



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

**Wednesday, November 12, 2025, 5:30 p.m.  
Glenwood Administrative Office  
3500 E. 17<sup>th</sup> Ave., Eugene, OR 97403**

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

A seven-member Board of Directors, appointed by the Governor of Oregon, governs LTD. Board members represent, and must live in, geographical subdistricts. The Board provides policy direction and collaborates with local elected officials on regional transportation planning.

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

**Public Comment:**

Public comment occurs at the beginning of each Board meeting. In-person sign-up is available on the day of the meeting in the Boardroom. Attendees can participate virtually via Zoom. To join virtually, follow the link provided on LTD's Events Calendar on the day of the meeting at <https://www.ltd.org/events-calendar/>. In order to provide public comment, participants should use the "Raise Hand" feature on Zoom. For phone participants, press \*9. Speakers will be called by name when it's their turn. Individual comments are generally limited to three minutes; however, the presiding Board officer will determine the final time limits based on the number of speakers and the time available.

For those unable to attend in person or virtually but who wish to submit written testimony, email [clerk@ltd.org](mailto:clerk@ltd.org). Comments must be received by noon on the day prior to the meeting.

1. **CALL TO ORDER & ROLL CALL:** Carl Yeh (Chair), Gino Grimaldi, Gary Wildish, Susan Cox, Linda Lynch, Pete Knox (Treasurer), Charlie Conrad, Kelly Sutherland, Darvin Fowler, Lawrence Green, Jason Williams, Michelle Webber, Heather Murphy
2. **PUBLIC COMMENT**
3. **BUDGET COMMITTEE MEETING**
  - Remarks from the CEO and Chair
  - Budget Planning Overview
  - Proposed 2027-2036 Community Investment Plan
  - Proposed 2027-2036 Long Range Financial Plan
4. **ADJOURN**

**UPCOMING MEETINGS:**

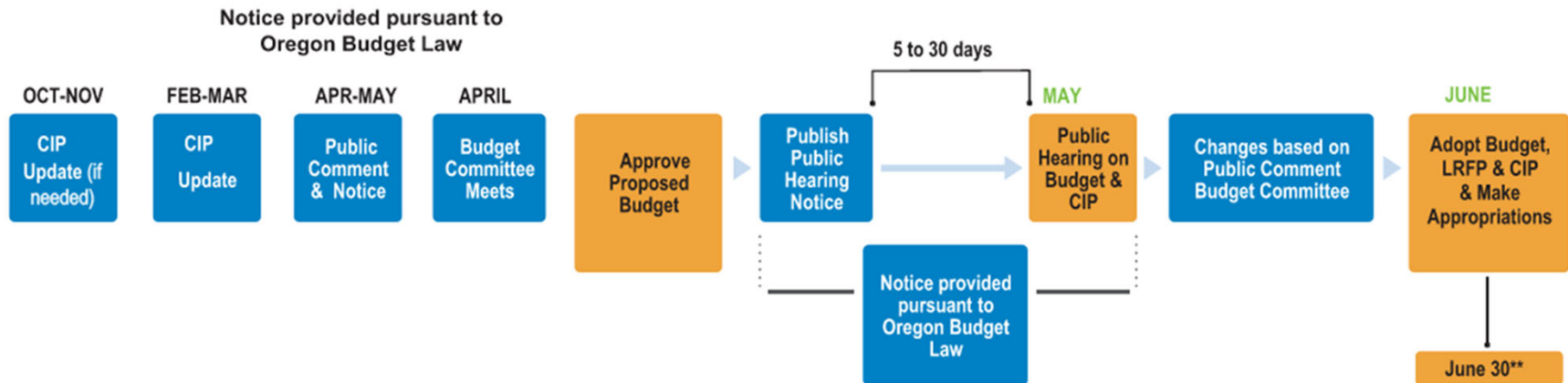
March 31 – Budget Committee Meeting  
Glenwood Administrative Office  
3500 E. 17<sup>th</sup> Avenue, Eugene, OR 97403

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

# Budget Timeline



## BUDGET PROCESS



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



## Lane Transit District Agenda Item Summary (AIS)

---

**Prepared By:** Joe McCormack, Chief Development Officer

**AIS Title:** Preliminary 2027-2036  
Community Investment Plan

**Action:** Discussion and Feedback

**Agenda Item Summary:** The Community Investment Plan (CIP) serves as Lane Transit District's long-range capital plan, outlining investment priorities for fiscal years 2027 through 2036. It provides a transparent, strategic view of the District's planned infrastructure, fleet, and technology investments, along with the resources needed to achieve them.

Although the CIP itself carries no spending authority, it plays a critical role in informing the District's annual budget and guiding how future funds are committed. The CIP integrates both near-term priorities and long-term goals, ensuring alignment with LTD's Strategic Business Plan, Long-Range Mobility Plan, and state and federal funding programs.

Projects included in the CIP originate from a range of internal and external sources—such as departmental asset replacement needs, technology upgrades, and community partnerships—as well as input from the Board, riders, and local jurisdictions. The current CIP was adopted by the Board in June 2025, and staff are now preparing an updated preliminary version for FY2027–FY2036 to align with the upcoming budget cycle in early January.

**Next Steps:** Preliminary CIP to be updated to align with budget in early January.

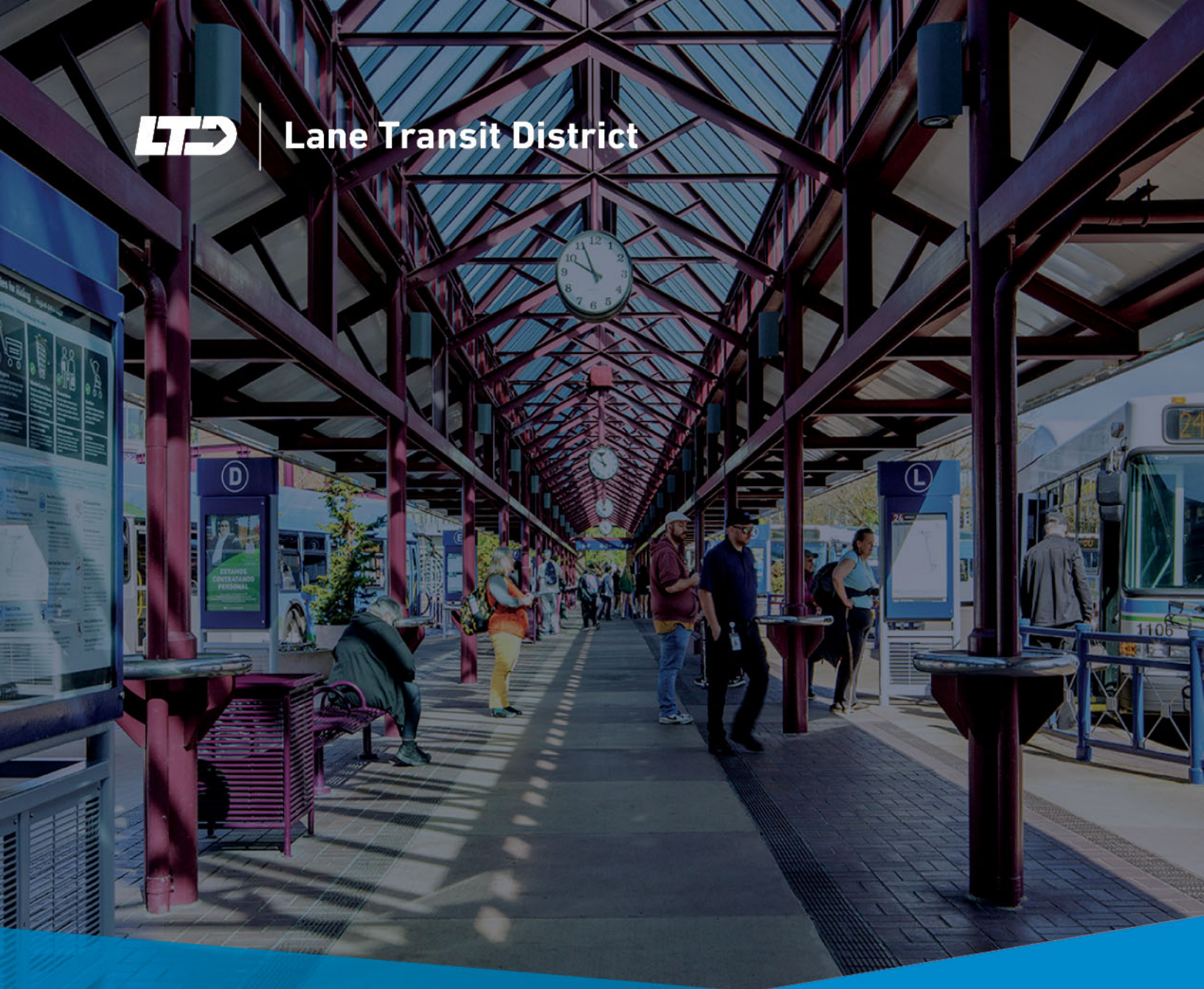
**Attachments:** Preliminary Community Investment Plan FY2027-2036

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





Lane Transit District



# Preliminary **Community Investment Plan**

FY2027-2036

# Table of Contents

COMMUNITY INVESTMENT PRIORITIES .....	2
Fundamental Objectives .....	2
CIP Development & Review Process .....	2
Project Funding Considerations .....	2
Project Classifications .....	3
Project Descriptions for Improvements .....	4
Facilities .....	4
Fleet .....	5
Planning .....	5
Technology & Infrastructure .....	6
Project Descriptions for State of Good Repair.....	8
Facilities .....	8
Fleet .....	10
Technology & Infrastructure .....	10
Future Year Projections for Improvements .....	12
Future Year Projections for State of Good Repair .....	13
Project Funding.....	14
Project Funding for Improvements .....	15
Project Funding for State of Good Repair .....	16

# COMMUNITY INVESTMENT PRIORITIES

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

## Fundamental Objectives

The Community Investment Plan (CIP) has two objectives:

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

## CIP Development & Review Process

The CIP is reviewed and adopted annually. A draft CIP is reviewed by LTD's Budget Committee at its fall and spring meetings, prior to the final preparation of the District's budget. Both meetings are open to the public and a comment period is provided. The final proposed CIP is adopted by LTD's Board of Directors at their June meeting. The Board of Directors considers all public comment prior to adoption of the CIP.

## Project Funding Considerations

There are two types of projects in the CIP: Improvements and State of Good Repair. Improvement projects increase the investments in the community, adding additional service and/or user benefits. These can include frequent transit network projects, fare management, and *large* technology and facility upgrades.

State of Good Repair projects keep LTD's assets in good working condition to continue providing high-quality service to the community. These include vehicle replacement as well as routine (preventative?) maintenance and upgrades to technology and facilities.

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

- Tier 1: Full funding has been secured.
- Tier 2: Funding is in the application process and/or funding source has been identified.
- Tier 3: Funding source has not yet been identified.

The 2027-2036 CIP totals approximately \$234 million in projects. Of that, \$35 million does not have an identified funding source.

## Project Classifications

Projects are sorted by the following major classifications:

### **Facilities**

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

### **Fleet**

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

### **Planning**

Projects encompass planning and design, and may lead to construction of infrastructure that increases capacity along major transportation corridors.

Planning studies and asset development effort strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.

### **Technology Infrastructure and Support Systems**

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



## Project Descriptions for Improvements

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

### Facilities

#### **Eugene Station Modernization**

The project will maintain and improve both the buildings and exterior features of the station. Examples of possible improvements include: updating wayfinding signs, improving real time signage, installing energy efficient lighting fixtures, and updating public restrooms.

#### **Fleet Crane and Fall Protection**

The project will enhance safety for maintenance staff working on top of buses and provide equipment to safely lift components on the roof for removal/replacement.

#### **Florence Mobility Hub Planning**

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

#### **OCC / Training / Lounge**

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

#### **Passenger Boarding & System Facility Improvements**

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

## **RideSource Facility Expansion**

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

## **River Road Transit Disposal**

With the addition of Santa Clara Station, this station is no longer needed for transit. This project will allow LTD to go through the required steps for disposing of this excess property.

## **Bus Paint and Body Shop**

The Bus Paint and Body Shop project will develop a dedicated facility for performing paint, bodywork, and cosmetic repairs on buses. The shop will be equipped with specialized lighting, ventilation, painting systems, prep areas, and equipment to support high-quality finishes and structural repairs. This facility will enhance in-house maintenance capabilities, reduce vehicle downtime, and extend the service life and appearance of the fleet, while ensuring compliance with environmental and safety regulations.

## **Fleet**

### **Rear Facing ADA Securements Upgrade**

This project will place a rear-facing securement option on some buses to allow passengers increased flexibility to self-secure their mobility device.

## **Planning**

### **Franklin BUILD Project Grant Match**

The project is a match commitment to the City of Eugene's successful federal Better Utilizing Investments to Leverage Development (BUILD) grant for reconstruction of Franklin Boulevard. LTD's match will facilitate reconstruction of the EmX line within the project area, between Walnut and Dads' Gates stations.

### **Planning Studies**

Planning Studies is a portfolio of planning projects that respond to and advise the strategic direction of LTD. Cyclical planning projects include the Comprehensive Operations Analysis (COA), the Strategic Business Plan (SBP), the Long-Range Mobility Plan, the Coordinated Public Transit Human Services Plan, and the Title VI Program. Additional onetime planning studies are programmed to support key District business initiatives. These studies inform ongoing work around community engagement, mobility management, efforts to improve travel time reliability, introduction of new technologies, and to plan future bus routes or corridors.

### **Transit-Shared Mobility Integration and Modernization**

Project will fund the modernization and integration of the Eugene-Springfield Bike share system into LTD's portfolio of mobility services. The project will provide the community with new and accessible mobility options, and will extend the reach of LTD's fixed-route bus network. Capital funding will be

directed toward the purchase and launch of a replacement fleet of pedal-assist electric bicycles, with integrated charging and docking stations throughout Eugene and Springfield.

### **Moving Ahead Refinement Study**

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

### **Main-McVay Safety Study – South 'A' Refinement Study**

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

## **Technology & Infrastructure**

### **Fare System**

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

### **Fiber Mapping & Replacement/Expansion**

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

## **Regional Mobility Enabling Technologies**

This federally-funded pilot project will provide up to three years of on-demand transit service in the Bethel community in West Eugene and will combine aggregate trip-planning data into a new regional mobility planning tool. The project will be designed and delivered by LTD, in partnership with Lane Council of Governments, the Bethel School District, Oregon Department of Transportation, and the University of Oregon.

### **Trip Planner / Mobile Wallet**

This project will acquire a regional trip-planning and mobile payment application that integrates the transportation options available (including transit, cycling, pedestrian, etc.). It will also include necessary governance agreements, project testing, and any necessary marketing/communications associated with the project.

### **IT Colocation Facility – Disaster Recovery (DR) Site**

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

### **Website**

LTD will upgrade to an updated website, improving communication and transparency with riders and the broader community. The new website will allow for future expansion of LTD's online services.

# Project Descriptions for State of Good Repair

## Facilities

### **Amazon Station**

Built in the late 1980s, many components of this facility have reached the end of their useful life. This project will upgrade the station's structures and rider waiting areas to meet current and future service requirements and customer expectations. Improvements may include new covered passenger spaces, wayfinding signage, furniture, lighting, video surveillance, and accommodation for integrated mobility services such as Bike share.

### **Eugene Station Exterior/Sitework Upgrades**

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

### **Fixed Route Infrastructure Improvements**

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

### **Fleet Mechanical, Electrical, and Hoist Rehabilitation**

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

### **Franklin & Gateway EmX Corridors**

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

### **Gateway & UO North Station**

Gateway & UO North are core assets within LTD's system. By keeping these stations in good condition, repainting structures, installing signage, and other minor upgrades, LTD will enhance its safe environment for riders.

### **Glenwood Admin Roof Replacement**

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

### **Glenwood Administrative Mechanical and Systems Upgrades**

The project will upgrade the air handling system and address electrical safety issues, installation/code deficiencies, and equipment rating deficiencies, as well as increase the capacity of the electrical system.

### **Glenwood Site Rehabilitation**

LTD's Glenwood Site has been in continuous operation for over 35 years and now requires critical rehabilitation to address its aging infrastructure and enhance functionality. This project includes repaving parking lots, establishing a secure employee entrance, preserving a dedicated visitor parking area, increasing parking capacity, installing energy-efficient lighting, and creating dedicated accessible walkways. Additionally, revitalizing the landscape and hardscape features will significantly improve accessibility, safety, operational efficiency, and support LTD's sustainability goals.

### **Passenger Boarding and System Facilities**

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

### **Springfield Station**

The project will improve comfort and accessibility for passengers Springfield Station and support LTD's sustainability goals. Possible upgrades include repainting passenger structures, installing new digital signage, updating to LED lighting, repairing platform paving, rehabilitating furniture and shelters, as well as improvements to mechanical, electrical, and plumbing systems.

### **Transit Facilities State of Good Repair**

Safety for the employees, riders, and greater community is always a top priority. Repairing and renovating LTD's buildings to provide adequate ventilation, fire and life safety, and structural integrity ensures a safe environment for everyone.

### **Bus Stop Sign Updates**

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

### **Baldy View Lane Asphalt Replacement**

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

### **Glenwood Admin Modifications**

This comprehensive project encompasses a series of coordinated improvements to the Glenwood Administrative Building that will modernize workspaces, enhance employee comfort and privacy, and ensure facilities meet current accessibility, safety, and operational standards. The scope includes the



refurbishment of existing restrooms, remodeling of the Human Resources area, and renovation of the Information Technology (IT) workspace.

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

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

### **Eugene Station Metal Roof and Skylight Replacement**

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

## **Fleet**

### **Major Bus Components**

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

### **Ten-Year Fixed Route Fleet Replacement**

The project will identify buses in need of replacement to maintain reliable service, with annual review based on the condition of vehicles and available funds.

### **Ten-Year Special Service Fleet Replacement**

The Paratransit Fleet Replacement Plan is a project that will identify which paratransit vehicles need to be replacement. Paratransit vehicles are used to operate the RideSource paratransit service and other specialized programs.

### **Ten-Year Non-Revenue Fleet**

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

## **Technology & Infrastructure**

### **Enterprise Resource Planning (ERP) Software**

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

## **IT Hardware/Software Replacement**

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

## **Operations Software/Midas Replacement**

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

## **Paratransit Scheduling Software**

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

## **ITS Video System Replacement**

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

## **Power BI and Implementation and Security Upgrades**

This project will optimize and secure Business Intelligence's delivery platforms, including public interfaces like LTD's website. This work will allow for more efficient and transparent communication on key metrics tied to long-term business sustainability.

## **ITS Radio Communications**

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

## **Headsign Control Systems**

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

## **Fluid Management System**

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

## **CAD/AVL**

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

## Future Year Projections for Improvements

2027-2036	2026 Budget	2026 Forecast	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL 2026-2037
<b>TOTALS: IMPROVEMENTS</b>	<b>10,023,026</b>	<b>7,624,226</b>	<b>11,669,649</b>	<b>9,978,420</b>	<b>9,246,309</b>	<b>5,310,000</b>	<b>910,000</b>	<b>785,000</b>	<b>585,000</b>	<b>385,000</b>	<b>760,000</b>	<b>300,000</b>	<b>47,553,604</b>
<b>FACILITIES</b>	<b>5,277,000</b>	<b>5,217,000</b>	<b>315,000</b>	<b>400,000</b>	<b>6,100,000</b>	<b>4,800,000</b>	<b>600,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>17,932,000</b>
Eugene Station Modernization	130,000	130,000											130,000
Fleet Crane and Fall Protection	972,000	972,000											972,000
Florence Mobility Hub Planning	125,000	125,000	125,000										250,000
OCC / Training / Lounge	3,880,000	3,880,000											3,880,000
Passenger Boarding & System Facilities - Imp	100,000	100,000	180,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,180,000
RideSource Facility Expansion				300,000	4,500,000	4,700,000	500,000						10,000,000
Real Property Disposals	70,000	10,000	10,000										20,000
Bus Paint and Body Shop					1,500,000								1,500,000
<b>FLEET</b>	<b>-</b>	<b>642,200</b>	<b>827,649</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,469,849</b>
Rear Facing ADA Securement Upgrade	-	642,200	827,649										1,469,849
<b>FREQUENT TRANSIT NETWORK (FTN)</b>	<b>1,305,000</b>	<b>584,000</b>	<b>5,917,000</b>	<b>3,685,000</b>	<b>485,000</b>	<b>510,000</b>	<b>310,000</b>	<b>485,000</b>	<b>485,000</b>	<b>285,000</b>	<b>660,000</b>	<b>200,000</b>	<b>13,606,000</b>
Franklin BUILD Project Grant Match	50,000	-	5,000,000										5,000,000
Moving Ahead System			350,000										350,000
Main-McVay Locally Preferred Transit Solution			120,000										120,000
Planning Studies	755,000	584,000	347,000	685,000	485,000	510,000	310,000	485,000	485,000	285,000	660,000	200,000	5,036,000
Transit-Shared Mobility Integration & Modernization	500,000	-	100,000	3,000,000	-	-	-	-	-	-	-	-	3,100,000
<b>TECH &amp; INFRASTRUCTURE</b>	<b>3,441,026</b>	<b>1,181,026</b>	<b>4,610,000</b>	<b>5,893,420</b>	<b>2,661,309</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14,545,755</b>
Fare Systems	250,000	250,000	2,250,000	3,600,000	-	-	-	-	-	-	-	-	6,100,000
Fiber Mapping & Replacement/Expansion	-	-	100,000	100,000	50,000	-	-	-	-	-	-	-	250,000
Regional Mobility Enabling Technologies	2,501,026	501,026	2,000,000	2,193,420	2,311,309	-	-	-	-	-	-	-	7,005,755
Trip Planner / Mobile Wallet	600,000	340,000	260,000	-	-	-	-	-	-	-	-	-	600,000
IT CoLocation Facility - DR Site	-				300,000								300,000
Website	90,000	90,000	-	-	-	-	-	200,000	-	-	-	-	290,000

## Future Year Projections for State of Good Repair

2027-2036	2026 Budget	2026 Forecast	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL 2026-2037
<b>TOTALS: STATE OF GOOD REPAIR</b>	<b>21,073,310</b>	<b>11,289,916</b>	<b>27,669,634</b>	<b>25,303,235</b>	<b>28,741,590</b>	<b>24,748,760</b>	<b>12,066,136</b>	<b>19,671,723</b>	<b>25,009,922</b>	<b>4,469,698</b>	<b>5,573,215</b>	<b>21,308,625</b>	<b>205,852,454</b>
<b>FACILITIES</b>	<b>3,910,000</b>	<b>3,100,000</b>	<b>6,377,000</b>	<b>5,880,000</b>	<b>5,200,000</b>	<b>6,200,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>400,000</b>	<b>4,383,820</b>	<b>33,140,820</b>
Amazon Station	-	-	-	-	500,000	-	-	-	-	-	-	-	500,000
Eugene Station Sitework Upgrades	580,000	100,000	2,170,000	1,410,000	-	-	-	-	-	-	-	-	3,680,000
Fixed Route Infrastructure Rehabilitation	400,000	400,000	-	1,600,000	2,000,000	-	-	-	-	-	-	-	4,000,000
Fleet Mechanical, Electrical & Hoist Rehabilitation	-	-	500,000	500,000	1,000,000	3,800,000	-	-	-	-	-	-	5,800,000
Franklin & Gateway EmX Corridors	500,000	500,000	150,000	800,000	-	-	-	-	-	-	-	-	1,450,000
Gateway & UO North Site Rehab	405,000	250,000	235,000	-	-	-	-	-	-	-	-	-	485,000
Glenwood Admin Roof Replacement	850,000	850,000	-	-	-	-	-	-	-	-	-	-	850,000
Glenwood Mechanical & Electrical Rehabilitation	275,000	100,000	1,500,000	770,000	-	-	-	-	-	-	-	-	2,370,000
Glenwood Site Rehabilitation	100,000	100,000	750,000	400,000	-	-	-	-	-	-	-	-	1,250,000
Passenger Boarding & System Facilities - SGR	150,000	150,000	300,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,800,000
River Road Passenger Boarding Safety			237,000										237,000
Springfield Station Improvements	-	-	-	-	500,000	2,000,000	-	-	-	-	-	-	2,500,000
Transit Facilities State of Good Repairs	650,000	650,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	3,150,000
Bus Stop Signs Updates			120,000										120,000
Baldy View Lane Asphalt Replacement			165,000										165,000
Glenwood Admin Modifications					800,000								800,000
Eugene Station Metal Roof/Skylight Replacement												3,983,820	3,983,820
<b>FLEET</b>	<b>11,281,295</b>	<b>5,107,901</b>	<b>19,457,834</b>	<b>17,533,235</b>	<b>19,517,840</b>	<b>16,471,072</b>	<b>11,179,314</b>	<b>17,920,560</b>	<b>20,839,201</b>	<b>3,094,191</b>	<b>3,223,215</b>	<b>15,944,025</b>	<b>150,288,388</b>
Major Bus Components	407,375	483,981	566,654	1,656,835	3,823,340	452,672	666,674	-	1,097,281	751,791	1,096,265	1,060,625	11,656,118
Ten Yr. Fixed Route Fleet Replacement	7,790,000	1,540,000	16,510,000	14,300,000	14,326,000	14,550,000	8,380,000	15,010,000	17,110,000	-	-	12,500,000	114,226,000
Ten Yr. Spec Svc Fleet Replacement	2,575,670	2,575,670	1,862,580	1,344,700	1,368,500	1,392,300	1,863,540	2,636,860	2,317,320	1,968,750	1,727,200	1,770,000	20,827,420
Ten-Year Non-Rev Fleet	508,250	508,250	518,600	231,700	-	76,100	269,100	273,700	314,600	373,650	399,750	613,400	3,578,850
<b>TECH &amp; INFRASTRUCTURE</b>	<b>5,882,015</b>	<b>3,082,015</b>	<b>1,834,800</b>	<b>1,890,000</b>	<b>4,023,750</b>	<b>2,077,688</b>	<b>486,822</b>	<b>1,351,163</b>	<b>3,770,721</b>	<b>975,507</b>	<b>1,950,000</b>	<b>980,780</b>	<b>22,423,246</b>
ERP	100,000	100,000	-	-	-	-	-	-	-	-	-	-	100,000
IT Hardware/Software Replacement	1,295,000	1,195,000	995,000	1,310,000	548,750	317,688	486,822	951,163	870,721	975,507	950,000	980,780	9,581,431
Operations Software/Midas Replacement	887,015	887,015	144,000	-	-	-	-	-	2,000,000	-	-	-	3,031,015
Paratransit Scheduling Software	-	-	-	-	875,000	-	-	-	-	-	-	-	875,000
ITS Video Systems Replacement	3,600,000	900,000	55,800	-	-	-	-	-	900,000	-	-	-	1,855,800
Business Intelligence Upgrades			80,000	80,000									160,000
ITS Radio Communications			260,000										260,000
Headsign Control Systems				200,000									200,000
Fluid Management System				300,000									300,000
CAD/AVL					1,000,000								1,000,000
Incident Management			300,000										300,000
PDS/ERP Consolidation					1,200,000								1,200,000
EAM-Fleet Management						1,000,000							1,000,000
CRM					400,000								400,000
IPaaS						760,000							760,000
Conference Room AV Equipment								400,000					400,000
Headsign Technology and Control											1,000,000		1,000,000

## Project Funding

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

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

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

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

In the Annual Budget, the full cost of projects planned for that fiscal year make up the Capital Budget. If projects are Tier 2 (funding identified but not secured) those budgeted amounts are withheld and not spent until funding is secured. The portion of the project budgets not grant funded are covered by a transfer from the General Fund to the Capital Projects Fund.

## Project Funding for Improvements

2027-2036	TIER	Total CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
<b>TOTALS: FUNDING FOR IMPROVEMENTS</b>		<b>47,553,604</b>	<b>5,815,123</b>	<b>5,604,629</b>	<b>1,073,600</b>	<b>1,020,000</b>	<b>4,082,181</b>		<b>17,320,220</b>	<b>34,915,753</b>	<b>12,637,851</b>
<b>FACILITIES</b>		<b>17,932,000</b>	<b>-</b>	<b>3,130,000</b>	<b>673,600</b>	<b>20,000</b>	<b>528,400</b>	<b>4,352,000</b>	<b>4,080,000</b>	<b>8,432,000</b>	<b>9,500,000</b>
Eugene Station Modernization	1	130,000		26,000				26,000	104,000	130,000	-
Fleet Crane and Fall Protection	1	972,000			673,600		298,400	972,000		972,000	-
Florence Mobility Hub Planning	1	250,000				20,000	230,000	250,000		250,000	-
OCC / Training / Lounge	1	3,880,000		3,104,000				3,104,000	776,000	3,880,000	-
Passenger Boarding & System Facilities - SGR	2	1,180,000						-	1,180,000	1,180,000	-
RideSource Facility Expansion	2	10,000,000						-	2,000,000	2,000,000	8,000,000
River Road Transit Disposal	1	20,000						-	20,000	20,000	-
Bus Paint and Body Shop	3	1,500,000						-		-	1,500,000
<b>FLEET</b>		<b>1,469,849</b>	<b>-</b>	<b>1,175,879</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,175,879</b>	<b>293,970</b>	<b>1,469,849</b>	<b>-</b>
Rear Facing ADA Securement Upgrade	3	1,469,849		1,175,879				1,175,879	293,970	1,469,849	-
<b>FREQUENT TRANSIT NETWORK (FTN)</b>		<b>13,606,000</b>	<b>-</b>	<b>998,750</b>	<b>400,000</b>	<b>1,000,000</b>	<b>1,750,000</b>	<b>4,148,750</b>	<b>8,066,250</b>	<b>12,215,000</b>	<b>1,391,000</b>
Franklin BUILD Project Grant Match	1	5,000,000						-	5,000,000	5,000,000	-
Moving Ahead System	1	350,000			280,000			280,000	70,000	350,000	-
Main-McVay Locally Preferred Transit Solution	1	120,000			120,000			120,000		120,000	-
Planning Studies	1/2	5,036,000		998,750				998,750	2,996,250	3,995,000	1,041,000
Transit-Shared Mobility Integration & Modernization	1/3	3,100,000				1,000,000	1,750,000	2,750,000		2,750,000	350,000
<b>TECH &amp; INFRASTRUCTURE</b>		<b>14,545,755</b>	<b>5,815,123</b>	<b>300,000</b>	<b>-</b>	<b>-</b>	<b>1,803,781</b>	<b>7,918,904</b>	<b>4,880,000</b>	<b>12,798,904</b>	<b>1,746,851</b>
Fare Systems	1/2	6,100,000					500,000	500,000	4,880,000	5,380,000	720,000
Fiber Mapping & Replacement/Expansion	3	250,000						-		-	250,000
Regional Mobility Enabling Technologies	1/2	7,005,755	5,215,123				1,303,781	6,518,904		6,518,904	486,851
Trip Planner / Mobile Wallet	1	600,000	600,000				-	600,000		600,000	-
IT CoLocation Facility - DR Site	2	300,000		300,000				300,000		300,000	-
Website	1	290,000						-		-	290,000



## Project Funding for State of Good Repair

2027-2036	TIER	Total CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
<b>TOTALS: FUNDING FOR STATE OF GOOD REPAIR</b>		<b>205,852,454</b>	<b>36,481,246</b>	<b>91,242,544</b>	<b>-</b>	<b>-</b>	<b>34,032,836</b>	<b>161,756,626</b>	<b>25,007,149</b>	<b>186,763,775</b>	<b>19,088,679</b>
<b>FACILITIES</b>		<b>33,140,820</b>	<b>-</b>	<b>15,712,000</b>	<b>-</b>	<b>-</b>	<b>237,000</b>	<b>15,949,000</b>	<b>9,013,000</b>	<b>24,962,000</b>	<b>8,178,820</b>
Amazon Station	3	500,000						-	-	-	500,000
Eugene Station Sitework Upgrades	2	3,680,000		2,944,000				2,944,000	736,000	3,680,000	-
Fixed Route Infrastructure Rehabilitation	2	4,000,000		3,200,000				3,200,000	800,000	4,000,000	-
Fleet Mechanical, Electrical & Hoist Rehabilitation	1	5,800,000		4,640,000				4,640,000	1,160,000	5,800,000	-
Franklin & Gateway EmX Corridors	1	1,450,000		1,160,000				1,160,000	290,000	1,450,000	-
Gateway & UO North Site Rehab	2	485,000		388,000				388,000	97,000	485,000	-
Glenwood Admin Roof Replacement	1	850,000		680,000				680,000	170,000	850,000	-
Glenwood Mechanical & Electrical Rehabilitation	2	2,370,000		1,580,000				1,580,000	395,000	1,975,000	395,000
Glenwood Site Rehabilitation	2	1,250,000		1,000,000				1,000,000	250,000	1,250,000	-
Passenger Boarding & System Facilities - SGR	2	1,800,000						-	1,800,000	1,800,000	-
River Road Passenger Boarding Safety	1	237,000					237,000	237,000		237,000	-
Springfield Station Improvements	3	2,500,000						-		-	2,500,000
Transit Facilities State of Good Repairs	2	3,150,000						-	3,150,000	3,150,000	-
Bus Stop New Signs	2	120,000		120,000				120,000		120,000	-
Baldy View Lane Asphalt Replacement	1	165,000						-	165,000	165,000	-
Glenwood Admin Modifications	3	800,000						-		-	800,000
Eugene Station Metal Roof & Skylight Repair	3	3,983,820						-		-	3,983,820
<b>FLEET MAINTENANCE</b>		<b>150,288,388</b>	<b>34,625,446</b>	<b>70,245,732</b>	<b>-</b>	<b>-</b>	<b>33,795,836</b>	<b>138,667,014</b>	<b>11,621,374</b>	<b>150,288,388</b>	<b>-</b>
Major Bus Components	2	11,656,118		9,324,894				9,324,894	2,331,224	11,656,118	-
Ten Yr. Fixed Route Fleet Replacement	1/2	114,226,000	30,459,962	60,920,838			17,133,900	108,514,700	5,711,300	114,226,000	-
Ten Yr. Spec Svc Fleet Replacement	1/2	20,827,420	4,165,484				16,661,936	20,827,420		20,827,420	-
Ten-Year Non-Rev Fleet	2	3,578,850						-	3,578,850	3,578,850	-
<b>TECH &amp; INFRASTRUCTURE</b>		<b>22,423,246</b>	<b>1,855,800</b>	<b>5,284,812</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,140,612</b>	<b>4,372,775</b>	<b>11,513,387</b>	<b>10,909,859</b>
ERP	1	100,000		80,000				80,000	20,000	100,000	-
IT Hardware/Software Replacement	1/2	9,581,431		3,820,000				3,820,000	4,146,572	7,966,572	1,614,859
Operations Software/Midas Replacement	1	3,031,015		824,812				824,812	206,203	1,031,015	2,000,000
Paratransit Scheduling Software	3	875,000						-		-	875,000
ITS Video Systems Replacement	1/2	1,855,800	1,855,800					1,855,800		1,855,800	-
Business Intelligence Upgrades	3	160,000						-		-	160,000
ITS Radio Communications	2	260,000		260,000				260,000		260,000	-
Headsign Control Systems	3	200,000						-		-	200,000
Fluid Management System	2	300,000		300,000				300,000		300,000	-
CAD/AVL	3	1,000,000						-		-	1,000,000
Incident Management	3	300,000						-		-	300,000
PDS/ERP Consolidation	3	1,200,000						-		-	1,200,000
EAM-Fleet Management	3	1,000,000						-		-	1,000,000
CRM	3	400,000						-		-	400,000
IPaaS	3	760,000						-		-	760,000
Conference Room AV Equipment	3	400,000						-		-	400,000
Headsign Technolgy and Control	3	1,000,000						-		-	1,000,000



## Lane Transit District Agenda Item Summary (AIS)

---

**Prepared By:** Pamela Strutz, Chief Financial Officer & Jameson Auten, Chief Executive Officer

**AIS Title:** Preliminary 2027-2036 Long Range Financial Plan

### **Action: Discussion and Feedback**

**Agenda Item Summary:** The Long-Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provide the information we need to develop a proposed budget and the timing of community investment projects. It is a ten-year plan that projects the anticipated resources and expenditures over a ten-year period. At its core, the LRFP aligns our financial capacity with the objectives outlined in our Strategic Business Plan. It is updated, at a minimum, when the Strategic Business Plan is updated, but ideally on an annual basis.

The LRFP has no spending authority. The District's final decision to commit funds occurs through the annual budget process. The LRFP is the starting point for the new annual budget. This plan illustrates the interconnections between our revenues, anticipated expenditures and the timing of our community investments. As the anticipated resources and economic conditions change each year from those planned in the LRFP, the proposed budget is adjusted accordingly to ensure the long-term financial well-being of the District and the sustainability of our existing services.

The LRFP was last adopted by the Board at the June 18, 2025 regular Board meeting.

The Budget Committee is comprised of all seven Board members and an equal number of appointed citizen members. Each year, the Budget Committee receives a presentation on the proposed LRFP. This committee is responsible for reviewing, discussing and recommending any necessary revisions to the proposed LRFP.

As part of the budget process, the proposed LRFP is updated to align with the proposed Community Investment Plan (CIP), recent actual results, the current budget and to reflect future funding availability, service adjustments, predicted inflation and economic factors. At the Spring public Budget Committee Hearing this committee is responsible for forwarding the proposed LRFP to the District Board with a recommendation to approve as presented or with proposed amendments.

The proposed LRFP details are posted on the LTD website at [www.LTD.org](http://www.LTD.org).

**Next steps:** Proposed LRFP will be presented at the Budget Hearing on March 31, 2026

**Attachments:** Preliminary Long Range Financial Plan 2027-2036

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





Lane Transit District



← Customer Service



↑ (A) - (L)

← (O) - (R)

(S) - (T) →



# Preliminary Long Range Financial Plan

FY2027-2036



Table of Contents

INTRODUCTION ..... 2

FACTORS IMPACTING BUDGET ..... 3

    Key Factor 1: Inflation ..... 3

    Key Factor 2: Contractual ATU Wage and Benefit Increases ..... 3

    Key Factor 3: Investment to Replace Aging Fleet ..... 3

    Key Factor 4: STIF Funded Projects and Associated Resources ..... 3

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

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

    Key Factor 7: Long Range Financial Plan..... 4

RESOURCES ..... 5

REQUIREMENTS ..... 5

RESERVES ..... 6

REVENUE HOURS ..... 6

# INTRODUCTION

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

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

To provide quality service, reliable vehicles and infrastructure, and collaborative programs to serve the community's diverse mobility requirements, ongoing financial resources are required. Payroll taxes are the most significant source, representing approximately 73% of general fund requirements. LTD's payroll tax projections are based on the projections from the Oregon State Office of Economic Forecasting using two variables: 1) Oregon average wages and 2) total nonfarm employment. Projections are intentionally conservative to ensure LTD does not overestimate the resource.

Federal grants and funding from the employee tax-based State Transportation Improvement Fund (STIF) are another important source. Due to continued high costs from inflation and LTD's strategy to increase service, the 2027-2036 LRFP increases annual federal funding for operations from a flat amount to an increasing amount (based on 3% annually). Any additional gap will be covered by the existing General Fund Working Capital balance. The STIF Plan biennium budget increased funding for Americans with Disabilities Act (ADA) operations. This decreases the amount of operating resources needed to support these services in the general fund. In FY23-24 the general fund transfer to support ADA services was \$3.5 million. In FY24-25, the amount was reduced to \$650,000. Going forward, this amount is estimated at \$750,000 annually.

LTD's costs are increasing at a rate higher than inflation. Market wage rate adjustments and continuing medical insurance increases are some of the biggest challenges. LTD is adding operations staff (bus operators, fleet mechanics, public safety officers) in order to increase service. Between FY24 actual and budget year FY26, LTD's operations personnel costs increased by \$6 million. This increase is being funded with federal operations funds and STIF.

There is increased pressure on our Materials, Supplies and Insurance costs due to the changing market. Technology software is now nearly all by subscription, a more expensive option than on-premise installations. Insurance costs have increased by 40% between FY24 and FY26.

The Lane County unemployment has risen 0.6% in the 12 months ending July 2025. Economists say there is not significant evidence this is signaling the beginning of a recession (Oregon Economic and Revenue Forecast, September 2025, pg. 12). Interest rates are trending down, which has already had a 0.10% reduction in LTD's investment earnings rate. At the federal level, forecasters project improving outcomes for 2026 and 2027 supported by tax cuts, (mostly stable) tariffs, and lower interest rates (Oregon Economic and Revenue Forecast, September 2025, pg. 1). The shutdown of the federal government has not impacted LTD because transit is considered an "essential service."

LTD is fortunate to have an established reserve fund to rely during economic challenges. This LRFP demonstrates that reserves will carry LTD approximately eight years into the future at its current operations level.

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

- > providing a consistent service commensurate with available resources to meet the needs of the community; and
- > balancing fiduciary duty; and
- > maintaining assets in a state of good repair; and
- > making long-term investments which meets LTD's mission of "Connecting our Community" reliably and safely.

## **FACTORS IMPACTING BUDGET**

### **Key Factor 1: Inflation**

Inflation is estimated to be less than 3% in the near future. The year over year change in Consumer Price Index (CPI) reached a 40-year high at 9.1% in June 2022. It has since moderated to 3%, as of September 2025. The energy index increased 2.8%. For this LRFP, a 3% cost escalation was used to represent inflation. The previous LRFP used a rate of 3.8%.

### **Key Factor 2: Contractual ATU Wage and Benefit Increases**

A four-year Amalgamated Transit Union (ATU) agreement was ratified in February 2023, increasing wages 22% for the next four years. Other contract additions include a \$450 bonus for EmX operators and adding Juneteenth and Martin Luther King Jr. Day holidays. This agreement expires June 30, 2026. During the last year, new agreements were reached with the IT, Public Safety, and Facilities bargaining groups. Increases in personnel costs from these agreements, plus merit and COLA adjustments for administrative staff, were included in the LRFP at 5% per year.

### **Key Factor 3: Investment to Replace Aging Fleet**

Reduction in federal investment in bus replacement and the decision to use capital funds to support operations during the 2008 recession has led to an aging fleet. By the end of FY24, approximately 30% of LTD's fleet met or had exceeded their useful life. During FY23, LTD purchased 19 new electric buses, but they have not been as reliable as renewable diesel buses and do not have the same capability, due to mileage limitations. LTD purchased 10 renewable diesel buses in 2025, and has another eight buses on order and an additional 11 planned for FY27. LTD will use both federal formula and state grant programs for fleet replacement.

### **Key Factor 4: STIF Funded Projects and Associated Resources**

Oregon House Bill 2017 established a 0.1% employee payroll tax to create STIF for public transportation in Oregon. This money benefits a high percentage of students and low-income households. 90% of STIF dollars are formula funds, which are awarded on a noncompetitive basis according to a pre-determined formula. Oregon Department of Transportation (ODOT) estimates Lane County will receive approximately \$37.2 million in formula funds over FY26 and FY27 (July 1, 2025 through June 30, 2027). LTD is responsible for managing the allocation of these formula funds through an Advisory Committee. A full list of projects submitted in the FY2025-2027 plan can be found on LTD's website.

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

As of this report, there will be a temporary 0.1% increase in the STIF tax. There is no official estimate of the amount of this increase, therefore it has not been included here.



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

The Coronavirus Aid, Relief, and Economic Security (CARES), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and American Rescue Plan Act (ARPA) provided federal assistance for COVID-19 related expenses and lost revenues. By the end of FY27, LTD will have used or assigned most of the \$25.5 million CARES, \$17.9 million CRRSA, and \$32.7 million ARPA funding. LTD used these funds to replace lost revenues, cover COVID-19 operating expenses, and make capital investments to improve the safety of riders and continuity of service. In June 2025, \$6 million of the COVID funds were contributed to employee pension plans. The impact of this contribution brought the Salaried Plan funding to 92%, and paid for the ATU Plan COLA, approved by the Board in 2025. The long-term impact of this investment will reduce future payments to the plans.

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

Reserves help LTD provide service in reliably and safely. In February 2022, the Board adopted a revamped reserve policy requiring four types of reserves:

- > a sustainable service reserve for the purpose of maintaining consistent, reliable services;
- > a cash flow reserve to ensure adequate cash on hand to cover temporary cash flow shortages;
- > a capital reserve to provide adequate dollars to carry out the Board-adopted CIP; and
- > Board-designated reserves for potential financial risks or volatility.

The reserves that have been funded will allow LTD to meet its financial goals several years into the future.

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

Working capital and utilization of federal aid provided by pandemic relief funds have provided short-term relief with respect to the operating budget. Service trends, inflationary growth, ATU contract commitments, and administration reorganization have changed some of the key assumptions used to formulate the LRFP.

Fixed route fare revenues were anticipated to recover to pre-pandemic levels, but recent national trends do not support this. Fare revenue is estimated to continue flat for another year, then increase because of changes to LTD's fare policy. Personnel costs are trended at 5% per year, using a fully-staffed operations model. Increasing tech software, hardware, and support costs will be partially offset with a reduction in contracted services. LTD estimates a 3% annual increase in Materials and Supplies. After a big jump in insurance premiums in FY24, LTD estimates a 5% annual increase.

The LRFP is adjusted each year to account for actual results from the preceding year and a review of assumptions for the future is performed. Management will work with the Board and Budget Committee to establish future LRFP assumptions.

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

## RESOURCES

Resources/Requirements	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
<b>Operating Revenues</b>														
Cash Fares & Passes	2,321,033	2,839,500	2,056,381	2,467,065	2,492,000	2,567,000	2,644,000	2,723,000	2,805,000	2,889,000	2,976,000	3,065,000	3,065,000	3,157,000
Group Passes	2,019,126	2,137,000	2,012,303	1,959,760	2,019,000	2,080,000	2,142,000	2,206,000	2,272,000	2,340,000	2,410,000	2,482,000	2,482,000	2,556,000
Advertising	0	50,000	0	0	100,000	115,000	130,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Special Services	142,518	127,400	111,884	131,222	138,000	145,000	152,000	160,000	168,000	176,000	185,000	194,000	194,000	204,000
	<b>\$4,482,676</b>	<b>\$5,153,900</b>	<b>\$4,180,569</b>	<b>\$4,558,047</b>	<b>\$4,749,000</b>	<b>\$4,907,000</b>	<b>\$5,068,000</b>	<b>\$5,239,000</b>	<b>\$5,395,000</b>	<b>\$5,555,000</b>	<b>\$5,721,000</b>	<b>\$5,891,000</b>	<b>\$5,891,000</b>	<b>\$6,067,000</b>
<b>Nonoperating Revenues</b>														
Payroll Taxes	54,857,787	53,873,247	55,022,717	58,826,480	61,768,000	64,856,000	68,099,000	71,504,000	75,079,000	78,833,000	82,775,000	86,914,000	86,914,000	91,260,000
Self-employment Taxes	2,416,284	2,685,256	2,539,145	2,400,000	2,666,000	2,746,000	2,828,000	2,913,000	3,000,000	3,090,000	3,183,000	3,278,000	3,278,000	3,376,000
State-in-Lieu	928,822	841,922	918,017	735,000	964,000	993,000	1,023,000	1,054,000	1,086,000	1,119,000	1,153,000	1,188,000	1,188,000	1,224,000
Federal Assistance	0	2,200,000	0	4,700,000	4,841,000	4,986,000	5,136,000	5,290,000	5,449,000	5,612,000	5,780,000	5,953,000	5,953,000	6,132,000
Federal CARES/ARPA	7,370,304	25,450,000	24,417,717	0	0	0	0	0	0	0	0	0	0	0
State Assistance	1,247,940	3,350,000	4,482,201	5,350,000	5,511,000	5,676,000	5,846,000	6,021,000	6,202,000	6,388,000	6,580,000	6,777,000	6,777,000	6,980,000
Local Assistance	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Miscellaneous	351,302	320,000	406,929	391,200	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Sale of Assets				1,000,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
Interest	2,548,001	1,200,000	3,053,220	2,235,000	2,235,000	2,123,250	2,017,088	1,916,233	1,820,421	1,729,400	1,642,930	1,560,784	1,482,745	1,408,607
Transfer from Sus Serv Reserve				1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	2,000,000	5,700,000	7,000,000	12,500,000	12,750,000
	<b>\$69,720,440</b>	<b>\$89,920,425</b>	<b>\$90,839,947</b>	<b>\$75,637,680</b>	<b>\$80,485,000</b>	<b>\$83,880,250</b>	<b>\$87,449,088</b>	<b>\$91,198,233</b>	<b>\$95,136,421</b>	<b>\$99,171,400</b>	<b>\$107,213,930</b>	<b>\$113,070,784</b>	<b>\$118,492,745</b>	<b>\$123,530,607</b>
<b>Total Revenues</b>	<b>\$74,203,116</b>	<b>\$95,074,325</b>	<b>\$95,020,516</b>	<b>\$80,195,727</b>	<b>\$85,234,000</b>	<b>\$88,787,250</b>	<b>\$92,517,088</b>	<b>\$96,437,233</b>	<b>\$100,531,421</b>	<b>\$104,726,400</b>	<b>\$112,934,930</b>	<b>\$118,961,784</b>	<b>\$124,383,745</b>	<b>\$129,597,607</b>

## REQUIREMENTS

Requirements-Operating	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
<b>Operating Requirements</b>														
Personnel Services	43,583,917	57,987,902	54,723,330	57,262,704	60,125,839	63,132,131	66,288,738	69,603,175	73,083,333	76,737,500	80,574,375	84,603,094	88,833,248	93,274,911
Materials & Services	11,801,556	16,778,662	12,627,227	17,526,378	18,052,169	18,593,734	19,151,546	19,726,093	20,317,876	20,927,412	21,555,234	22,201,891	22,867,948	23,553,986
Insurance & Risk Services	2,303,858	2,280,058	1,601,905	2,896,671	3,041,505	3,193,580	3,353,259	3,520,922	3,696,968	3,881,816	4,075,907	4,279,702	4,493,687	4,718,372
	<b>\$57,689,331</b>	<b>\$77,046,622</b>	<b>\$68,952,462</b>	<b>\$77,685,753</b>	<b>\$81,219,513</b>	<b>\$84,919,445</b>	<b>\$88,793,543</b>	<b>\$92,850,189</b>	<b>\$97,098,177</b>	<b>\$101,546,728</b>	<b>\$106,205,516</b>	<b>\$111,084,687</b>	<b>\$116,194,884</b>	<b>\$121,547,269</b>
<b>Transfers</b>														
Transfer to Mobility Services Fund	3,500,000	500,000	650,000	500,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000	750,000
Transfer to Medicaid Fund	327,750	327,750	327,750	327,750	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Transfer to Point2point Fund	120,000	214,900	50,000	50,000										
Transfer to the Sus Serv Reserve	238,919	12,300,000	12,300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Transfer to Capital Projects Fund	4,016,578	6,675,635	6,675,635	5,628,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000	6,500,000
	<b>\$8,203,247</b>	<b>\$20,018,285</b>	<b>\$20,003,385</b>	<b>\$6,805,750</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>	<b>\$8,050,000</b>
<b>Total Requirements</b>	<b>\$65,892,578</b>	<b>\$97,064,907</b>	<b>\$88,955,847</b>	<b>\$84,491,503</b>	<b>\$89,269,513</b>	<b>\$92,969,445</b>	<b>\$96,843,543</b>	<b>\$100,900,189</b>	<b>\$105,148,177</b>	<b>\$109,596,728</b>	<b>\$114,255,516</b>	<b>\$119,134,687</b>	<b>\$124,244,884</b>	<b>\$129,597,269</b>
<b>Total Rev - Total Reqmts</b>	<b>\$8,310,538</b>	<b>(\$1,990,582)</b>	<b>\$6,064,669</b>	<b>(\$4,295,776)</b>	<b>(\$4,035,513)</b>	<b>(\$4,182,195)</b>	<b>(\$4,326,455)</b>	<b>(\$4,462,956)</b>	<b>(\$4,616,755)</b>	<b>(\$4,870,328)</b>	<b>(\$1,320,586)</b>	<b>(\$172,904)</b>	<b>\$138,861</b>	<b>\$338</b>

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

## RESERVES

Working Capital	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Gen Fund Beg. Working Capital	35,424,296	43,751,544	43,751,544	49,816,213	45,520,437	41,484,924	37,302,729	32,976,273	28,513,317	23,896,562	19,026,234	17,705,648	17,705,648	17,532,745
Gen Fund End. Wkg Capital	43,751,544	41,760,962	49,816,213	45,520,437	41,484,924	37,302,729	32,976,273	28,513,317	23,896,562	19,026,234	17,705,648	17,532,745	17,844,509	17,533,083
Less: Unapprop Ending Fund Balance (2 mos)	(9,614,888)	(12,841,104)	(11,492,077)	(12,947,626)	(13,536,586)	(14,153,241)	(14,798,924)	(15,475,032)	(16,183,029)	(16,924,455)	(17,700,919)	(18,514,115)	(19,365,814)	(20,257,878)
General Fund Unrestricted End. Working Capital	34,136,656	28,919,859	38,324,136	32,572,812	27,948,339	23,149,488	18,177,349	13,038,286	7,713,532	2,101,780	4,729	(981,370)	(1,521,305)	(2,724,795)
Sustainable Services Reserve	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
Beginning Balance 7/01/202x	10,516,940	11,286,406	11,286,406	24,157,388	25,484,077	25,405,376	25,297,808	25,160,315	24,991,888	24,791,564	24,058,435	19,572,655	19,572,655	13,596,844
Interest Earned	530,547	200,000	570,982	1,026,689	1,121,299	1,092,431	1,062,508	1,031,573	999,676	966,871	914,221	724,188	704,616	475,890
Transfers In/(Out)	238,919	300,000	12,300,000	300,000	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,200,000)	(1,700,000)	(5,400,000)	(6,700,000)	(12,200,000)	(12,450,000)
Ending Balance 6/30/202x	11,286,406	11,786,406	24,157,388	25,484,077	25,405,376	25,297,808	25,160,315	24,991,888	24,791,564	24,058,435	19,572,655	13,596,844	8,077,271	1,622,733

## REVENUE HOURS

Revenue Hours	FY2023-24 Actual	FY2024-25 Budget	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
LRFP Forecasted Service (VRH)	223,169	236,191	235,015	262,306	276,854	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400