



PROPOSED BUDGET BOOK

FY 2023 - 24

Amendments:

Page 13: "See table on page 14." added (4-28-2023)

Page 14: Long Range Financial Plan table added. (4-28-2023)

Page 14: LTD department structure infographic removed. (4-28-2023)

Page 64: Table 11.8.3 added. (4-28-2023)

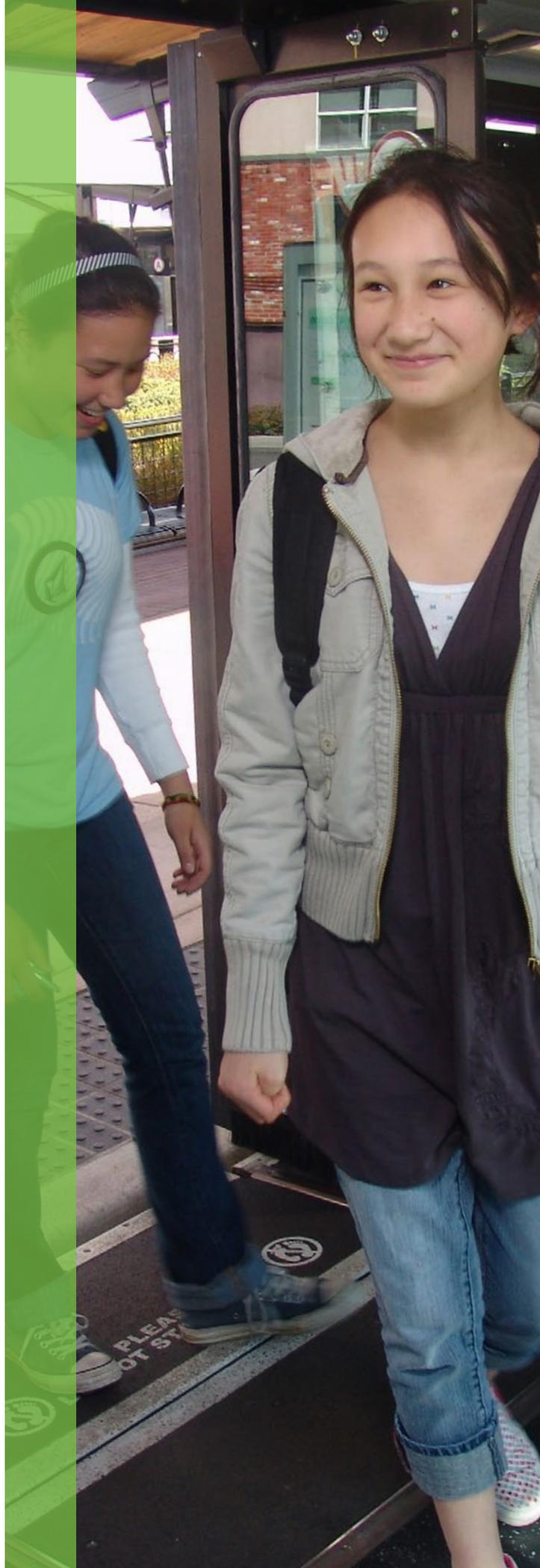


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GLOSSARY

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

— GANDHI

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 2023-2024 (FY 23-24) Annual Budget. 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 2023-2024 Budget Message from our Chief Executive Officer and our Budget Officer
- Our organization structure
- Our Community Investment Plan as approved by the Budget Committee in October, 2022
- A summary of our Proposed FY24 Annual Budget for our General Fund and Special Revenue Funds, including Specialized Services, Medicaid, Point2point, Capital Projects, and Sustainable Services
- Appendices with financial data presented in tables

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.

Over the past three years, 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

BUDGET CALENDAR

AUGUST

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

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.

NOVEMBER

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

DECEMBER

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

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.

MARCH/APRIL

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

MAY/JUNE

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

JULY

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

BUDGET MESSAGE

As we prepare this message, the public transit industry is entering a post-COVID new normal. For the last three years, the world, LTD and our community has confronted the ever-evolving challenges of COVID-19 and its associated aftereffects.

The District is proud of meeting its commitment of providing essential trips to our riders while maintaining the health and safety of our employees and passengers during an extraordinary, once-in-a-lifetime public health emergency.

The District is encouraged that ridership has reached a post-pandemic high of more than 5,449,200 rides with a continuing and steady growth. October 2022 saw the highest weekly ridership with more than 133,000 rides (61% of 2019). This means that riders are returning to our service and expanding trips beyond only essential destinations such as jobs, schools, grocery, stores, and medical facilities.

Despite the progress that the District is making, the long-term effects of COVID-19 have created new challenges and continued uncertainty in the foreseeable future.

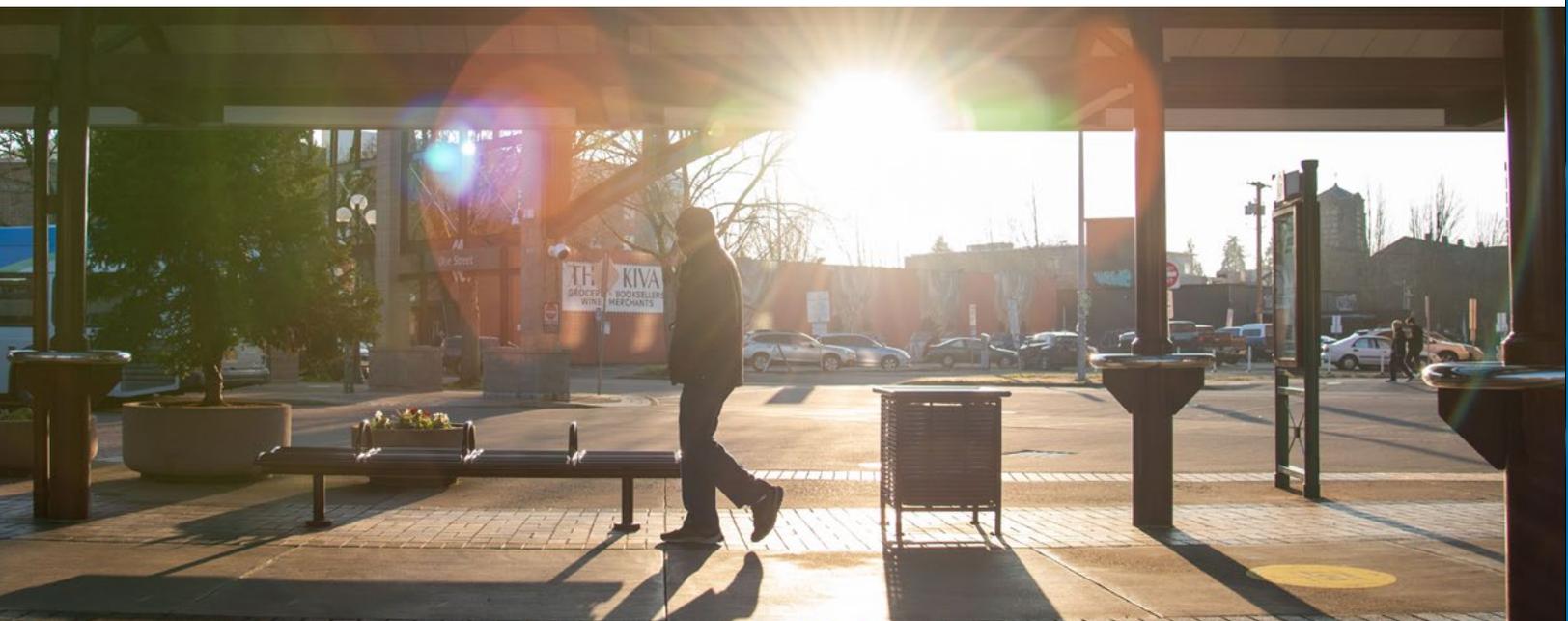
- On the revenue side, ridership, although growing, is still only at 62% (annually). Remote work, safety concerns and competition from 3rd parties such as Uber and Lyft are a few factors driving this change. Pre-pandemic, fares generated approximately 10 percent of our general fund operating budget. In the FY24 budget, fares only comprise 4% of our general fund operating budget.
- An additional challenge is the increase in FY24 budgeted expenditures, including wages resulting from inflation which hit a 40-year high in June 2022 of 9.1

percent, but is down as of March 2023 to five percent. Federal rescue and relief funding provided a lifeline that has addressed these revenue-to-expenditure gaps. The District put Federal relief funds to good use to sustain transit operations at a time when individuals in our communities relied on LTD to access critical services.

- Operationally, as seen across our entire industry over the course of the pandemic, LTD has suffered workforce losses amidst a very competitive job market and high attrition. These employee shortages have constrained the service we are able to provide.

Although we must recognize and account for many challenges, we look forward to forging a new, sustainable path forward in a post-pandemic landscape that better connects our community in a safe, reliable, sustainable, and equitable way.

This proposed annual budget provides the resources for the District's FY 2024 operations and capital plan. Also included is the Community Investment Plan (CIP). This plan outlines essential investments that support LTD's commitment to create and maintain quality facilities, services, and customer experiences today while preparing for tomorrow. The CIP provides a foundation for the projects and programs presented in our annual budget. This Proposed Budget balances 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 the community.



HIGHLIGHTS

TOTAL REVENUE: \$137 M



\$20 M
OPERATING REVENUE



\$55.2 M
PAYROLL-TYPE TAX REVENUE



\$50.8 M
GRANT REVENUE



\$1.1 M
OTHER REVENUE



\$9.9 M
TRANSFERS

TOTAL EXPENDITURE: \$141.3 M



\$47.7M
PERSONNEL SERVICES



\$14.2M
MATERIALS & SERVICES



\$0.7M
INSURANCE & RISK SERVICES



\$28 M
NON-FIXED ROUTE SERVICES



\$9.9M
TRANSFERS

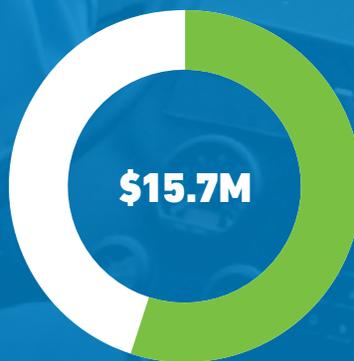


\$40.8 M
CAPITAL FUND INVESTMENTS

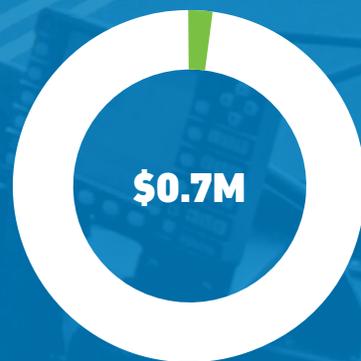
NON-FIXED ROUTE SERVICES: \$28 M



\$11.6M
SPECIALIZED SERVICES



\$15.7M
MEDICAID SERVICES



\$0.7M
P2P SERVICE

TOTAL RESERVES: \$41.7 M



\$.2 M
SUSTAINABLE SERVICES RESERVE



\$11.3M
CASH FLOW RESERVE



\$24.4M
CAPITAL RESERVE



\$5.8M
WORKING CAPITAL

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.

General Fund

General Fund Revenue

Historically, payroll-type taxes make up the single greatest source of revenue for the General Fund. In FY 24, payroll taxes are budgeted to increase 7% from the FY 23 adopted 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 24 are budgeted at \$73.7 million, compared to \$72.1 million in FY 23. See table 11.3 in Appendix A

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 increase by \$.5million from the FY 23 adopted budget. This is below FY 19 pre-pandemic revenues by \$3 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, three 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 24 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 budget that provides critical transportation services that are sustainable through unforeseen expenses or cash shortfalls. The FY 24 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 24 budget reflects a cost per revenue hour of \$248. 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 \$85 cost per revenue hour gap.



Specialized Services

The Specialized Services Fund includes the District's out of area and non-fixed-route transportation services. These services include Coordinated Human Service Transportation, Rural County Transportation, Mobility on Demand services, and non-capital programs funded by the Statewide Transportation Improvement Fund.

Coordinated Human Service Transportation

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 Behavioral Health Transportation services, and a Shopper Shuttle to help older adults purchase groceries. To learn more about these diverse programs. See table 11.5 in Appendix A.

Rural County Transportation Programs

These programs connect rural communities to each other and to the greater metropolitan-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 city limits, and to the LTD buses that provide service to Eugene/Springfield and beyond.



Medicaid

The District provides critical transportation for eligible individuals under the Oregon Health Plan/Medicaid for certain medical trips. This non-emergent 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. Detailed information is available in table 11.6 in Appendix A.

Capital Projects Fund

The proposed FY 24 budget for the Capital Projects Fund is \$40.8 million compared to a FY 23 budget of \$50 million. With the exception of the major bus component and rural shelter projects, all projects included in the FY 24 budget were evaluated and accepted as part of the 2023-2032 Community Investment Plan that was approved by the District's Budget Committee in October 2022. The fund also includes a \$4.7 million transfer from the general fund which covers grant matches and non-grant fundable requirements. See table 11.8 in Appendix A.

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 and 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 24 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 24 P2p Fund budget is \$754,870, up from FY 23 budget due to timing on project spending.

Economic Conditions

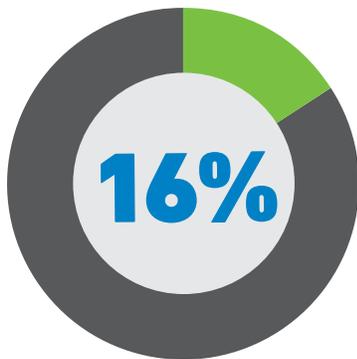
The economy has been facing significant headwinds as low interest rates, low inflation and government stimulus have come to an end. Current economic conditions indicate that a recession is more likely than not. The 2023 unemployment rate at 4.1 percent is up slightly from its low of 3.9 percent in June 2022.

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 worker shortages which have increased the cost to run the District and to provide the services the meet the needs of the community.

The economic forecasts are never certain, but the District continually monitors and proactively plans for the risk factors of the economy on the District and adjusts accordingly – always the with a goal of

- Providing a consistent level of service commensurate with available resources to best meets the needs of the LTD community
- Balancing our fiduciary duty
- Maintaining our assets in a state of good repair and making long-term investments that ensure that we continue to meet our mission of connecting our community in a consistent, reliable and safe way.

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



APRIL 2020 UNEMPLOYMENT PEAK FOR LANE COUNTY

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

Inflation is a concern as the year-over-year change in CPI reached a 40-year high at 9.1 percent in June 2022. It has since moderated to 6.3 percent as of December 2022. For FY 24, a steady decline is expected to continue and inflation is expected to normalize within the year to around 3 - 5 percent which is above the Federal reserve target of 2 – 2.5 percent.

Key Factor 2:

Contractual ATU Wage and Benefit Increases

A four-year Amalgamated Transit Union (ATU) agreement was ratified in February 2023, increasing wages 22% over the next four years. Other contract additions include a \$450 bonus for EmX operators, adding Juneteenth and Martin Luther King Jr. Day as holidays, and work assignment/ schedule clarifications.

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 met or exceeded their useful life. By the end of FY 23, the District will have received 16 new electric buses, in line with 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 \$34.6 million in Formula Funds over FY 24 and FY 25 (July 1, 2023 through June 30, 2025). Of those funds, \$31.8 million will be generated within the District and \$2.8 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: www.LTD.org/file_viewer.php?id=6079

Nine percent (9%) of STIF funds are Discretionary Funds that are awarded based on a competitive grant process. The remaining 1% of STIF funds are allocated for administrative costs.

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

The CARES, CRRSA and ARPA Acts provide Federal assistance for COVID-19-related expenses and lost revenues. 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 four types of reserves:

- A sustainable service reserve for the purpose of maintaining consistent, reliable services
- A cash flow reserve to ensure adequate cash on hand to cover temporary cash flow shortages
- A capital reserve to provide adequate dollars to carry out the Board-adopted Community Investment Plan
- Board designated reserves for potential financial risks or volatility

Key Factor 7:**Long Range Financial Plan**

Prior year forecasted budgets have deficits between the revenues that we take in annually and our annual expenditures needed to operate and to meet our community investment plan goals. Working capital and utilization of federal aid provided by pandemic relief funds have provided short-term relief with respect to the operating budget. However, service trends, inflationary growth, ATU contract commitments and Administration reorganization have changed some of the key assumptions used to formulate the Long-Range Financial Plan (LRFP).

Specifically, fixed route fare revenues were anticipated to recover over the next 5 years, but recent national trends are not supporting this. Personnel costs for the FY24 budget are at the level we expected two years from now. And due to inflation, increasing tech software, hardware, and support costs, the FY24 budgeted Materials and Supplies costs exceed the amount in the FY29 LRFP. [See table on page 14.](#)

The LRFP is adjusted each year to account for actual results from the preceding year, and to review assumptions for the future. Management will be working with the Board Finance Committee to establish the assumptions for the FY24 LRFP.

Conclusion

The proposed FY 24 budget has been developed to serve as a foundation to the District's vision 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,



Jameson Auten
CEO



Pamela Strutz
Budget Officer



Amendment: Table added on 4-28-2023.
 LTD department structure infographic has been removed.

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										
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 OPERATING REQUIREMENTS	\$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

LTD ORGANIZATION

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

- Board Support

Human Resources, Equity & Risk Management

- Human Resources
- Risk Management
- Training and Staff Development

Finance

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

Information Technology

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

Procurement

- Materials Management
- Compliance
- Business Intelligence

Specialized & Accessible Services

- Accessible Services
- Customer Service

Marketing & Communications

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

Planning & Development

- Planning
- Metro Planning
- Service Planning
- Fixed Asset Maintenance
- Capital Projects
- Janitorial
- Property Management

Transit Operations

- Fixed-Route Service
- Transit Training
- Public Safety

Fleet Management

- Fleet Services
- Sustainability



Lawrence Green
Term Expires: 12/31/2026
Subdistrict 6
West Eugene/Hwy. 99, River Rd.,
and Junction City Areas



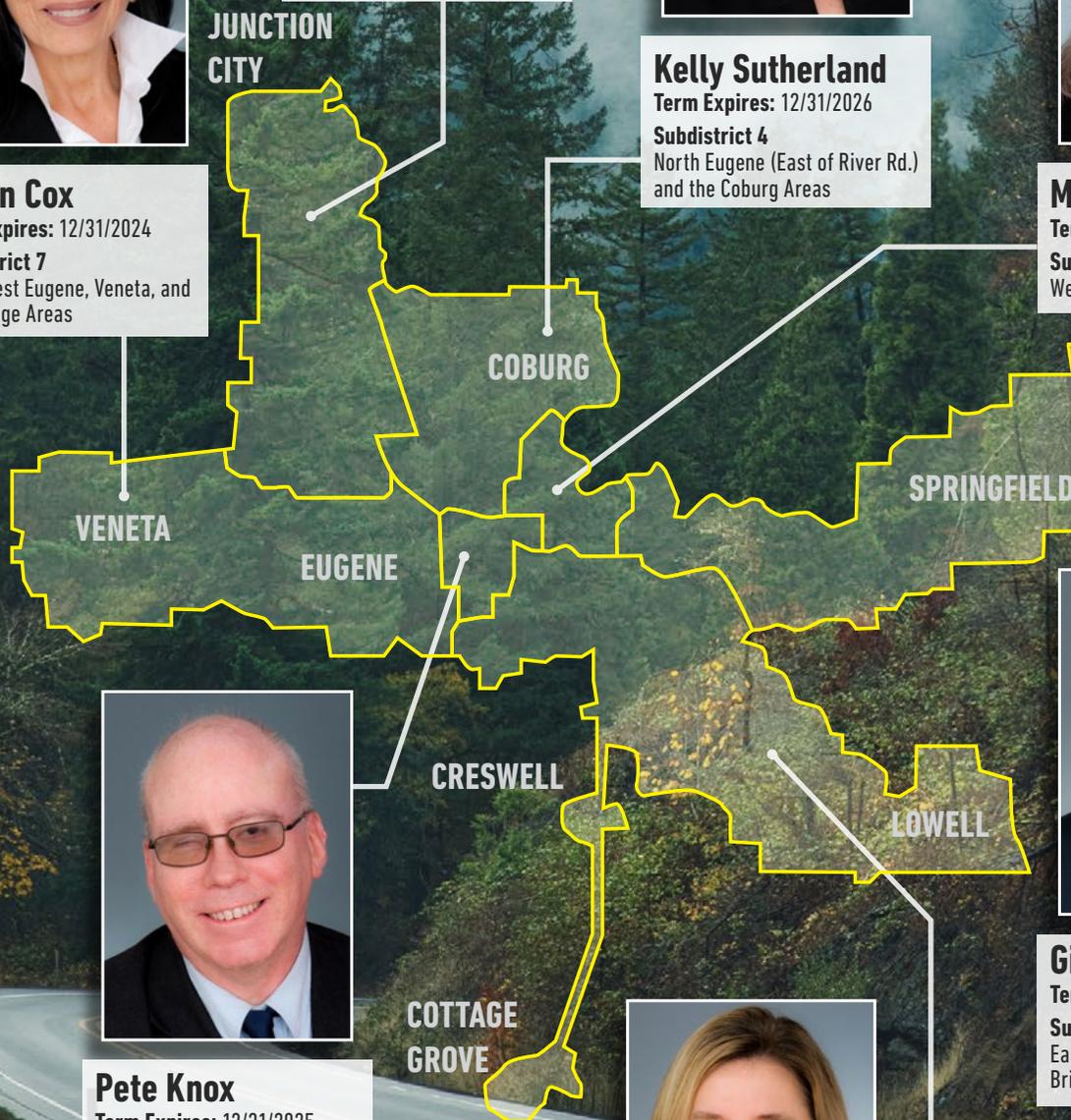
Kelly Sutherland
Term Expires: 12/31/2026
Subdistrict 4
North Eugene (East of River Rd.)
and the Coburg Areas



Michelle Webber
Term Expires: 12/31/2024
Subdistrict 2
West Springfield Area



Susan Cox
Term Expires: 12/31/2024
Subdistrict 7
Southwest Eugene, Veneta, and
Fern Ridge Areas



Pete Knox
Term Expires: 12/31/2025
Subdistrict 5
Central/West Eugene,
University/Downtown,
Whiteaker, Jefferson, and West
Side Neighborhoods



Gino Grimaldi
Term Expires: 12/31/2025
Subdistrict 1
East Springfield to McKenzie
Bridge Area



Heather Murphy
Term Expires: 12/31/2026
Subdistrict 3
Southeast Eugene, Creswell,
Cottage Grove, and Lowell Areas

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
Michelle Webber
Heather Murphy
Kelly Sutherland

Pete Knox
Lawrence Green
Susan Cox

Appointed Members

Subdistrict 1 - Steven Wheeler
Term Expires: 12/31/2024

Subdistrict 5 - Gary Wildish
Term Expires: 12/31/2024

Subdistrict 2 - Carl Yeh
Term Expires: 12/31/2025

Subdistrict 6 - Jason Williams
Term Expires: 12/31/2025

Subdistrict 3 - Jess Tuerk
Roshak
Term Expires: 12/31/2023

Subdistrict 7 - Brandon Rogers
Term Expires: 12/31/2023

Subdistrict 4 - Darvin Fowler
Term Expires: 12/31/2025

COMMUNITY INVESTMENT PLAN

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.

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. As the 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.





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.
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 2023-2032 CIP totals approximately \$298 million in projects. Of that, \$118 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	51,158,355	87,912,020	1,000,000	140,070,375
Improvements	10,798,480	30,432,614	117,100,000	158,331,094
Totals	61,956,835	118,344,634	118,100,000	298,401,469



CIP Development & 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.

Project Funding Considerations

There are two types of projects in the CIP, **State of Good Repair** and **Improvement**.

State of Good Repair projects are projects keeping the District’s assets in good working condition in 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 vetted using the foundational elements included in our Community Investment Policy. Those 3 foundational elements are:

1. Alignment with the Strategic Business Plan
2. Meeting our funding goal of >70% of the capital project costs being covered by grants
3. Our five Guiding Principles

GUIDING PRINCIPLES



To deliver safe, equitable and dependable transportation services and facilities in an affordable, efficient, and cost-conscious manner



To invest in a transparent, financially sustainable manner that is able to withstand annual revenue fluctuations



To adjust to changes in community service needs and strategic business plan priorities



To comply with all local, state, and federal regulatory requirements



To be a part of the climate change solution while building community resiliency

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.

LTD's Project Descriptions

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.



Project Description – IMPROVEMENTS

Alternative Fuels Infrastructure

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

EmX Franklin & Gateway Station Improvements

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

Eugene Station Modernization

Eugene Station is the central point of LTD's "hub and spoke" transit system. This project will maintain and improve both the buildings and exterior features of the station. Examples of possible improvements include (but not limited to): updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures, and updating public restrooms.

Facility & Station Upgrades & Infrastructure

The Station Upgrades and Infrastructure projects are part of LTD's continuous efforts to better meet the changing needs of the passengers, employees, and growing community. Each station provides important access points to transit across the 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 which may include relocation of the entire facility.

Fiber Mapping and Replacement/Expansion

Contracted mapping project of current fiber outside LTD facility; assessment of copper cabling; cabling improvements/expansion inside LTD facility.

Fixed Route Infrastructure Improvements

This project will update signs, shelters, furniture, and other equipment at stops along the Fixed Route Network, increasing accessibility, comfort, and passenger safety at these boarding areas.

Fleet Crane and Fall Protection

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

Hunsaker Development Project

Through the Hunsaker Development Project, LTD will sell the remaining property next to the Santa Clara 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.

MovingAhead Design Refinement

MovingAhead is a partnership between the City of Eugene and Lane Transit District to determine what investments are most needed along some of the region's most important corridors.

OCC / Training / Lounge

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

Project Description – IMPROVEMENTS *continued*

Passenger Boarding & System Facility Improvements

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

RideSource Facility Expansion

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

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, rehabilitating furniture and shelters, as well as improvements to mechanical, electrical and plumbing systems.

Storm Water Shut-Off Valve to City

This project will provide a shut-off valve to the city storm water system in the event of a major fueling spill on the Glenwood Campus.

Franklin Raise Project Grant Match

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

Planning Studies

Strategic Planning Studies comprise interrelated planning studies that will advise the strategic direction of the organization. The suite of projects that fall within "Strategic Planning Studies" will be reassessed/built upon each year as part of the CIP process. The strategic planning studies include: Main McVay Transit Study, MovingAhead, Strategic Business Plan, LCOG Planning Assistance, Comprehensive Operations Analysis, Mobility Management Strategy, Corridor Planning, Long Range Transit Plan Update, and the Downtown Transit Circulation Plan.

Transit Corridor Improvements

LTD's Frequent Transit Network (FTN) provides crucial connections for the 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.

FTN Safety and Amenity Improvements

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

System Security Improvements

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

Mobile Wallet/Trip Planner (MaaS)

In partnership with local entities, this project seeks to innovate in the space of transportation options access and ease-of-use. The goal is to develop and implement an integrated web-based solution for area residents and visitors to have a one stop interface for planning and paying for local transportation options including transit, rideshare, bikeshare, etc.

Website

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



Project Description – STATE OF GOOD REPAIR

Bike Locker Purchase

To maintain a rider amenity for those riding their bikes and using transit in rural areas, LTD will replace two metal bike lockers in Cottage Grove.

Bus Wash Improvements

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

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.

Glenwood Admin Roof Replacement

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

Glenwood Admin Seismic, Mechanical, and Systems Upgrades

The Glenwood Administration Building was constructed in the early '90s. This project will consist of seismic upgrades, mechanical upgrades, and system upgrades.

Glenwood Electrical Rehabilitation

This project will take corrective measures on electrical safety issues, installation/code deficiencies, and equipment rating deficiencies. The work also includes increasing the capacity of the electrical systems on the Glenwood Campus.

Glenwood Petroleum Fuel System Improvements

This project will upgrade and replace LTD's petroleum and fluid dispensing systems, much of which has reached its end-of-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 detection, and dispensing equipment.

Transit Facilities State of Good Repairs

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

Fleet Procurement Plan

The Fleet Procurement Plan will assist LTD in making informed decisions about its fleet to meet our Climate Action Policy goals. 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.

IT Hardware Replacement

Scheduled replacement of security cameras, servers, workstations and laptops, backup system, switches, and firewall.

Major Bus Components

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

Ten-Year Fixed Route Fleet Replacement

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

Ten-Year Special Service Fleet Replacement

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

Ten-Year Non-Revenue Fleet

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

Project Description – STATE OF GOOD REPAIR *continued*

CAD/AVL

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

Data Warehouse

Data warehouse and data governance supports District-wide initiatives and provides supporting metrics for the Strategic Business Plan. This project increases disaster resiliency by simplifying and speeding data recovery of a primary, centralized data source for reporting, in addition to supporting development/integration of an NTD reporting solution, supporting high availability and backups of SQL databases data warehouse, and providing direct access to key metrics and dimensions that support decision making across the entire organization.

ERP

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

ITS Video Systems Replacement

This project includes a full replacement of all video systems on LTD vehicles. This technology allows Operations to ensure the safety of our vehicles, operators and passengers at all times, as well as to respond quickly and efficiently to any incidents involving an LTD vehicle.

Microsoft 365

This project will convert the on-premise exchange server, mailboxes, and SharePoint to Microsoft365 products. Migrating our Microsoft Office implementation to Office 365 will provide employees access to key software

packages, such as email and SharePoint, even in the case of a local event that places our on-site servers at risk.

Mobile Device Management

Mobile Device Management can assist in securing outside WiFi connections, keep antivirus software up-to-date, disable devices in the event of theft, and assist in the location of stolen devices. This project will implement tools allowing IT to control LTD mobile device technology, such as smartphones, tablets, and laptops, while outside of the agency.

Mobile Gateways or Other

This project replaces mobile gateways on LTD and RDS vehicles and remote sites. This technology allows LTD's vehicles and remote sites to provide relevant information to LTD staff, partners, and the public about the status of LTD's services. The availability and accuracy of this information offers people a greater range of options for getting to and from their daily activities.

Network/Systems Infrastructure

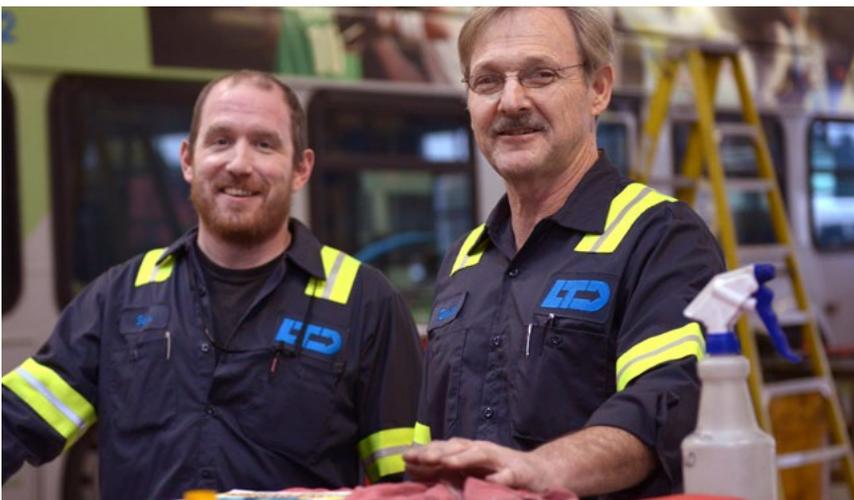
This project will replace aging network devices deemed end-of-support from equipment manufacturers. To meet the needs of our diverse community, we need to ensure consistent network access in all situations. A stable network is vital to providing LTD's employees the bedrock on which they are able to achieve their goals.

Operations Software/Midas Replacement

This project is to replace the current operations scheduling/bid software. LTD will be able to better serve the community with updated software allowing staff to do their jobs more smoothly, creating new efficiencies for staff, and better service for our Operators who are at the core of delivering service to the community.

VMWare

This project will replace aging servers hosting LTD's VMWare 5 host cluster.



Project Master List

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.

Future Year Projections: IMPROVEMENTS

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
TOTALS : IMPROVEMENTS	7,046,480	23,463,090	5,356,524	14,520,000	34,170,000	26,295,000	15,270,000	11,000,000	13,915,000	7,295,000	158,331,094
FACILITIES	2,105,000	16,060,000	1,330,000	7,850,000	27,700,000	19,900,000	8,200,000	3,800,000	6,600,000	200,000	93,745,000
Alternative Fuels Infrastructure				5,000,000	15,000,000	3,700,000					23,700,000
EmX Franklin & Gateway Station Improvements				1,000,000	1,000,000						2,000,000
Eugene Station Modernization	500,000	4,600,000	300,000								5,400,000
Facility & Station Upgrades & Infrastructure					7,500,000	7,500,000	2,000,000	3,600,000	6,400,000		27,000,000
Fixed Route Infrastructure Improvements				1,000,000	3,000,000						4,000,000
Fleet Crane and Fall Protection		750,000	250,000								1,000,000
Hunsaker Development Project	5,000	10,000									15,000
OCC / Training / Lounge	1,400,000	10,500,000	580,000								12,480,000
Passenger Boarding & System Facility Improvements	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	2,000,000
RideSource Facility Expansion					1,000,000	8,000,000	1,000,000				10,000,000
Springfield Station Improvements						500,000	5,000,000				5,500,000
Storm Water Shut-off Value to City				650,000							650,000
FREQUENT TRANSIT NETWORK (FTN)	1,001,480	3,625,000	3,826,524	6,620,000	6,370,000	6,295,000	7,070,000	7,200,000	7,315,000	7,095,000	56,418,004
Franklin Raise Project Grant Match		2,500,000	2,500,000								5,000,000
Planning Studies	1,001,480	525,000	770,000	520,000	370,000	295,000	70,000	200,000	315,000	95,000	4,161,480
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
MovingAhead Design Refinement		600,000	556,524	100,000							1,256,524
SAFETY & SECURITY	3,470,000	2,631,090									6,101,090
FTN Safety and Amenity Improvements	2,170,000	2,331,090									4,501,090
System Security Improvements	1,300,000	300,000									1,600,000
TECH & INFRASTRUCTURE	470,000	1,147,000	200,000	50,000	100,000	100,000					2,067,000
STIF Mobile Wallet/Trip Planner (MaaS)	470,000	697,000									1,167,000
Website		450,000	200,000								650,000
Fiber Mapping & Replacement/Expansion				50,000	100,000	100,000					250,000

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

Future Year Projections: STATE OF GOOD REPAIR

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
TOTALS : STATE OF GOOD REPAIR YEAR	27,464,322	17,305,204	14,946,429	19,183,702	19,078,462	9,213,244	10,603,599	8,064,862	7,462,916	6,747,635	140,070,375
FACILITIES	1,413,000	1,425,000	525,000	3,665,000	2,150,000	500,000	500,000	500,000	500,000	500,000	11,678,000
Bike Locker Purchase	13,000										13,000
Bus Wash Improvements	800,000	10,000									810,000
Gateway Station Improvements					500,000						500,000
Glenwood Admin Roof Replacement				1,000,000	900,000						1,900,000
Glenwood Admin Seismic, Mechanical & Systems Upgrades				1,500,000							1,500,000
Glenwood Electrical Rehabilitation				250,000	250,000						500,000
Glenwood Petroleum Fuel System Improvements	100,000	900,000									1,000,000
Transit Facilities State of Good Repairs	500,000	515,000	525,000	915,000	500,000	500,000	500,000	500,000	500,000	500,000	5,455,000
FLEET	21,271,322	14,305,204	14,172,429	15,378,702	12,248,462	7,968,244	9,393,599	7,249,862	6,962,916	5,752,635	114,703,375
Fleet Procurement Plan	110,000										110,000
Major Bus Components	1,243,642	304,774	548,429	369,102	455,062	940,164	1,359,099	1,006,942	2,150,946	2,209,645	10,587,805
Ten Yr. Fixed Route Fleet Replacement	17,190,000	12,500,000	12,037,500	13,375,000	10,700,000	5,885,000	6,420,000	4,815,000	3,210,000	2,140,000	88,272,500
Ten Yr. Spec Srvc Fleet Replacement	2,300,000	1,353,550	1,286,200	1,446,500	1,001,000	1,001,000	1,446,500	1,298,000	1,298,000	1,094,500	13,525,250
Ten-Year Non-Rev Fleet	427,680	146,880	300,300	188,100	92,400	142,080	168,000	129,920	303,970	308,490	2,207,820
TECH & INFRASTRUCTURE	4,780,000	1,575,000	249,000	140,000	4,680,000	745,000	710,000	315,000		495,000	13,689,000
CAD/AVL	350,000	25,000			4,400,000						4,775,000
Data Warehouse	120,000	100,000									220,000
ERP	815,000	600,000									1,415,000
ITS Video Systems Replacement	2,000,000										2,000,000
Microsoft 365	85,000	100,000	24,000								209,000
Mobile Device Management	20,000										20,000
Mobile Gateways or Other		260,000									260,000
Network/Systems Infrastructure	395,000										395,000
Operations Software/Midas Replacement	840,000	225,000									1,065,000
VMWare	155,000	100,000									255,000
IT Hardware Replacement		165,000	225,000	140,000	280,000	745,000	710,000	315,000		495,000	3,075,000
GRAND TOTALS Improvements & State of Good Repair	34,510,802	40,768,294	20,302,953	33,703,702	53,248,462	35,508,244	25,873,599	19,064,862	21,377,916	14,042,635	298,401,469

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

Project Funding

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.

Project Funding: IMPROVEMENTS

		Cares/CRRSA/ ARPA	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	GF Amount	Unfunded	Total
FACILITIES										
Alternative Fuels Infrastructure	3								23,700,000	23,700,000
EmX Franklin & Gateway Station Improvements	2			1,600,000				400,000		2,000,000
Eugene Station Modernization	2			4,320,000				1,080,000		5,400,000
Facility & Station Upgrades & Infrastructure	3								27,000,000	27,000,000
Fixed Route Infrastructure Improvements	3								4,000,000	4,000,000
Fleet Crane and Fall Protection	2				800,000			200,000		1,000,000
Hunsaker Development Project	1							15,000		15,000
OCC / Training / Lounge	2			9,984,000				2,496,000		12,480,000
Passenger Boarding & Systems Facilities Improvements	1/2							2,000,000		2,000,000
RideSource Facility Expansion	3								10,000,000	10,000,000
Springfield Station Improvements	3								5,500,000	5,500,000
Storm Water Shut-off Value to City	3								650,000	650,000
FTN										
Franklin Raise Project Grant Match	1							5,000,000		5,000,000
Planning Studies	1/2				2,460,267			1,701,213		4,161,480
Transit Corridor Improvements	3								46,000,000	46,000,000
MovingAhead Design Refinement	1				1,127,479			129,045		1,256,524
SAFETY & SECURITY										
FTN Safety and Amenity Improvements	2				4,038,828			462,262		4,501,090
System Security Improvements	1			1,280,000				320,000		1,600,000
TECH & INFRASTRUCTURE										
STIF Mobile Wallet/Trip Planner (MaaS)	1				600,000		567,000			1,167,000
Website	2							650,000		650,000
Fiber Mapping & REplacement/Expansion	3								250,000	250,000

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

Project Funding: STATE OF GOOD REPAIR

		Cares/CRRSA/ ARPA	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	GF Amount	Unfunded	Total
FACILITIES	Tier									
Bike Locker Purchase	1				11,665			1,335		13,000
Bus Wash Improvements	1			533,190		125,000		151,810		810,000
Gateway Station Improvements	3								500,000	500,000
Glenwood Admin Roof Replacement	2			1,520,000				380,000		1,900,000
Glenwood Admin Seismic, Mechanical, and Systems Upgrades	2			1,200,000				300,000		1,500,000
Glenwood Electrical Rehabilitation	3								500,000	500,000
Glenwood Petroleum Fuel System Improvements	2		800,000					200,000		1,000,000
Transit Facilities State of Good Repairs	1/2	2,513,000						2,942,000		5,455,000
FLEET										
Fleet Procurement Plan	1				98,703			11,297		110,000
Major Bus Components	1/2			8,470,244				2,117,561		10,587,805
Ten-Year Fixed Route Fleet Replacement	1/2				67,232,980		16,207,639	4,831,881		88,272,500
Te-Year Special Services Fleet Replacement	1/2			1,747,684			11,500,000	277,566		13,525,250
Ten-Year Non-Revenue Fleet	2							2,207,820		2,207,820
TECH & INFRASTRUCTURE										
CAD/AVL	2/3			3,200,000				800,000	775,000	4,775,000
Data Warehouse	1			176,000				44,000		220,000
ERP	1			1,200,000				215,000		1,415,000
ITS Video Systems Replacement	2			1,600,000				400,000		2,000,000
Microsoft 365	1			167,200				41,800		209,000
Mobile Device Management	1			16,000				4,000		20,000
Mobile Gateways or Other	1			208,000				52,000		260,000
Network/Systems Infrastructure	1			316,000				79,000		395,000
Operations Software/Midas Replacement	1			852,000				213,000		1,065,000
VMWare	1			204,000				51,000		255,000
IT Hardware Replacement	2							3,075,000		3,075,000

*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. See Table 11.1 in Appendix A.

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 24 cash fares are expected to increase over FY 23 estimated year-end as ridership recovers. Cash fare collection resumed in February 2021 and contactless fares resumed in April 2021. With changes in rider behaviors, return to ridership has been slow. Current ridership is 62 percent (62%) of pre-pandemic levels. For FY 24, ridership and associated fare revenue is projected to grow 8 percent over FY 23 projections.
2. **Group Pass** – Group Pass is a bulk fare program enabling employers in our area to purchase fares at a discounted rate. FY 24 Group Pass revenues are expected to increase over FY 23 budget as the Lane Community College and University of Oregon student populations increase.
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 made management of the contract more costly compared to the revenue it generates. In FY 24, 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 the University of Oregon football games, the Butte to Butte, the Olympic Trials, and the Oregon Country Fair. Although the FY 23 budget planned for special services, only the Oregon Country Fair services were provided in 2022 due to operator staffing shortages. FY 24 revenues from Special Services are expected to increase over FY 23 year-end estimates as some special services are planned to be provided, however, special services will continue to be lower than pre-pandemic until we are able to increase operations resources.
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 remain flat at \$15.4 million to the FY23 budget.

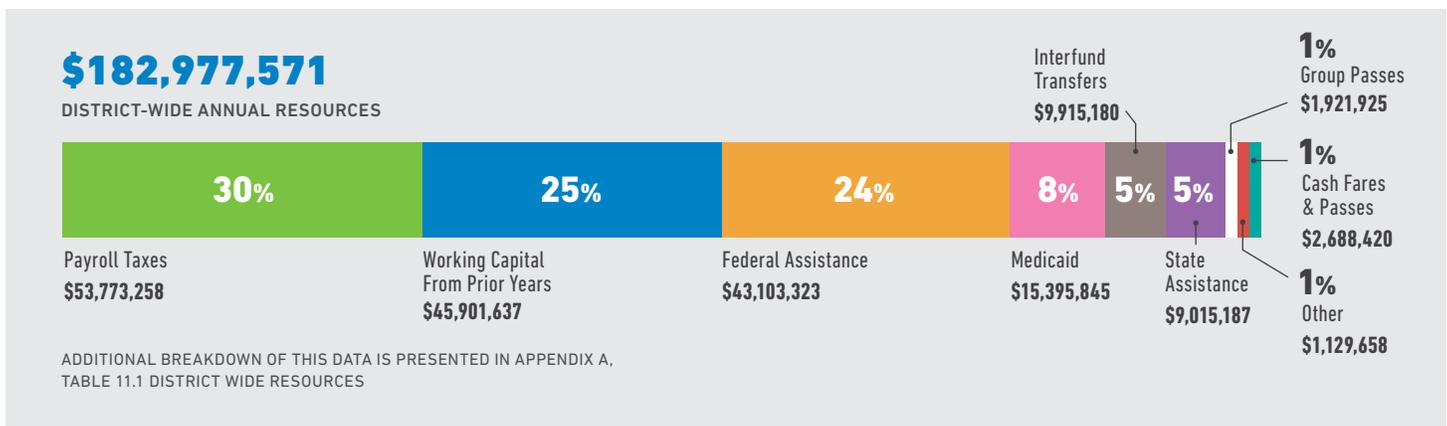
Non-Operating Revenues – These revenues come from the following six sources:

1. **Payroll Taxes** – These revenues come from employer, self-employment, and government employee payroll taxes. FY 24 revenues from payroll taxes are up \$3.6M (5%) from the FY 23 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 either fully programmed for use or fully used as follows (dollars in millions).
 - CARES (5307):** Total Available \$14.90
Operating Assistance & PM \$14.90
 - CRRSAA (5310):** Total Available \$0.05
ADA Vehicle Replacement \$0.05
 - ARPA (5307):** Total Available \$19.50
Operating Assistance & PM \$19.50
 - 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
 - c.) FY23 Omnibus Appropriations Bill: Fleet Fall & Crane Project \$800,000
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:
 - expand and improve access especially for students and low-income households,
 - reduce transit’s environmental footprint, and
 - improve inter-community connectivity.
 - In FY 21 - FY 23, some projects funded through this program were put on hold due to COVID-19. LTD resumed some programs in FY 22 and FY 23, and will continue to resume others in FY 24 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.
4. **Local Assistance** – These revenues are provided by local partners to support LTD’s Specialized Services and Capital Projects. FY 24 revenues are expected to decrease \$65 K over FY 23 budget to support these projects.
5. **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. Since March of 2022, the Federal government has been tightening financial conditions to get inflation under control including increasing the Federal Funds rate seven times between March and December of 2022 which resulted in increases in our Oregon local government investment pool interest rates which have steadily rose from .55 percent in March 2022 to the current rate of 3.35 percent in January 2023. Compounding the interest rate rise is the increase in the cash balance by \$31.1M. The combination of these two factors results in a \$.7M increase in our interest revenue.
6. **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 20 percent over the FY 23 adopted budget. This is roughly flat to 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 24 budget has an overall increase of \$5.4 million in working capital compared to the FY 23 adopted budget, but increases and decreases will vary by fund. The increase is due to a delay in capital projects resulting in a higher balance that will be used as those projects are completed.

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 Protects 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 Table 11.3.2 in Appendix A.



District-Wide Requirements Summary

Lane Transit District’s financial requirements include our Operating Requirements, Capital Fund Investments, Transfers, and Reserves. See Table 11.2 in Appendix A.

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 \$6.2 million in FY 24 over the FY 23 adopted budget. This increase is due largely to two factors: 1.) Increases in headcount and 2.) Increases in wages. See Table 12.1 in Appendix A and Appendix C for staffing and wage 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 24 requirements increased seven percent (7%) compared to the FY 23 adopted budget, but increases and decreases varied by expense type.
- Insurance and Risk Services** – These include all of the District’s costs for non-personnel and vehicle liability. FY 24 requirements are roughly flat to the FY 23 adopted budget.
- Operating Contingency** – This is a risk mitigation strategy that allows accurate budgeting by line item while simultaneously planning for potential risks. Contingency amounts are included in the Materials & Services budget in FY 24.
- 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 24 requirements decreased \$2 million over the FY 23 budget. The decrease is due to lower service demand and programs that have not been restored after the pandemic.

- **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. The FY 24 requirements are not anticipated to change from FY 23.
- **Point2point** – These include all the requirements needed to operate LTD’s Point2point (P2p) transportation options program. The P2p FY 24 budget has increased \$.17 million from the FY 23 budget. This increase restored programs and support for the City of Eugene BikeShare.



Capital Fund Investments – These include all of LTD’s requirements for our Improvement and State of Good Repair Capital Projects. FY 24 Capital Fund Investments are reduced \$9.3 million compared to the FY 23 adopted budget. With the exception of the major bus component and rural shelter projects, all projects included in the FY 24 budget were evaluated and accepted as part of the 2023-2032 Community Investment Plan that was approved by the District’s Budget Committee in October 2022.

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 Table 11.3.2 in Appendix A.

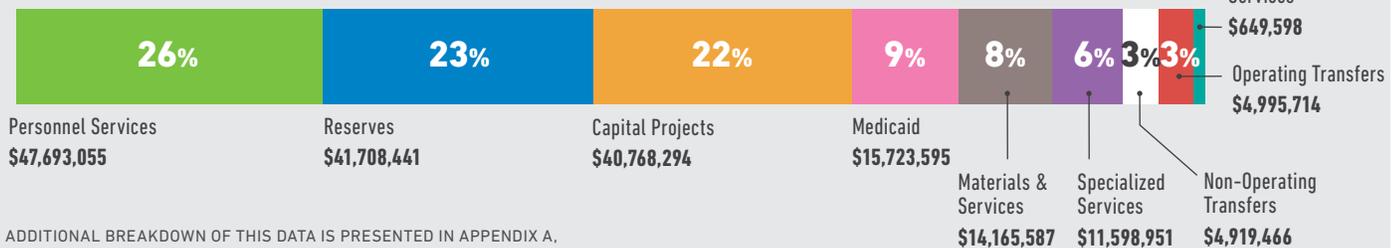
Reserves – In February 2022, the Board adopted a comprehensive reserve policy. This policy includes four types of reserves. All reserves are unappropriated and therefore restricted for use in the FY 24 Budget without additional Board approval. The four designated reserves are as follows:

- 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.

\$182,977,571

DISTRICT-WIDE ANNUAL REQUIREMENTS



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



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. Non-Operating Revenues come from payroll taxes, assistance from the federal and state governments, interest, and other miscellaneous sources. (See Table 11.1 in Appendix A)

\$83,674,079

TOTAL GENERAL FUND RESOURCES

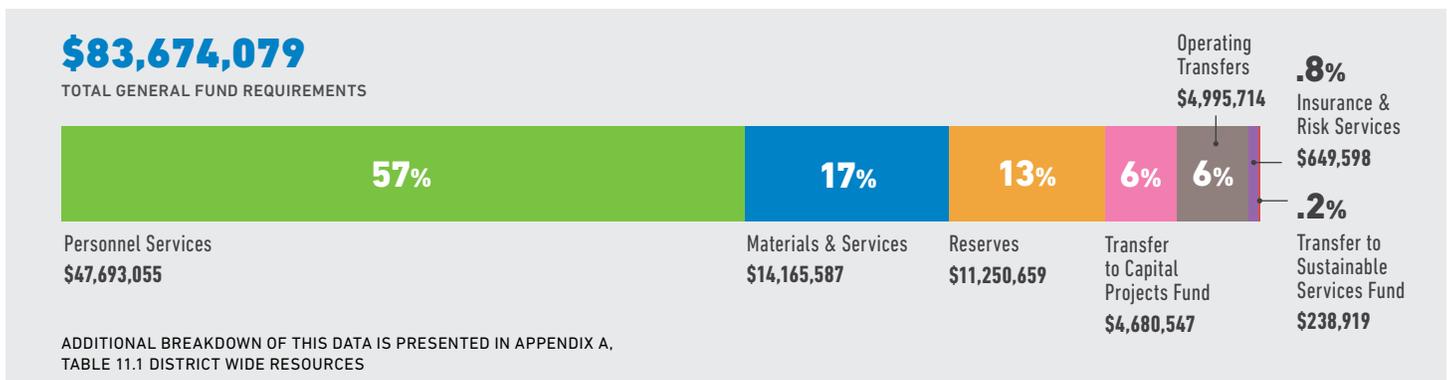


ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLE 11.1 DISTRICT WIDE RESOURCES

General Fund Operating Requirements Summary

The General Fund’s Operating Requirements include Personnel Services, Materials & Services, and Insurance & Risk Services (see Table 11.2 in Appendix A). The District’s General Fund is proposed to expend \$62.5 million in FY 24 compared to a FY 23 amended budget expenditure of \$56.8 million. Below are the strategies and major factors impacting these expenditures in FY 24:

- Reduced Service Hours** – The District reduced service hours mid-March 2020 because of the Governor’s stay-at-home order. Since then, the District has been incrementally adding back weekday service hours. The FY24 Budget reflects annual revenue hours of 251,671, which is greater than our annual revenue hours in FY23.
- ATU Personnel** – A four-year Amalgamated Transit Union (ATU) agreement was ratified in February, 2023, increasing wages 22% over the next four years. Other contract additions include a \$450 bonus for EmX operators, adding Juneteenth and Martin Luther King Jr. Day as holidays, and work assignment/schedule clarifications. The FY24 financial impact of the new contract is budgeted at \$4.6 million over the FY23 budget.
- Admin Personnel** - A continuing tight labor market locally and inflation have required us to perform market analysis of wages more often. Our most recent market analysis was conducted in February, and some Administrative wage adjustments were made based on those results. Compression from the ATU contract also had an impact with wage adjustments to many Supervisory positions. Administrative personnel costs are budgeted for FY24 to be \$1.6M over the FY23 amount
- Part and Tires** – Our largest Materials and Services expenditures, Parts and Tires, is up slightly from the FY23 budget at \$2.5 million. A large increase was seen in 2022, driven by both inflation and supply chain constraints which required increases in inventory to decrease bus maintenance wait times.
- Fuel and Lubricants** – The District’s second largest Materials and Services expenditure line is Fuel and Lubricants. Fuel costs are anticipated to decrease \$.3 million from the FY23 budget due to decreasing cost per gallon. FY23 budgeted cost per gallon was \$3.53. FY 24 cost per gallon is budgeted at a similar amount based on projections from the U.S. Energy Information Administration. Our new fleet of electric buses will provide some fuel volatility risk mitigation, once they are placed into operation.
- Computer Hardware and Software Support** – Our third largest Materials and Services expenditure is IT support and maintenance with a FY24 budget of \$2.3 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 FY24 the cost has increased \$.6 million over the FY 23 budget.
- Professional and Contracted Services** – The FY24 professional and contracted services budgets totals \$1.9 million, up \$.1 million. This is relatively flat as a larger increase occurred between FY22 and FY23. Items impacting this area include:
 - Evaluation and update of our website including making it ADA compliant
 - Marketing campaigns in both English and Spanish
 - Finance contract services to support the ERP conversion project and the open Controller position
 - Human Resource contracted services to fill critical position gaps, update policies and ensure that we are compliant with the latest labor laws and regulations.
- Insurance** – FY24 Insurance is budgeted at \$.7 million which is flat to the FY23 budget.
- Sustainable Service Reserve** – After creating the \$11 million Sustainable Services reserve in FY23, the FY24 budget includes an additional \$.2 million to bring the balance up to an amount representing two months of operating expense.



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.

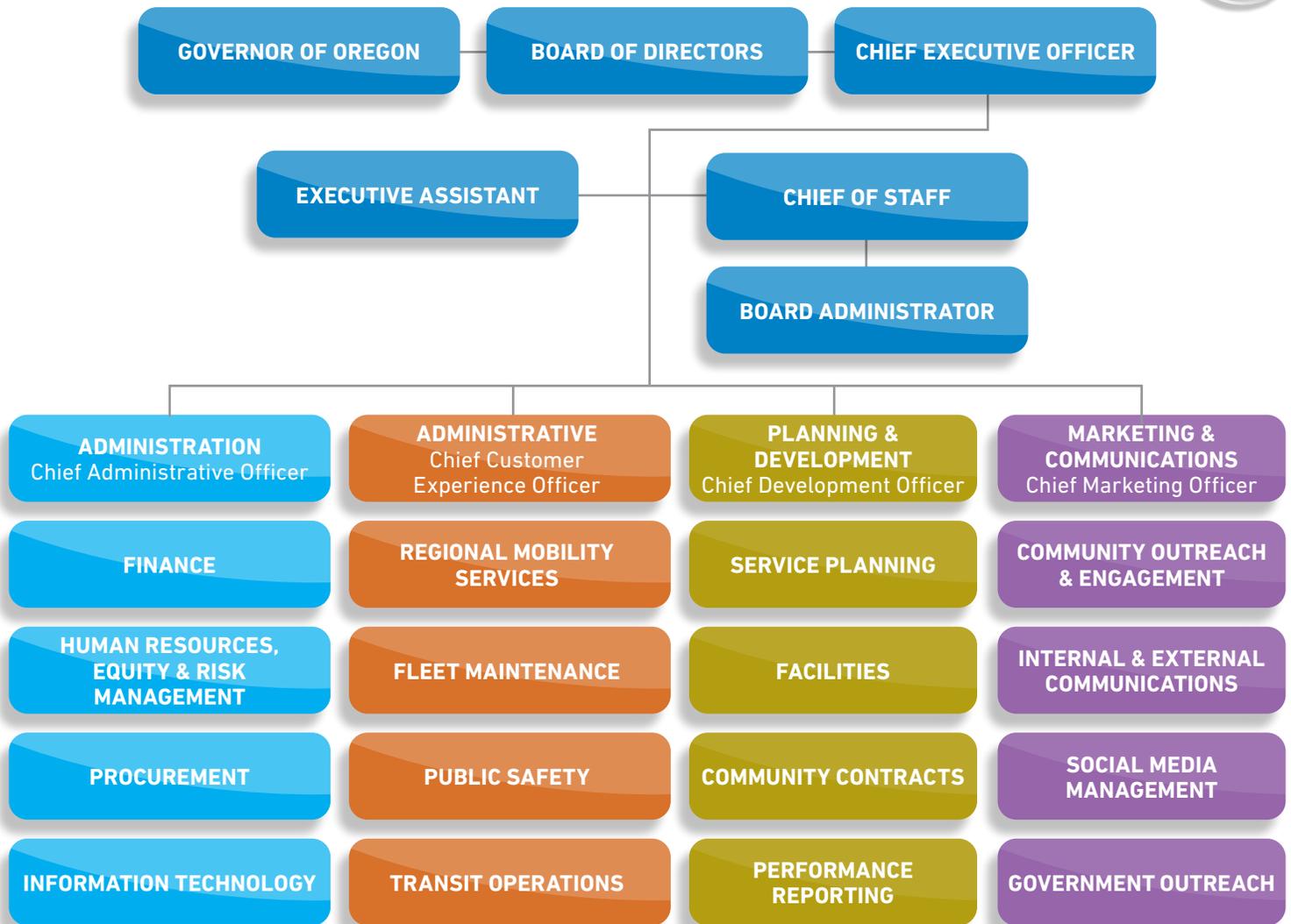
- The General Fund transfers to the Specialized Services Fund has decreased by \$.3 million over the FY 23 budget. The MTM RideSource contract was recently renewed. The budget includes increases for inflation and compliance costs.
- The General Fund transfer to the Capital Projects Fund is decreased by \$4.4 million. This transfer fluctuates based on the projects and required grant match for the District's projects.

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.

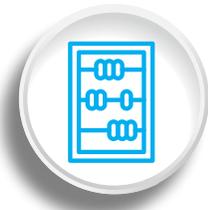


General Fund Department Descriptions

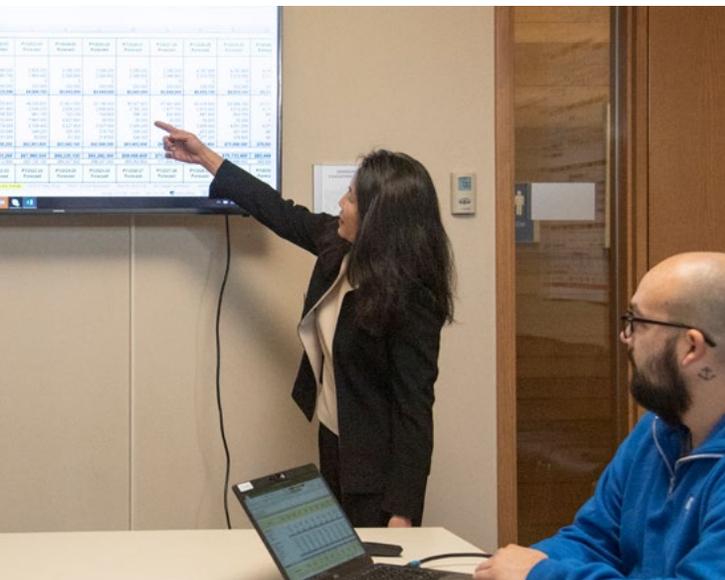
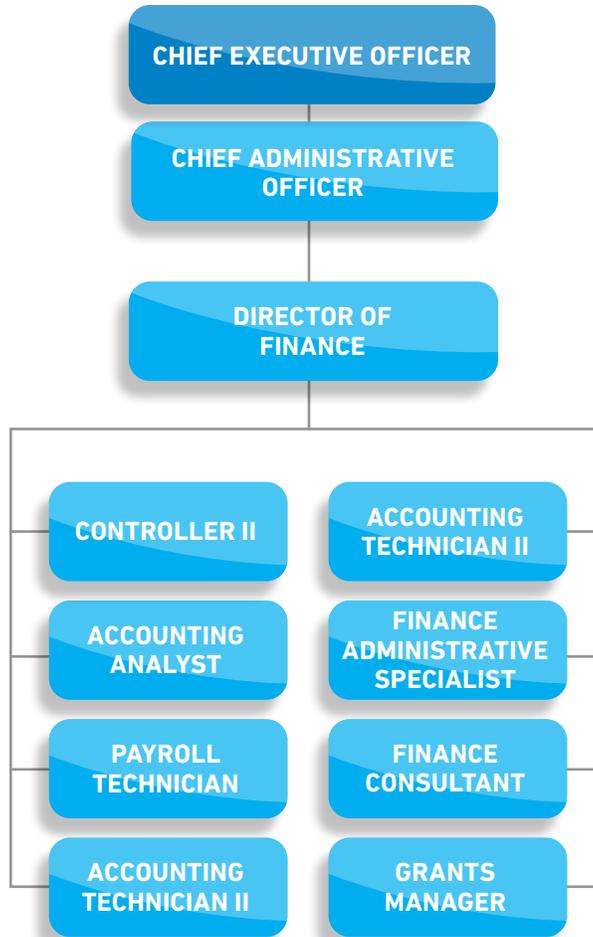


Executive Office

- 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; analyzes adopted legislation and engages 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.



Administration: Finance



Finance

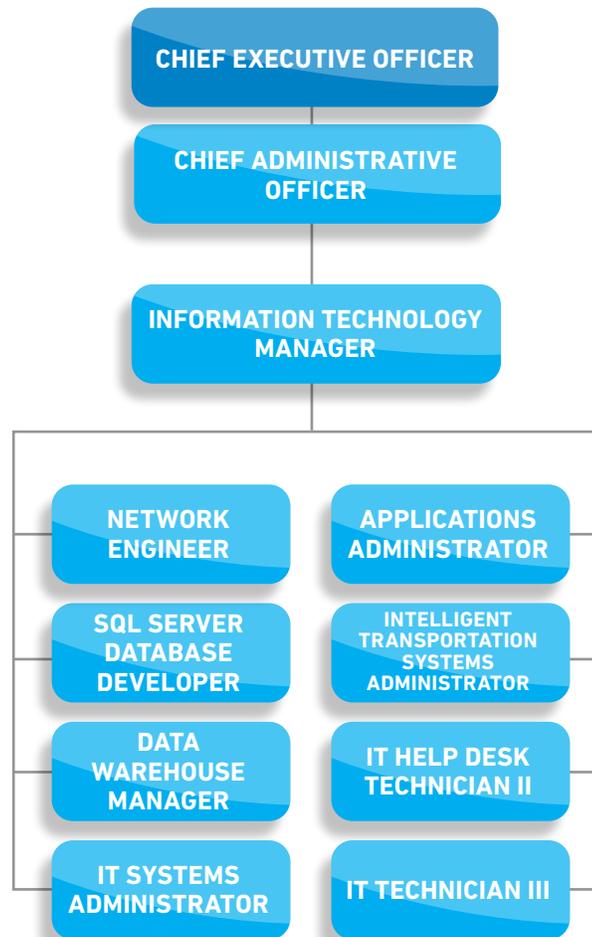
The Financial Management Department provides the financial planning, tracking, reporting, and oversight that enables the District to leverage revenues and state and federal grants to fund the operations, infrastructure, and facilities in an efficient and sustainable way.

Financial Management provides the following services:

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



Administration: Information Technology



Information Technology (IT)

The IT Department provides the following services:

- Management and support of District software
- Collaborate with Business Units to support needs
- 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 and support of EmX platform technology (real-time signs, network connections, fiber network)
- Data warehouse, data management, support and analysis
- Cybersecurity and access control technology
- Email system
- Manage phone system
- Technology training





Administration: Human Resources



Human Resources (HR), Equity & Risk Management

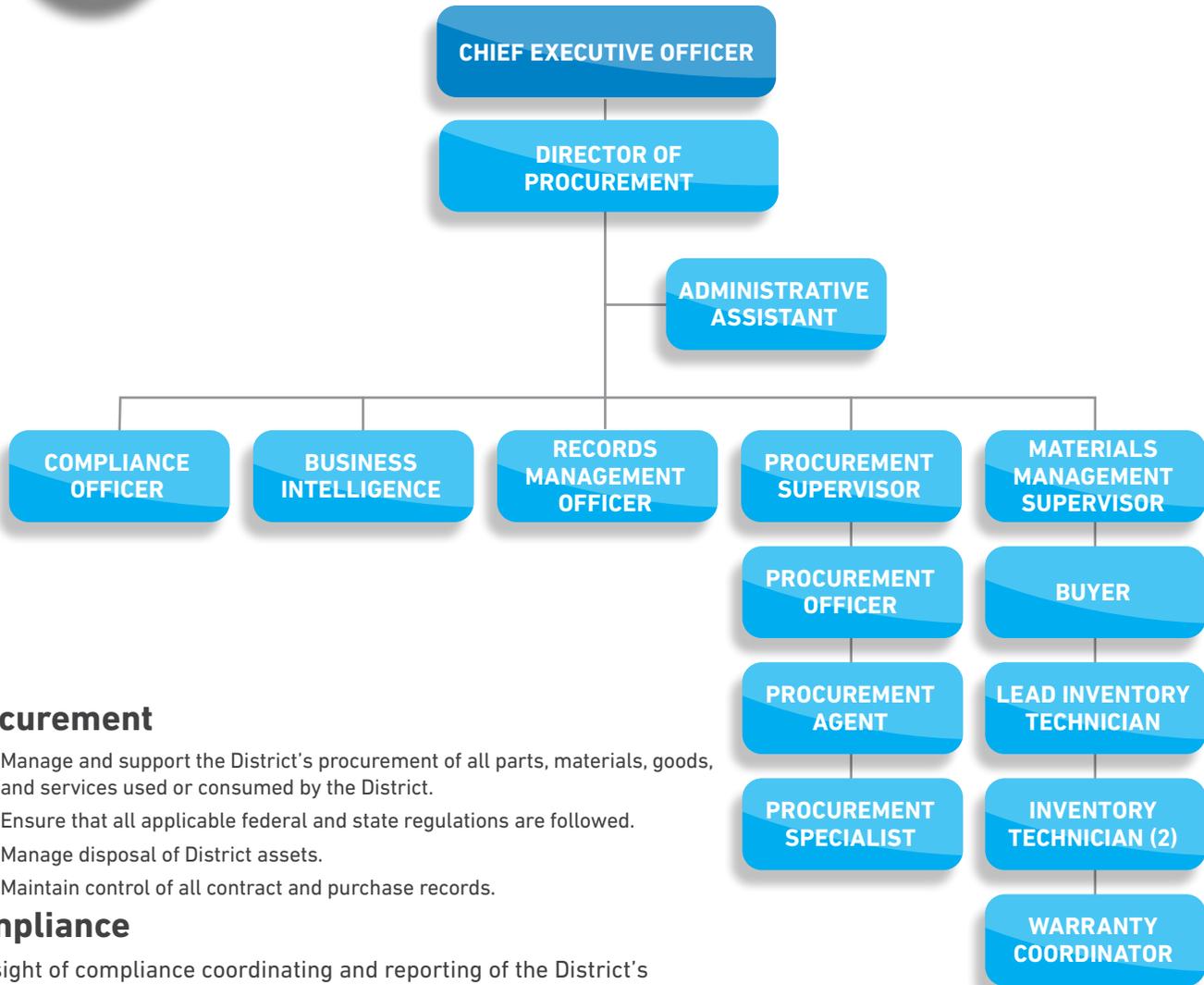
The HR, Equity and Risk Management Department ensures the District has the right people-power to carry out the District’s mission. This is made possible through recruitment and hiring of new employees, compensation and benefits, employee onboarding, labor relations, performance monitoring, organization-wide training, company culture, and risk exposure.

Key components of these functions include:

- Employee Engagement
- Performance Management
- Training and Development
- Talent Acquisition and Retention
- Diversity, Equity, and Inclusion
- Compensation
- Benefits
- Labor Relations
- Risk Management



Administration: Procurement



Procurement

- Manage and support the District’s procurement of all parts, materials, goods, and services used or consumed by the District.
- Ensure that all applicable federal and state regulations are followed.
- Manage disposal of District assets.
- Maintain control of all contract and purchase records.

Compliance

Oversight of compliance coordinating and reporting of the District’s programs for federal and locally funded projects, including but not limited to the following:

- Disadvantaged Business Enterprise (DBE)
- Davis Bacon/BOLI
- HIPAA
- Americans with Disabilities Act
- Title VI
- EEO/Affirmative Action
- Drug and alcohol workforce compliance programs

Materials Management

- Manage the purchasing, dispensing, maintenance, warranty, and security of the District’s inventory of transit bus parts, supplies, and other inventory.
- Monitor and evaluate inventory usage to determine adequate levels.
- Establish economical and reliable sources of parts and supplies.
- Develop and implement quality control processes for the District’s warehouse.





Customer Experience: Mobility Management



Mobility Management

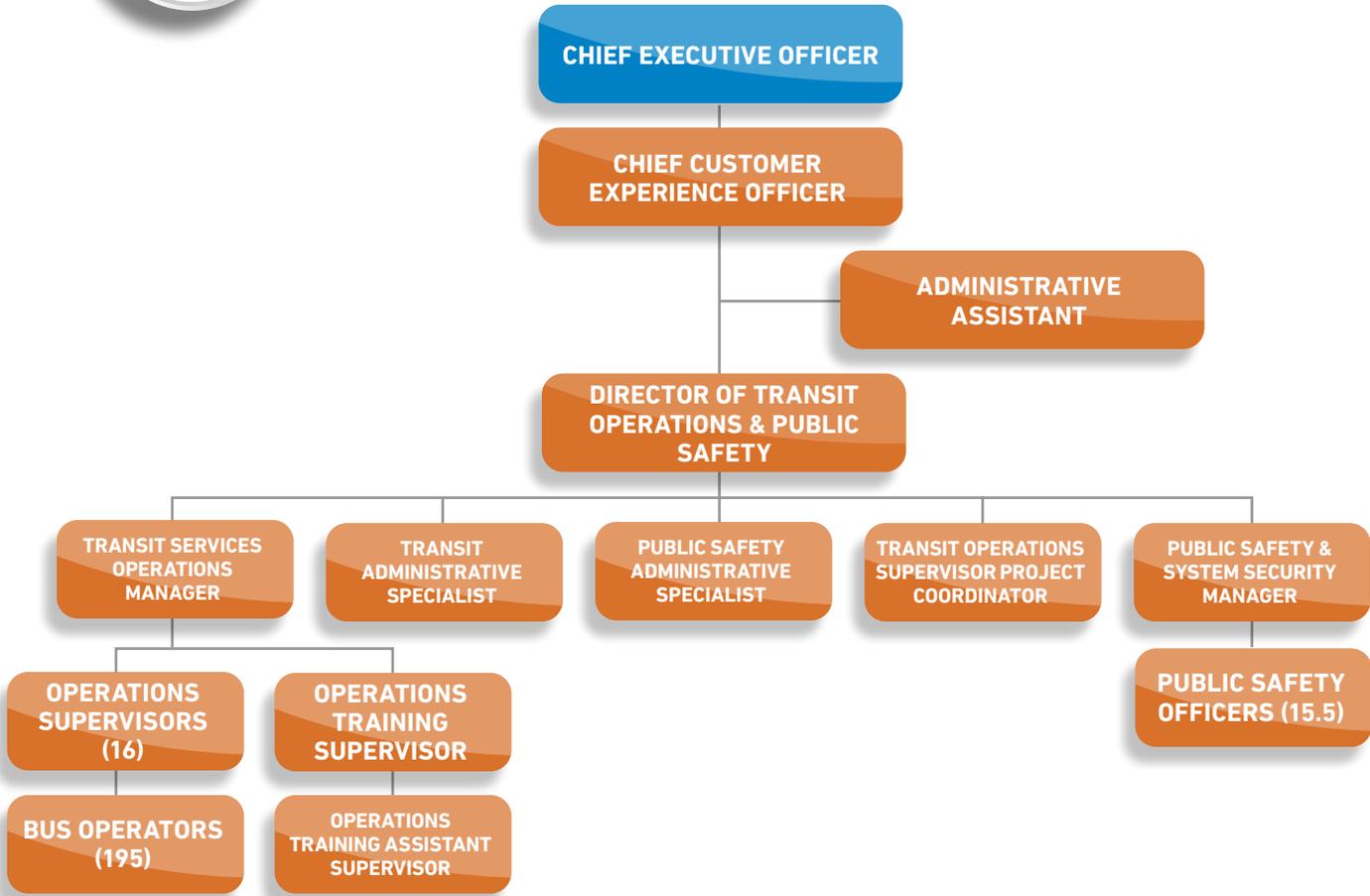
The Accessible Services Team works to make the programs and services available to our riders enjoyable and our community easily accessible.

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 Experience: Transit Operations & Public Safety



Transit Operations

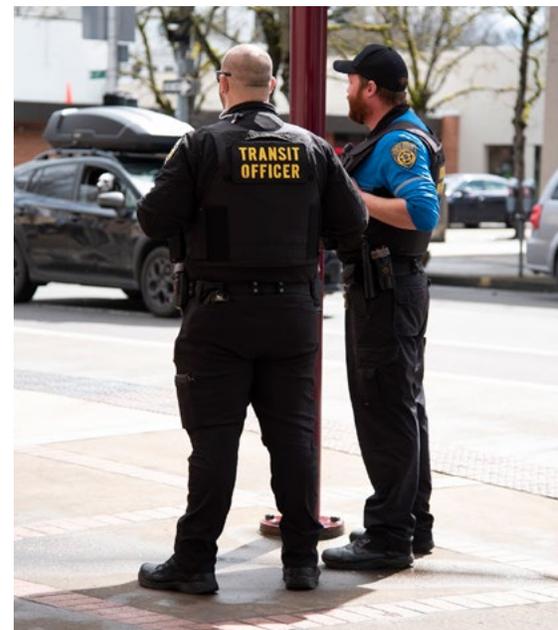
Transit Operations includes the operators who drive our fixed-route and EmX buses, their supervisors and trainers, public safety staff, and administrative specialists. Together the team makes sure we provide smooth, safe service and an exceptional customer experience.

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.

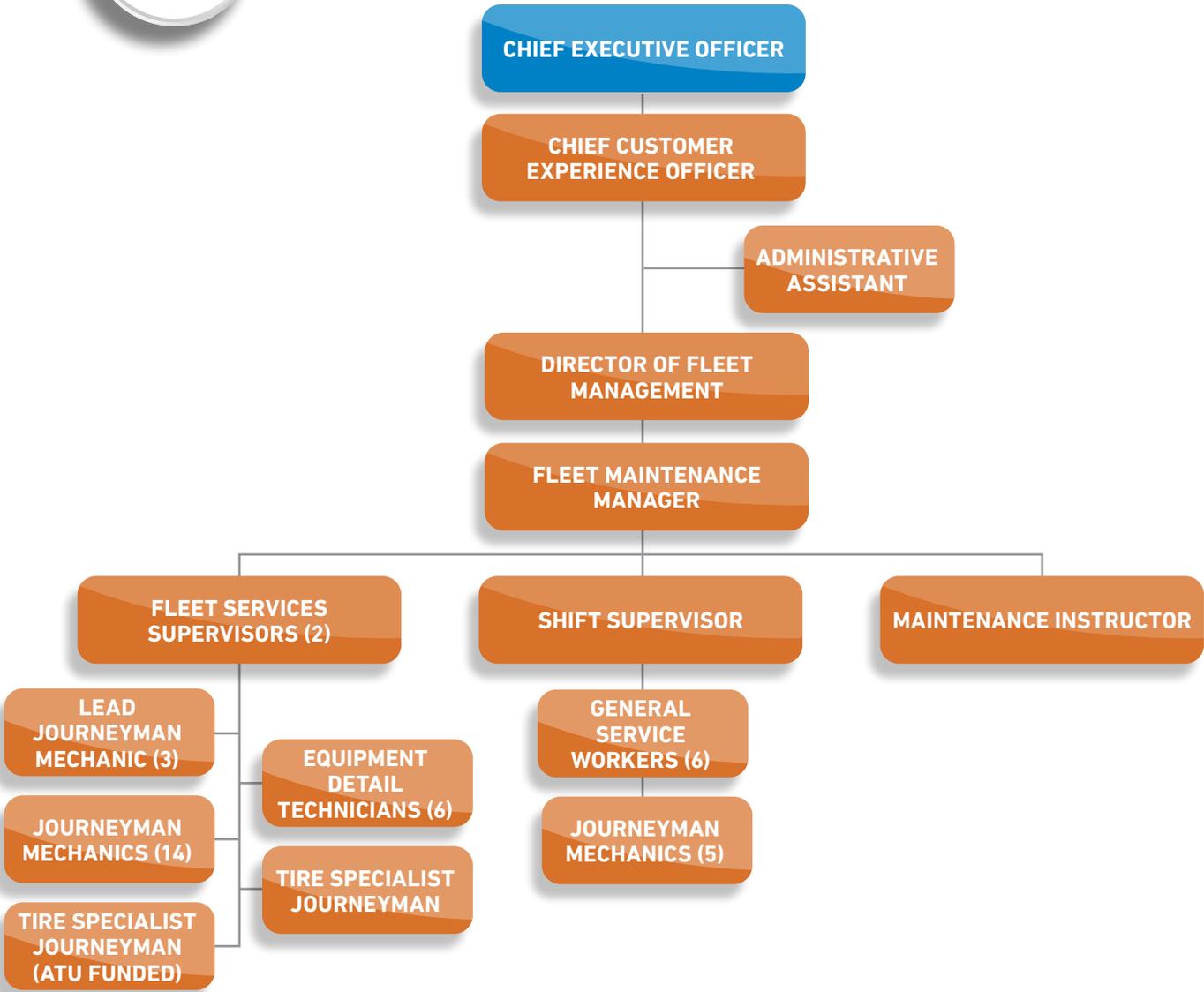
Public Safety

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.





Customer Experience: 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.



Planning & Development: Planning



Planning

Service Planning

- Bid Management (generally 3 service changes/year)
- Ongoing Service Analysis
- Service Policy Administration
- Snow & Ice Planning and Coordination

Analysis and Reporting

- National Transit Database (NTD) and American Bus Benchmarking Group (ABBG) Reporting
- Title VI Analysis (required for major service changes)
- Long-Range Financial Plan preparation
- Data and GIS Analysis

Mobility Management

- Completion of Mobility Management Strategy
- Development of implementation strategies for creation of mobility partnerships and services in the region





Planning & Development: Development

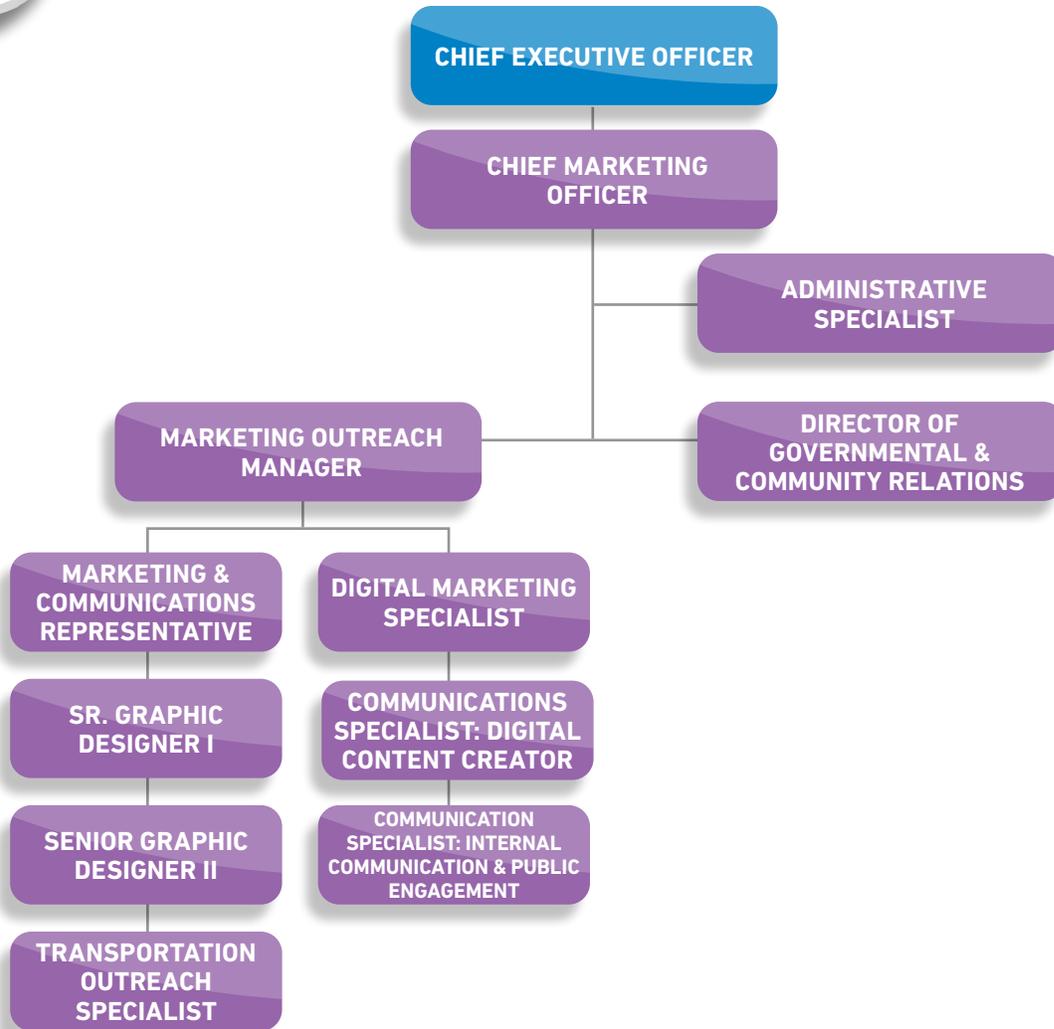


Development Planning

- Triennial strategic planning cycle:
- Strategic Business Plan
- Comprehensive Operations Analysis
- Long Range Transit Plan (LRTP) (every 5-6 years)
- Participation in Regional Planning Efforts
- Metropolitan Planning Organization (MPO)
- STIF Transportation Planning Committee
- Support Board Member on Lane ACT
- Regional Partnerships with Partner Agencies
- **MovingAhead**
- Franklin Blvd Project



Marketing & Communications



Marketing & 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. This team also 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:

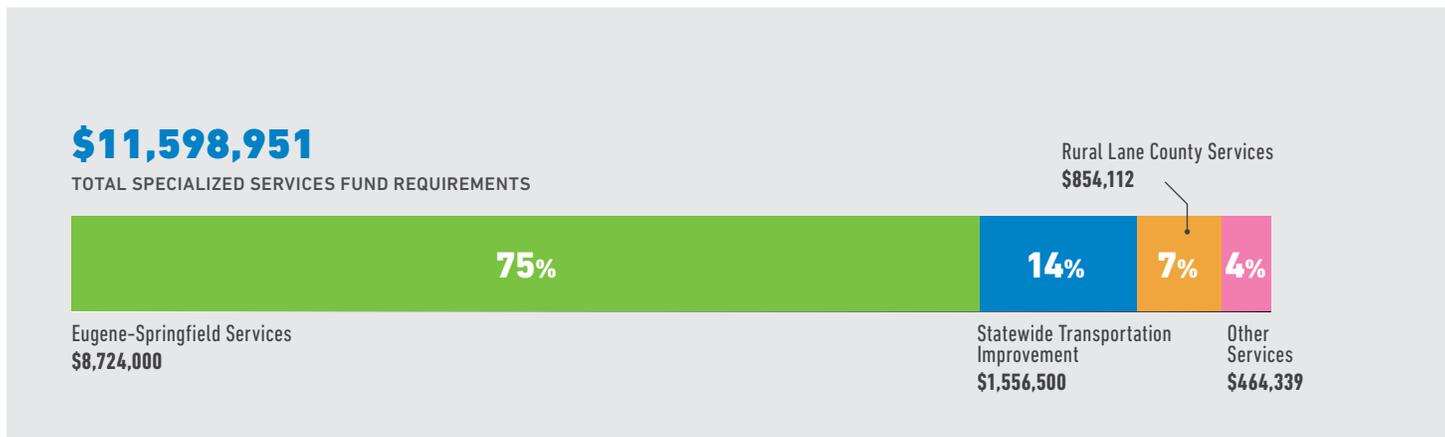
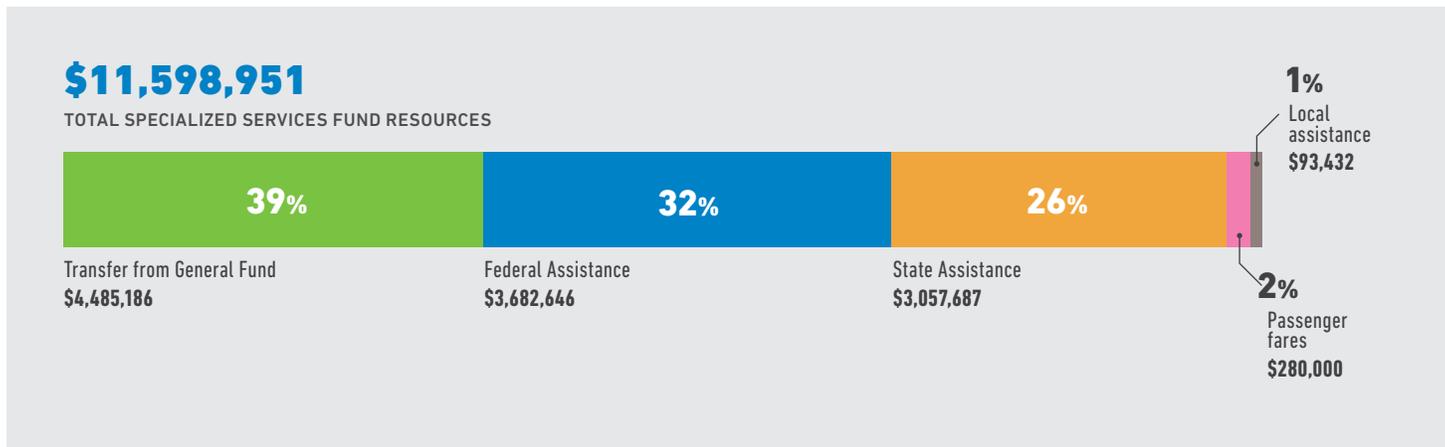
- Research
- Strategy and messaging
- Tactical implementation
- Digital communications
- Media relations
- Collateral material creation
- Brand standards implementation and adherence
- Crisis communications
- Advertising
- Community relations and engagement
- Special events

Employer Programs

In addition, through the Marketing and Communications Department, the Employer Program provides transportation options for employers and employees through the Emergency Ride Home program, Group Pass Program, and Vanpool program.

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 23 year-end estimate. Below are budget highlights for each group of programs for FY 24.



ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLES.



Coordinated Human Service Transportation

LTD delivers critical transportation through multiple transportation programs:

- **LTD RideSource ADA Service** – 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 older adults and people with disabilities.
- **LTD Veterans** – enables access to Veteran's benefits.
- **Crucial Connections** – provide short-term transportation to address sudden and immediate medical needs for individuals with no other transportation options.
- **South Lane Operations (City of Cottage Grove, LCOG)** – 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 services not connected to public transportation.
- **Behavioral Health Transportation (White Bird Clinic)** – connects individuals seeking assistance with behavioral health support with transportation services.
- **Preschool Transportation (Pearl Buck)** – offers preschool 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 older adults and people with disabilities to the services and destinations they want to access.

Rural & County Services

These programs provide connectivity within rural communities and connect rural communities to the metropolitan area. These services include the Rhody Express in Florence and the Diamond Express in Oakridge.

Other Mobility Services

These services include mobility management, the Cottage Grove Connector and Mobility on Demand projects.



Statewide Transportation Improvement Funds (STIF)

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. Effective July 1, 2023, the STIF and Special Transportation Fund (STF) programs are consolidated and collectively known as the Statewide Transportation Improvement Fund. The Coordinated Human Service Transportation programs above, which formerly included STF funds, will now use population based STIF funding.

In-District Projects Include

- **Pilot Cottage Grove Mobility on Demand** – The Cottage Grove Connector is a service that provides shared-ride mobility to areas of concentrated low-income and older adult populations within the Cottage Grove city limits.
- **Pilot Mobility on Demand Service** – An upcoming pilot service that provides shared-ride mobility to areas of concentrated low-income and older adult populations within the District.
- **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 used to cover the administrative costs associated with managing STIF programs.
- **Integrated Fare Validation (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, Link Lane 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.

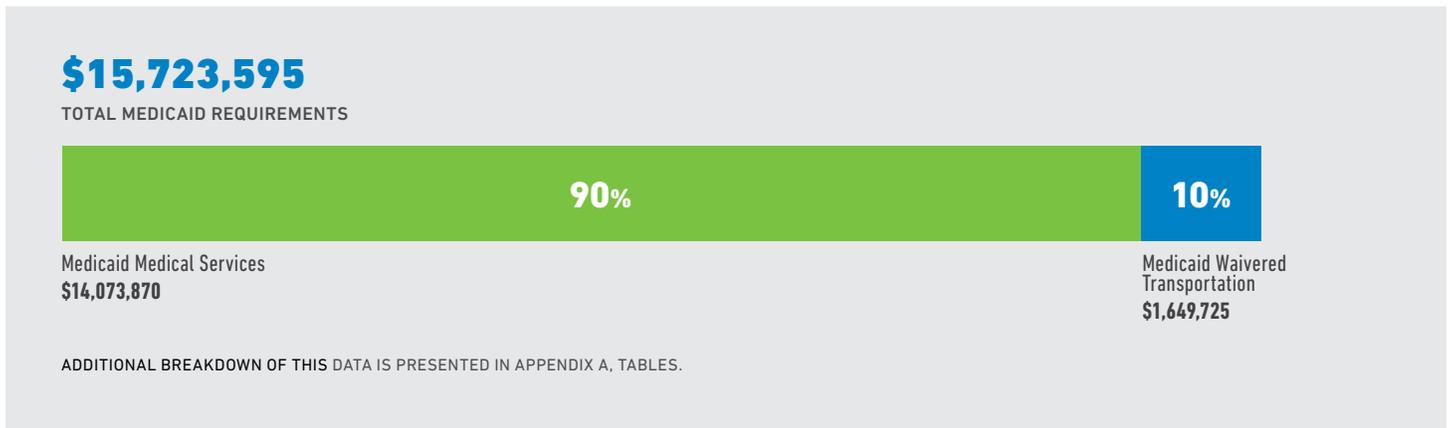
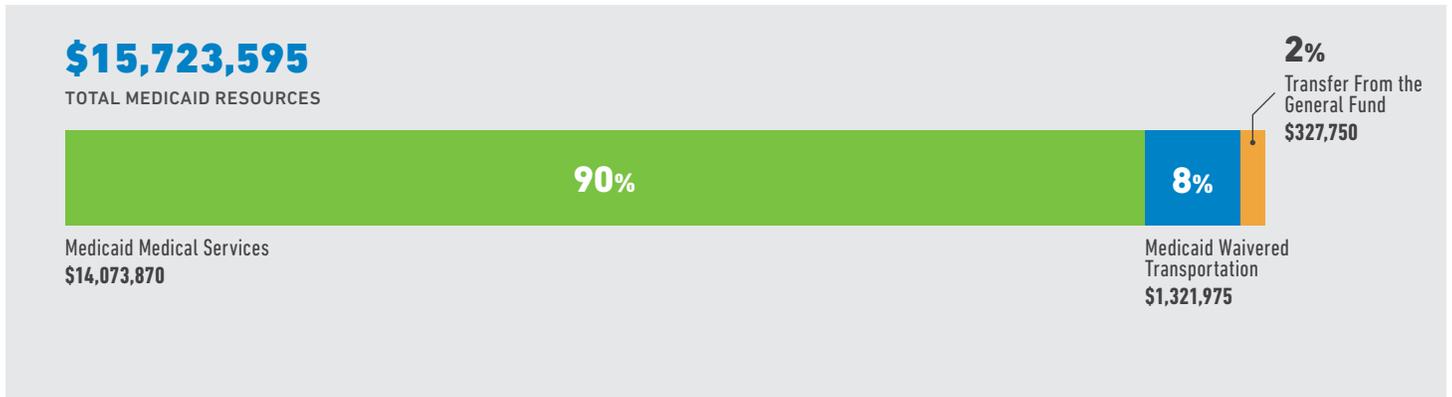
- **Cottage Grove & Creswell ADA Paratransit Extension** – Adding access to ADA paratransit service within $\frac{3}{4}$ mile of fixed-route services within Cottage Grove and Creswell.

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.
- **Integrated Fare Validation (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, Link Lane 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 non-emergent 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” model to provide transportation services to these appointments, which include using bus passes, gas vouchers/reimbursement, and taxi or medical transport rides.



Point2point (P2p) Fund

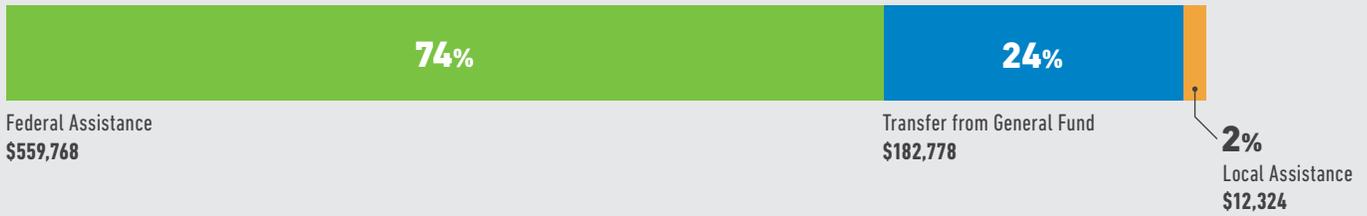
P2p coordinates with employers in our region, and regional and statewide partners, to encourage the use of alternatives to drive-alone travel. Most of the P2p budget is comprised of grant funds allocated by the Metropolitan Policy Committee, the governing body of the region’s Metropolitan Policy Organization, and ODOT. The FY 24 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 FY24 P2p Fund budget is \$754,870, up from the FY 23 budget due to timing of project spending.

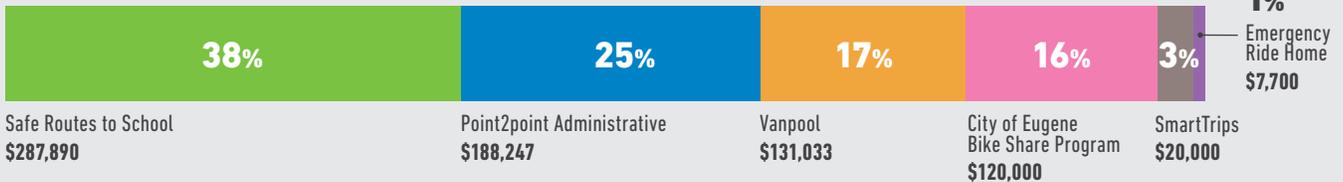
\$754,870

TOTAL POINT2POINT RESOURCES



\$754,870

TOTAL POINT2POINT REQUIREMENTS



ADDITIONAL BREAKDOWN OF THIS DATA IS PRESENTED IN APPENDIX A, TABLES.

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 24 projects, \$17.3 million (74%) are projects to keep existing District assets in good working order. Significant “State of Good Repair” projects include:

- \$12.5 million for fixed-route vehicles, including electric vehicles that reduce our fleet’s greenhouse gas emissions and consumption of fossil fuels.
- \$.6 million for technology and infrastructure upgrades to ensure efficient and secure operations and recoverability from disaster scenarios.
- \$1.4 million for aging paratransit replacement vehicles.

In FY 24, \$23.5 million (26%) is for projects that improve the value and benefits to our community. Significant “Improvement” projects include:

- \$2.5 million for the Franklin Boulevard Transformation project which upgrades and transforms the multi-modal transportation corridor that connects Eugene and Springfield.

- \$2.3 million in safety and amenity improvements along the frequent transit network.
- \$10.5 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.

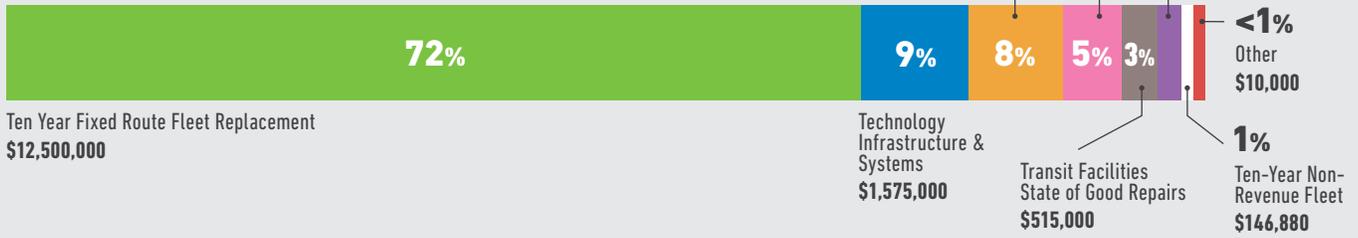
Sustainable Services Fund

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 two sustainable service reserves:

1. Reserves to sustain our fixed-route.
2. Reserves to sustain statewide transportation improvement funded programs and services.

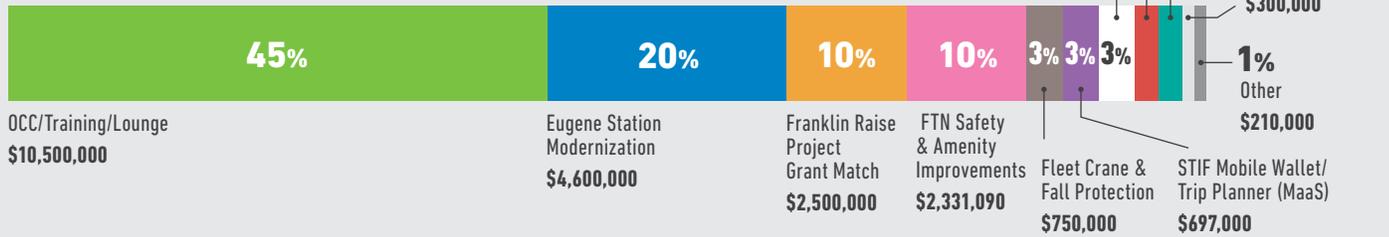
\$17,305,204

STATE OF GOOD REPAIR HIGHLIGHTS



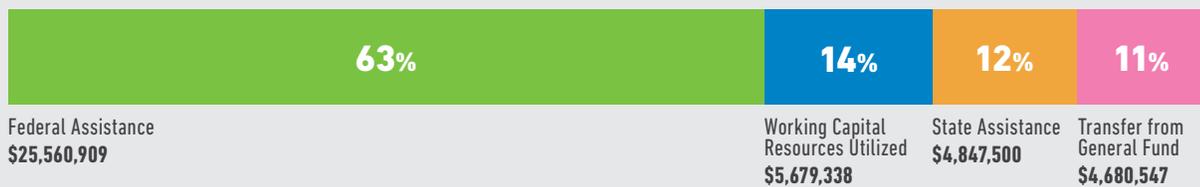
\$23,463,090

IMPROVEMENT HIGHLIGHTS



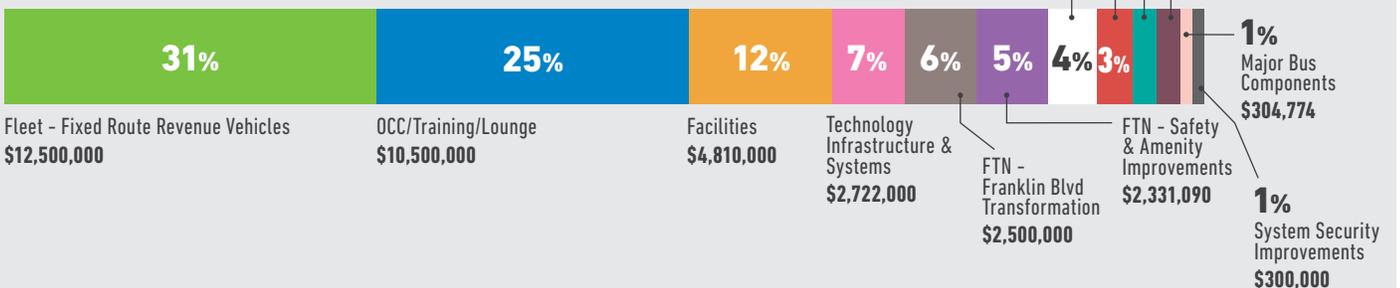
\$40,768,294

TOTAL CAPITAL PROJECTS AND FUND RESOURCES



\$40,768,294

TOTAL CAPITAL PROJECTS FUND REQUIREMENTS



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	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY 2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REVENUES	\$15,995,222	\$10,287,396	\$14,976,572	\$19,517,294	\$20,033,573	\$516,279	3%
Cash Fares & Passes	\$3,265,001	\$895,644	\$2,313,837	\$2,485,743	\$2,688,420	\$202,677	8%
Group Passes	\$1,526,638		\$1,753,550	\$1,580,706	\$1,921,925	\$341,219	22%
Advertising	\$366,667	\$276,512	\$31,125				
Special Services	\$197,114		\$1,180	\$55,000	\$27,383	\$(27,617)	-5
AS, P2P & MC	\$10,639,802	\$9,115,240	\$10,876,880	\$15,395,845	\$15,395,845		
NON-OPERATING REVENUES	\$62,807,530	\$75,850,284	\$79,718,572	\$118,131,317	\$107,127,181	(\$11,004,135)	-9%
Payroll Taxes	\$39,842,212	\$42,081,318	\$47,048,331	\$47,005,600	\$50,841,071	\$3,835,471	8%
Self-Employment Taxes	\$2,017,855	\$2,203,730	\$2,323,671	\$2,451,900	\$2,142,737	(\$309,163)	-13%
State-In-Lieu	\$555,192	\$589,303	\$646,016	\$658,500	\$789,450	\$130,950	2
Federal Assistance	\$15,637,381	\$23,236,791	\$22,550,214	\$53,247,380	\$43,103,323	(\$10,144,057)	-19%
State Assistance	\$3,928,073	\$7,094,221	\$6,159,706	\$14,213,065	\$9,015,187	(\$5,197,878)	-37%
Local Assistance	\$109,635	\$84,338	\$211,996	\$171,184	\$105,756	(\$65,428)	-38%
Miscellaneous	\$406,278	\$406,278	\$596,803	\$332,688	\$400,000	\$67,312	2
Interest	\$310,904	\$154,305	\$181,836	\$51,000	\$729,658	\$678,658	1331%
TOTAL REVENUES	\$78,802,752	\$86,137,680	\$94,695,144	\$137,648,611	\$127,160,754	(\$10,487,856)	-8%
WORKING CAPITAL RESOURCES	\$33,081,443	\$40,016,019	\$64,518,901	\$40,464,475	\$45,901,637	\$5,437,162	13%
General Fund	\$20,126,402	\$26,538,029	\$36,546,728	\$20,194,420	\$18,925,897	(\$1,268,523)	-6%
Specialized Services	\$202,915	\$2,369,505	\$2,408,252	\$2,369,505	\$2,408,252	\$38,747	2%
Medicaid Fund	\$241,079	\$758,159	\$996,433	\$758,159		(\$758,159)	
Point2point Fund	(\$8,736)	(\$166,867)	\$140,669	(\$109,062)	\$140,669	\$249,731	-229%
Capital Fund	\$12,519,783	\$10,517,193	\$24,426,819	\$17,251,453	\$24,426,819	\$7,175,366	42%
INTERFUND TRANSFERS	\$2,121,348	\$8,854,143	\$15,035,316	\$25,492,451	\$9,915,180	(\$15,577,271)	-61%
TOTAL RESOURCES WITH BEGINING WORKING CAPITAL	\$114,005,543	\$135,007,842	\$174,249,361	\$203,605,537	\$182,977,571	(\$20,627,965)	-10%

TABLE 11.2 DISTRICT WIDE REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 20223 Budget	Percent Change
OPERATING REQUIREMENTS	\$61,836,952	\$55,316,783	\$63,565,851	\$86,628,566	\$90,585,656	\$3,957,090	5%
Personnel Services	\$36,468,825	\$33,630,339	\$37,160,588	\$41,529,665	\$47,693,055	\$6,163,390	15%
Materials & Services	\$8,003,415	\$8,133,389	\$9,871,874	\$13,270,568	\$14,165,587	\$895,019	7%
Insurance & Risk Services	\$296,889	\$569,030	\$524,679	\$685,500	\$649,598	(\$35,902)	-5%
Operating Contingency				\$1,314,843			
Specialized Services	\$5,677,862	\$3,717,718	\$4,802,532	\$13,569,395	\$11,598,951	(\$1,970,444)	-15%
Medicaid	\$10,623,723	\$9,001,124	\$11,038,806	\$15,723,595	\$15,723,595		
Point2point	\$766,238	\$265,183	\$167,372	\$535,000	\$754,870	\$219,870	41%
CAPITAL FUND INVESTMENTS	\$11,459,626	\$23,745,611	\$6,626,461	\$50,048,972	\$40,768,294	(\$9,280,678)	-19%
Capital Fund Investments	\$11,459,626	\$23,745,611	\$6,626,461	\$50,048,972	\$40,768,294	(\$9,280,678)	-19%
TRANSFERS	\$2,121,348	\$8,854,143	\$15,035,316	\$25,492,451	\$14,686,079	(\$10,806,373)	-42%
Transfer to Specialized Services Fund	\$1,896,348	\$2,942,080	\$2,100,000	\$4,748,461	\$4,485,186	(\$263,275)	-6%
Transfer to Medicaid Fund	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750		
Transfer to Point2point Fund		\$60,000	\$115,000	\$280,655	\$182,778	(\$97,877)	-35%
Transfer to the Sustainable Services Reserve Fund				\$11,011,740	\$238,919	(\$10,772,821)	-98%
Transfer to Capital Projects Fund		\$5,454,930	\$12,420,116	\$9,123,845	\$4,680,547	(\$4,443,298)	-49%
RESERVES	\$37,884,912	\$29,498,826	\$64,518,901	\$41,435,547	\$41,708,441	\$272,894	1%
Cash Flow Operating Reserve	\$20,637,013	\$29,498,826	\$10,594,309	\$10,044,691	\$11,250,659	\$1,205,968	12%
Sustainable Services Reserve			\$11,011,740	\$11,011,740	\$240,118	(\$10,771,622)	
Working Capital			\$18,486,033	\$3,127,663	\$5,790,845	\$2,663,182	85%
Capital Restricted for Grant Match	\$17,247,899	\$10,517,193	\$24,426,819	\$17,251,453	\$24,426,819	\$7,175,366	42%
TOTAL REQUIREMENTS	\$113,302,838	\$117,415,363	\$149,746,529	\$203,605,537	\$182,977,571	(\$20,627,966)	-10%

TABLE 11.3.1 GENERAL FUND RESOURCES	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REVENUES	\$5,097,392	\$1,051,890	\$3,830,049	\$3,835,006	\$4,357,728	\$522,722	14%
Cash Fares & Passes	\$3,006,973	\$570,025	\$2,044,194	\$2,199,300	\$2,408,420	\$209,120	10%
Group Passes	\$1,526,638	\$205,353	\$1,753,550	\$1,580,706	\$1,921,925	\$341,219	22%
Advertising	\$366,667	\$276,512	\$31,125				
Special Services	\$197,114		\$1,180	\$55,000	\$27,383	(\$27,617)	-50%
NON-OPERATING REVENUES	\$47,623,891	\$56,546,638	\$68,771,107	\$68,308,292	\$69,312,916	\$1,004,624	1%
Payroll Taxes	\$39,842,212	\$42,081,318	\$47,048,331	\$47,005,600	\$50,841,071	\$3,835,471	8%
Self-Employment Taxes	\$2,017,855	\$2,203,730	\$2,323,671	\$2,451,900	\$2,142,737	(\$309,163)	-13%
State-in-Lieu	\$555,192	\$589,303	\$646,016	\$658,500	\$789,450	\$130,950	20%
Federal Assistance	\$3,806,290	\$11,074,939	\$16,907,812	\$16,730,604	\$13,300,000	(\$3,430,604)	-21%
State Assistance	\$685,160	\$214,831	\$1,066,639	\$1,078,000	\$1,110,000	\$32,000	3%
Miscellaneous	\$406,278	\$228,212	\$596,803	\$332,688	\$400,000	\$67,312	20%
Interest	\$310,904	\$154,305	\$181,836	\$51,000	\$729,658	\$678,658	1331%
TOTAL REVENUES	\$52,721,283	\$57,598,528	\$72,601,156	\$72,143,298	\$73,670,644	\$1,527,346	2%
OTHER RESOURCES	\$10,095,596	\$20,126,402	\$26,538,029	\$20,194,420	\$10,003,435	(\$10,190,985)	-50%
Working Capital From Prior Years	10,095,596	20,126,402		20,194,420	10,003,435	(10,190,985)	-50%
TOTOAL RESOURCES	\$67,016,879	\$77,724,930	\$99,139,185	\$92,337,718	\$83,674,079	(\$8,663,639)	-9%

TABLE 11.3.2 GENERAL FUND REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Adopted	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REQUIREMENTS	\$44,769,129	\$42,332,758	\$47,557,141	\$56,800,576	\$62,508,240	\$5,707,664	10%
Personnel Services	\$36,468,825	\$33,630,339	\$37,160,588	\$41,529,665	\$47,693,055	\$6,163,390	15%
Materials & Services	\$8,003,415	\$8,133,389	\$9,871,874	\$13,270,568	\$14,165,587	\$895,019	7%
Insurance & Risk Services	\$296,889	\$569,030	\$524,679	\$685,500	\$649,598	-\$35,902	-5%
Operating Contingency				\$1,314,843		-\$1,314,843	
TRANSFERS	\$2,121,348	\$8,854,143	\$15,035,316	\$25,492,451	\$9,915,180	-\$15,577,271	-61%
Transfer to Special Services Fund	\$1,896,348	\$2,942,080	\$2,100,000	\$4,748,461	\$4,485,186	-\$263,275	-6%
Transfer to Medicaid Fund	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750		
Transfer to Point2point Fund		\$60,000	\$115,000	\$280,655	\$182,778	-\$97,877	-35%
Transfer to Sustainable Services Reserve				\$11,011,740	\$238,919	-\$10,772,821	-98%
Transfer to Capital Projects Fund		\$5,454,930	\$12,420,116	\$9,123,845	\$4,680,547	-\$4,443,298	-49%
RESERVES				\$10,044,691	\$11,250,659	\$1,205,967	6%
Cash Flow Reserves				\$10,044,691	\$11,250,659	\$1,205,968	12%
TOTAL REQUIREMENTS	\$46,890,477	\$51,186,901	\$62,592,457	\$92,337,718	\$83,674,079	-\$8,663,639	-9%

TABLE 11.5.1 SPECIALIZED SERVICES FUND RESOURCES	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REVENUES	\$3,984,429	\$2,344,591	\$2,741,279	\$8,820,934	\$7,113,765	(\$1,707,169)	-19%
Passenger Fares	\$258,028	\$120,266	\$269,643	\$286,443	\$280,000	(\$6,443)	-2%
Federal Assistance	\$2,163,793	\$1,102,826	\$1,036,501	\$3,737,043	\$3,682,646	(\$54,397)	-1%
State Assistance	\$1,470,348	\$1,037,961	\$1,287,089	\$4,626,265	\$3,057,687	(\$1,568,578)	-34%
Local Assistance	\$92,260	\$83,438	\$147,996	\$171,184	\$93,432	(\$77,752)	-45%
Miscellaneous		\$100	\$50				
OTHER SOURCES	\$1,896,348	\$2,942,080	\$2,100,000	\$4,748,461	\$4,485,186	(\$263,275)	-6%
Transfer from General Fund*	\$1,896,348	\$2,942,080	\$2,100,000	\$4,748,461	\$4,485,186	(\$263,275)	-6%
TOTAL REVENUES	\$5,880,777	\$5,286,671	\$4,841,279	\$13,569,395	\$11,598,951	(\$1,970,444)	-15%

TABLE 11.5.2 SPECIALIZED SERVICES FUND REQUIREMENTS	FY2019-20 Actuals	FY2020-21 Actuals	FY2021-22 Actuals	FY2022-23 Adopted	FY2023-24 Proposed	Change from FY23 Budget	Percentage Change
OPERATING REQUIREMENTS EUGENE-SPRINGFIELD SERVICES	\$4,813,167	\$2,726,663	\$3,491,575	\$8,707,370	\$8,724,000	\$16,630	
ADA RideSource	\$4,355,339	\$2,719,202	\$3,374,609	\$5,045,000	\$8,149,000	\$3,104,000	62%
Transit Training and Hosts	\$93,757	\$7,461	\$13,780	\$173,258	\$175,000	\$1,742	1%
Mental Health Transportation	\$319,944		\$103,186	\$115,532	\$125,000	\$9,468	8%
Preschool Transportation				\$123,580	\$125,000	\$1,420	1%
DD53 Transportation				\$3,250,000		(\$3,250,000)	-100%
Program Administration	\$44,127				\$150,000	\$150,000	
RURAL LANE COUNTY SERVICES	\$674,897	\$662,244	\$707,289	\$1,348,451	\$854,112	(\$494,339)	-37%
South Lane Services	\$133,609	\$134,824	\$143,107	\$156,600	\$296,120	\$139,520	89%
Oakridge Diamond Express	\$216,487	\$233,767	\$270,033	\$362,884	\$278,200	(\$84,684)	-23%
Florence Rhody Express	\$234,678	\$219,117	\$220,060	\$656,084	\$279,792	(\$376,292)	-57%
Florence/Yachats	\$20,394						
Volunteer Coordination	\$69,729	\$74,536	\$74,089	\$172,883		(\$172,883)	-100%
OTHER SERVICES	\$113,366	\$5,688	\$109,582	\$147,906	\$464,339	\$316,433	214%
Mobility Management	\$108,145		\$104,235	\$127,906	\$339,339	\$211,433	165%
Crucial Connections	\$3,172	\$4,148	\$4,019	\$7,500	\$25,000	\$17,500	233%
Veterans Transportation	\$2,049	\$1,540	\$1,328	\$12,500	\$100,000	\$87,500	700%
STATEWIDE TRANSPORTATION IMPROVEMENT	\$76,432	\$323,123	\$494,086	\$3,365,668	\$1,556,500	(\$1,669,568)	-52%
BikeShare Enhancement							
Cottage Grove MOD				\$490,000		(\$490,000)	-100%
Enhance Lane-Douglas Connector				\$260,000	\$305,000	\$45,000	17%
Fare Collection Integration				\$197,866		(\$197,866)	-100%
Florence/Eugene Connector				\$37,500	\$175,000	\$137,500	367%
Florence/Yachats				\$103,925	\$118,000	\$14,075	14%
Oakridge STIF Expansion				\$36,930	\$63,500	\$26,570	72%
Rhody Express Expansion					\$150,000		
Lane County STIF Program Overview					\$220,000		
Mobility Management Plan				\$53,451		(\$53,451)	-100%
Pilot MOD service				\$313,987		(\$313,987)	-100%
STIF Transit Demand Plan				\$593,850		(\$593,850)	-100%
STIF Grant Administration		\$14,977	\$7,363				
RideSource Shopper Expansion	\$76,432	\$308,146	\$486,723	\$388,559	\$200,000	(\$188,559)	-49%
Mobile Wallet				\$300,000	\$225,000	(\$75,000)	-25%
Cottage Grove Discretionary				\$450,000		(\$450,000)	-100%
CG and Creswell ADA Paratransit Expansion				\$139,600		(\$139,600)	-100%
TOTAL OPERATING REQUIREMENTS	\$5,677,862	\$3,717,718	\$4,802,532	\$13,569,395	\$11,598,951	(\$1,830,844)	-14%

TABLE 11.6.1 MEDICAID RESOURCES	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REVENUES	\$10,639,802	\$9,115,240	\$10,876,880	\$15,395,845	\$15,395,845		
Medicaid Medical Services	\$10,186,340	\$8,831,371	\$10,876,880	\$14,073,870	\$14,073,870		
Medicaid Waivered Transportation	\$453,462	\$283,869		\$1,321,975	\$1,321,975		
OTHER SOURCES	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750		
Transfer from General Fund*	\$225,000	\$397,133	\$400,200	\$327,750	\$327,750		
TOTAL REVENUES	\$10,864,802	\$9,512,373	\$11,277,080	\$15,723,595	\$15,723,595		

TABLE 11.6.2 MEDICAID REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
MEDICAID MEDICAL SERVICES	\$9,701,878	\$8,500,271	\$10,382,649	\$14,073,870	\$14,073,870		
Services	\$7,782,920	\$6,554,939	\$7,382,433	\$10,240,000	\$10,180,000	(\$60,000)	-1%
Mobility Management	\$74,579	\$53,622	\$63,793	\$108,000	\$168,000	\$60,000	56%
Program Administration	\$1,844,379	\$1,891,710	\$2,936,423	\$3,725,870	\$3,725,870		
MEDICAID WAIVERED TRANSPORTATION	\$921,845	\$500,853	\$656,157	\$1,649,725	\$1,649,725		
Services	\$673,835	\$377,825	\$628,540	\$880,000	\$880,000		
Mobility Management	\$24,378	\$17,528	\$20,852	\$41,975	\$41,975		
Program Administration	\$7,064	\$5,802	\$6,765	\$400,000	\$400,000		
Grant Program Match Requirements	\$216,568	\$99,698		\$327,750	\$327,750		
TOTAL MEDICAID REQUIREMENTS	\$10,623,723	\$9,001,124	\$11,038,806	\$15,723,595	\$15,723,595		

TABLE 11.7.1 POINT2POINT RESOURCES	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REVENUES	\$525,728	\$613,264	\$359,908	\$363,407	\$572,092	\$165,886	46%
Federal Assistance	\$498,361	\$611,772	\$359,908	\$363,407	\$559,768	\$153,562	42%
State Assistance	\$9,992	\$592					
Local Assistance	\$17,375	\$900			\$12,324	\$12,324	
OTHER SOURCES		\$60,000	\$115,000	\$171,593	\$182,778	\$6,284	4%
Beginning Working Capital Utilized				(\$109,062)		\$109,062	
Transfer From General Fund for Operations		\$60,000	\$115,000	\$280,655	\$182,778	(\$102,776)	-37%
TOTAL P2P REVENUES	\$525,728	\$673,264	\$474,908	\$535,000	\$754,870	\$172,170	32%

TABLE 11.7.2 POINT2POINT REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
OPERATING REQUIREMENTS							
Point2point Administrative	\$200,039	\$71,348	\$71,273	\$100,000	\$188,247	\$48,247	48%
Business Commute Challenge	\$11,965	\$2,400					
Emergency Ride Home	\$1,001	\$250	\$177		\$7,700		
Safe Routes to Schools	\$238,861	\$163,176	\$65,673				
Vanpool	\$127,317	\$21,852	\$30,037	\$130,000	\$131,033	\$1,033	1%
PROJECTS							
SRTS Regional				\$150,000	\$232,890	\$82,890	55%
SRTS Bike Ped Safety Program				\$55,000	\$55,000		
Driveless Connect/Get There	\$43,276	\$4,671	\$121				
SmartTrips	\$86,850	\$895	\$91	\$100,000	\$20,000	(\$80,000)	-80%
Transportation Coordinator Pilot	\$48						
ODOT Congestion Mitigation	\$10,050	\$591					
SWTS Safe Ways To School	\$45,928						
Be Safe Be Seen Rural Safety							
City of Eugene Bike Share program					\$120,000	\$120,000	
Innovation Grant "Nudge"/Behavior Change	\$903						
TOTAL OPERATING REQUIREMENTS	\$766,238	\$265,183	\$167,372	\$535,000	\$754,870	\$172,170	32%

TABLE 11.8.1 CAPITAL PROJECTS FUND RESOURCES	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
GRANTS							
Federal Assistance	\$4,968,937	\$10,447,254	\$4,245,993	\$32,416,327	\$25,560,909	(\$6,855,418)	-21%
State Assistance	\$1,762,573	\$5,840,837	\$3,805,978	\$8,508,800	\$4,847,500	(\$3,661,300)	-43%
Local Assistance			\$64,000				
Miscellaneous							
OTHER SOURCES							
Transfer from General Fund for Operations		\$5,454,930	\$12,420,116	\$9,123,845	\$4,680,547	(\$4,443,298)	-49%
WORKING CAPITAL RESOURCES							
Working Capital Resources Utilized					\$5,679,338	\$5,679,338	
TOTAL RESOURCES WITH BEGINNING WORKING CAPITAL	\$6,731,510	\$21,743,021	\$20,536,087	\$50,048,972	\$40,768,294	(\$9,280,678)	-25%

TABLE 11.8.2 CAPITAL PROJECTS FUND REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
IMPROVEMENT PROJECTS (IP)							
FREQUENT TRANSIT NETWORK							
Franklin Raise Project Grant Match				\$2,500,000	\$2,500,000		
MovingAhead Design Refinement	\$148,472	\$36,495	\$29,835	\$171,480	\$600,000	\$428,520	250%
West Eugene EmX Extension	\$530,494	\$6,230	\$657				
Mobility on Demand	\$148	\$1,026					
Main Street-McVay Transportation Study	\$95,680			\$60,000		(\$60,000)	-100%
River Road Transit Community Implementation Plan	\$169,735	\$44,834					
Garfield Disposal		\$35,783					
River Road Transit Disposal		\$13,789	\$1,734				
Progressive Corridor Enhancement	\$107,899						
Before and after study/O&D	\$89,781	\$40,666					
Planning Studies	\$20,335	\$211,058	\$163,999	\$770,000	\$525,000	(\$245,000)	-32%
FACILITIES							
Santa Clara Transit Center	\$1,096,348	\$4,689,880	\$6,544				
Alternative Fuels Infrastructure				\$3,000,000		(\$3,000,000)	-100%
OCC/Training/Lounge				\$1,400,000	\$10,500,000	\$9,100,000	650%
Eugene Station Modernization			\$61,151	\$500,000	\$4,600,000	\$4,100,000	820%
Fleet Crane and Fall Protection					\$750,000	\$750,000	
Green Lane Corner Improvement	\$447,381	\$96,239					
Hunsaker Development Project		\$959	\$6,934		\$10,000	\$10,000	
Passenger Boarding & System Facility Improvements	\$328,954	\$160,557	\$152,989	\$200,000	\$200,000		
TECHNOLOGY INFRASTRUCTURE & SYSTEMS							
Fare Management System	\$696,423	\$1,909	\$2,937				
Novus Modules		\$86,526	\$56,625				
STIF Mobile Wallet/Trip Planner (MaaS)				\$470,000	\$697,000	\$227,000	48%
EmX Electronic Sign Management System				\$900,000		(\$900,000)	-100%
Website				\$450,000	\$450,000		
Fare Collection Integration				\$75,000		(\$75,000)	-100%
SAFETY & SECURITY							
FTN Safety and Amenity Improvements	\$74,650	\$18,129	\$1,886,643	\$1,920,000	\$2,331,090	\$411,090	21%
System Security Improvements				\$725,000	\$300,000	(\$425,000)	-59%
TOTAL IMPROVEMENT PROJECTS	\$3,806,300	\$5,444,080	\$2,370,048	\$13,141,480	\$23,463,090	\$10,321,610	79%

TABLE 11.8.2 CAPITAL PROJECTS FUND REQUIREMENTS	FY 2019-20 Actual	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Adopted	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
STATE OF GOOD REPAIR (SGR)							
FREQUENT TRANSIT NETWORK							
FLEET							
Ten Yr. Fixed Route Fleet Replacement	\$5,805,524	\$15,980,160	\$1,477,981	\$24,745,000	\$12,500,000	(\$12,245,000)	-49%
Ten-Year Non-Rev Fleet		\$1,200,158	\$213,715	\$407,800	\$146,880	(\$260,920)	-64%
Ten Yr. Spec Svc Fleet Replacement	\$283,235			\$1,840,000	\$1,353,550	(\$486,450)	-26%
Spare Parts for Vehicles	\$256,763	\$88,830	\$99,946				
Major Bus Components				\$1,193,172	\$304,774	(\$888,398)	-74%
Replacement Parts	\$483,982						
Fleet Procurement Plan	\$8,821	\$46,662	\$74,550				
FACILITIES							
Training Facility			\$86,564				
Glenwood Petroleum Fuel Systems Improvements				\$100,000	\$900,000	\$800,000	800%
Bus Wash Improvements			\$81,481	\$850,000	\$10,000	(\$840,000)	-99%
Transit Facilities State of Good Repairs			\$362,627	\$500,000	\$515,000	\$15,000	3%
TECHNOLOGY INFRASTRUCTURE & SYSTEMS							
Computer Hardware & Software	\$278,613	\$877,646	\$240,580	\$6,456,520		(\$6,456,520)	-100%
NTD Software			\$85,685				
Scheduling Software			\$51,984				
Administrative Software			\$10,872				
CAD/AVL			\$538		\$25,000	\$25,000	
Data Warehouse			\$28,178		\$100,000	\$100,000	
ERP			\$68,982	\$815,000	\$600,000	(\$215,000)	-26%
Microsoft 365			\$62,298		\$100,000	\$100,000	
Mobile Gateways			\$2,689		\$260,000	\$260,000	
Operations Software/Midas Replacement			\$20,622		\$225,000	\$225,000	
VMWare					\$100,000	\$100,000	
Disaster Recovery Preparedness			\$208,636				
IT Hardware Replacement					\$165,000	\$165,000	
SAFETY & SECURITY							
System Security Improvements			\$982,799				
Onboard Security System		\$9,774					
TOTAL STATE OF GOOD REPAIR PROJECTS	\$7,116,938	\$18,203,230	\$4,160,727	\$36,907,492	\$17,305,204	(\$19,602,288)	-53%
OTHER PROJECTS							
Transit Tomorrow (COA)	\$138,543						
Sustainable Cities Year Program	\$249,956						
COVID-19	\$147,889	\$98,301	\$95,686				
TOTAL CAPITAL OUTLAY	\$11,459,626	\$23,745,611	\$6,626,461	\$50,048,972	\$40,768,294	(\$9,280,678)	-19%

TABLE 11.8.3 SUSTAINABLE SERVICES FUND	FY 2022-23 Budget	FY 2022-23 Forecast	FY2023-24 Proposed	Change from FY 23 Budget	Percent Change
RESOURCES	11,011,740	11,011,740	238,919	(10,772,821)	-98%
Transfer From General Fund	\$11,011,740	\$11,011,740	\$238,919	(\$10,772,821)	-98%
REQUIREMENTS	11,011,740	11,011,740	238,919	(\$10,772,821)	-98%
Fixed Route Sustainable Service Reserve	10,348,740	10,348,740	238,919	(10,109,821)	-98%
STIF Sustainable Service Reserve	663,000	663,000		(663,000)	-100%

Table 11.8.3 added on 4-28-2023

TABLE 12.1 PERSONNEL PROFILE	FY 22	FY 23	FY 24
ADMINISTRATION			
Business Services (Closed in Dec. 2022)	4	13	
Procurement			9
Materials Management	5	5	6
Finance	6.5	7	7.25
Human Resources	7	7	7
Information Technology	9	9	9
EXECUTIVE OFFICE	3	4	7
MARKETING	8	7	10
OPERATIONS			
Transit Operations	192	194	215
Operations Training	2	2	2
Public Safety	12	11.5	18.5
Specialized & Accessible Services	5	5	8
Fleet Management	38	41.5	42
Customer Service	6	6	6
PLANNING & DEVELOPMENT			
Development (Facilities)	15	11	14.75
Planning	7	7.5	7.5
TOTAL	319.5	330.5	369

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 23.
2. The Amalgamated Transit Union, Local No. 757 Pension Trust Fund (APT) that covers union employees. The FY 24 APT is funded at \$3.25 per hour plus an annual payment of \$2 million which is unchanged from FY 23.

Appendix C: January 1, 2023 – June 30, 2024 ATU-Represented Pay Table

JOB CLASSIFICATION	1ST 9 MO	2ND 9 MO	3RD 9 MO	4TH 9 MO	5TH 9 MO	THEREAFTER
Bus Operator	\$24.01	\$25.61	\$27.17	\$28.75	\$30.36	\$31.94
Fleet Services						
Lead Journeyman	\$30.86	\$32.87	\$34.90	\$36.87	\$38.90	\$41.32
Journeyman Mechanic	\$29.39	\$31.30	\$33.24	\$35.11	\$37.05	\$39.35
Journeyman Tire Specialist	\$28.08	\$29.90	\$31.76	\$33.55	\$35.41	\$37.59
General Service Worker	\$23.52	\$25.05	\$26.61	\$28.20	\$29.74	\$31.68
Lead Detailer	\$23.98	\$25.53	\$27.12	\$28.68	\$30.20	\$31.83
Equipment Detail Technician	\$22.84	\$24.31	\$25.83	\$27.31	\$28.76	\$30.31
Lead Inventory Technician	\$25.59	\$27.21	\$28.91	\$30.65	\$32.26	\$34.40
Inventory Technician	\$24.37	\$25.91	\$26.22	\$29.19	\$30.72	\$32.76
Inventory Buyer	\$30.86	\$32.87	\$34.90	\$36.87	\$38.90	\$41.32
Customer Service						
Lead Customer Service Representative	\$23.98	\$25.53	\$27.12	\$28.68	\$30.20	\$31.83
Customer Service Representative	\$22.84	\$24.31	\$25.83	\$27.31	\$28.76	\$30.31
Facilities Services						
Station Cleaner	\$23.93	\$25.52	\$27.10	\$28.65	\$30.23	\$31.82

Appendix C: FY 2023-2024 Salary Schedule

JOB POSITION	GRADE	85% OF MARKET	MARKET	115% OF MARKET
Chief Customer Experience Officer	22	\$135,503.36	\$159,418.50	\$183,333.63
Chief Development Officer	22	\$135,503.36	\$159,418.50	\$183,333.63
Chief Marketing Officer	22	\$135,503.36	\$159,418.50	\$183,333.63
Director of Development	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Finance	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Fleet	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Human Resources & Risk Management	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Planning	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Procurement	20	\$103,380.35	\$126,518.78	\$149,657.22
Director of Transit Operations and Public Safety	20	\$103,380.35	\$126,518.78	\$149,657.22
IT Manager	20	\$103,380.35	\$126,518.78	\$149,657.22
Chief of Staff	19	\$96,615.68	\$113,666.43	\$130,717.18
Data Warehouse Manager	19	\$96,615.68	\$113,666.43	\$130,717.18
Director of Government & Community Relations	19	\$96,615.68	\$113,666.43	\$130,717.18
Senior Applications Administrator	18	\$90,297.09	\$106,230.02	\$122,162.94
Compliance Officer	18	\$90,297.09	\$106,230.02	\$122,162.94
Controller II	18	\$90,297.09	\$106,230.02	\$122,162.94
Fleet Maintenance Manager	18	\$90,297.09	\$106,230.02	\$122,162.94
Senior IT Systems Administrator	18	\$90,297.09	\$106,230.02	\$122,162.94
Marketing Outreach Manager	18	\$90,297.09	\$106,230.02	\$122,162.94
Public Safety Manager	18	\$90,297.09	\$106,230.02	\$122,162.94
Senior IT Network Engineer	18	\$90,297.09	\$106,230.02	\$122,162.94
Transit Services Operations Manager	18	\$90,297.09	\$106,230.02	\$122,162.94
Accessible Services Program Manager	17	\$84,387.84	\$99,281.66	\$114,175.49
Facilities Manager	17	\$84,387.84	\$99,281.66	\$114,175.49
Facilities Project Manager	17	\$84,387.84	\$99,281.66	\$114,175.49
Facilities Project Manager II	17	\$84,387.84	\$99,281.66	\$114,175.49
Human Resources Manager	17	\$84,387.84	\$99,281.66	\$114,175.49
Intelligent Transportation Systems Administrator	17	\$84,387.84	\$99,281.66	\$114,175.49
Project Manager II	17	\$84,387.84	\$99,281.66	\$114,175.49
SQL Server Database Developer	17	\$84,387.84	\$99,281.66	\$114,175.49
Business Intelligence	16	\$78,866.94	\$92,784.64	\$106,702.34
HRMS Manager	16	\$78,866.94	\$92,784.64	\$106,702.34
Planning Manager	16	\$78,866.94	\$92,784.64	\$106,702.34
Procurement Supervisor	16	\$78,866.94	\$92,784.64	\$106,702.34
Risk Manager	16	\$78,866.94	\$92,784.64	\$106,702.34
Senior Development Planner	16	\$78,866.94	\$92,784.64	\$106,702.34
Fleet Services Supervisor	15	\$73,708.16	\$86,712.70	\$99,717.25
Shift Supervisor	15	\$73,708.16	\$86,712.70	\$99,717.25
CSC Supervisor	14	\$68,885.25	\$81,039.62	\$93,193.98
Development Planner	14	\$68,885.25	\$81,039.62	\$93,193.98
Facilities Services Specialist	14	\$68,885.25	\$81,039.62	\$93,193.98
HR Business Partner	14	\$68,885.25	\$81,039.62	\$93,193.98
Materials Management Supervisor	14	\$68,885.25	\$81,039.62	\$93,193.98

JOB POSITION	GRADE	85% OF MARKET	MARKET	115% OF MARKET
Ops Training Supervisor	14	\$68,885.25	\$81,039.62	\$93,193.98
Sr Marketing & Communication Representative	14	\$68,885.25	\$81,039.62	\$93,193.98
Transit Development Planner	14	\$68,885.25	\$81,039.62	\$93,193.98
Transit Operations Supervisor	14	\$68,885.25	\$81,039.62	\$93,193.98
Transit Operations Supervisor Project Coordinator	14	\$68,885.25	\$81,039.62	\$93,193.98
Transit Planner	14	\$68,885.25	\$81,039.62	\$93,193.98
IT Technician III	13	\$64,377.22	\$75,739.14	\$87,101.06
Marketing & Communication Representative	13	\$64,377.22	\$75,739.14	\$87,101.06
Project Manager	13	\$64,377.22	\$75,739.14	\$87,101.06
Accounting Analyst II	12	\$60,168.32	\$70,785.02	\$81,401.73
Communication Specialist: Internal Comm/Public Engagement	12	\$60,168.32	\$70,785.02	\$81,401.73
Communications Specialist: Digital Content Creator	12	\$60,168.32	\$70,785.02	\$81,401.73
Facilities Lead Generalist	12	\$60,168.32	\$70,785.02	\$81,401.73
Operations Training Assistant Supervisor	12	\$60,168.32	\$70,785.02	\$81,401.73
Payroll Specialist	12	\$60,168.32	\$70,785.02	\$81,401.73
Records Management Officer	12	\$60,168.32	\$70,785.02	\$81,401.73
Senior Graphic Designer I	12	\$60,168.32	\$70,785.02	\$81,401.73
Senior Graphic Designer II	12	\$60,168.32	\$70,785.02	\$81,401.73
Digital Marketing Specialist	11	\$56,232.32	\$66,156.29	\$76,080.26
Executive Assistant	11	\$56,232.32	\$66,156.29	\$76,080.26
IT Help Desk Technician II	11	\$56,232.32	\$66,156.29	\$76,080.26
Senior Administrative Specialist	11	\$56,232.32	\$66,156.29	\$76,080.26
Specialized and Accessible Grant Specialist	11	\$56,232.32	\$66,156.29	\$76,080.26
Specialized and Accessible Program Specialist	11	\$56,232.32	\$66,156.29	\$76,080.26
Transportation Outreach Marketing Specialist	11	\$56,232.32	\$66,156.29	\$76,080.26
Accounting Analyst I	10	\$52,553.47	\$61,826.69	\$71,099.90
Board Administrator	10	\$52,553.47	\$61,826.69	\$71,099.90
Payroll Technician	10	\$52,553.47	\$61,826.69	\$71,099.90
Procurement Agent	10	\$52,553.47	\$61,826.69	\$71,099.90
Administrative Assistant (Fleet)	9	\$49,116.03	\$57,780.48	\$66,444.93
Administrative Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
Facilities Maintenance Generalist II	9	\$49,116.03	\$57,780.48	\$66,444.93
Finance Administrator Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
HR Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
Procurement Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
Public Safety Administrative Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
Transit Administrative Specialist	9	\$49,116.03	\$57,780.48	\$66,444.93
Facilities Maintenance Generalist I	8	\$45,904.26	\$54,001.92	\$62,099.58
HR Coordinator	8	\$45,904.26	\$54,001.92	\$62,099.58
Specialized and Accessible Services Coordinator	8	\$45,904.26	\$54,001.92	\$62,099.58
Accounting Technician	7	\$42,897.15	\$50,470.02	\$58,042.88
Generalist Apprentice	6	\$40,094.72	\$47,169.02	\$54,243.33
Administrative Assistant (Procurement)	5	\$37,470.72	\$44,083.20	\$50,695.68
Specialized and Accessible Ambassadors	5	\$37,470.72	\$44,083.20	\$50,695.68

GLOSSARY

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

Coordinated Care Organization – 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 monthly 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.

E**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

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.

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.

L**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.

M

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.

Q**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.

R**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 deboarding 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.

T**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.

U

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.

V

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.

W

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.



