	125,000		25,000		150,000
Major Bus Components	I	4,574,065		1,143,516		5,717,581
Ten-Year Fixed Route Fleet Replacement	I/II	77,025,091	21,170,175	1,999,734		100,195,000
Ten-Year Non-Revenue Fleet	II			2,212,210		2,212,210
Ten-Year Specialized Services Fleet Replacement	I/II	1,943,484	10,000,000	326,516		12,270,000
TECH & INFRASTRUCTURE		9,552,673		2,392,327	16,637	11,961,637
Disaster Recovery	I	835,363		213,000	16,637	1,065,000
IT Hardware-Software Improvements	I	3,445,310		861,327		4,306,637
ITS Hardware-Software Improvements	II	5,272,000		1,318,000		6,590,000

*All values in the table above are expressed in US Dollars (\$)





PROPOSED BUDGET



DISTRICT WIDE RESOURCES SUMMARY

Lane Transit District's financial resources are drawn from several areas, generally from four resource types: Operating Revenues, Non-Operating Revenues, Working Capital Resources, and Inter-fund Transfers.

Operating Revenues – LTD’s Operating Revenues typically come from five key sources:

- 1. Cash Fares** – This is cash collected in the bus fare boxes or ticket vending machines, monthly passes (non-Group Pass) purchased for regular services, and Specialized Services passenger fares. FY 23 cash fares are expected to increase over FY 22 estimated year-end as ridership recovers. Cash fare collection resumed in February 2021 and contactless fares did not resume in April 2021. The result was a significant decrease in passenger fare revenue which has not recovered as quickly as originally planned in the FY 22 budget. With changes in rider behaviors, continued uncertainty as to potential future viral mutations, and a slow ridership recovery rate, ridership is projected to increase to 53 percent of normal by the end of FY 23.
- 2. Group Passes** – Group Pass is a bulk fare program enabling employers in our area to purchase fares at a discounted rate. FY 23 Group Pass revenues are conservatively expected to decrease over FY 22 budget due to lower projected student enrollment at Lane Community College and the University of Oregon as well as a lack of clarity around in-person learning and employer participation pauses in a remote or hybrid work environment.
- 3. Advertising** – These revenues came from bus advertising, which was managed through a contract with Lamar Advertising. LTD received 60% of invoiced monthly sales based on a revenue share model. Changes in Lamar’s post-COVID contract have made management of the contract more costly compared to the revenue it generates. In FY 23, LTD does not have an advertising contract with Lamar, and the District will instead continue to focus on re-establishing our brand.
- 4. Special Services** – These revenues come from special event services that LTD provides to our community: transportation for UO football games, the Butte to Butte, the Olympic Trials, and the Oregon Country Fair. Although the FY 22 budget planned for special services, none were provided in FY 22 as in-person events were canceled or had limited participation. FY 23 revenues from Special Services are expected to increase over FY 22 year-end estimates as some special services are planned to be provided, however, special services will continue to be lower than pre-pandemic until regional events resume to pre-pandemic levels.
- 5. Medicaid** – These revenues are funds we receive from the Oregon Health Authority and Coordinated Care Organizations to operate our non-emergency medical transportation programs. These revenues are expected to increase by \$.6 million in FY 23 compared to FY 22.

Non-Operating Revenues – These revenues come from the following seven sources:

- 1. Payroll Taxes** – These revenues come from employer, self-employment, and government employee payroll taxes. FY 23 revenues from payroll taxes are up \$6M (14%) from the FY 22 budget reflecting a faster economic recovery than anticipated.
- 2. Federal Assistance** – The majority of these revenues come from the following programs:
 - Coronavirus Aid, Relief, and Economic Security (CARES) Act. Revenue from CARES can be used for operations or capital projects that improve safety for the community in response to the pandemic.
 - Coronavirus Relief Supplemental Appropriations (CRRSA) Act. The majority of CRRSA Act revenue can only be used for operating expenses.
 - American Rescue Plan Act (ARPA). The majority of ARPA revenue can be used only for operating expenses. Fund availability expires on September 30, 2024.
 - The majority of Federal relief assistance will be used for operating costs. The CARES, CRRSA and ARPA funds are fully programmed for use as follows (dollars in millions).

CARES (5307): Total Available \$25.50
Operating Assistance & PM \$25.50

CRRSAA (5307): Total Available \$17.30
Operating Assistance & PM \$17.30

CRRSAA (5310): Total Available \$0.05
ADA Vehicle Replacement \$0.05

ARPA (5307): Total Available \$32.60
Operating Assistance & PM \$32.60

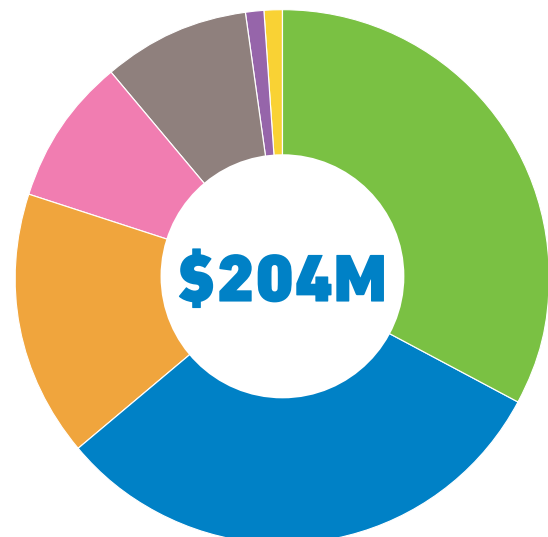
ARPA (5310): Total Available \$0.05
ADA Vehicle Replacement \$0.05
 - 5307 Formula Funds. These funds are resources based on a federal formula. This formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density. Formula funds can be used for capital projects or preventative maintenance.
 - Competitive grant programs.
 - FY22 Omnibus Appropriations bill:
 - a) Electric Bus Replacement Project - \$950,000
 - b) Trip Planner/Mobile Wallet Application - \$600,000

3. State Assistance – The majority of these revenues come from these sources:

- The Statewide Transportation Improvement Fund (STIF) – This assistance comes from an employee payroll tax used to improve public transportation services in Oregon. This tax is calculated at one-tenth of one percent on taxable wages. This tax is used to:
 - a) expand and improve access especially for students and low-income households,
 - b) reduce transit's environmental footprint, and
 - c) improve inter-community connectivity.
- In FY 21 and FY 22, some projects funded through this program were put on hold due to COVID-19. LTD resumed some programs in FY 22, and will continue to resume others in FY 23 as COVID-19 conditions allow.
- The Special Transportation Fund (STF). These STF funds are used to provide transportation services needed to access health, education, work and social/recreational opportunities for seniors and people with disabilities.
- Other state resources are 5310 and 5311, which are for rural, senior, and disability programs, and STIF Discretionary funds.
- **Local Assistance** – These revenues are provided by local partners to support LTD's Specialized Services and Capital Projects. FY 22 revenues are expected to decrease \$.3 million over FY 22 budget to support these projects.
- **Interest** – These revenues come from earned interest on bank accounts and vary according to how much money is in the accounts and the interest rates on those accounts. While interest rates are anticipated to rise in FY 23 as the Federal Reserve signaled that they plan to raise interest rates in 2022, bank interest rate increases both lag Federal Reserve increases and increase at smaller increments. FY 23 is expected to generate modestly higher interest revenues than FY 22.
- **Sale of Assets** – LTD has not budgeted revenue for sale of assets in FY 23.
- **Miscellaneous Revenue** – These revenues come from facility rentals, scrap sales, insurance, and other rebates. Rebates, sales, refunds, and facility revenues declined as a result of COVID-19. As the economy is recovering, miscellaneous revenues are planned to continue to recover with an increase of 15 percent over the FY 22 adopted budget. This is roughly half of pre-pandemic revenues.

Working Capital Resources – In general, these resources are the total of liquid funds available to the District in our General Fund, four Special Revenue Funds, and Capital Projects Fund. Working Capital is restricted for use only within each fund. The FY 23 budget has an overall increase of \$16 million in working capital compared to the FY 22 adopted budget, but increases and decreases will vary by fund.

Inter-fund Transfers – These resources are money that is transferred between funds. The majority of the transfers are from the General Fund to the four Special Revenue Funds and the Capital Projects Fund. In the overall picture of our District-wide resources, these transfers do not increase our overall revenues compared to our overall requirements, since they are just moved from one fund to another. These transfers do, however, increase revenues for our Special Revenue and Capital Projects Funds. Details on changes in transfers from the General Fund are available in section 11.3.



\$203,605,536

DISTRICT-WIDE RESOURCES

33%	FEDERAL ASSISTANCE \$53,247,380
31%	PAYROLL TAXES \$ 50,116,000
16%	INTERFUND TRANSFERS \$25,492,451
9%	MEDICAID \$15,395,845
9%	STATE ASSISTANCE \$14,213,065
2%	CASH FARES & PASSES \$2,485,743
1%	GROUP PASSES \$1,580,706

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1 DISTRICT WIDE RESOURCES



DISTRICT-WIDE REQUIREMENTS SUMMARY

Lane Transit District's financial requirements include our Operating Requirements, Capital Fund Investments, Transfers, and Reserves.

Operating Requirements – LTD's Operating Requirements are comprised of these areas:

- **Personnel Services** – These include all of the District's costs for employing both administrative and Amalgamated Transit Union (ATU) staff using the General Fund. Personnel requirements increased \$1.1 million in FY 23 over the FY 22 adopted budget. This increase is due largely to two factors: 1) increases in headcount and 2) increases in medical premiums over the FY 22 adopted budget. See section 11.3 for details.
- **Materials & Services** – These include all of District's costs to cover a wide variety of supplies and outside expertise ranging from cleaning supplies to tires to printed passenger information. Overall, FY 23 requirements increased 19% compared to the FY 22 adopted budget, but increases and decreases varied by expense type. These changes are discussed in greater detail in section 11.3.
- **Insurance and Risk Services** – These include all of the District's costs for non-personnel and vehicle liability. FY 23 requirements are roughly flat to the FY 22 adopted budget.
- **Operating Contingency** – This is a risk mitigation strategy that allows accurate budgeting by line item while simultaneously planning for potential risks.
- **Specialized Services** – These include all of the requirements needed to operate LTD's Specialized Services, including our Eugene-Springfield Services, Rural Lane County Services, Statewide Transportation Improvement Services, and beyond.

FY 23 requirements increased \$.4 million over the FY 22 amended budget. \$.7 million and \$.4 million of this increase is due to increases in STIF funded programs and Rural Lane County Services, respectively. Partially offsetting these increases were decreases to the ADA RideSource and Mental Health Transportation services.

- **Medicaid** – These include all of the requirements needed to operate critical medical appointment transportation for individuals who are eligible under the Oregon Health Plan/Medicaid. Due to changes in state regulatory requirements and pandemic-specific protocols, the FY 23 requirements increased \$.6 million over FY 22 amended budget.
- **Point2point** – These include all the requirements needed to operate LTD's Point2point (P2p) transportation options program. The P2p FY 23 budget has been reduced \$.2 million from the FY 22 budget. This reduction reflects that some of the P2p programs have been transitioned to other agencies or discontinued to realign and best meet program goals.

Capital Fund Investments – These include all of LTD's requirements for our Improvement and State of Good Repair Capital Projects. FY 23 Capital Fund Investments are up \$12.8 million compared to the FY 22 adopted budget. With the exception of the major bus component and rural shelter projects, all projects included in the FY 23 budget were evaluated and accepted as part of the 2022-2031 Community Investment Plan that was approved by the District's Budget Committee in November 2021.

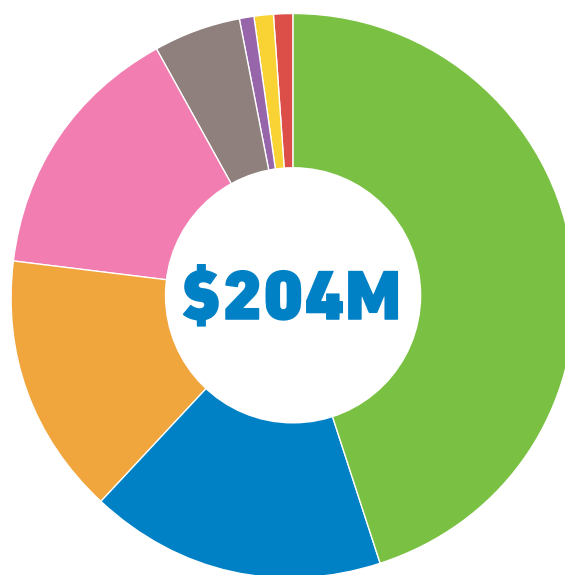
Transfers – These requirements are money that is transferred from the General Fund to our three Special Revenue Funds, our Sustainable Services Reserve Fund and our Capital Projects Fund. In the overall picture of our District-wide resources, these do not increase our overall requirements compared to our overall revenues, since they are just moved from one fund to another. These transfers do increase requirements on our General Fund. Details on changes in transfers from the General Fund are available in section 11.3.

Reserves – In February 2022, the Board adopted a comprehensive reserve policy. This policy includes 4 types of reserves. All reserves are unappropriated and therefore restricted for use in the FY 23 Budget without additional Board approval. The 4 designated reserves are as follows:

- 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 community investment plan.
- Board designated reserves for potential financial risks or volatility.

In addition to the four designated reserves, funds may have working capital which is additional support for cash flow shortages or other unanticipated events. These funds may be used to establish Board designated reserves or may be appropriated to take advantage of grant or other opportunities. Without Board action, these funds are restricted for District use.

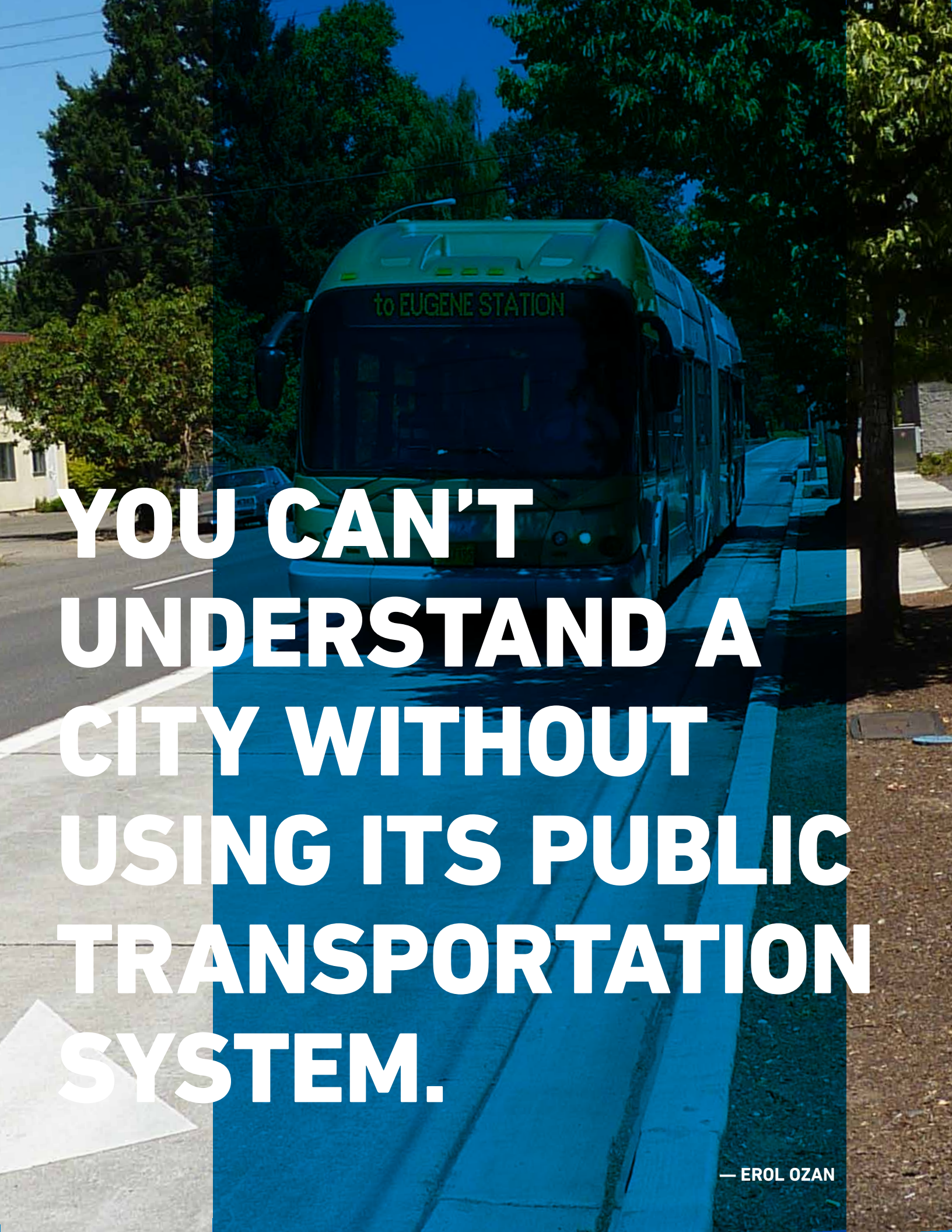


\$203,605,535

DISTRICT-WIDE REQUIREMENTS

45%	PERSONNEL SERVICES \$41,529,665
17%	MEDICAID \$15,723,595
15%	MATERIALS & SERVICES \$13,748,068
15%	SPECIALIZED SERVICES \$13,569,395
5%	TRANSFER TO SPECIALIZED SERVICES FUND \$4,748,461
1%	INSURANCE & RISK SERVICES \$685,500
1%	POINT2POINT \$535,000
1%	OPERATING CONTINGENCY \$837,343

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A,
TABLE 11.1 DISTRICT WIDE RESOURCES



**YOU CAN'T
UNDERSTAND A
CITY WITHOUT
USING ITS PUBLIC
TRANSPORTATION
SYSTEM.**

— EROL OZAN



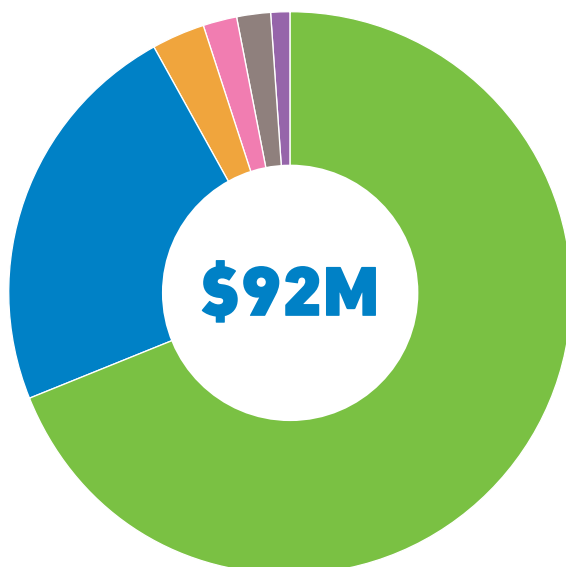
GENERAL FUND







GENERAL FUND RESOURCES SUMMARY

The General Fund's financial resources come from Operating and Non-Operating Revenues. Operating Revenues include cash fares and passes, Group Passes, and Special Services (see section 11.1). Non-Operating Revenues come from payroll taxes, assistance from the federal and state governments, interest, and other miscellaneous sources (see section 11.1).

\$92,337,718

TOTAL GENERAL FUND RESOURCES



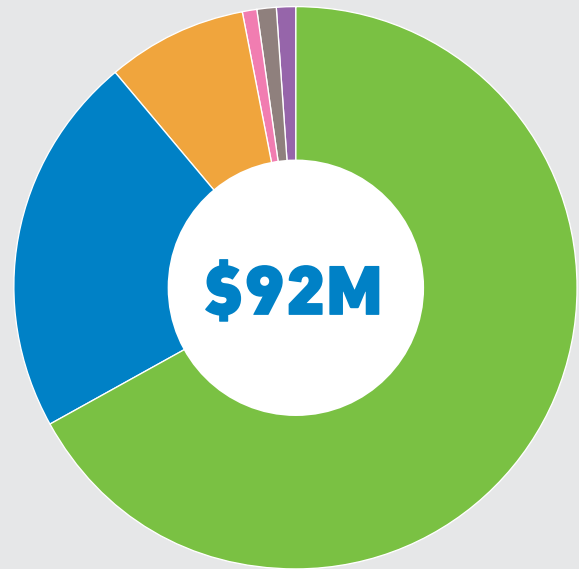
69%		PAYROLL TAXES \$50,116,000
23%		FEDERAL ASSISTANCE \$16,730,604
3%		CASH FARES & PASSES \$2,199,300
2%		GROUP PASSES \$1,580,706
2%		STATE ASSISTANCE \$1,078,000
1%		OTHER \$383,688

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES

GENERAL FUND OPERATING REQUIREMENTS SUMMARY

The General Fund's Operating Requirements include Personnel Services, Materials & Services, and Insurance & Risk Services (see section 11.2). The District's General Fund is proposed to expend \$56.8 million in FY 23 compared to a FY 22 amended budget expenditure of \$52.2 million. Below are the strategies and major factors impacting these expenditures in FY 23:

- Reduced Service Hours** - The District reduced service hours mid-March 2020 as a result of the Governor's stay-at-home order. Since then, the District has been incrementally adding back weekday service hours. The FY 23 Budget reflects annual revenue hours of 239,065, which is greater than our annual revenue hours in FY 22.
- ATU** - A one-year Amalgamated Transit Union (ATU) agreement was ratified in February 2021, increasing wages 2% on July 1, 2021, and 1% on January 1, 2022. This contract expires June 30, 2022 and is currently being renegotiated.
- Parts and Tires** - Our second largest Materials and Services expenditure, Parts and Tires, is up \$.4 million from the FY 22 budget at \$2.5 million. The increase is driven by both record inflation and supply chain constraints which require increases in inventory in order to decrease bus maintenance wait times.
- Fuel and Lubricants** - The District's largest Materials and Services expenditure line is Fuel and Lubricants. Fuel costs will increase \$1.2 million from the FY 22 budget due to an increase in the cost per gallon. FY 22 budgeted cost per gallon was \$2.25. FY 23 cost per gallon is budgeted at \$3.53. Fuel supply constraints given the sanctions on Russia in response to the invasion of Ukraine coupled with increases in demand may result in fuel price increases beyond current projections. Our new fleet of electric buses provides some fuel volatility risk mitigation.
- Computer Hardware and Software Support** - Our third largest Materials and Services expenditure with a FY 23 budget of \$1.9 million. The cost of these services has increased with the expanding role of technology systems to efficiently and effectively deliver our services. Included in this category are the costs to operate our EmX platforms, our wireless infrastructure, RideSource tablets, business and fleet service software, and associated support. In FY 23 the cost has increased \$.4 million over the FY 22 amended budget.



\$92,337,718

TOTAL GENERAL FUND REQUIREMENTS

67%	PERSONNEL SERVICES \$41,529,665
22%	MATERIALS & SERVICES \$13,748,068
8%	TRANSFER TO SPECIALIZED SERVICES FUND \$4,748,461
1%	OPERATING CONTINGENCY \$837,343
1%	INSURANCE & RISK SERVICES \$685,500
1%	TRANSFER TO MEDICAID FUND \$327,750

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1 DISTRICT WIDE RESOURCES

“Although we have seen significant changes in transportation in the last year, Lane Transit District remains a key partner in supporting Students, Faculty, and Staff in traveling to, from, and around campus.”

—David Reesor, Director of Transportation Services, University of Oregon

- **Facilities Management** - The cost to manage our facilities, including both Personnel and Materials & Services is held flat from the FY 22 to the FY 23 budget.
- **Professional and Contracted Services** - The FY 23 professional and contracted services budgets total \$1.7 million, up \$.4 million. This increase is due to: 1) evaluation and update of our website including making it ADA compliant, 2) marketing campaigns in both English and Spanish, 3) restriping of the EmX gateway corridor, 4) Human Resource contracted services to fill critical position gaps, update policies and ensure that we are compliance with the latest labor laws and regulation.
- **Information and Advertising** - Printed passenger information budget has increased to \$.1 million. This increase is due to the "We Ride Together" campaign.
- **Training and Travel** - Training and travel at \$.6 million is up \$.2 million due to living our District values with the following trainings: 1) diversity, equity and inclusion and 2) RISE leadership training.
- **Insurance** - FY 23 Insurance is budgeted at \$.7 million which is flat to the FY 22 amended budget.

GENERAL FUND TRANSFERS SUMMARY

These resources are money that is transferred from the General Fund to our three Special Revenue Funds, our Sustainable Services Reserve Fund and our Capital Projects Fund.

- The General Fund transfers to the Specialized Services Fund has increased by \$.5 million over the FY 22 amended budget. The MTM Ridesource contract is currently up for bid. The budget anticipates increases for inflation and the likelihood of bids that exceed the current contract cost.
- The General Fund transfer to the Capital Projects Fund is up \$3.3 million. This transfer fluctuates based on the projects and required grant match for the District's projects. Details of the programs being matched through the General Fund transfer is detailed in section 11.8.

GENERAL FUND WORKING CAPITAL SUMMARY

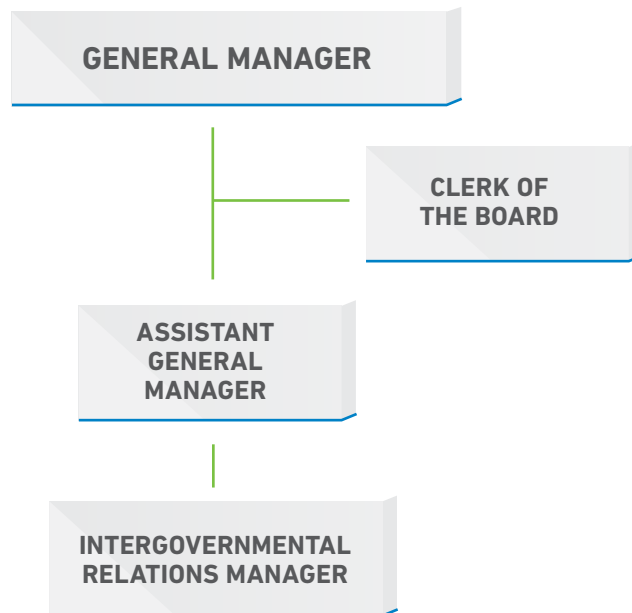
Although restricted for use in the current fiscal year, these resources are liquid funds available for use in our general fund.



GENERAL FUND DEPARTMENT DESCRIPTIONS



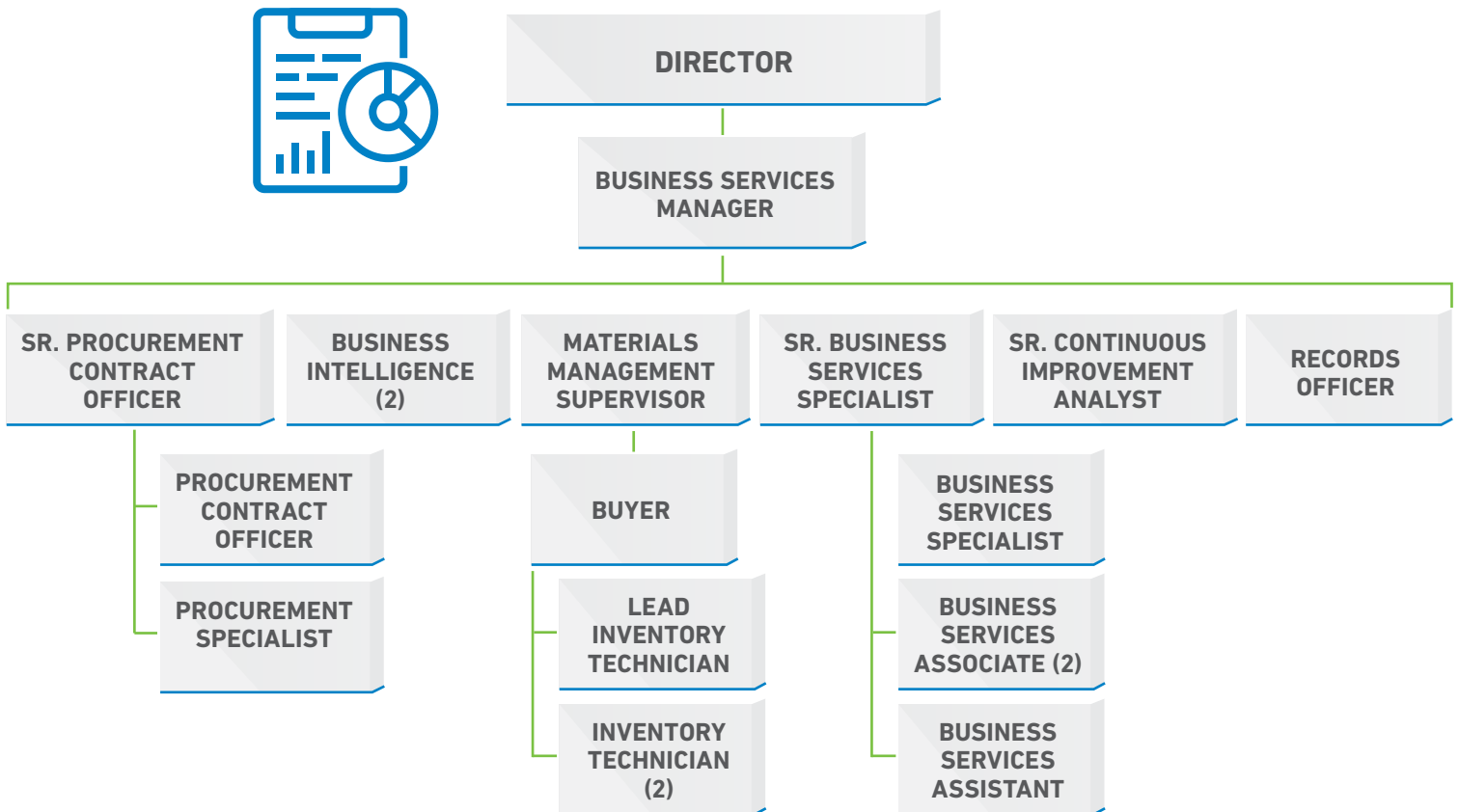
EXECUTIVE OFFICE



EXECUTIVE OFFICE

- Provides overall District leadership and direction.
- Communicates and advances District-wide vision, mission, goals, objectives, and strategies as established by the Board of Directors.
- Establishes and maintains relationships with the Board of Directors, community business leaders, constituents, legislative bodies, public officials, professional organizations, and the general public.
- Ensures the transit system provides safe, reliable, and efficient mobility options to the public.
- Ensures adherence to state and federal rules and laws and Board-established policies and procedures.
- Ensures fiscal integrity of the system.
- Manages state and federal legislative agenda and strategy; analyze adopted legislation and engage District staff when appropriate for review.
- Assists the District in securing necessary funding for capital and other projects.
- Aids District in developing constructive relationships with local, state, and federal government; and business and civic partners.
- Supports media relations and strategic communications.
- Maintains appropriate systems for communication and effective working relationships as principal liaison to Board of Directors.

BUSINESS SERVICES



BUSINESS SERVICES

The Business Services Department includes the following workgroups:

The Procurement workgroup is responsible for planning, organizing, and supervising the procurement process for all parts, materials, goods and services used or consumed by the District. The Materials Management team is responsible for purchasing and managing the inventory of transit bus parts, consumables, and other supplies to ensure fleet reliability. They also oversee and administer the vehicle warranty function.

The Compliance workgroup is responsible to ensure the District's procurement and other functions meet state and federal compliance requirements to ensure integrity, equity, and inclusion, including:

- Procurement
- Disadvantaged Business Enterprise
- Americans with Disabilities Act and Title VI

- Health Insurance Portability and Accountability Act (HIPAA)
- Davis Bacon/BOLI/OJT
- EEO/AA, and Drug & Alcohol program compliance

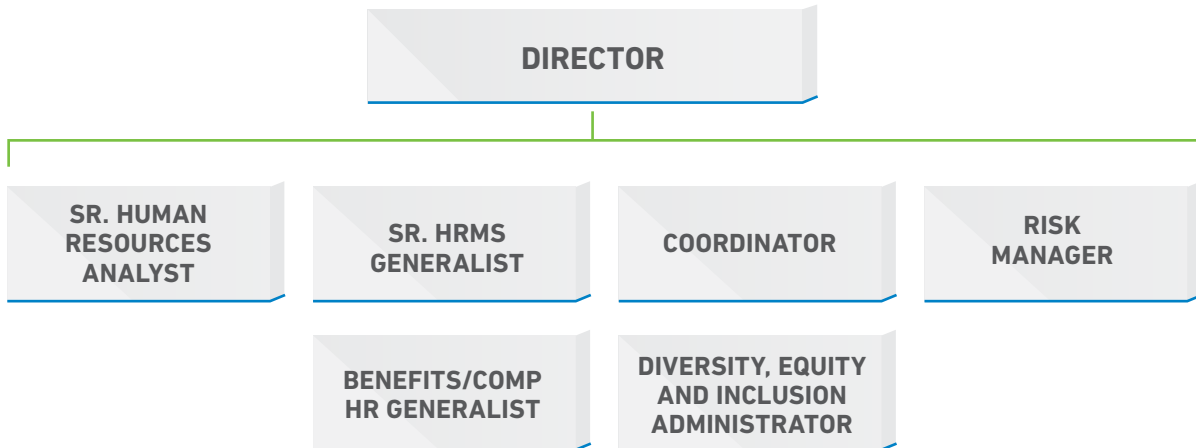
This workgroup also:

- Ensures the utilization of small and minority-owned businesses through the DBELO,
- Oversees property acquisition activities, including coordination of license and escrow agreements, and
- Names the Chairperson to serve on the District's Diversity Council

The Business Process Management workgroup is tasked with improving and optimizing LTD's business process so that our activities are streamlined, and we maximize productivity and use resources most efficiently.



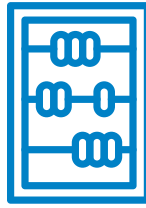
HUMAN RESOURCES, EQUITY AND RISK MANAGEMENT



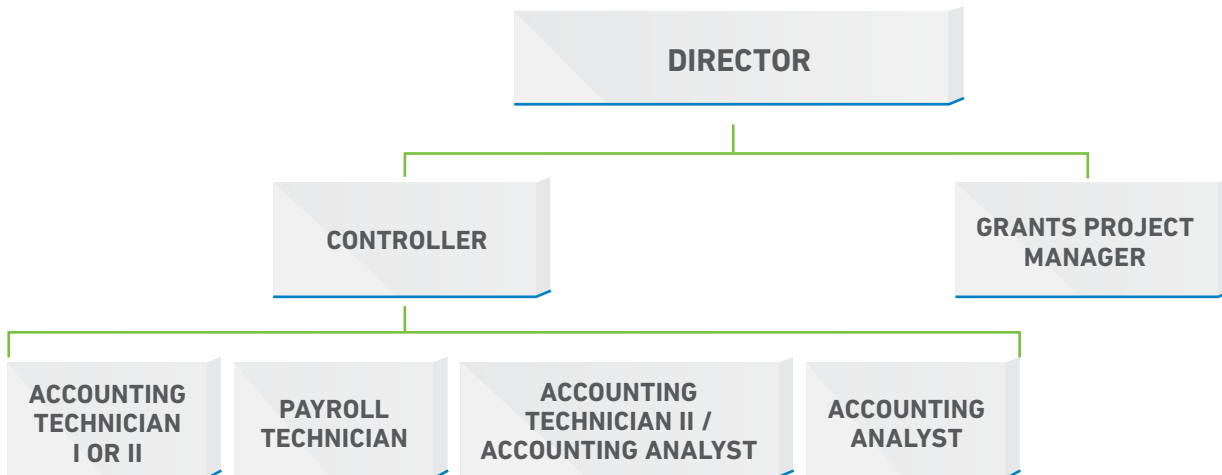
HUMAN RESOURCES, EQUITY AND RISK MANAGEMENT

The Human Resources (HR), Equity and Risk Management Department ensures the District has the right people power to carry out the District's Mission. They do this through recruitment and hiring of new employees, compensation and benefits, employee onboarding, labor relations, performance monitoring, organization-wide training, company culture, and risk exposure.





FINANCIAL MANAGEMENT



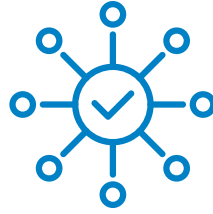
FINANCIAL MANAGEMENT

The Financial Management Department provides the financial planning, tracking, reporting, and oversight that enables the District to leverage revenues and state and federal grants to fund the operations, infrastructure, and facilities in an efficient and sustainable way.

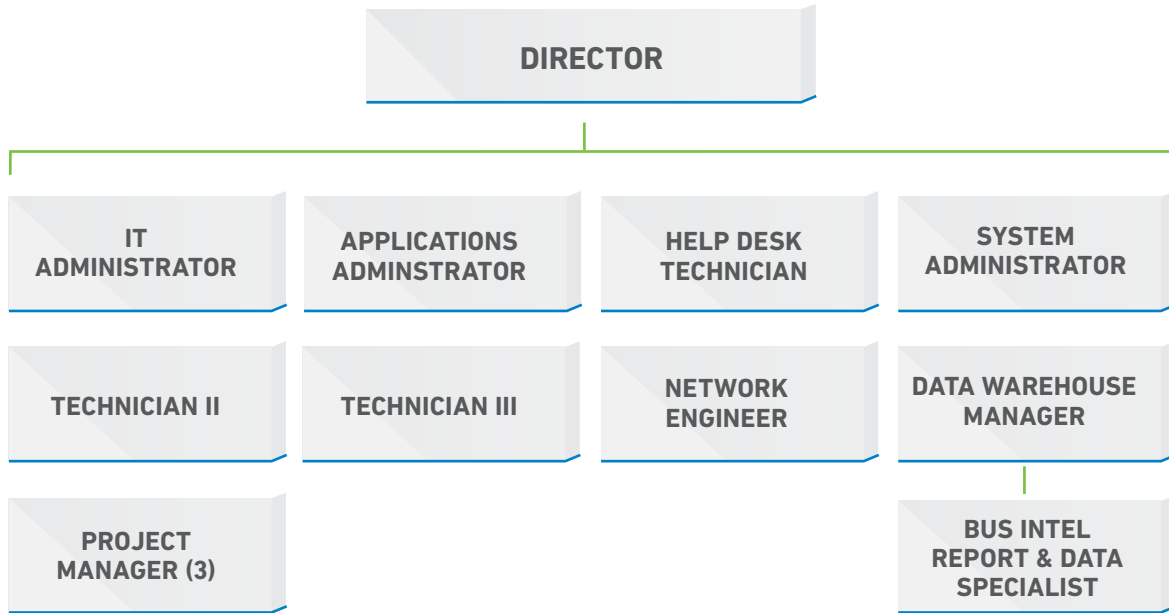
Financial Management provides the following services for the District:

- Compliance and reporting
- Oversight and transparency
- Financial management and planning
- Budgeting, forecasting and scenario modeling
- Analyses
- Grant management
- Asset management
- Accounting
- Payroll





INFORMATION TECHNOLOGY AND STRATEGIC INNOVATION



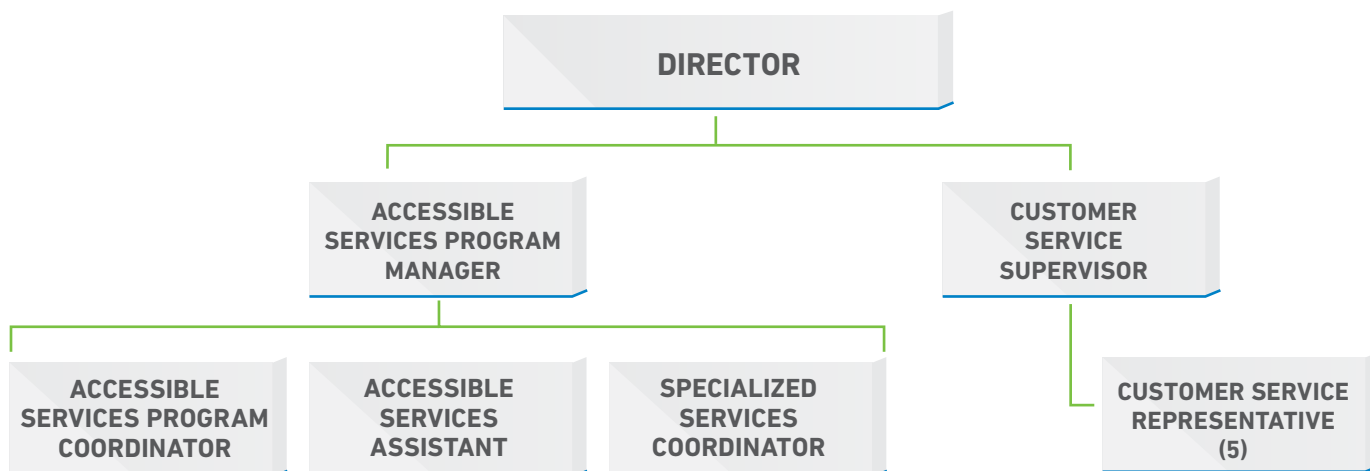
INFORMATION TECHNOLOGY AND STRATEGIC INNOVATION

The Information Technology and Strategic Innovation Department provides the following services for the District:

- Management and support of District software
- Planning, implementation, and support of networks, servers, systems, databases, wireless access, and other technology assets
- Planning, implementation, and management of on-vehicle technology (MDTs, radios, tablets, passenger counters, fare validators, video cameras)
- Management & support of EmX platform technology (real-time signs, network connections, fiber network)
- Data warehousing, data management, support, and analysis
- Cybersecurity and access control
- Technology training
- Software project management and implementation
- LTD Email system
- Technology Innovation



CUSTOMER AND SPECIALIZED SERVICES



ACCESSIBLE SERVICES

The Accessible Services Team works to make the programs and services available to our riders' enjoyable and our community easily accessible.

Their duties include:

- Overseeing on-demand services such as the Cottage Grove Connector.
- Administering the Special Transportation Improvement Fund programs.
- Managing rural service contracts, including Florence Rhody Express and Oakridge Diamond Express.
- Developing, maintaining and managing compliance of the Americans with Disabilities Act (ADA).
- Overseeing the Reasonable Accommodation/Modification policy.
- Managing the Lane Coordinated Plan, and the Program Management Plan.
- Managing the RideSource Call Center (RSCC) operations and programs.

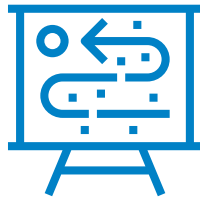
CUSTOMER SERVICE

The Customer Service Team is the face of LTD. They provide a single and centralized resource for customers to receive information, purchase fares, and plan their trips assisted by friendly professionals.

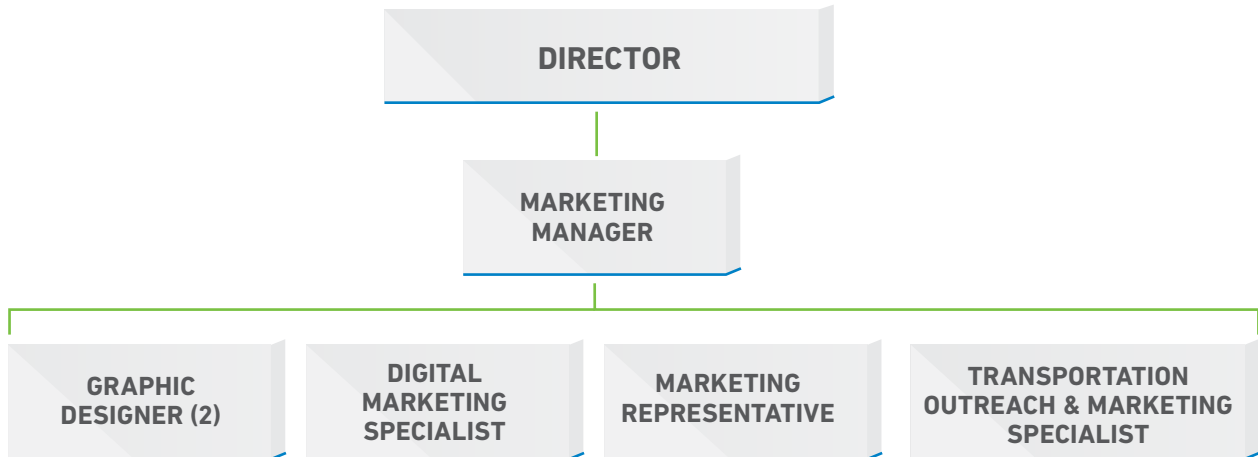
Their duties include:

- Overseeing the Umo electronic fare collection system
- Coordinating the Low-Income pass program
- Managing Lost and Found





MARKETING AND COMMUNICATIONS



MARKETING AND COMMUNICATIONS

The Marketing and Communications team collaborates with LTD departments to communicate effectively with current and prospective passengers to demonstrate the District's value to the community and to its partners. The Marketing and Communications team develops, implements, and evaluates the District's overall Marketing and Communications Plan, as well as supports other initiatives that align with the District's Mission through:

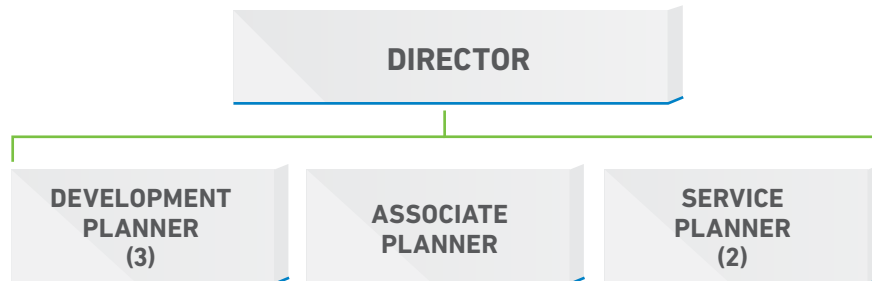
- Research
- Strategy & Messaging
- Tactical Implementation
- Digital communications
- Media relations
- Collateral material creation
- Brand standards implementation and adherence
- Crisis communications
- Advertising
- Community relations and engagement
- Special events

The Marketing and Communications team implements the Employer Group Pass and Student Transit Pass fare programs, manages the Limited English Proficiency Program, and administers LTD's Fare Policy.

In addition, through the Marketing and Communications Department, Point2Point continues to provide transportation options for employers and employees through the Emergency Ride Home program, Group Pass Program, and Valley Van Pool.



PLANNING & DEVELOPMENT



PLANNING & DEVELOPMENT

The Planning & Development Department designs and implements the system to ensure the best service to meet the mobility needs of our community today and plans for investments in new or enhanced mobility in the future. The department provides the following services:

SERVICE PLANNING

- Service design and implementation
- Analysis
- Service Policy Administration

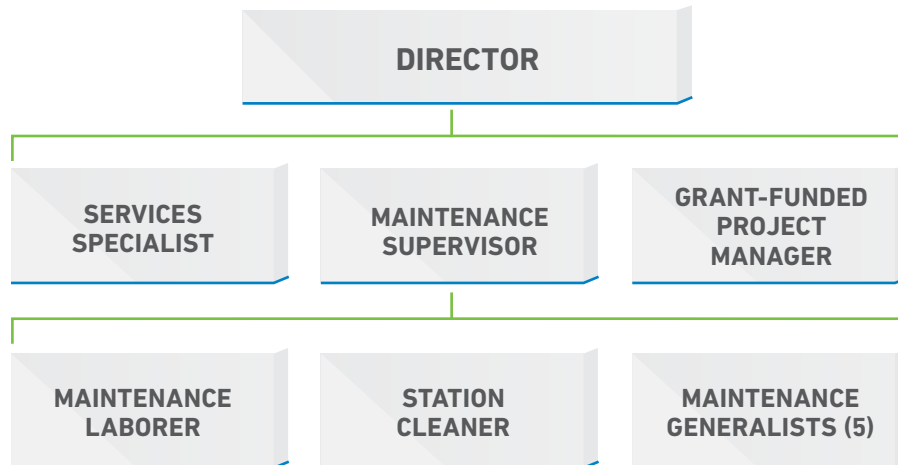
DEVELOPMENT PLANNING

- Administers the Strategic Business Plan - sets the framework for the organization to focus and prioritize our resources and activities as part of our strategic planning cycle.
- Provides Comprehensive Operations Analysis - provides an opportunity to look at the system holistically for opportunities to improve service to the community.
- Participates in regional planning efforts.
- Engages in regional partnerships in other agencies





FACILITIES MANAGEMENT

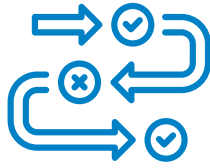


FACILITIES MANAGEMENT

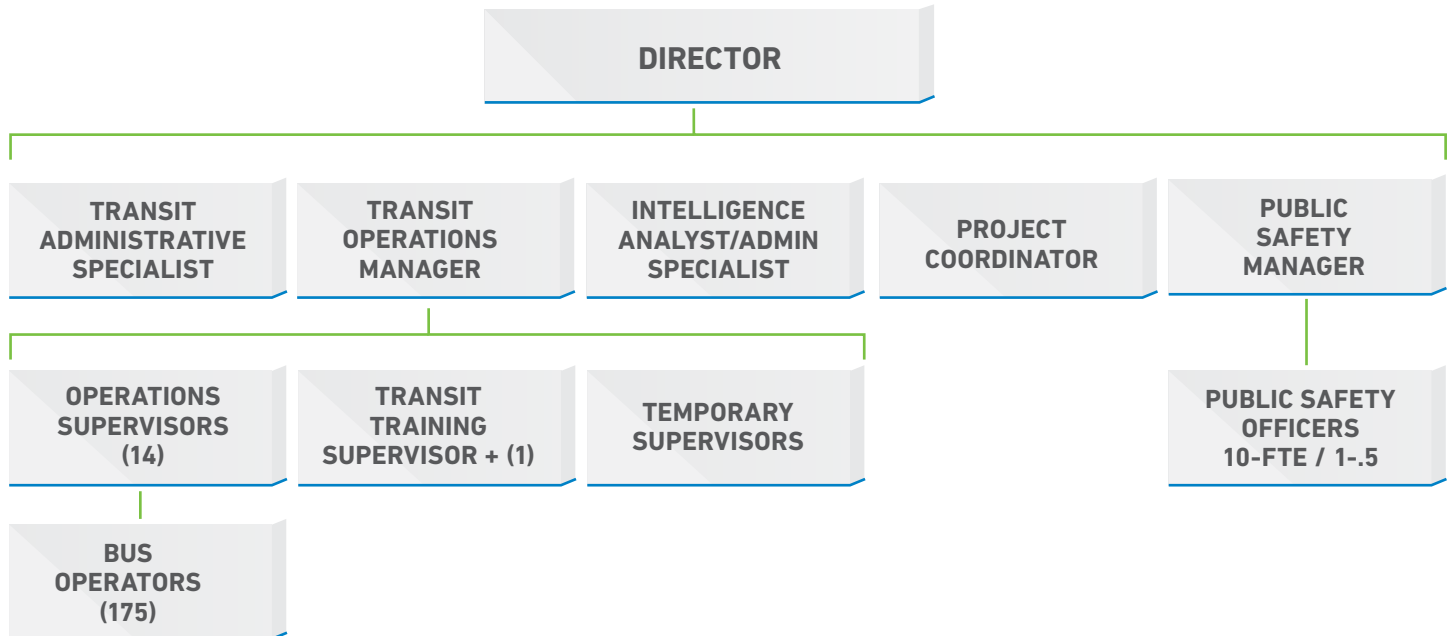
The Facilities Management department is the primary steward of LTD's built environment and provides safe, healthy, and functional facilities that support the goals of those we serve. The team plans, executes, and cares for the structural investments to integrate people, place, process, and technology.

The Facilities Management team is responsible for the care and maintenance of:

- 2 operational campuses
- 20+ miles of fiber optic plant
- 2 hub stations
- 1,300 bus stops
- 11 neighborhood stations
- 200 fixed-route shelters
- 60 EmX platforms
- 20 miles of bus lanes



TRANSIT OPERATIONS



TRANSIT OPERATIONS

Transit Operations includes the operators who drive our fixed-route and EmX buses, their supervisors and trainers, public safety staff, and administrative specialists. Together the team makes sure we provide smooth, safe service and an exceptional customer experience.

TRANSIT TRAINING

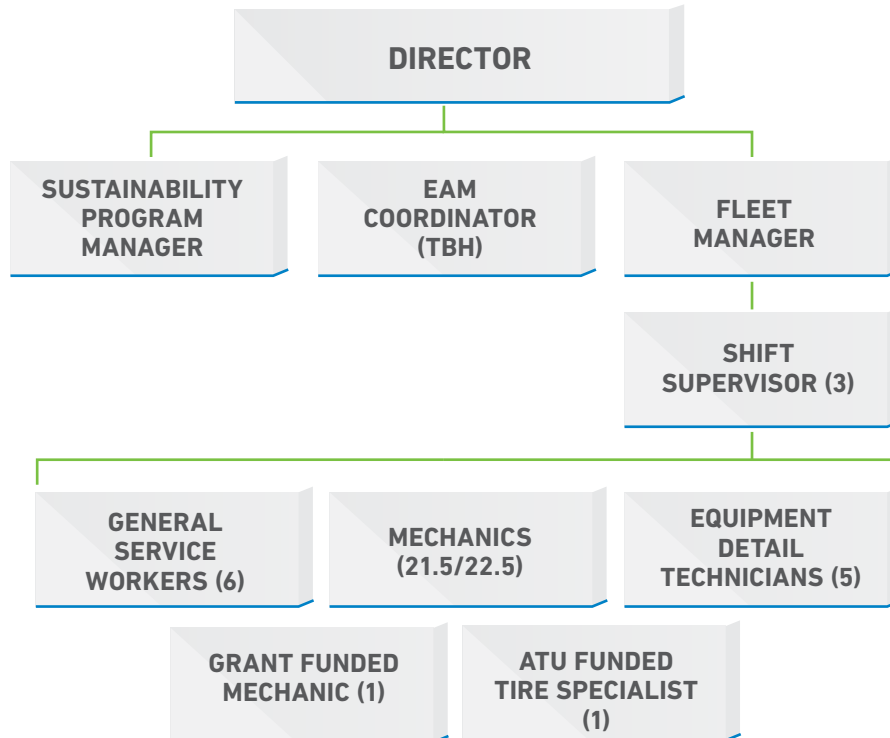
The Transit Training Workgroup coordinates robust training opportunities and educational support to District employees for professional growth and development. The Workgroup develops and delivers relevant training programs to maintain state and federal requirements, evaluates training needs throughout the District, and provides corrective training practices to maintain national safety standards.

PUBLIC SAFETY

Public Safety assures a safe and comfortable transit system for passengers, employees, and the public by monitoring security measures and engaging in proactive customer service to create an environment that promotes positive behavior. This group also coordinates physical and electronic access control for District facilities to protect our people and our assets.



FLEET MANAGEMENT



FLEET MANAGEMENT

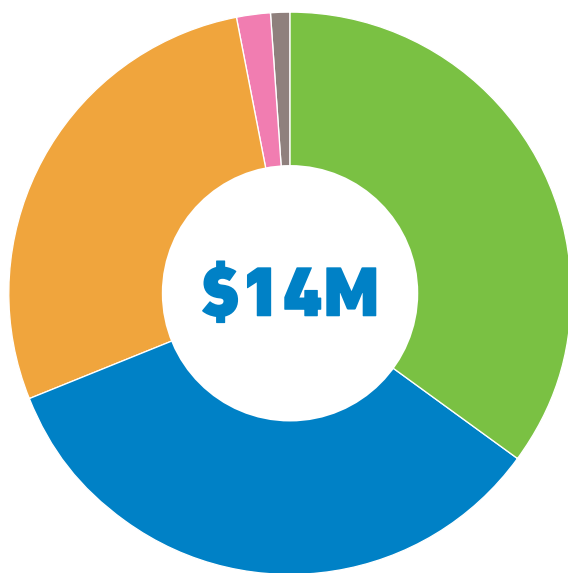
The Fleet Management Department supplies and maintains our vehicles to ensure a safe and reliable service. They ensure vehicles are cleaned, fueled, maintained and replaced efficiently and effectively. Responsibilities of Fleet Management include:

- Long-Range fleet maintenance plan.
- Fleet replacement plan for fixed-route and paratransit vehicles, following the District's commitments to environmental sustainability, reliability, accessibility, and safety
- Fleet staff training.
- Continuous process improvement following best practices in vehicle cleaning, fueling, preventative maintenance and repairs.








SPECIALIZED SERVICES FUND

The Specialized Services Fund includes the District's non-fixed-route/non-BRT transportation services. These services include Coordinated Human Service Transportation, Rural County Transportation, LTD's Mobility on Demand services, and programs funded specifically by the Statewide Transportation Improvement Fund. The budget reflects anticipated increased expenditures in contractual services, including our RideSource Call Center contract with Medical Transportation Management (MTM) and the Rhody Express contract over the FY 22 year-end estimate. Below are budget highlights for each group of programs for FY 23.

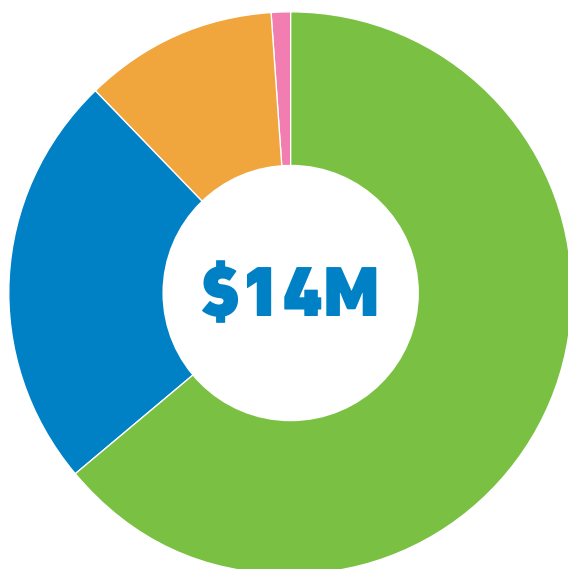


\$13,569,395

TOTAL SPECIALIZED SERVICES FUND RESOURCES





35%		TRANSFER FROM GENERAL FUND \$4,748,461
34%		STATE ASSISTANCE \$4,626,265
28%		FEDERAL ASSISTANCE \$3,737,043
2%		PASSENGER FARES \$286,443
1%		LOCAL ASSISTANCE \$171,184

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



\$13,569,395

TOTAL SPECIALIZED SERVICES FUND REQUIREMENTS

64%		EUGENE-SPRINGFIELD SERVICES \$ 8,707,370
24%		STATEWIDE TRANSPORTATION IMPROVEMENT \$ 3,226,068
11%		RURAL LANE COUNTY SERVICES \$ 1,488,051
1%		OTHER SERVICES \$147,906

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



COORDINATED HUMAN SERVICE TRANSPORTATION (CHST)

LTD delivers critical transportation to multiple transportation programs as part of CHST:

- **LTD RideSource** – provides origin-to-destination transportation service for people who are unable to independently ride LTD's bus service due to a disability.
- **LTD RideSource Shopper** – offers a weekly grouped shopper shuttle for seniors and people with disabilities.
- **LTD Veterans** – enables access to veteran's benefits.
- **Crucial Connections** – manages short-term transportation to address sudden and immediate medical needs for individuals with no transportation access or identified program.
- **South Lane Operations** (City of Cottage Grove) – provides community-based service for individuals in south Lane County.
- **DD53 Work Trips** (DHS) – furnishes transportation to and from work sites for people with developmental disabilities.
- **Volunteer Escort** (LCOG) – allows mileage reimbursement for volunteers who assist individuals to get to and from critical services.
- **Mental Health Transportation** (White Bird Clinic) – connects individuals experiencing mental health issues to services and support.
- **Preschool Transportation** (Pearl Buck) – offers pre-school transportation for children of individuals with disabilities.
- **Travel Training and Transit Host Program** (LTD/Alternative Work Concepts) – provides support for individuals who need a bit more help learning

to ride the system, continuing riding the system, and making connections at our main transit hub.

- **Transportation Eligibility Assessment Program** (LTD/Alternative Work Concepts/LCOG/White Bird) – offers individual assessments to determine the most appropriate way to connect seniors and people with disabilities to the services and destinations they want to access.

During FY 21, many of these services were paused due to COVID-19, including the RideSource Shopper, Pearl Buck Preschool Transportation, DD53 work trips, and the Travel Training, and Transit Host Program. These programs resumed during FY 22 as appropriate and based on demand and guidance of state, local and federal health agencies. The Eugene-Springfield paratransit and metro services portion of the FY 23 budget is proposed at \$8.7 million compared to a \$9.5 million in the FY2022 amended budget. This change reflects a FY2022 amended budget which anticipated a return to full ridership at a higher contracted rate because of the increased costs of the regulatory changes and COVID-19 protocols.

RURAL AND COUNTY SERVICES

These programs provide connectivity within rural communities and connect rural communities to the metro area. Rural and County Service costs have increased \$4 million to \$1.5 million. The largest increase are for STIF funded expansions.

OTHER MOBILITY SERVICES

Our Mobility on Demand projects were impacted by COVID-19. EmGo, the downtown Eugene project, continues to be



paused. The Cottage Grove Connector was paused for five months and was restarted in August 2020. Other Mobility Services costs remain flat at \$.2 million.

STATEWIDE TRANSPORTATION IMPROVEMENT

In 2017, the state legislature passed House Bill 2017 (HB 2017). Section 122 of HB 2017 known as “Keep Oregon Moving” established funding intended to support improvements in public transportation in Oregon to help build vibrant economies with good jobs, increased quality of life, clean environment, and safe and healthy people. The fund provides a dedicated statewide resource for transit and is funded by an employee payroll tax of one-tenth of one percent. In FY 23, the District has budgeted \$3.2 million for new mobility programs, continuing previously funded programs, and resuming programs suspended due to COVID-19, including the Florence Rhody Express and Oakridge Diamond Express. These projects are anticipated to begin in FY 22. Programs included in the FY 22 budget include Specialized Services projects that are both In-District and Out-of-District.

OUR IN-DISTRICT PROJECTS INCLUDE

- **Mobile Wallet** – An application that enables customers to plan a trip using a variety of transportation modes (transit, bike share, scooter share, walking, etc.) and to pay for that trip using an all-in-one “mobile wallet.”
- **Cottage Grove Mobility on Demand** – A service that provides shared-ride mobility to areas of concentrated low-income and senior populations within the Cottage Grove city limits.
- **Pilot Mobility on Demand Service** – A pilot service

that provides shared-ride mobility to areas of concentrated low-income and senior populations within the District.

- **Mobility Management Plan** – A plan that explores investments in new modes, integrations, and partnerships to advance the District’s efforts to continue to provide a high-quality transportation to a broad range of our community.
- **RideSource Shopper Expansion** – A service that provides a shared ride system to neighborhood shopping markets for older adults and people with disabilities.
- **STIF Grant Administration** – A portion of funds to cover the administrative cost associated with managing the STIF in- and out-of-district programs.
- **Lane County STIF Program Overview** – An informational guide on the STIF projects to increase transparency and clearly communicate the benefits to the community.
- **Bike Share Enhancement** – A project that improves connectivity by expanding the fleet of shared bicycles and bike share stations, improving operations and increasing access and equity through free low-income memberships.
- **Fare Collection Integration (In-District Portion)** – A project that eliminates the current fragmented fare collection system and replaces it with a seamless system which improves the customer experience when riders are moving between communities within Lane County (e.g. Diamond Express, Lane Link Eugene/Springfield, Rhody Express, etc.).
- **Florence/Eugene Connector (In-District Portion)** – A service that links Florence and Eugene along Highway 126, connecting at key transit hubs and enabling riders to access destinations along the Florence-Eugene route.
- **Enhance Lane-Douglas Connector (In-District Portion)** – An increase in the number of days that the Lane-Douglas Connector (LDC) fixed-route service operates. The Connector provides round trip service between the Eugene VA Clinic and Roseburg VA Hospital.



OUT-OF-DISTRICT PROJECTS

- Florence/Eugene Connector** (Out-of-District Portion) – A service that links Florence and Eugene along Highway 126, connecting at key transit hubs and enabling riders to access destinations along the Florence-Eugene route.
- Enhance Lane-Douglas Connector** (Out-of-District Portion) – An increase in the number of days that the Lane-Douglas Connector (LDC) fixed-route service operates. The Connector provides round-trip service between the Eugene VA Clinic and Roseburg VA Hospital.
- Fare Collection Integration** (Out-of-District Portion) – A project that eliminates the current fragmented fare collection system and replaces it with a seamless system which improves customer experience when riders are moving between communities within Lane County (e.g., Diamond Express, Lane Link Eugene/Springfield, Rhody Express, etc.).
- Florence/Yachats Route** – A service that links the rural, coastal communities of Florence and Yachats along Highway 101.
- STIF Reserve** – A reserve of funds for out-of-district operating expenditures to align with the District's reserve policy of a two-month minimum operating reserve.

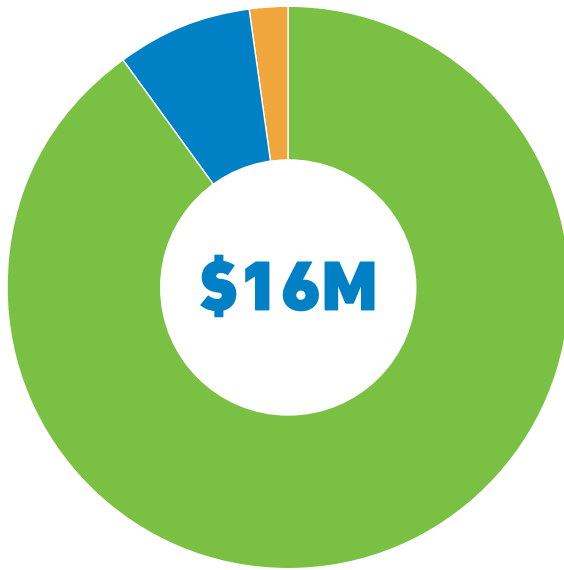


MEDICAID FUND

The District provides critical medical transportation for eligible individuals under the Oregon Health Plan/Medicaid program. Oregon has historically championed medical transportation as a fundamental benefit of Medicaid to accomplish positive health outcomes. LTD incorporates a “least-cost, most-appropriate” lens to provide service to these appointments, using bus passes, gas voucher/reimbursement, and taxi rides with one of 27 private taxi operators in our county. The proposed FY 23 budget for the Medicaid Fund is \$15.7 million, an increase of \$.6 million over the FY 22 amended budget. This increase can be attributed to some of the following factors:




- An increase in administrative expenses. This is due to expected increases as the RideSource operations contract is currently up for bid. The budget anticipates increases for inflation and the likelihood that submitted bids will exceed the current contract cost.
- An increase in costs per trip. Although ridership has decreased overall, our community still has need of public transportation. Due to pandemic restrictions, we have been unable to provide as many shared trips, resulting in increased per-trip costs.

The District provides critical medical transportation for individuals who are eligible under the Oregon Health Plan/Medicaid Program.

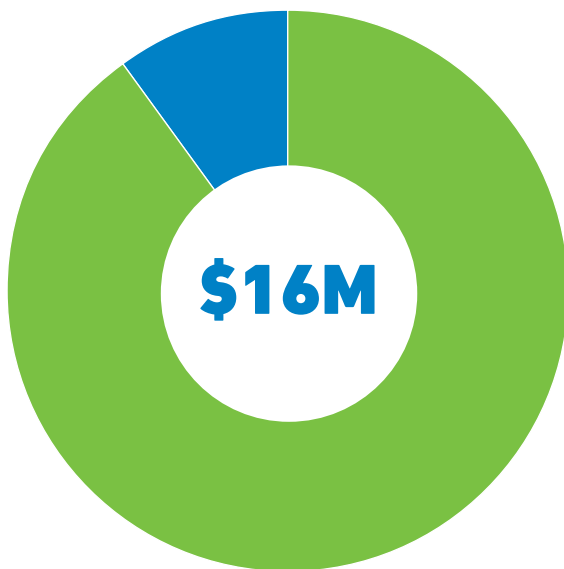


\$15,723,595

TOTAL MEDICAID RESOURCES



90%		MEDICAID MEDICAL SERVICES \$14,073,870
8%		MEDICAID WAIVERED TRANSPORTATION \$1,321,975
2%		TRANSFER FROM THE GENERAL FUND \$327,750

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



\$15,723,595

TOTAL MEDICAID REQUIREMENTS

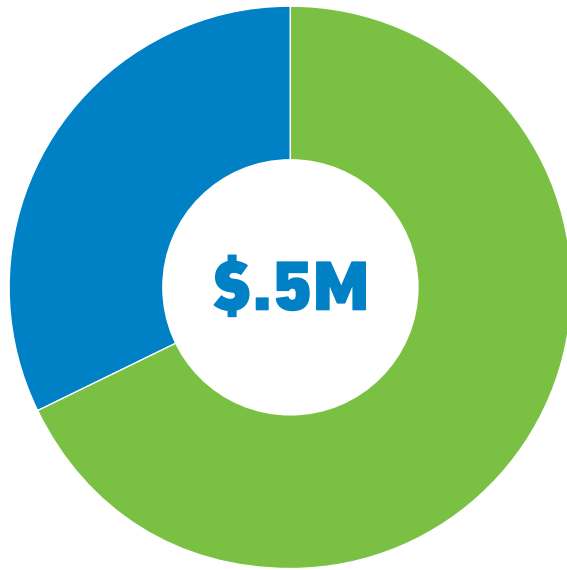
90%		MEDICAID MEDICAL SERVICES \$14,073,870
10%		MEDICAID WAIVERED TRANSPORTATION \$1,649,725

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



POINT2POINT FUND

Point2point (P2p) coordinates with employers in our region, and regional and statewide partners, to encourage the use of alternatives to drive-alone travel. Most of the P2p budget is comprised of grant funds allocated by the Metropolitan Policy Committee, the governing body of the region's Metropolitan Policy Organization, and ODOT. The FY 23 budget reflects the transition of some P2p programs, such as Safe Routes to School, to other agencies to realign and best meet regional and LTD goals. The District serves as the pass-through of funds for these transitioned programs. Some projects will not move forward, such as the Business Commute Challenge. Other programs will be transitioned as is appropriate (e.g., when it is time to renew grant funding). LTD remains committed to our employee/employer transportation options program, including the Group Pass Program, Vanpool, Employer Transportation Outreach and Fairs, and Emergency Ride Home Program. The FY23 P2p Fund budget is \$.5 million, down \$.2 million from the FY 22 budget.

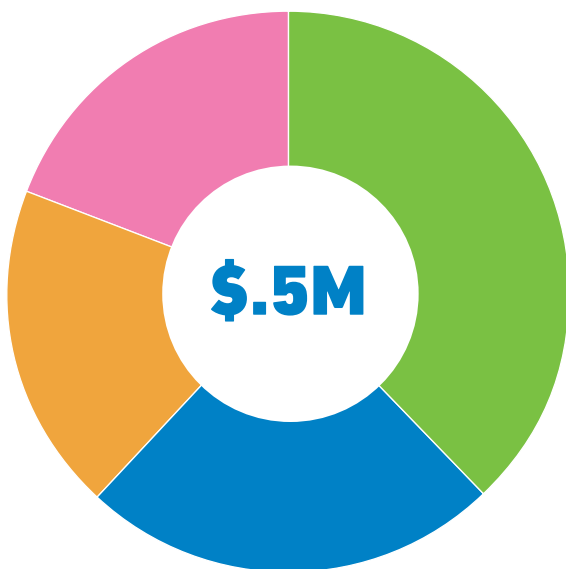


\$535,000

TOTAL POINT2POINT RESOURCES

68%	■	FEDERAL ASSISTANCE \$363,407
32%	■	TRANSFER FROM GENERAL FUND \$171,593

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



\$535,000

TOTAL POINT2POINT REQUIREMENTS

38%	■	SAFE ROUTES TO SCHOOLS \$205,000
24%	■	VANPOOL \$15,395,845
19%	■	POINT2POINT ADMINISTRATIVE \$100,000
19%	■	SMARTTRIPS \$100,000

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES

CAPITAL PROJECTS FUND

The Capital Projects Fund finances the District's strategic investments in system expansion as well as projects to optimize our existing infrastructure, including planning, construction, facility maintenance, and repair projects. Of the FY 23 projects, \$36.9 million (74%) are projects to keep existing District assets in good working order. Significant "State of Good Repair" projects include:

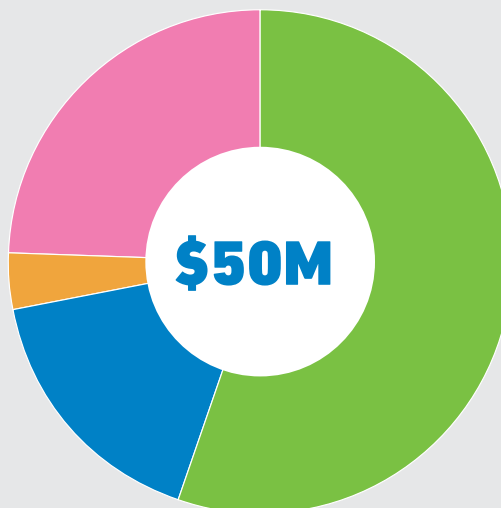
- \$24.7 million for fixed-route vehicles, including electric vehicles that reduce our fleet's greenhouse gas emissions and consumption of fossil fuels.
- \$7.3 million for technology and infrastructure upgrades to ensure efficient and secure operations and recoverability from disaster scenarios.
- \$1.8 million for aging paratransit replacement vehicles.

In FY 23, \$13.1 million (26%) is for projects that improve the value and benefits to our community. Significant "Improvement" projects include:

- \$3 million for alternative fuels infrastructure project to accommodate new vehicle propulsion technologies in alignment with the District's fleet procurement plan.
- \$2.5 million for the Franklin Boulevard Transformation project which upgrades and transforms the multi-modal transportation corridor that connects Eugene and Springfield.
- \$1.9 million in safety and amenity improvements along the frequent transit network.
- \$1.4 million to modernize the operations command control, training and operator lounge. These upgrades will reduce training cost and improve operational efficiency to better serve our community.
- \$0.9 million to enhance the rider's experience, by providing real-time information on transit routes including arrival, departure, emergency alerts, detours, and special events.

SUSTAINABLE SERVICES FUND

The Sustainable Services Fund houses the funds for the purpose of providing consistent, reliable services during economic downturns, high inflation, disasters and emergencies. This fund houses 2 sustainable service reserves: 1) reserves to sustain our fixed route and 2) reserves to sustain statewide transportation improvement funded programs and services.

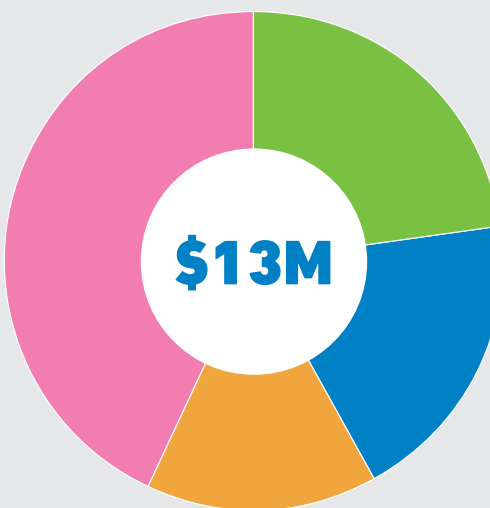


\$50,048,972

STATE OF GOOD REPAIR HIGHLIGHTS

73%	REVENUE VEHICLES - FIXED ROUTE \$24,745,000
22%	COMPUTER HARDWARE & SOFTWARE \$7,271,520
5%	REVENUE VEHICLES - ACCESSIBLE SERVICES \$1,840,000
32%	OTHER PROJECTS \$16,192,452

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1 DISTRICT WIDE RESOURCES

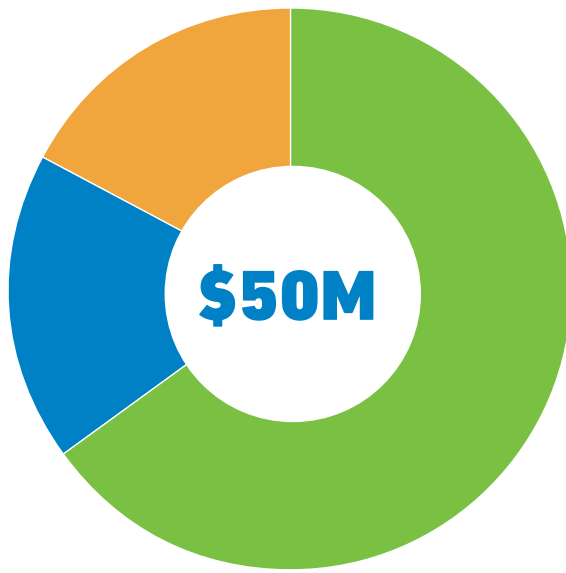


\$13,141,480

IMPROVEMENT HIGHLIGHTS




23%	ALTERNATIVE FUELS INFRASTRUCTURE \$3,000,000
19%	FRANKLIN BLVD TRANSFORMATION \$2,500,000
15%	FTN SAFETY & AMENITY IMPROVEMENTS \$1,920,000
43%	OTHER PROJECTS \$5,721,480

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1 DISTRICT WIDE RESOURCES

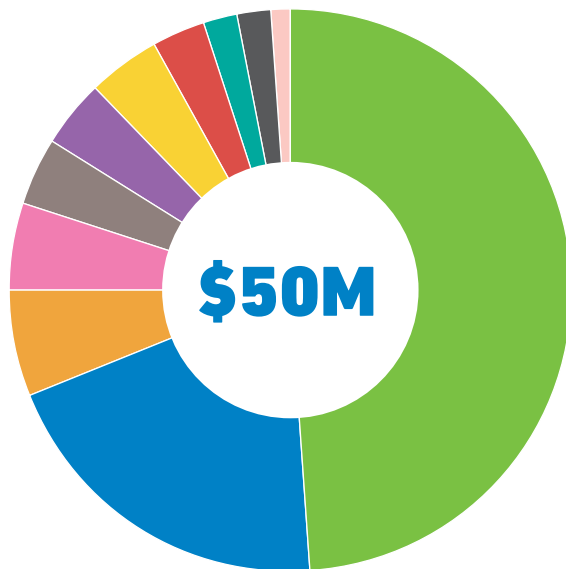


\$50,048,972

TOTAL CAPITAL PROJECTS FUND RESOURCES












65%		FEDERAL ASSISTANCE \$32,416,327
18%		TRANSFER FROM GENERAL FUND \$9,123,845
17%		STATE ASSISTANCE \$8,508,800

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES



\$50,048,972

TOTAL CAPITAL PROJECTS FUND REQUIREMENTS

49%		FLEET - FIXED ROUTE REVENUE VEHICLES \$24,745,000
20%		TECHNOLOGY INFRASTRUCTURE & SYSTEMS \$9,891,520
6%		ALTERNATIVE FUEL INFRASTRUCTURE \$3,000,000
5%		FTN - FRANKLIN BLVD TRANSFORMATION \$2,500,000
4%		FTN SAFETY & AMENITY IMPROVEMENTS \$1,920,000
4%		REVENUE VEHICLES - ACCESSIBLE SERVICES \$1,840,000
4%		FLEET - OTHER \$1,857,800
3%		OCC/TRAINING/LOUNGE \$1,400,000
2%		MAJOR BUS COMPONENTS \$1,193,172
2%		FTN - OTHER \$1,001,480
1%		FACILITIES \$700,000

ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1
DISTRICT WIDE RESOURCES

APPENDICES



“Many community members rely on LTD to provide transportation to work, to local businesses for shopping, medical appointments, school, and to visit friends. LTD is an important partner in the vibrant quality of life we enjoy in Cottage Grove.”

—Shauna Neigh, CEO, Cottage Grove Chamber of Commerce

APPENDIX A: TABLES

TABLE 11.1 DISTRICT WIDE RESOURCES	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FY2020-21	Percent Change
OPERATING REVENUES								
Cash Fares & Passes	\$4,868,311	\$3,265,001	\$895,644	\$2,706,043	\$2,381,014	\$2,485,743	\$(220,300)	-8%
Group Passes	\$2,227,555	\$1,526,638		\$1,924,113	\$1,728,397	\$1,580,706	\$(343,407)	-18%
Advertising	\$300,000	\$366,667	\$276,512					
Special Services	\$288,310	\$197,114		\$319,489		\$55,000	\$(264,489)	-83%
Medicaid	\$11,267,367	\$10,639,802	\$9,115,240	\$14,767,020	\$15,068,645	\$15,395,845	\$628,825	4%
	\$18,951,543	\$15,995,222	\$10,287,396	\$19,716,665	\$19,178,056	\$19,517,294	\$(199,371)	-1%
NONOPERATING REVENUES								
Payroll Taxes	\$37,749,489	\$39,842,212	\$42,081,318	\$40,700,000	\$42,081,318	\$47,005,600	\$6,305,600	15%
Self-Employment Taxes	\$1,932,829	\$2,017,855	\$2,203,730	\$2,900,000	\$2,203,730	\$2,451,900	\$(448,100)	-15%
State-in-lieu	\$439,545	\$555,192	\$589,303	\$500,000	\$589,303	\$658,500	\$158,500	32%
Federal Assistance	\$8,302,340	\$15,637,381	\$23,236,791	\$46,244,808	\$30,945,185	\$53,247,380	\$7,002,571	15%
State Assistance	\$2,299,466	\$3,928,073	\$7,094,221	\$8,021,779	\$7,923,090	\$14,213,065	\$6,191,286	77%
Local Assistance	\$161,739	\$109,635	\$84,338	\$476,057	\$171,184	\$171,184	\$(304,873)	-64%
Miscellaneous	\$639,391	\$406,278	\$406,278	\$290,190	\$332,688	\$332,688	\$42,498	15%
Interest	\$338,244	\$310,904	\$154,305	\$274,700	\$49,956	\$51,000	\$(223,700)	-81%
Sale of Assets	\$6,145							
	\$51,869,188	\$62,807,530	\$75,850,284	\$99,407,534	\$84,296,454	\$118,131,316	\$18,723,782	19%
TOTAL REVENUES	\$70,820,731	\$78,802,752	\$86,137,680	\$119,124,199	\$103,474,510	\$137,648,610	\$18,524,411	16%
WORKING CAPITAL RESOURCES								
General Fund	\$10,095,596	\$20,126,402	\$26,538,029	\$9,482,361	\$26,538,029	\$20,194,420	\$10,712,059	113%
Specialized Services Fund	\$450,993	\$202,915	\$2,369,505	\$744,612	\$2,369,505	\$2,369,505	\$1,624,893	218%
Medicaid Fund	\$374,990	\$241,079	\$758,159	\$246,910	\$758,159	\$758,159	\$511,249	207%
Point2point Fund	\$231,774	\$(8,736)	\$(166,867)	\$34,892	\$(166,867)	\$(109,062)	\$(143,954)	-413%
Capital Fund	\$17,247,899	\$12,519,783	\$10,517,193	\$13,998,403	\$10,517,193	\$17,251,453	\$3,253,050	23%
	\$28,401,252	\$33,081,443	\$40,016,019	\$24,507,178	\$40,016,019	\$40,464,475	\$15,957,297	65%
INTERFUND TRANSFERS								
	\$3,158,601	\$2,121,348	\$8,854,143	\$18,275,071	\$15,221,007	\$25,492,451	\$7,217,380	39%
TOTAL RESOURCES WITH BEG WC	\$102,380,584	\$114,005,543	\$135,007,842	\$161,906,448	\$158,711,536	\$203,605,536	\$41,699,088	26%

TABLE 11.2 DISTRICT WIDE REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REQUIREMENTS								
Personnel Services	\$37,010,247	\$36,468,825	\$33,630,339	\$40,425,776	\$40,112,870	\$41,529,665	\$1,103,889	3%
Materials & Services	\$8,799,780	\$8,003,415	\$8,133,389	\$11,119,024	\$10,517,838	\$13,748,068	\$2,629,044	24%
Insurance & Risk Services	\$458,276	\$296,889	\$569,030	\$676,291	\$666,291	\$685,500	\$9,209	1%
Operating Contingency						\$837,343	\$837,343	
Specialized Services	\$5,843,165	\$5,677,862	\$3,717,718	\$13,214,631	\$7,883,829	\$13,569,395	\$354,764	3%
Medicaid	\$11,899,405	\$10,623,723	\$9,001,124	\$15,167,220	\$15,396,395	\$15,723,595	\$556,375	4%
Point2point	\$955,122	\$766,238	\$265,183	\$708,509	\$588,948	\$535,000	\$(173,509)	-24%
	\$64,965,995	\$61,836,952	\$55,316,783	\$81,311,451	\$75,166,171	\$86,628,566	\$5,317,114	7%
CAPITAL FUND INVESTMENTS								
	\$4,087,148	\$11,459,626	\$23,745,611	\$37,245,418	\$17,846,317	\$50,048,972	\$12,803,554	34%
TRANSFERS								
Transfer to Specialized Services Fund	\$1,961,573	\$1,896,348	\$2,942,080	\$5,236,631	\$2,255,017	\$4,748,461	\$(488,170)	-9%
Transfer to Medicaid Fund	\$1,007,028	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750	\$(72,450)	-18%
Transfer to Point2point Fund	\$190,000		\$60,000	\$218,124	\$218,124	\$280,655	\$62,531	29%
Transfer to the Sustainable Services Reserve Fund						\$11,011,740	\$11,011,740	
Transfer to Capital Projects Fund			\$5,454,930	\$12,420,116	\$12,420,116	\$9,123,845	\$(3,296,271)	-27%
	\$3,158,601	\$2,121,348	\$8,854,143	\$18,275,071	\$15,221,007	\$25,492,451	\$7,217,380	39%
RESERVES								
Cash Flow Operating Reserve	\$8,602,279	\$20,637,013	\$29,498,826	\$10,508,775	\$10,044,691	\$10,044,691	\$(464,084)	-4%
Sustainable Services Reserve						\$11,011,740	\$11,011,740	
Working Capital				\$567,330	\$39,543,517	\$3,127,663	\$2,560,333	451%
Capital Restricted for Grant Match	\$17,667,652	\$17,247,899	\$10,517,193	\$13,998,403	\$10,517,193	\$17,251,453	\$3,253,050	23%
	\$26,269,931	\$37,884,912	\$29,498,826	\$25,074,508	\$60,105,401	\$41,435,547	\$16,361,039	65%
TOTAL REQUIREMENTS	\$98,481,675	\$113,302,838	\$117,415,363	\$161,906,448	\$168,338,896	\$203,605,535	\$41,699,087	26%

**TABLE 11.3.1
GENERAL FUND RESOURCES**

	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REVENUES									
Cash Fares & Passes	\$4,528,344	\$3,006,973	\$775,378	\$2,420,000	\$2,420,000	\$2,094,571	\$2,199,300	\$(220,700)	-9%
Group Passes	\$2,227,555	\$1,526,638		\$1,924,113	\$1,924,113	\$1,728,397	\$1,580,706	\$(343,407)	-18%
Advertising	\$300,000	\$366,667	\$276,512			\$31,125			
Special Services	\$288,310	\$197,114		\$319,489	\$319,489		\$55,000	\$(264,489)	-83%
	\$7,344,209	\$5,097,392	\$1,051,890	\$4,663,602	\$4,663,602	\$3,854,093	\$3,835,006	\$(828,596)	-18%
NONOPERATING REVENUES									
Payroll Taxes	\$37,749,489	\$39,842,212	\$42,081,318	\$38,228,432	\$40,700,000	\$42,081,318	\$47,005,600	\$6,305,600	15%
Self-Employment Taxes	\$1,932,829	\$2,017,855	\$2,203,730	\$1,371,536	\$2,900,000	\$2,203,730	\$2,451,900	\$(448,100)	-15%
State-in-Lieu	\$439,545	\$555,192	\$589,303	\$494,832	\$500,000	\$589,303	\$658,500	\$158,500	32%
Federal Assistance	\$2,487,542	\$8,006,290	\$11,074,939	\$20,030,000	\$20,030,000	\$20,030,000	\$16,730,604	\$(3,299,396)	-16%
State Assistance		\$685,160	\$214,831	\$1,700,000	\$1,700,000	\$1,078,000	\$1,078,000	\$(622,000)	-37%
Local Assistance									
Miscellaneous	\$610,466	\$406,278	\$228,212	\$290,190	\$290,190	\$332,688	\$332,688	\$42,498	15%
Interest	\$338,244	\$310,904	\$154,305	\$274,700	\$274,700	\$49,956	\$51,000	\$(223,700)	-81%
Sale of Assets	\$6,145								
	\$43,564,260	\$51,823,891	\$56,546,638	\$62,389,690	\$66,394,890	\$66,364,995	\$68,308,292	\$1,913,402	3%
TOTAL REVENUES	\$50,908,469	\$56,921,283	\$57,598,528	\$67,053,292	\$71,058,492	\$70,219,088	\$72,143,298	\$1,084,806	2%
OTHER RESOURCES									
Working Capital from Prior Years	\$8,614,031	\$10,095,596	\$20,126,402		\$9,482,361	\$26,538,029	\$20,194,420	\$10,712,059	113%
TOTAL RESOURCES	\$59,522,500	\$67,016,879	\$77,724,930	\$67,053,292	\$80,540,853	\$96,757,117	\$92,337,718	\$11,796,865	15%



TABLE 11.3.2 GENERAL FUND REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REQUIREMENTS									
Personnel Services	\$37,010,247	\$36,468,825	\$33,630,339	\$40,425,776	\$40,425,776	\$40,112,870	\$41,529,665	\$1,103,889	3%
Materials & Services	\$8,799,780	\$8,003,415	\$8,133,389	\$11,119,024	\$11,119,024	\$10,517,838	\$13,748,068	\$2,629,044	24%
Insurance & Risk Services	\$458,276	\$296,889	\$569,030	\$676,291	\$676,291	\$666,291	\$685,500	\$9,209	1%
Operating Contingency							\$837,343	\$837,343	
	\$46,268,303	\$44,769,129	\$42,332,758	\$52,221,091	\$52,221,091	\$51,296,999	\$56,800,576	\$4,579,485	9%
TRANSFERS									
Transfer to Specialized Services Fund	\$1,961,573	\$1,896,348	\$2,942,080	\$3,736,631	\$5,236,631	\$2,255,017	\$4,748,461	\$(488,170)	-9%
Transfer to Medicaid Fund	\$1,007,028	\$225,000	\$397,133	\$400,200	\$400,200	\$327,750	\$327,750	\$(72,450)	-18%
Transfer to Point2point Fund	\$190,000		\$60,000	\$218,124	\$218,124	\$218,124	\$280,655	\$62,531	29%
Transfer to Sustainable Services Reserve							\$11,011,740	\$11,011,740	
Transfer to Capital Projects Fund			\$5,454,930	\$12,420,116	\$12,420,116	\$12,420,116	\$9,123,845	\$(3,296,271)	-27%
	\$3,158,601	\$2,121,348	\$8,854,143	\$16,775,071	\$18,275,071	\$15,221,007	\$25,492,451	\$7,217,380	39%
RESERVES									
Cash Flow Reserve (historically 2 months of operating)					\$10,044,691	\$10,044,691	\$10,044,691		0%
TOTAL REQUIREMENTS	\$49,426,904	\$46,890,477	\$51,186,901	\$68,996,162	\$80,540,853	\$76,562,697	\$92,337,718	\$11,796,865	15%
Excess (deficiency) of resources over requirements	\$1,481,565	\$10,030,806	\$6,411,627	\$(1,942,870)	\$(9,482,361)	\$(6,343,609)	\$(20,194,420)	\$(10,712,059)	
WORKING CAPITAL									
Beginning Working Capital				\$10,956,147	\$9,482,361	\$26,538,029	\$20,194,420	\$10,712,059	
Beginning Working Capital Restated	\$8,614,031	\$10,095,596	\$20,126,402						
Ending Working Capital	\$10,095,596	\$20,126,402	\$26,538,029	\$9,013,277		\$20,194,420			
Minimum of 2 Months Cash Flow Reserve				\$8,703,515	\$8,703,515	\$8,549,500	\$9,466,763	\$763,247	

TABLE 11.5.1 SSF RESOURCES	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REVENUES								
Passenger Fares	\$339,967	\$258,028	\$120,266	\$286,043	\$286,443	\$286,443	\$400	0%
Federal Assistance	\$2,727,730	\$2,163,793	\$1,102,826	\$3,619,928	\$1,880,096	\$3,737,043	\$117,115	3%
State Assistance	\$1,139,095	\$1,470,348	\$1,037,961	\$3,775,973	\$3,291,090	\$4,626,265	\$850,292	23%
Local Assistance	\$125,793	\$92,260	\$83,438	\$296,057	\$171,184	\$171,184	\$(124,873)	-42%
Miscellaneous			\$100					
	\$4,332,585	\$3,984,429	\$2,344,591	\$7,978,001	\$5,628,812	\$8,820,934	\$842,933	11%
OTHER SOURCES								
Transfer from General Fund	\$1,961,573	\$1,896,348	\$2,942,080	\$5,236,631	\$2,255,017	\$4,748,461	\$(488,170)	-9%
	\$1,961,573	\$1,896,348	\$2,942,080	\$5,236,631	\$2,255,017	\$4,748,461	\$(488,170)	-9%
TOTAL REVENUES	\$6,294,158	\$5,880,777	\$5,286,671	\$13,214,631	\$7,883,829	\$13,569,395	\$354,764	3%

TABLE 11.5.2 SSF REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REQUIREMENTS EUGENE SPRINGFIELD SERVICES								
ADA RideSource	\$4,692,825	\$4,355,339	\$2,719,202	\$8,944,264	\$3,701,000	\$5,045,000	\$(3,899,264)	-44%
Transit Training & Hosts	\$121,789	\$93,757	\$7,461	\$154,038	\$70,000	\$173,258	\$19,220	12%
Mental Health Transportation	\$72,924	\$319,944		\$231,064	\$115,532	\$115,532	\$(115,532)	-50%
Preschool Transportation					\$40,000	\$123,580	\$123,580	
DD53 Transportation					\$700,000	\$3,250,000	\$3,250,000	
Program Administration		\$44,127		\$145,000	\$19,900		\$(145,000)	-100%
	\$4,887,538	\$4,813,167	\$2,726,663	\$9,474,366	\$4,646,432	\$8,707,370	\$(766,996)	-8%
RURAL LANE COUNTY SERVICES								
South Lane Services	\$138,716	\$133,609	\$134,824	\$261,599	\$134,600	\$156,600	\$(104,999)	-40%
Oakridge & STIF Expansion	\$220,226	\$216,487	\$233,767	\$362,284	\$312,284	\$362,884	\$600	0%
Florence & STIF Expansion	\$217,917	\$234,678	\$219,117	\$458,884	\$458,884	\$656,084	\$197,201	43%
Florence/Yachats	\$113,217	\$20,394						
Volunteer Coordination	\$76,389	\$69,729	\$74,536		\$40,000	\$172,883	\$172,883	
Service Animal Pilot Program	\$43,090							
Cottage Grove Discretionary Operations						\$131,600	\$131,600	
Cottage Grove Discretionary PM						\$8,000	\$8,000	
Program Administration					\$4,570			
	\$809,555	\$674,897	\$662,244	\$1,082,767	\$950,338	\$1,488,051	\$405,285	37%
OTHER SERVICES								
Mobility Management	\$136,793	\$108,145	\$140,862	\$140,862	\$127,906	\$(12,956)	-9%	
Crucial Connections	\$5,255	\$3,172	\$7,500	\$7,500	\$7,500	\$0	0%	
Veterans Transportation	\$4,024	\$2,049	\$12,500	\$12,500	\$12,500	\$0	0%	
Mobility as a Service								
Program Administration					\$1,060			
	\$146,072	\$113,366	\$5,688	\$147,906	\$148,966	\$147,906		0%
STATEWIDE TRANSPORTATION IMPROVEMENT								
BikeShare Enhancement				\$417,000	\$417,000	\$490,000	\$73,000	18%
Cottage Grove MOD				\$260,000	\$260,000	\$260,000		0%
Enhance Lane-Douglas Connector				\$105,593	\$105,593	\$197,866	\$92,273	87%
Fare Collection Integration				\$37,500		\$37,500		0%
Florence/Eugene Connector				\$60,000	\$54,000	\$103,925	\$43,925	73%
Florence/Yachats				\$21,500	\$21,500	\$36,930	\$15,430	72%
Lane County STIF Program Overview				\$55,000	\$55,000	\$53,451	\$(1,549)	-3%
Mobility Management Plan				\$275,000	\$275,000	\$313,987	\$38,987	14%
Pilot MOD Service				\$300,000	\$300,000	\$593,850	\$293,850	98%
STIF Transit Demand Plan			\$14,977					
STIF Grant Administration		\$76,432	\$308,146	\$228,000	\$200,000	\$388,559	\$160,559	70%
RideSource Shopper Expansion				\$300,000		\$300,000		0%
Mobile Wallet				\$450,000	\$450,000	\$450,000		0%
		\$76,432	\$323,123	\$2,509,593	\$2,138,093	\$3,226,068	\$716,475	29%
TOTAL OPERATING REQUIREMENTS	\$5,843,165	\$5,677,862	\$3,717,718	\$13,214,631	\$7,883,829	\$13,569,395	\$354,764	3%

TABLE 11.6.1 MEDICAID RESOURCES	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Amended	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REVENUES								
Medicaid Medical Services	\$10,436,111	\$10,186,340	\$8,831,371	\$13,517,295	\$13,746,670	\$14,073,870	\$556,575	4%
Medicaid Waivered Transportation	\$831,256	\$453,462	\$283,869	\$1,249,725	\$1,321,975	\$1,321,975	\$72,250	6%
	\$11,267,367	\$10,639,802	\$9,115,240	\$14,767,020	\$15,068,645	\$15,395,845	\$628,825	4%
OTHER SOURCES								
Transfer from General Fund*	\$1,007,028	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750	\$(72,450)	-18%
	\$1,007,028	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750	\$(72,450)	-18%
TOTAL REVENUES	\$12,274,395	\$10,864,802	\$9,512,373	\$15,167,220	\$15,396,395	\$15,723,595	\$556,375	4%

TABLE 11.6.2 MEDICAID REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2020-21 Amended	FY2020-21 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REQUIREMENTS								
MEDICAID MEDICAL SERVICES								
Services	\$8,710,243	\$7,782,920	\$6,554,939	\$10,490,000	\$10,240,000	\$10,240,000	\$(250,000)	-2%
Mobility Management	\$96,701	\$74,579	\$53,622	\$96,000	\$96,000	\$108,000	\$12,000	13%
Program Administration	\$1,912,298	\$1,844,379	\$1,891,710	\$2,931,495	\$3,410,670	\$3,725,870	\$794,375	27%
	\$10,719,242	\$9,701,878	\$8,500,271	\$13,517,495	\$13,746,670	\$14,073,870	\$556,375	4%
MEDICAID WAIVERED TRANSPORTATION								
Services	\$867,887	\$673,835	\$377,825	\$1,259,600	\$880,000	\$880,000	\$(379,600)	-30%
Mobility Management	\$41,476	\$24,378	\$17,528	\$41,975	\$41,975	\$41,975		0%
Program Administration	\$10,060	\$7,064	\$5,802	\$20,400	\$400,000	\$400,000	\$379,600	1861%
Grant Program Match Requirements	\$260,740	\$216,568	\$99,698	\$327,750	\$327,750	\$327,750		0%
	\$1,180,163	\$921,845	\$500,853	\$1,649,725	\$1,649,725	\$1,649,725		0%
TOTAL REQUIREMENTS	\$11,899,405	\$10,623,723	\$9,001,124	\$15,167,220	\$15,396,395	\$15,723,595	\$556,375	4%

TABLE 11.7.1 POINT2POINT RESOURCES	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Adopted	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REVENUES								
Federal Assistance	\$603,521	\$498,361	\$611,772	\$495,385	\$428,629	\$363,407	\$(131,978)	-27%
State Assistance	\$15,362	\$9,992	\$592					
Local Assistance	\$26,032	\$17,375	\$900					
	\$644,915	\$525,728	\$613,264	\$495,385	\$428,629	\$363,407	\$(131,978)	-27%
OTHER SOURCES								
Beginning Working Capital Utilized						\$(109,062)	\$(109,062)	
Transfer from General Fund for Operations	\$190,000		\$60,000	\$218,124	\$218,124	\$280,655	\$62,531	29%
	\$190,000		\$60,000	\$218,124	\$218,124	\$171,593	\$(46,531)	-21%
TOTAL REVENUES	\$834,915	\$525,728	\$673,264	\$713,509	\$646,753	\$535,000	\$(178,509)	-25%



TABLE 11.7.2 POINT2POINT REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
OPERATING REQUIREMENTS								
POINT2POINT ADMINISTRATIVE	\$272,704	\$200,039	\$71,348	\$135,750	\$172,353	\$100,000	\$(35,750)	-26%
BUSINESS COMMUTE CHALLENGE	\$55,177	\$11,965	\$2,400					
EMERGENCY RIDE HOME	\$161	\$1,001	\$250	\$2,000			\$(2,000)	-100%
EMPLOYER TRANSPORTATION COORDINATORS	\$370,073	\$238,861	\$163,176	\$264,000			\$(264,000)	-100%
SAFE ROUTES TO SCHOOLS	\$118,970	\$127,317	\$21,852	\$130,000	\$111,260	\$130,000		
VANPOOL								
PROJECTS								
CarShare								
SRTS Regional					\$260,335	\$150,000	\$150,000	
SRTS Bike Ped Safety Program				\$40,334		\$55,000	\$14,666	36%
ETC Program				\$40,000			\$(40,000)	-100%
Driveless Connect/Get There	\$46,649	\$43,276	\$4,671		\$45,000			
SmartTrips	\$66,491	\$86,850	\$895	\$70,000		\$100,000	\$30,000	43%
SRTS Assistants								
Transportation Coordinator Pilot	\$24,034	\$48						
ODOT Congestion Mitigation		\$10,050	\$591					
SWTS Safe Ways To School		\$45,928						
Be Safe Be Seen Rural Safety	\$863	-						
Innovation Grant "Nudge"/Behavior Change		\$903						-100%
Non-Program				\$26,425			\$26,425	-100%
TOTAL OPERATING REQUIREMENTS	\$955,122	\$766,238	\$265,183	\$708,509	\$588,948	\$535,000	\$(173,509)	-24%
Contingency				\$5,000			\$(5,000)	-100%
TOTAL REQUIREMENTS	\$955,122	\$766,238	\$265,183	\$713,509	\$588,948	\$535,000	\$(178,509)	-25%



“Senior and Disability Services (S&DS), a division of Lane Council of Governments (LCOG), and LTD work jointly to ensure our community of older adults and people with disabilities have access to the services they need. Public transportation is a vital service that links people to everyday necessities such as shopping, getting to work, or receiving medical care. When someone cannot use the bus due to a disability, we make sure there are options, like RideSource, available to increase their involvement and independence in this community. We partner with LTD to ensure community members know the options available to them. Our collective goal for community members is to help navigate eligibility for the transportation services they need to get where they want to go.”

—Kendra Pennington, Older Americans Act Program Manager, Lane Council of Governments

TABLE 11.8.1 CAPITAL PROJECTS FUND RESOURCES	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2020-21	Percent Change
GRANTS								
Federal Assistance	\$2,483,547	\$4,968,937	\$10,447,254	\$22,099,496	\$8,606,460	\$32,416,327	\$10,316,831	47%
State Assistance	\$1,145,009	\$1,762,573	\$5,840,837	\$2,545,806	\$3,554,000	\$8,508,800	\$5,962,994	234%
Local Assistance	\$9,914			\$180,000			\$(180,000)	-100%
Miscellaneous	\$28,925							
	\$3,667,395	\$6,731,510	\$16,288,091	\$24,825,302	\$12,160,460	\$40,925,127	\$16,099,825	65%
OTHER SOURCES								
Transfer from General Fund for operations			\$5,454,930	\$12,420,116	\$12,420,116	\$9,123,845	\$(3,296,271)	-27%
			\$5,454,930	\$12,420,116	\$12,420,116	\$9,123,845	\$(3,296,271)	-27%
TOTAL REVENUES	\$3,667,395	\$6,731,510	\$21,743,021	\$37,245,418	\$24,580,577	\$50,048,972	\$12,803,554	34%



TABLE 11.8.2 CAPITAL PROJECTS FUND REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
IMPROVEMENT PROJECTS (IP)								
FREQUENT TRANSIT NETWORK								
Franklin Boulevard Phase 1 Transit Stations	\$59,356							
Franklin Blvd Transformation				\$5,000,000	\$2,500,000	\$2,500,000	\$(2,500,000)	-50%
MovingAhead	\$395,298	\$148,472	\$36,495	\$383,717	\$200,000	\$171,480	\$(212,237)	-55%
West Eugene EmX Extension	\$654,605	\$530,494	\$6,230					
Mobility on Demand	\$92,298	\$148	\$1,026					
Transit Tomorrow	\$154,432							
Commerce Street Connect Bridge								
Willow Creek Facility								
Main Street-McVay Transportation Study	\$3,200	\$95,680		\$125,000	\$45,000	\$60,000	\$(65,000)	-52%
River Road Transit Community Implementation Plan	\$271,712	\$169,735	\$44,834					
Garfield Disposal			\$35,783					
River Road Transit Disposal			\$13,789					
FTN Safety & Amenity Improvements		\$74,650	\$18,129	\$500,000	\$210,000	\$1,920,000	\$1,420,000	284%
Progressive Corridor Enhancement		\$107,899						
Before and After Study/O&D		\$89,781	\$40,666					
Strategic Business Plan								
LCOG Planning Assistance								
Planning Studies		\$20,335	\$211,058	\$1,290,000	\$830,000	\$770,000	\$(520,000)	-40%
FACILITIES								
Santa Clara Transit Center	\$514,913	\$1,096,348	\$4,689,880	\$90,000	\$20,000		\$(90,000)	-100%
Alternative Fuels Infrastructure						\$3,000,000	\$3,000,000	
OCC/Training/Lounge						\$1,400,000	\$1,400,000	
Eugene Station Modernization						\$500,000	\$500,000	
Green Lane Corner Improvement		\$447,381	\$96,239	\$10,000			\$(10,000)	-100%
Hunsaker Development Project			\$959	\$30,000	\$30,000		\$(30,000)	-100%
Fleet & FM Building-Glenwood (Bus Parking Lot)								
Passenger Boarding & System Facilities Improvements	\$153,206	\$328,954	\$160,557	\$200,000	\$200,000	\$200,000		0%
Miscellaneous Improvements								
Bus Lift for Maintenance Bay 1								

**TABLE 11.8.2
CAPITAL PROJECTS FUND REQUIREMENTS**

	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
IMPROVEMENT PROJECTS (IP)								
TECHNOLOGY INFRASTRUCTURE & SYSTEMS								
Fare Management System		\$696,423	\$1,909					
Novus Modules			\$86,526	\$200,000	\$450,000		\$(200,000)	-100%
MAAS (Mobility as a Service) Software				\$450,000	\$405,000	\$470,000	\$20,000	4%
System Security Improvements				\$1,200,000	\$1,775,000	\$725,000	\$(475,000)	-40%
EmX Electronic Sign Management System				\$200,000	\$200,000	\$900,000	\$700,000	350%
Website				\$450,000		\$450,000		0%
Fare Collection Integration				\$75,000		\$75,000		0%
NTD Reporting Software					\$28,500			
Platform Validators				\$730,000	\$525,000		\$(730,000)	-100%
SAFETY & SECURITY								
18th & Oak Patch Traffic Signal								
NW Eugene/LLC Transit Study								
Baldy View Bus Only Lane								
CAPITAL OUTLAY	\$2,299,020	\$3,806,300	\$5,444,080	\$10,933,717	\$7,418,500	\$13,141,480	\$2,207,763	20%
STATE OF GOOD REPAIR (SGR)								
FREQUENT TRANSIT NETWORK - FLEET								
Revenue Vehicles - Fixed Route	\$80,879	\$5,805,524	\$15,980,160	\$19,755,000	\$5,100,000	\$24,745,000	\$4,990,000	25%
Non Fixed Route Vehicles			\$1,200,158	\$260,000	\$392,700	\$407,800	\$147,800	57%
Revenue Vehicles - Accessible Services	\$1,146,002	\$283,235		\$1,500,000	\$1,500,000	\$1,840,000	\$340,000	23%
Support Vehicles								
Shop Equipment								
Spare Parts for Vehicles	\$75,082	\$256,763	\$88,830					
Major Bus Components					\$948,000	\$1,193,172	\$1,193,172	
Mobile Video Surveillance								
Replacement Parts	\$220,609	\$483,982						
Replacement of Auxiliary Coolant								
Replacement of Drivers Seats								
Hybrid Bus DPIM Replacements								
Associated Capital Maintenance Parts (ACM)								
Replacement of Batteries in 84 Buses								

TABLE 11.8.2 CAPITAL PROJECTS FUND REQUIREMENTS	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Actual	FY2021-22 Adopted	FY2021-22 Estimate	FY2022-23 Proposed	Change from FYFY2021-22	Percent Change
IMPROVEMENT PROJECTS (IP)								
Cat C9 Engine Kits								
Cummins Isl Engine Kits								
Facilities Assessment								
Miscellaneous	\$67,639							
Fleet Procurement Plan		\$8,821	\$46,662	\$150,000	\$150,000		\$(150,000)	-100%
FACILITIES								
Station, Shelters & Facilities								
Glenwood Petroleum Fuel System Improvements						\$100,000	\$100,000	
Bus Wash Improvements				\$750,000	\$200,000	\$850,000	\$100,000	13%
Transit Facilities State of Good Repairs				\$450,000	\$450,000	\$500,000	\$50,000	11%
TECHNOLOGY INFRASTRUCTURE & SYSTEMS								
Computer Hardware & Software	\$197,917	\$278,613	\$877,646	\$2,788,400	\$1,617,117	\$7,271,520	\$4,483,120	161%
Intelligent Transportation Systems								
Communications Equipment								
SAFETY & SECURITY								
Transit Security Projects								
Natural Hazards Response & Mitigation Plan								
Onboard Security system			\$9,774	\$298,301			\$(298,301)	-100%
CAPITAL OUTLAY	\$1,788,128	\$7,116,938	\$18,203,230	\$25,951,701	\$10,357,817	\$36,907,492	\$10,955,791	42%
OTHER PROJECTS								
Transit Tomorrow (COA)		\$138,543						
Sustainable Cities Year Program		\$249,956						
COVID-19		\$147,889	\$98,301	\$360,000	\$70,000		\$(360,000)	-100%
CAPITAL OUTLAY		\$536,388	\$98,301	\$360,000	\$70,000		\$(360,000)	-100%
TOTAL CAPITAL OUTLAY	\$4,087,148	\$11,459,626	\$23,745,611	\$37,245,418	\$17,846,317	\$50,048,972	\$12,803,554	34%
RESTRICTED FOR GRANT MATCH								
Beginning Capital for Grant Match	\$17,667,652	\$17,247,899	\$12,519,783	\$13,998,403	\$10,517,193	\$17,251,453		
Ending Capital for Grant Match				\$13,998,403	\$17,251,453	\$17,251,452		
Ending Capital for Grant Match (restated)	\$17,247,899	\$12,519,783	\$10,517,193					
Actual 2 Year Need for GF Match						\$16,102,456		
20% of 2 Year Expected Future Costs - Minimum Transfer						\$3,220,491		
Planned Need for FY 2022-2031						\$45,000,000		

TABLE 12.1 PERSONNEL PROFILE	FY 19	FY 22	FY 23 Request
DEPARTMENT			
Business Services	7	13.9	18
Customer Services	8	6	6
Facilities	11	12	12
Transit Training	1	2	2
Public Safety	14	10.5	11.5
Finance	9	6	7
IT	5	9.5	12
Accessible Services	2	4	5
Marketing	4	6	7
Planning & Development	8.5	7	7.5
Operations	211	203	194
Maintenance	39	40	42.5
Executive Office	5	4	4
Human Resources	6	6.5	7
Point2Point	5.2	0	0
Total	335.70	330.40	335.50
LIMITED DURATION GRANT FUNDED			
Business Services			0
Facilities		1	1
IT		2	3
Planning & Development		2	
Maintenance			1
Total	335.7	325.4	330.5
ADJUSTED CHANGES			
Business Services	7	13.9	18
Facilities	11	11	11
IT	5		9
Planning & Development	8.5	5	7.5
Maintenance	39	40	41.5



APPENDIX B: INFORMATION ON THE PENSION PLANS

Lane Transit District provides two pension plan trust funds for our employees:

1. The Lane Transit District Salaried Employee's Retirement Plan Trust Fund (SERP) that covers nonunion employees hired before Jan 1, 2012. The SERP is funded with an LTD contribution of 16.9% of covered pay plus a \$1.1 million annual payment which is unchanged from FY 22.
2. The Amalgamated Transit Union, Local No. 757 Pension Trust Fund (APT) that covers union employees. The FY 23 APT is funded at \$3.25 per hour plus an annual payment of \$2 million which is unchanged from FY 22.

APPENDIX C: FY 2021-2022 SALARY SCHEDULE

JOB CLASSIFICATION	GRADE	MINIMUM	MAXIMUM
Accessible Services Assistant	7	39,578	52,770
Accessible Services Program Manager	14	63,550	84,733
Accessible Services Specialist	13	59,393	79,190
Accounting Analyst	11	51,877	69,169
Accounting Tech I	6	36,990	49,320
Accounting Tech II	7	39,578	52,770
Applications Administrator	15	68,000	90,666
Assistant General Manager	22	109,190	145,586
Benefits & Compensation Specialist	11	51,877	69,169
Business Intelligence Analyst	14	63,550	84,733
Business Intelligence Report & Data Specialist	14	63,550	84,733
Business Process Manager	17	77,850	103,799
Business Services Associate	7	39,578	52,770
Business Services Specialist	9	45,312	60,415
Clerk of the Board	11	51,877	69,169
Controller II	17	77,850	103,799
CSC Supervisor	14	63,550	84,733
Data Steward	15	68,000	90,666
Data Warehouse Manager	18	83,299	111,065
Development Planner	14	63,550	84,733
Digital Marketing Specialist	13	59,393	79,190
Director of Business Services	19	89,132	127,160
Director of Customer & Specialized Services	19	89,132	127,160
Director of Facilities	19	89,132	127,160
Director of Finance	19	89,132	127,160
Director of Fleet Management	19	89,132	127,160
Director of Human Resources & Risk Management	20	89,132	127,160
Director of Information Technology & Strategic Innovation	19	89,132	127,160
Director of Marketing and Communication	20	89,132	127,160
Director of Operations	19	89,132	127,160
Director of Planning & Development	20	89,132	127,160
Diversity, Equity, and Inclusion Manager	17	77,850	103,799
Employer Outreach & Marketing Specialist	11	51,877	69,169
Facilities Maintenance Generalist I	8	42,349	56,465
Facilities Maintenance Generalist II	9	45,312	60,415
Facilities Maintenance Laborer	6	36,990	49,320
Facilities Maintenance Supervisor	14	63,550	84,733
Facilities Project Manager	17	77,850	103,799
Facilities Project Manager II	17	77,850	103,799
Facilities Services Specialist	14	63,550	84,733
Fleet Maintenance Manager	17	77,850	103,799
Fleet Services Supervisor	14	63,550	84,733

JOB CLASSIFICATION	GRADE	MINIMUM	MAXIMUM
Grant Analyst I	14	63,550	84,733
Graphic Designer	8	42,349	56,465
HR Coordinator	7	39,578	52,770
Intelligent Transportation Systems Administrator	17	77,850	103,799
Intergovernmental Relations Manager	19	89,132	127,160
IT Help Desk Technician II	11	51,877	69,169
IT Network Engineer	17	77,850	103,799
IT Project Manager	13	59,393	79,190
IT Project Manager II	17	77,850	103,799
IT Systems Administrator	17	77,850	103,799
Marketing & Communication Representative	11	51,877	69,169
Marketing Outreach Manager	17	77,850	103,799
Materials Management Supervisor	14	63,550	84,733
Operations Training Assistant Supervisor	12	55,509	74,011
Operations Training Supervisor	14	63,550	84,733
Payroll Technician	9	45,312	60,415
Procurement Contract Officer	11	51,877	69,169
Procurement Manager	17	77,850	103,799
Project Coordinator	11	51,877	69,169
Procurement Specialist	9	45,312	60,415
Public Safety & System Security Manager	17	77,850	103,799
Public Safety Administrative Specialist	9	45,312	60,415
QL Systems Administrator	15	68,000	90,666
Records Management Officer	9	45,312	60,415
Risk Manager	14	63,550	84,733
Senior Business Process Improvement Specialist	13	59,393	79,190
Senior Business Services Specialist	10	48,483	64,643
Senior HRMS Specialist	14	63,550	84,733
Senior Human Resources Generalist	14	63,550	84,733
Service Planning Associate	12	55,509	74,011
Shift Supervisor	14	63,550	84,733
Special Services Coordinator	7	39,578	52,770
Sustainability Program Manager	15	68,000	90,666
Transit Administrative Specialist	9	45,312	60,415
Transit Development Planner	14	63,550	84,733
Transit Operations Supervisor	14	63,550	84,733
Transit Planner	14	63,550	84,733
Transit Services Operations Manager	17	77,850	103,799
Transportation Options Marketing Specialist	11	51,877	69,169

A photograph of a modern bus stop at night. The scene is partially covered by a large, semi-transparent blue rectangular overlay. In the foreground, a black metal bench with curved armrests sits on a light-colored tiled floor. Behind the bench, a black trash can is visible. In the background, a blue bus is parked at the stop, and a person is standing near a digital display. The overall atmosphere is quiet and modern.

THE GREATEST ABILITY IS DEPENDABILITY.

— BOB JONES, SR



GLOSSARY

“LTD is committed to providing people in the community with safe and equitable public transportation delivered with respect and integrity. By responsibly stewarding LTD resources, board members and staff work every day to meet our communities’ short and long-term mobility needs.”

– Michelle Webber, LTD Board Member



A

Accessible Services

An LTD program that encompasses policy development and compliance with the requirements of the Americans with Disabilities Act of 1990 (ADA) for both fixed-route and paratransit services; administration of the Special Transportation Fund (STF) for older adults and people with disabilities and other grant funded services; technical assistance through grant writing and contract management; program development for services throughout Lane County; and oversight of the RideSource Call Center. Primary focus is transportation for older adults, people with disabilities, and persons with low incomes.

ACH

Automated Clearing House – The process/organization/institute that electronic payments (paperless

checks) go through before being transmitted to a vendor's bank account.

ACT

Area Commission on Transportation – Advisory body chartered by the Oregon Transportation Commission (OTC) addressing all aspects of transportation (surface, marine, air, and transportation safety) with primary focus on the state transportation system.

ADA

Americans with Disabilities Act of 1990 – Federal civil rights legislation for people with disabilities; requires accessibility features and practices on public transit systems and the provision of a “complementary paratransit service” for persons unable to use regularly scheduled fixed-route services due to a disability.

ADAAA

Americans with Disabilities Act Amendments Act of 2008 – Effective January 1, 2009, the amendments to the ADA clarifies and reiterates

who is covered by the law's civil rights protections and revises the definition of “disability” to more broadly encompass impairments that substantially limit a major life activity. The law also states that mitigating measures, including assistive devices, auxiliary aids, accommodations, medical therapies, and supplies have no bearing in determining whether a disability qualifies under the law.

Ad Hoc Fare Policy Committee

The Ad Hoc Fare Policy Committee is a short-term committee created for the purpose of reviewing the District's fare system. The committee will provide recommendations to the Board of Directors regarding the current fare system structure.

Adopted Budget

Final version of the budget formally adopted by Resolution by the LTD Board of Directors.

Alternative Fuels

Low-polluting fuels that are used to propel a vehicle instead of high-sulfur diesel or gasoline. Examples include methanol, ethanol, propane or compressed natural gas, liquid natural gas, ultra-low-sulfur or “clean” diesel, and electricity.

American Rescue Plan Act (ARPA)

Provides federal coronavirus relief grant funds allocated based on a set formula given a district's population and ridership. Grant funds can be used for operating expenses only and have an expiration date of September 30, 2024.

Annual Report

An annual financial report on assets, liabilities, revenues, and expenditures prepared in a standardized format that must conform to the Generally Accepted Accounting Principles (GAAP) and the Government



Accounting Standards Board (GASB) accounting and financial reporting standards. The Annual Report describes what actually was spent and the status of assets and liabilities at the end of the fiscal year.

Appropriation Transfer

To move appropriations between existing categories within a fund or between two funds or to transfer appropriations and resources from a fund to any other fund.

Approved Budget

Version of the budget agreed upon by the Budget Committee that is presented to the Board of Directors for adoption.

APTA

American Public Transportation Association – A national, nonprofit trade association representing the public transit industry. APTA members include more than 400 public transit systems, as well as state and local departments of transportation and planning agencies, manufacturers and suppliers of transit equipment, consultants, contractors, and universities.

Arbitration

A method of settling disputes where labor and management present their case to an impartial third party, called an arbitrator, who has the responsibility to decide the case.

ARR

Annual Route Review – A yearly process where staff consider changes to bus service. The changes can include service additions or deletions adjustments; or redesign of current service.

ARRC

Accident Route Review Committee – A team of elected and appointed employees who review accidents and make a determination of preventability based on standards, policy, and best practices. This committee may also review routing changes and make recommendations based on safety and training.

Articulated Bus

A bus, usually 55 feet or more in length, with two connected passenger compartments that bend at the connecting point when the bus turns a corner.

ASUO

Associated Students of the University of Oregon – A nonprofit organization funded by the University of Oregon. Its purpose is to provide for the social, cultural, educational, and physical development of its members, and for the advancement of their individual and collective interests both within and without the University. The ASUO is the student government, is run by students for students, and works on campus, city, state, and federal-level campaigns. Membership consists of all students at the University of Oregon who have paid the current term or semester student incidental

fee.

ATU

Amalgamated Transit Union – A major labor union representing workers in the transit industry. Membership is limited to operators, mechanics, and other non-supervisory employees of the transit industry.

AVL/APC

Automated Vehicle Location System/ Automated Passenger Count System – An ITS system that provides current and immediately available data on actual ridership, including on and off counts by stop and trip length in miles.

AWC

Alternative Work Concepts – A local nonprofit agency specializing in vocational services.

B

BAT Lanes

Business Access and Transit Lanes – Lanes that are reserved for transit or vehicles intending to turn at the





next intersection (or beforehand, into a business driveway) and for those vehicles merging left or right after turning into a designated BAT lane.

Bid

A process (and resulting work assignments) in which bus operators pick the runs they will be driving on a weekly basis. Major bids are fall, winter, and summer.

Bi-directional Lane

A single lane that uses block signaling to allow transit vehicles to travel in both directions.

Binding Arbitration

Arbitration with a final and binding award, which is often enforceable in the courts.

Block

A block links trips together and varies from 2 hours to 19 hours in duration. A specific vehicle is assigned to each block.

Block Signaling

Technology to control vehicle access in bi-directional lane segments.

Boardings

A boarding, or unlinked trip, occurs every time a customer boards a bus. A trip requiring a transfer would count as two boardings.

BRT

Bus Rapid Transit – A bus system based on light-rail transit principles, which utilizes buses rather than trains and track, and requires much lower capital investment. Key elements include exclusive right-of-way, signal priority, increased service frequency, low-floor, multiple-door buses, and a prepaid fare mechanism.

Budget Committee

The Committee meets on an as-needed basis but generally convenes in the fourth quarter of each fiscal year in time to provide advice to the Board of Directors prior to the adoption of an annual budget. The Committee is composed of all seven Board members and seven citizen members. Each LTD Board member selects one citizen member to fill a term of three years.

C

CAC

Citizens Advisory Committee – Representative stakeholders who meet regularly to discuss issues of common concern, such as transportation, and to advise sponsoring agency officials. These groups effectively interact between citizens and their government.

CARES Act

The Coronavirus Aid Relief and Economic Security – Act provides federal coronavirus relief grant funds allocated based on a set formula given a district's population and ridership. Grant funds can be used for operating or capital expenses and do not expire.

CATC

Comprehensive and Accessible Transportation Committee – A state-mandated advisory committee that reports to the LTD Board of Directors and LTD staff on issues related to accessible public transportation and human services transportation throughout Lane County. The CATC is composed of 16 members representing seniors and people with disabilities, including representatives from east, west, and South Lane County. Members also represent rural service providers, South Lane Wheels, Rhody Express, and the Diamond Express.

Categorical Exclusion

A category of actions that do not require an environmental assessment nor environmental impact statement as determined by the federal government.

Call Center

(See Medicaid Transportation Brokerage and RideSource Call Center)

Carpool/Vanpool Program

A Transportation Options program that encourages commuters to share rides by providing matching services and incentives. (Also known as Rideshare)

CCO

These organizations are contractors of the Oregon Health Authority to contract and manage services provided under the Oregon Health Plan. In Lane County, these include PacificSource and Trillium, who contract with LTD's RideSource Call Center to provide transportation to eligible individuals who reside in Lane County.

Certificate of Excellence

An award issued by the Governmental Finance Officers Achievement Association (GFOA) to organizations such as LTD whose comprehensive

annual financial reports (Annual Reports) achieve the highest standards in government accounting and financial reporting.

CFR

Code of Federal Regulations – The codification of the general and permanent rules and regulations published in the Federal Register by the executive departments and agencies of the federal government.

CIP

Community Investment Plan – A rolling ten year plan of investments to enable LTD to continue to provide reliable transportation services in a fiscally responsible and sustainable way.

CLMPO

Central Lane Metropolitan Planning Organization – Formal name for the Eugene-Springfield metropolitan area (See MPO.)

CMAQ

Congestion Mitigation and Air Quality – An improvement program through the Fixing America's Surface Transportation Act (FAST Act) to provide a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

CM/GC

Construction Manager/General Contractor – A construction delivery method where the construction manager acts as the general contractor with schedule and cost risk. The CM/GC provides design phase assistance in evaluating costs, schedule, and implications of systems and materials during design.

CMP

Congestion Mitigation Program – Implementation of programs and services to increase the use of transportation options during and after major infrastructure projects in our area.

CNG

Compressed Natural Gas – A clean-burning alternative fuel for vehicles.

COA

Comprehensive Operations Analysis – A detailed study of a transit system designed to identify existing strengths, areas for improvement and options to improve efficiency and increase usage.

COLA

Cost of Living Adjustment (Allowance) – An increase or decrease in employees' wages or salaries made on the basis of changes in agreed-upon economic indices, usually the Consumer Price Index (CPI).

Community Events

Community events are defined as both one-time events, such as the 2012 U.S. Track and Field Olympic Trials at UO's Hayward Field, and annual or recurring events, such as the Butte to Butte.

Comprehensive Review

Formerly known as Triennial Review this is an FTA audit of LTD policies, procedures, and internal controls required every three years.

ConnectOregon

ConnectOregon is a lottery-bond-based initiative (\$42 million) approved by the Oregon Legislative Assembly to invest in air, rail, marine, bicycle, pedestrian, and transit infrastructure to ensure Oregon's transportation system is strong, diverse, and

efficient.

Contract Committee

The Committee provides the Board of Directors with oversight and recommendations of Lane Transit District's finances. The Committee is responsible to review and make recommendations to the Board of Directors regarding all contracts valuing \$150,000 and above as set forth in resolution 2017-03-15-011. The Contract Committee is composed of three Board members and meets on the second Monday of the month on an as-needed basis.

Coverage

Coverage is used to describe the design of a bus route. Coverage is often measured as the percentage of households that are within one-quarter mile of a bus stop.

CPI

Consumer Price Index – An economic index created by the federal government to track inflationary changes in the cost of a market basket of goods and services.

CSC

Customer Service Center – Located at the Eugene Station for the purpose of providing route and schedule information, and the sale of fare instruments.

CRRSA

Coronavirus Response and Relief Supplemental Appropriations Act – Provides federal coronavirus relief grant funds allocated based on a set formula given a district's population and ridership. Grant funds can be used for operating expenses only and do not expire.

CSR

Comprehensive Service Redesign – Evaluation and restructuring of the entire service system

CTAA

Community Transportation Association of America – A national member association promoting effective public and community transportation services focusing on rural, small city, and community transit. CTAA acts as a legislative advocate, provider of funding to rural transportation, and direct technical assistance and information to public,

community, and human service transportation providers.

D

D&A

Drug and Alcohol

DAS

Department of Administrative Services (State of Oregon)

DBE

Disadvantaged Business Enterprise – A business owned and operated by one or more socially and economically disadvantaged individuals.

DCE

Documented Categorical Exclusion – Environmental analysis where a project may qualify as a categorical exclusion (CE) but requires additional documentation demonstrating that the specific conditions or criteria for the CEs are satisfied and that significant effects will not result.

DD

Developmental Disabilities – A physical and/or mental impairment that occurs before a person is 22 years old. The impairment has continued or can be expected to continue indefinitely and is likely to create barriers to the ability of the individual to function independently. As defined by Oregon Administrative Rule.

Deadhead

The movement of a transit vehicle without passengers aboard, often to and from a garage or to and from one route to another.

Defined Benefit Plan

A type of pension plan in which an employer promises a specified monthly benefit on retirement that is predetermined by a formula based on the employee's earnings history, tenure of service and age, rather than depending on investment returns.

Defined Contribution Plan

A type of retirement plan in which the amount of the employer's annual contribution is specified. Individual accounts set up for participants and benefits are based on the amounts credited to these accounts (through employer contributions and, if applicable, employee contributions) plus any investment earnings on the money in the account.

DEI

LTD's Diversity, Equity and Inclusion (DEI) Employee Committee meets bi-weekly to discuss the intersections of race, gender, sexual orientation, ethnicity, nationality, socioeconomic status, language, (dis)ability, age, religious commitment and political perspective, as well as to share information to create understanding and appreciation among colleagues and others in the community.

DEIS

Draft Environmental Impact Statement – A document required by the National Environmental Policy Act for federal government agency actions "significantly affecting the quality of the human environment." A tool for decision making. An EIS describes the positive and negative environmental effects of proposed agency action and cites alternative actions.



Demand Response

Service on demand, often referred to as Dial-a-Ride or paratransit. Unlike a fixed-route system, there is no regular schedule and typically requires riders to schedule in advance. May offer a door-to-door or curb-to-curb assistance. Often used in reference to “complementary paratransit” services required under the Americans with Disabilities Act.

DHS

Department of Human Services (State of Oregon)

Diamond Express

Service introduced in March 2003 that makes an intercity connection between Oakridge and Eugene-Springfield three times each weekday. Coordinated through Accessible Services and funded with grants from Federal Section 5311(f) Intercity Passenger Program, Special Transportation Fund, and local contributions.

DMAP

Division of Medical Assistance Programs (State of Oregon) – DMAP, part of the Oregon Health Authority (OHA), determines policy and Oregon Administrative Rules for medical assistance programs. It is responsible for Title XIX and Title XXI State Plans, informs clients and providers about policy and rule changes that affect OHA services, and pays claims and contracted payments for covered health care services.

DOL

Department of Labor (Federal)

DOR

Department of Revenue (State of Oregon)

DOT

Department of Transportation (Federal) – A cabinet-level agency with responsibility for highways, mass transit, aviation, and ports; headed by the Secretary of Transportation. The DOT includes the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA), among others.

DPS

District Public Safety (LTD) – An LTD workgroup housed within Transit Operations.

Dwell Time

Length of time a bus is stopped to load and unload passengers.

**EA**

Environmental Assessment – A public document that analyzes a proposed federal action for the possibility of significant environmental impacts. The analysis is required by the National Environmental Policy Act of 1969 (NEPA). If the environmental impacts will be significant, the federal agency must then prepare an environmental impact statement.

EC

Employee Council – A group that represents the administrative employees of the District.

ECC

Equity and Community Consortium – An information and resource sharing and coordination forum for agencies and jurisdictions that provide

governmental and public services in the Eugene-Springfield metropolitan area. The ECC reaffirms, renews, and expands the purpose, goals, and efforts embodied in the District’s revised Diversity, Equity, and Inclusion Policy.

Economic Indicator

Statistical representation used in tracking the health of the economy. Examples include the Consumer Price Index and the Unemployment Rate.

EFT Payment

Electronic Funds Transfer for Payments – Payments that are transferred from LTD’s bank account to a vendor’s bank account via an electronic file transmission on the bank’s website; another name for paperless checks.

EHRC

Eugene Human Rights Commission

EIS

Environmental Impact Statement – An analysis, conducted for federally funded or approved projects per the National Environmental Policy Act of 1969 (NEPA), of the environmental impacts of proposed land development and transportation projects.

ERH

Emergency Ride Home – A program sponsored and funded by the Point2point program that provides emergency rides to employees who have commuted to work by means other than driving alone.

EmX

(pronounced “MX”) The name given to LTD’s bus rapid transit system; short for Emerald Express.

EmX West

An extension of the EmX Green Line that connects downtown Eugene and the West 11th Avenue area.

EPA

Environmental Protection Agency – The U.S. government agency founded to “protect human health and to safeguard the natural environment—air, water, and land—upon which life depends.”

ES

Eugene Station – LTD’s main transit hub.

ETC Program

Employer Transportation Coordinator Program – Training and support offered to ETCs from worksites throughout the region.

Extra Board (EB)

Bus operators who bid to work a schedule that changes daily based on specific work rules. Extra Board operators receive their work assignments for the next day at 4:45 p.m. and are guaranteed minimum 40 pay hours per week.

F**Fall Bid**

The term “bid” refers to the selection of work by bus operators. Operators bid based upon their seniority in the union. LTD has three bids per year: fall, winter, and summer. Service adjustments are timed with the bids.

Fare Instrument

Ticket or pass purchased in advance that is used as payment for a transit ride.

Fare Management System

Automated system to manage sales, collection, and tracking of fare

media while providing access and convenience for the customers.

Farebox Recovery Ratio

Also known as farebox-to-operating cost ratio, this measures the percentage of the operating cost paid by customers. It is computed as the total farebox revenue (including sale of passes) divided by the total operating cost.

FAST Act

Fixing America’s Surface Transportation Act – Bipartisan, bicameral, five-year legislation signed into law December 2015 to improve the Nation’s surface transportation infrastructure, including roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

**Federal Grants****Section 5307 (Formula)**

Urbanized Area Formula Program – Federal grant funds allocated based on a set formula given a district’s population and ridership.

Section 5308 (Clean Fuels)

Clean Fuels Grant Program – Federal grant funds allocated to support emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies.

Section 5309 (Discretionary)

Capital investment program for the Federal Transit Administration under 49 USC 5309. Allows federal grant funds to be allocated based on congressional discretion to finance New Starts, Small Starts, and Core Capacity projects.

Section 5310

Elderly and Persons with Disabilities Formula Program – Federal grant program that provides capital assistance primarily for transportation for the elderly and people with disabilities.

Section 5311

Rural General Public Program – Federal grant program that provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 in population. Funding may be used for capital, operating, state administration, and project administration expenses.

Section 5311 (f)

Intercity Passenger Program – Federal grant program that promotes intercity passenger services, connecting rural communities through incentive funding, information, and equipment to make vehicles

accessible. Emphasis is placed on connecting communities of 2,500 or more with the next larger market economy and connecting bus, rail and air.

Section 5339

Alternative Analysis Program – Provides funding for new fixed guideway investment alternatives analyses.

Fixed Guideway

A public transportation facility using and occupying a separate right-of-way for the exclusive use of public transportation.

Fixed-Route Service

Fixed-route is the traditional term for bus service that operates on a specific schedule and along a consistent route. An alternative to fixed-route service would be demand-responsive service where routing and scheduling are created daily based upon the individual needs of riders.

Fleet Capacity

Maximum amount of service that can be delivered using all available buses in the fleet, excluding a minimum number of spare buses held in reserve for bus replacement in case of a breakdown, maintenance, and operator training.

FM

Facilities Management (LTD) – An LTD workgroup.

FMO

Financial Management Oversight – A periodic review of a transit district's financial policy, procedures, and internal related controls performed by independent consultants and paid for by the FTA.

FONSI

Finding of No Significant Impact – A National Environmental Policy Act of 1969 (NEPA) compliance document that affirms that an environmental assessment found that alternatives were evaluated and a proposed action would have no significant impact on the human environment.

Franklin EmX Corridor

An EmX route from downtown Eugene to downtown Springfield.

Frequency of Service

The number of transit vehicles in a given period passing by any given point on a route.

FSA

Flexible Spending Account – A benefit offered to an employee by an employer that allows a fixed amount of pre-tax wages to be set aside for

qualified expenses. Qualified expenses may include child care or uncovered medical expenses. The amount set aside must be determined in advance and employees lose any unused dollars in the account at year-end.

FTA

Federal Transit Administration – An administration in the U.S. Department of Transportation that assists in developing improved mass transportation methods, techniques, facilities, and equipment; encourages planning and establishment of urban mass transportation systems; and assists states and local governments and their authorities in financing urban mass transportation systems.

FTN

Frequent Transit Network – Projects that encompass the planning, design, and construction of service that increases capacity along major transportation corridors. The FTN strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.



G

GASB

Governmental Accounting Standards Board – An accounting industry organization, part of the Financial Accounting Foundation, that issues Statements of Financial Accounting Standards that define and govern generally accepted accounting principles (GAAP) for state and local government entities in the United States.

Gateway EmX Extension

An extension of the EmX Green Line that connects downtown Springfield with the Gateway area.

Gateway Transportation Program

Assistance supplied by Point2point to reduce congestion, coordinate information and educational services, and work with businesses, property owners, and agency representatives to implement a variety of Transportation Option strategies in the Gateway area.

GDT

Green Dream Team – A group that exists to guide and facilitate a collaborative cross-departmental effort that will support LTD's mission of creating a more vibrant, sustainable, and equitable community.

Geographic Coverage

Geographic coverage is the measure of how close transit service comes to where residents live. It will often be referred to as the percentage of households within a quarter-mile walking distance to a transit route.

GFOA

Government Finance Officers Association – A national group responsible for issuance of the Certificate of Achievement for Excellence in Financial Reporting.

Government Employee Payroll Taxes

Revenues from the State of Oregon in lieu of payment of employer payroll taxes. Also known as "State-in-lieu."

GPP

Group Pass Program – Program designed for organizations to allow bulk purchase of transit passes for all members of the group at a significant cost savings.

GPS

Global Positioning System – Satellite-based information system required for real-time automated vehicle location system and passenger information system.

Guideway

Transit-only lane with curbs; used interchangeably with "transitway."

H

Half Fare Program

A federally mandated program that requires transit districts to charge older adults and persons with disabilities one half the adult cash fare during off-peak hours.

Headway

Time interval between vehicles moving in the same direction on a particular route.

HOV

High-Occupancy Vehicle – A vehicle that can carry two or more persons. Examples of high occupancy vehicles are a bus, vanpool, and carpool. These vehicles sometimes have exclusive traffic lanes called HOV lanes, busways, transitways, or commuter lanes.

HIPAA

Health Insurance Portability and Accountability Act – A U.S. law designed to provide privacy standards to protect patients' medical records and other health information provided to health plans, doctors, hospitals, and other health care providers.

HR

Human Resources and Risk Management – An LTD workgroup.

HRA

Health Reimbursement Account – A tax-deferred arrangement (account) that is paid for solely by the employer, which reimburses the employee for medical care expenses incurred by the employee, employee spouse, and dependents. Amounts not used in a calendar year can be rolled over into consecutive calendar years, and therefore accumulate over time.

Human Resources Committee

The Human Resources (HR) Committee provides the Board of Directors with oversight and recommendations related to Lane Transit District's relationship with its General Manager, including the General Manager's goals, annual performance evaluation, performance, and compensation. The HR Committee is composed of three Board members who meet on the second Thursday of the month on an as needed basis to discuss issues related to LTD's employees.

Hybrid

Abbreviation for hybrid-electric – Vehicle propulsion systems that are a combination of gas or diesel and electricity. EmX vehicles and Camry Hybrid automobiles are examples in the LTD fleet.

**Intermodal**

The ability to connect, and the connections between, modes of transportation.

IT

Information Technology (LTD) – An LTD workgroup.

ITS

Intelligent Transportation Systems – Advanced technologies systems like signal priority and automated vehicle locating that foster the use of advanced technologies to improve the safety, reliability, and efficiency of public transportation systems.

**LaneACT**

Lane Area Commission on Transportation – An advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County and to strengthen state/local partnerships in transportation.

LC

Leadership Council – LTD's management team that addresses issues of the day.

LCC

Lane Community College

LCOG

Lane Council of Governments – A voluntary organization of local governments that strives for comprehensive, regional planning.

Livability Initiative

A joint venture of the U.S. Department of Transportation (DOT), U.S. Department of Housing and Urban Development (HUD), and U.S. Environmental Protection Agency (EPA) to promote livable communities, improve the quality of life for more Americans, and create more

transportation choices that serve the needs of individual communities.

LOC

Local Organizing Committee

The Local Organizing Committee is a term used for the local organizer of the 2021 Track & Field World Championships.

Local Budget Law

State of Oregon statutory requirements governing the budget process, as detailed in Oregon Revised Statutes (ORS) 294.305-565.

LPA

Locally Preferred Alternative – A federal term for the preferred design for a project.

**Main-McVay Governance Committee**

The Our Main Street projects are coordinated through a three-tiered management structure that includes project direction provided by an ad hoc Governance Team membership and protocols.

MAP-21

"Moving Ahead for Progress in the 21st Century" – Transportation authorization, signed by President Obama, effective October 1, 2012, to restructure federal investments of surface transportation.

Mark-off

Mark-off time is time that is paid to bus operators for doing duties other than their regular assignment, e.g., committee work, proofreading, etc.



Medicaid Fund

A fund within LTD's budget that includes transactions for transportation services provided under Medicaid for eligible participants.

Medicaid Transportation Brokerage

A centralized access point to provide transportation services. LTD contracts with the Oregon Department of Human Services Department of Medical Assistance Programs (DMAP). A broker provides call taking, eligibility verification, scheduling, and quality assurance for Non-Emergent Medical Transportation and non-medical transportation for eligible clientele.

Medicaid Waivered Non-medical

Transportation for Medicaid recipients who have a qualifying care plan managed by a Senior and Disability Services Case Manager under a Medicaid waiver. A certain amount of local transportation supports people staying in their homes or other community setting rather than residing in a nursing care facility. Also called community-based transportation within the RideSource Call Center and is one of the services offered.

Mini-Extra Board (MXB)

Same as Extra Board except that Mini-Extra Board bus operators are guaranteed 60 hours per biweekly pay period instead of 80 hours.

Mobility Management

Making innovative use of the transit resources to respond to the demands of customers, which may include: providing non-traditional services such as vanpool, ride-share, or demand-responsive services; implementing technologies that increase travel options or

convenience; providing information on all modes and ridesharing at a single call center; or influencing land use in favor of transit.

MOD

Mobility on Demand – A flexible demand-response system complimenting and connecting people to their community and to the transportation network system.

Modal Split

Percentage of the total participants using a particular method of transportation to an activity or event.

Mode

A specific form of transportation, such as automobile, subway, bus, rail, or air.

MovingAhead

A cooperative effort of the City of Eugene, Lane Transit District, and regional partners in the community to determine what improvements are needed on some of our most important transportation corridors. This effort will be carried out through multiple phases over the next several years. The first phase of effort will lead to the identification of up to four priority corridors which would then undergo further development work leading to capital investments related to the transit system as well as other modes of travel.

Moving Ahead Oversight Committee

The City of Eugene and the Lane Transit District (LTD) are working with the community to prioritize corridors for near-term enhancements that serve people using transit, biking, walking, and mobility devices. MovingAhead will build from Envision Eugene and LTD's Long-Range Transit Plan. These documents call for improving service for people using

transit and facilities for people biking and walking in our community.

MPC

Metropolitan Policy Committee – An intergovernmental committee created for problem solving and to resolve intergovernmental disagreements between the cities of Eugene and Springfield, and Lane County.

MPO

Metropolitan Planning Organization – A federally required transportation planning body responsible for the regional transportation plan and the MTIP in its region: Lane Council of Governments (LCOG) is the designated MPO for this region.

MTIP

Metro Transportation Improvement Program – A federally mandated planning document that lists highway and transit projects for the region, approved by the MPC, and submitted to the state for inclusion in the State Transportation Improvement Program (STIP).

MTM

Medical Transportation Management – Contractor providing RideSource brokerage operations. Medical Transportation Management, Inc., manages ADA and NEMT transportation and related services for systems across the U.S.

Multimodal

A trip involving several types of transportation, such as both rail and bus.

N

NEMT

Non-Emergent Medical Transportation – Trips provided through the RideSource Call Center for persons qualified for Oregon Health Plan Plus (OHP+) and who have no other reliable means of getting to and from Medicaid-covered medical services.

NEPA

National Environmental Policy Act of 1969 – An act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes.

New Starts Program

A category of the Federal Transit Administration Capital Investment Program (49 USC 5309) that is used to fund new fixed-guideway systems, or an extension to an existing fixed-guideway system such as rail and potentially bus rapid transit.

NOFA

Notification of Funding Availability – Northwest Natural Privately owned natural gas provider for the District.

NTD

National Transit Database – The system through which the Federal Transit Administration (FTA) collects uniform transit data needed by the Secretary of Transportation to administer department programs. The data consist of selected financial and operating data that describe public transportation characteristics. Recipients of FTA Urbanized Area Formula Program (Section 5307) and Nonurbanized Area Formula Program

(Section 5311) are required by statute to submit data to the NTD.

NTI

National Transit Institute – Training, education, and clearinghouse services in support of public transportation in the United States.

O

OAA

Older Americans Act – The Older American's Act of 1965 established the Administration on Aging, a national agency to oversee the development of services and opportunities for older people in every community across the nation.

OAR

Oregon Administrative Rules – A compilation of the administrative rules of Oregon state agencies, compiled, indexed, and published by the Secretary of State's Office.



ODOT

Oregon Department of Transportation – A department of the Oregon state government responsible for systems of transportation

OHP+

Oregon Health Plan Plus – A state medical health plan provided to children and adults who are eligible for traditional Medicaid programs or for the Children's Health Insurance Program (CHIP).

OMB

Office of Management and Budget – The office within the executive branch of the federal government that prepares the President's annual budget, develops the federal government's fiscal program, oversees administration of the budget and reviews government regulations.

OMPOC

Oregon Metropolitan Planning Organization Consortium – The Oregon MPO Consortium is a forum for Metropolitan Planning Organizations (MPO) whose purpose includes addressing Oregon's growing transportation needs within metropolitan areas, the role of the State of Oregon in transportation investments and other related transportation needs and issues within the state.

OPEB

Other Post-Employment Benefits – Benefits received by an employee when he or she begins retirement, including health care and life insurance premiums, and deferred compensation. It does not include pension benefits.

Other Operating Grants

Revenues from grants for non-capital expenditures such as Transportation

Demand Management and preventive maintenance.

OPS

Transit Operations (LTD) – An LTD work group.

OPTIS

Oregon Public Transit Information System – An electronic web-based software program used for managing ODOT Public Transit Division grants.

ORS

Oregon Revised Statutes – The codified laws of the State of Oregon, which is published every two years to incorporate each legislative session's new laws.

OSHA

Occupational Safety and Health Administration – Agency responsible for promulgating rules, setting health and safety standards, and overseeing enforcement, whether by direct federal effort or by relying on state enforcement programs.

OTA

Oregon Transit Association – Created to assist members in the development and improvement of efficient, safe, and convenient transportation services, techniques and methods, facilities, and equipment.

OTC

Oregon Transportation Commission – Establishes state transportation policy and guides the planning, development, and management of a statewide integrated transportation network. The governor appoints five commissioners, ensuring that different geographic regions of the state are represented. One member must live east of the Cascade mountain range; no more than three

can belong to one political party.

OTP

Oregon Transportation Plan – The comprehensive, long-range plan for a multimodal transportation system for the state, which encompasses economic efficiency, orderly economic development, safety, and environmental quality.

P

P&D

Planning and Development (LTD) – An LTD work group.

P2p

Point2point – Services offered through LTD to promote and support employer programs, transportation options, and alternative modes of transportation.

P-card

Purchasing Card – A charge card issued to employees that works in a similar way to credit cards and can be used to purchase goods or services.

Paratransit

Alternatives to traditional modes of public transit such as bus and rail. Often refers to flexibly scheduled and routed transportation services using small buses or minivans. LTD's paratransit services are coordinated under the RideSource Call Center.

Park & Ride Program

A program to maintain existing sites and identify potential new sites where drivers can park their cars and either take a bus, walk, ride a bike, or meet a carpool.

Passenger Boarding

Occurs when a customer boards the bus.

Passenger Miles

The total number of miles traveled by passengers on transit vehicles; calculated by accumulating the total for all trip segments resulting from multiplying the number of passengers determined to be on board for each trip segment by the length of the trip segment.

Payroll Taxes

Revenues generated from tax imposed on employers within the transit district based on the employer's payroll.

PBI

Passenger Boarding Improvements – Capital improvements to aid passengers in boarding and deboarding transit vehicles. These may include improvements to transit stations, shelters, stops, and bus stop signs, among others.

PCE

Progressive Corridor Enhancement – A program to implement incrementally various transit enhancements along a corridor. Typical enhancements include signal priority, improved stops and stations, through-routing, improved service frequency, and queue-jump lanes. Improvements could eventually lead to implementation of an EmX level of service.

Peak Service (peak assignments)

Describes the point of time during the day when the District has the maximum number of buses operating. It is often described as the a.m. peak and the p.m. peak.

Pension Trusts

LTD maintains two pension trusts: one for union employees (ATU/LTD Pension Trust) and one for non-union employees hired prior to January 1, 2012 (Salareid Employees Retirement Plan). These trusts differ somewhat in basic structure, but each has a Board of Trustees that has certain oversight responsibilities. The LTD Board is responsible for appointing three Trustees to the Salaried Trust and two Trustees to the ATU/LTD Trust. The three trustees for the Salaried Trust are the LTD Board president, the general manager, and the Human Resources director. The two trustees appointed by the Board for the ATU/LTD trust are the LTD Board president and the general manager.

PM

Preventive Maintenance – The maintenance of LTD assets to keep those assets in a state of good repair.

PMP

Project Management Plan – Guiding document for the management and administration of the West Eugene EmX Extension (WEEE) project.

PMOC

Project Management Oversight Contractor – Informs FTA's determination regarding the adequacy of the Grantee's legal, administrative, and technical capacity, and capability to effectively and efficiently execute the project in all of its aspects, including planning, design, construction, testing, and revenue operations.

PP

Pioneer Parkway – A street in Springfield chosen for part of the Gateway EmX route.

Private Provider

Contracted transportation providers, may include nonprofit providers, taxis, etc. Primarily used to expand capacity for RideSource Brokerage services.

Proposed Budget

Version of the budget presented by management to the Budget Committee.

PUD

Planned Unit Development – A type of building development and regulatory process. As a building development, it is a designed grouping of both varied and compatible land uses, such as housing, recreation, commercial centers, and industrial parks, all within one contained development or subdivision.



Queue Jumpers

A transit-priority technique that allows a bus to use an exclusive lane to bypass a queue of cars to reach a signalized intersection.



Reduced Fare Program

(See Half Fare Program.)

Report Time

The time an operator is allotted to perform safety pre-check of vehicles prior to going out for the day.

Revenue Hours

The period of time a bus is in service, boarding and debarking customers.

Rhody Express

A local public transit service operating in Florence coordinated through Accessible Services. Funded under Section 5311 Rural General Public Program, Special Transportation Fund, and City of Florence.

Rider Cards

LTD provides rider cards such as Honored Rider free fare for persons age 65 and older, or half fare for any persons with a current, valid Medicare card, or proof of receiving SSI or SSD along with a valid photo ID card. Veterans who receive 50 percent or higher disability benefit are also eligible for half fare. Persons with disabilities who need an accessible accommodation in order to ride the bus may also be eligible for half fare. The Half Fare and Honored Rider cards may be obtained at the LTD Customer Service Center.

Rideshare Program

A program funded by Point2point to promote sharing of one vehicle by two or more commuters. (See Carpool/Vanpool.)

RideSource ADA Service

LTD paratransit services for people with disabilities who are unable to use regular fixed-route services as mandated under the Americans with Disabilities Act of 1990.

RideSource Call Center

LTD-administered call center that integrates human services and public transportation for older adults, people with disabilities, and persons of low income using a single telephone number. Provides integrated call

taking, billing, scheduling, and dispatch services.

RIS

Regional Information System of Lane County – A regional service provider that offers information and technology sharing among governmental agencies.

RTOP

Regional Transportation Options Plan – A plan to both broaden and focus the definition and application of the Transportation Demand Management (TDM) elements of our local and regional transportation plans.

RTP

Regional Transportation Plan – Required by federal regulation, implemented by Lane Council of Governments.

RTSP

Regional Transportation System Plan – Required by Oregon law. Includes

policies, projects, and strategies that guide regionally significant transportation investment within the Central Lane MPO. The development of this plan will involve the communities of Coburg, Eugene, and Springfield, including citizens, staff, and elected officials.

Run Cut

A run, also known as a duty, is a piece of work handled by bus operators. A block is how a bus is assigned to its daily activities. A block may be up to 19 hours long. The planners use software to cut the blocks efficiently into pieces of work called runs. Bus operators choose their runs during the bid process.

S

S&DS

Senior and Disabled Services – A division of the Lane Council of Governments.

SAC

Service Advisory Committee – Employee representatives who meet as needed to discuss service issues and advise Service Planning and Marketing staff about bus service planning and operations. This group effectively interacts among employees and Service Planning and Marketing staff.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users – Enacted in August 2005, authorizes the federal surface

transportation programs for highways, highway safety, and transit through FY 2009.

SBPG

Standard Bus Procurement Guidelines – Guidelines developed through an open and inclusive industry consensus process, funded by the Transit Cooperative Research Association (TCRP) and under the guidance of the American Public Transportation Association (APTA).

Schedule Hours

This is the sum of all revenue and non-revenue service hours the bus is in operation. This includes prep time, deadhead time (traveling to the beginning of a route), and layovers.

Scheduled Free Time

Paid time to individual operators to bring scheduled hours worked up to contractual minimums.

Scheduled Split Time

Thirty minutes of paid time for all scheduled runs with a split of 36 minutes or more from the end of the first piece of work to the start of the second piece of work.

Scheduled Travel Time

Bus operators are often required to begin their run/duty at a location out in the system. Travel time is the time paid to get the operator to the starting point of the run/duty.

SCTS

Santa Clara Transit Station – A transit station located at the former Santa Clara Elementary School site on River Road between Green Lane and Hunsaker Lane in North Eugene.



SDS

Senior and Disability Services – A division of the Lane Council of Governments.

Self-Employment Taxes

Revenues generated from tax imposed on self-employed individuals within the transit district based on the individual's non-excluded federal Schedule SE income.

Service Hours

Total time a bus is in operation, including non-revenue service travel time between the garage and the start and end of route service.

SGR

State of Good Repair – An FTA grant program initiated to support reinvestment in bus fleets and bus facilities for both urbanized and rural areas.

SharePoint

A web-based collaborative platform that integrates with Microsoft Office. A document management and storage system.

Signal Preemption

Guarantees a green light at an intersection; available for emergency vehicles only.

Signal Priority

Provides priority for transit vehicles at signalized intersections.

SmartTrips

An individualized marketing program that promotes available transportation options to households and businesses living within a target neighborhood or geographic boundary.

Small Starts

A new category within the New Starts program for a fixed-guideway project

with a total cost of less than \$250 million and a maximum cost of \$75 million New Starts grant funding.

Smart Ways to School Program

A program to implement transportation options programs and measure the effectiveness of efforts at selected school sites in the region.

SOV

Single-Occupant Vehicle – A vehicle with one occupant, the driver, who is sometimes referred to as a “drive alone.”

SP

Service Planning (LTD) – An LTD workgroup.

Span of Service

The time between the first bus trip in the morning and the last bus trip at night.

Specialized Services

At LTD, this represents many programs and services that are provided or coordinated by LTD that incorporates non-general fixed route services. These include mobility management services such as our Cottage Grove Connector, and the programs coordinated through the RideSource Call Center. This also includes our out-of-area grant funded services such as the Diamond Express, Rhody Express, and many of the programs funded through the Statewide Transportation Improvement Fund.

Special Services

Revenues for contracted transit services (e.g., event shuttles to fairs and sporting events) and purchased charter services (e.g., shuttles for a private group).

Sponsored Services

Public transportation services that are provided by a transit provider as part of a sponsorship or donation. Common sponsored agencies include local non-profit agencies who facilitate events and programs.

SRTS

Safe Routes to School – A nationwide program model implemented in the Eugene, Springfield, and Bethel school districts to increase the number of students walking and biking to school.

SSD or SSI

Social Security Disability and Supplemental Security Income (based on disability) – LTD offers half-price fares to current eligible recipients under the Rider Card program.

State-in-Lieu Taxes

Revenues from the State of Oregon in lieu of payment of employer payroll taxes. Also known as Government Employee payroll taxes.

Statewide Transportation Improvement Fund

Revenues generated from a tax imposed on employees within the transit district based on the employee's eligible pay.

STBG

The Surface Transportation Block Grant Program (STBG) provides flexible Federal funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

STF

Special Transportation Fund Program serving older adults and people with disabilities – State of Oregon program

funded by a tax on tobacco products and other state resources.

STF Advisory Committee

The Special Transportation Fund Committee is a state-mandated advisory committee that advises the LTD Board of Directors in carrying out the purposes of the Special Transportation Fund for older adults and people with disabilities.

STIF

Statewide Transportation Improvement Fund is a new state payroll tax (one-tenth of 1 percent) collected from Oregon employees as a result of the passage of House Bill 2017 and provides a new dedicated source of funding to expand public transportation to access jobs, improve mobility, relieve congestion, and reduce greenhouse gas emissions around Oregon.

STIF Advisory Committee

The LTD Board of Directors has appointed an Advisory Committee to review potential STIF-funded projects and create a prioritized list of projects for the county. The Advisory Committee will meet at least two times per year.

STIP

Statewide Transportation Improvement Plan – Outlines the state's transportation capital improvement program, listing proposed construction projects for a four-year period. The STIP meets the requirements of MAP-21, the federal act providing funds to states for transportation projects. The STIP is not a planning document. It is a project prioritization and scheduling document.

STP

Surface Transportation Program – Federal flexible funding that allocates a share of federal highway funds to state and local governments for road and transit-related projects.

STP-U

Surface Transportation Program - Urban – STP funds specifically allocated to the Eugene-Springfield urbanized area.

STS

Statewide Transportation Strategy – A long-term vision to reduce transportation-related greenhouse gas (GHG) emissions and increase the region's energy security through integrated transportation and land use planning through 2050.

Strategic Planning Committee

This committee is composed of a core group of representatives from the LTD Board of Directors, key LTD partners including: the Eugene City Council, Springfield City Council, Lane County Board of Commissioners, and Oregon Department of Transportation. The committee also includes a diverse set of representatives from within the community. The Strategic Planning Committee provides the LTD Board of Directors with independent advice on strategic planning issues related to advancing the goals of the Long-Range Transit Plan, including but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

STRR

Surface Transportation Reauthorization and Reform Act (State) – Authorizes funds for federal-aid highways, highway safety programs, transit programs, and for other purposes.

Summer Bid

The term "bid" refers to the selection of work by bus operators. Operators





bid based upon their seniority in the union. LTD has three bids per year: fall, winter, and summer. Bids are timed with the service adjustment.

Supplemental Budget

A requirement of Oregon Budget Law when there is a modification to the currently adopted budget. A supplemental budget is used to: 1) increase or decrease appropriations, 2) create a new appropriation category, or 3) create a new fund.



T4America

(See Transportation for America.)

TAM

Transit Asset Management – An FTA business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair.

TCRP

Transit Cooperative Research Association – A nonprofit educational and research arm of the American Public Transportation Association (APTA). The TCRP undertakes applied research and technical activities focusing on the needs of transit operating agencies.

Research is conducted in all areas of public transportation, including operations, policy, planning, service configuration, engineering of vehicles and facilities, maintenance, human resources, and administration.

TDM

Transportation Demand Management – Refers to various strategies that change travel behavior (how, when, and where people travel) in order to increase transport system efficiency and achieve specific planning objectives.

TGM

Transportation Growth Management Program – This is a partnership of the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. The program includes federal funding to partner with local governments to link land use and transportation planning to boost transportation choices.

TIGER

Transportation Investment Generating Economic Recovery – The American Recovery and Reinvestment Act of 2009 appropriated \$1.5 billion in discretionary grant funds to be awarded by the U.S. Department of Transportation for capital investments in surface transportation infrastructure. Grants are awarded for transportation investments that have a significant impact on the nation, a metropolitan area, or a region.

TIGGER

Transit Investments in Greenhouse Gas and Energy Reduction – The American Recovery and Reinvestment Act of 2009 (ARRA) provided \$100 million to be distributed as discretionary grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of public transportation systems.

TIP

Transportation Improvement Plan (local or regional) – A program for transportation projects, developed by a metropolitan planning organization, in conjunction with the state.

TMA

Transportation Management Area – An area designated by the U.S. Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the metropolitan

planning organization (MPO), or under special circumstances designated for the area.

TOGO

Transportation Options Group of Oregon – TOGO was formed to promote transportation options and balanced transportation systems. TOGO's goal is to create a greater awareness of transportation options and to provide a format for transportation options professionals and/or other interested entities or individuals to exchange and distribute information at the local/regional level.

Transportation options include but are not limited to: transit (bus and light rail), car/vanpooling, walking, bicycling, teleworking, use of telecenters, car sharing, close-to-home commuting, park and rides, creative work schedules, commuter rail, and train.

TPC

Transportation Planning Committee – A Lane Council of Governments committee that undertakes the technical activities necessary for the continuing comprehensive and cooperative transportation planning process in the Central Lane Metropolitan Planning Organization (CLMPO) area, as described in the Unified Planning Work Program (UPWP).

TrAMS

TrAMS is the Transit Award Management System, FTA's platform to award and manage federal grants. The TrAMS system maintains information on each recipient organization and the organization's compliance with eligibility requirements for awards, and tracks individual users within the organization. TrAMS is a web-based tool developed to allow recipients to apply for federal funds, manage their

programs in accordance with federal requirements, and provide FTA with a method to approve, control, and oversee the distribution of funds.

Transit Lane

Traffic lane reserved for transit-only use.

Transit Tomorrow

The Comprehensive Operations Analysis project put on hold as COVID-19 shut down our community.

Transit Training & Hosts

LTD program operated under contract to provide assistance with transfers and riding information at the Eugene Station and conduct one-on-one travel training for people with disabilities who desire to learn to use the bus. Promotes and supports the use of fixed-route service as an alternative to using RideSource paratransit.

Transitway

Transit-only lane with curbs; used interchangeably with guideway.

Transportation Disadvantaged

Persons who must rely on public transit or paratransit services for most of their transportation. Typically refers to individuals of age without access or ability to legally operate a personal vehicle.

Transportation for America

A growing, national coalition committed to creating a new national transportation program that will take America into the 21st Century by building a modernized infrastructure and healthy communities where people can live, work and play.

Transportation Options

A grant-funded program housed at Lane Transit District charged with the coordination and implementation of

many of the region's transportation options.

Triennial Review

(See Comprehensive Review.)

TransPlan

The Eugene and Springfield Area Transportation Plan consists of long-range projects and policies addressing optimal ways that cars, buses, bicycles, and pedestrians can travel in the Eugene-Springfield region. TransPlan serves as the regional transportation plan (RTP) for the Eugene-Springfield metropolitan area.

TSP

Transportation System Plan – A requirement of Oregon law, which governs plans at the county level as well as cities within LTD's service area. The TSPs identify improvements for all modes of transportation including roadway, bicycle and pedestrian, transit, and rail networks.

TVM

Ticket Vending Machine – A fare machine on the platform of the EmX stations for riders to purchase bus passes.



Umo

Umo is the fare collection system used by LTD to provide electronic fare validation that helps speed up boarding, provides improved convenience for customers who don't have to carry exact change, and creates the ability for our partners such as group pass organizations,

non-profit organizations and schools to be able to manage their own fare programs. In addition, aggregated data is collected providing the tools to understand how our system is used which is valuable as we evaluate how to best deploy service in our community. Fares can be paid using a mobile app, or a tapcard.

Unemployment Rate

Economic indicator that calculates the percentage of unemployed workers as compared to total employment.

United Front

A coalition of local governments in the Eugene-Springfield area supporting a broad, collective federal agenda.

UPWP

Unified Planning Work Program – A federally required certification document developed for the Central Lane MPO that describes the transportation planning activities to be undertaken in and surrounding the Central Lane metropolitan area.

UZA

Urbanized Area – A U.S. Bureau of Census-designed area of 50,000 or more inhabitants consisting of a central city or two adjacent cities plus

surrounding densely settled territory, but excluding the rural portion of cities.



Vacation Bid

Process by which bus operators choose their vacation time in seniority order based on a limited number of vacation spots available each week.

Vanpool

Program to coordinate intercity commuter transit utilizing a 7- to 15-passenger van driven by one of the commuters.

VEBA

Voluntary Employee Beneficiary Association – Employer-paid employee benefit to assist with co-pays, deductibles, and other health care-related costs incurred by the employee.

VMT

Vehicle Miles Traveled – Total number of miles traveled by all the vehicles on the road or road system for a given

period of time. The more cars there are on the road at the same time in the same area, the higher the VMT and the worse congestion will be. Reducing VMT can help ease traffic congestion.



EmX West

Formerly referred to as West Eugene EmX Extension (WEEE), EmX West is an extension of the EmX Green Line that connects downtown Eugene and the West 11th Avenue area.

Winter Bid

The term “bid” refers to the selection of work by bus operators. Operators bid based upon their seniority in the union. LTD has three bids per year: fall, winter, and summer. Bids are timed with the service adjustments.





**THERE CAN BE NO
DOUBT THAT THE
TRANSPORTATION
SECTOR IS THE
MOST CRITICAL
SECTOR OF OUR
ECONOMY.**

— ROBERT BRADY



Lane Transit District