Lane Transit District

LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STIF ADVISORY COMMITTEE MEETING AGENDA

Tuesday, February 10, 2026, 5:00 p.m.
Next Stop Center | Eugene Station
1099 Olive St., Eugene, OR 97401

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

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0030, the Lane Transit District Board of Directors shall appoint a State Transportation Improvement Fund (STIF) Committee as an advisory committee for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund and prioritizing projects to be funded by population-based and employer-based STIF moneys received by the District. The Committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

Members	
Carmen Yalexa Artiles	Chelsae Miller
Kelly Clarke	Joshua Myatt
Gino Grimaldi	Cosette Rees
Joshua Kashinsky (Vice Chair)	David Reesor (Chair)
Pete Knox	Kari Turner
Scott Lemons	Vidal Francis
Bart Mealer	

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

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

STIF ADVISORY COMMITTEE:

1. **CALL TO ORDER & ROLL CALL**: Carmen Yalexa Artiles, Kelly Clarke, Gino Grimaldi, Joshua Kashinsky (Vice Chair), Pete Knox, Scott Lemons, Bart Mealer, Chelsae Miller, Joshua Myatt Cosette Rees, David Reesor (Chair), Kari Turner, Vidal Francis

2. **AGENDA REVIEW**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS**   **TIME:**
   - STIF Chair and Vice Chair Elections, presented by Kathleen Flynn, Lane Transit District   5:05-5:20
   - Legislative Update, presented by Sam Kelly-Quattrocchi, Lane Transit District   5:20-5:35
   - RideSource Updates, presented by John Ahlen, Lane Transit District   5:35-5:50
   - Coordinated Plan, presented by Kerry Aszklar, Lane Transit District and Dan Callister, Lane   5:50-6:15
     Council of Governments
   - Staff Updates and Future Meetings, presented by Kathleen Flynn, Lane Transit District   6:15-6:30

5. **ADJOURN**

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

UPCOMING STIF ADVISORY COMMITTEE MEETINGS:

- April 7, 2026 (*tentative*)
- May 12, 2026

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Sam Kelly-Quattrocchi, Government Relations Manager

AIS Title: Legislative Update

Prepared By: Sam Kelly-Quattrocchi, Government Relations Manager

Action: Discussion and Feedback

Agenda Item Summary: Following 2025's long legislative session and the special legislative session, the Oregon Legislature passed a temporary, two-year increase of the Statewide Transportation Improvement Fund (STIF). Since its creation in 2017, STIF has transformed transit across Oregon. It has not been increased since 2017.

In late December 2025, the necessary number of signatures were verified by Oregon's Secretary of State to move key pieces of the transportation package to the 2026 November general election vote; one of those items was the STIF increase.

The short 35-day legislative session starts in February and ends on March 8. While a STIF increase is unlikely to be approved during this session, there will be other key transit bills that staff will track and advocate for. Additionally, the legislature is being asked to find additional funds for the Oregon Department of Transportation (ODOT).

Lane Transit District
Agenda Item Summary (AIS)

Presented By: John Ahlen, Mobility Services Manager and Mike Jacobs, RideSource General Manager

AIS Title: LTD's RideSource Services

Prepared By: John Ahlen, Mobility Services Manager

Action: Discussion and Feedback

Agenda Item Summary: This item introduces LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee to services provided by LTD's RideSource program, many of which receive STIF funding.

Background: While most Eugene-Springfield area residents are familiar with LTD's RideSource cutaways circulating each day, far fewer are aware of what exactly RideSource does and the many transportation services RideSource offers. The two largest services are LTD's complementary ADA paratransit service, and Non-Emergent Medical Transportation (NEMT) for Oregon Health Plan members. RideSource also covers additional transit programs, including veteran's transportation, a Crucial Connections program to assist with one-time critical transportation needs, and gas mileage reimbursement for volunteers who transport older adults or people with disabilities to medical appointments.

In the current STIF biennium, LTD uses $3,000,000 in STIF Formula Funds annually towards ADA paratransit service, which provides necessary transportation in the metropolitan area and Florence to riders who cannot ride a fixed route bus service due to a disability. Last year, LTD provided 122,818 paratransit rides. STIF funding covers approximately 80% of the cost of operating this paratransit service.

LTD offers Non-Emergent Medical Transportation (NEMT) to Medicaid members through a contract with the local Coordinated Care Organization (CCO), Trillium Community Health Plan. The NEMT service transports eligible Lane County residents at no charge to authorized medical services. Last year, RideSource provided 237,181 medical rides to local Medicaid members.

STIF Formula Funds partially cover the costs of RideSource's veteran's transportation, Crucial Connections, and gas mileage reimbursement programs. In addition, LTD uses STIF funding to support preventive maintenance on RideSource vehicles and eligibility assessments for RideSource services.

Presentation: John Ahlen, LTD's Mobility Services Manager, and Mike Jacobs, RideSource General Manager, will provide an overview of LTD's RideSource services and answer questions from Committee members.

Attachments:
   (1) RideSource Paratransit Rider's Guide Presentation

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Dan Callister, Senior Planner,   **AIS Title: Coordinated Plan**
Lane Council of Governments

Prepared By: Kerry Aszklar, Associate Planner,
LTD Planning & Development

Action: Discussion and Feedback

Agenda Item Summary: This item is an update on coordination practices, project list, engagement, and funding resources. Presenters are expected to ask the committee about project priorities.

Background: The Coordinated Plan focuses on identifying and filling gaps and service needs primarily for older adults and individuals with disabilities, while also addressing the needs of veterans, households living in poverty, zero vehicle households, limited English proficiency, and people of color. By focusing on these populations, LTD can better serve community members with unique travel needs.

This plan is a robust update from the 2019, 2013, and 2009 Coordinated Plans, with a stronger emphasis on community and stakeholder engagement. It is also a critical element in requesting future 5310 federal funding.

Presentation: Dan Callister from Lane Council of Governments, and LTD representatives, will present the user needs, coordination practices, and priority framework for a project list.

Attachments:
   (1) Coordination Practices and Project List
   (2) 2019 Coordinated Plan Project List
   (3) Lane Coordinated Plan Presentation

2019 Coordinated Plan Project List

Project Description	Need	Practice (Strategy)
Replacement/Expansion Vehicles LTD buys, then leases accessible vehicles to non- and for-profit businesses and local government agencies that serve older adults or people with disabilities and operate in Lane County. These agencies include: • Medical Transportation Management (RideSource) • Pacific Crest Bus Lines (Oakridge) • South Lane Wheels (Cottage Grove/Creswell/South Lane County) • River Cities Taxi (Florence) • Willamalane Senior Center • City of Eugene – Hilyard Community Center Adaptive Recreation Program	• Maintain and improve transportation services throughout Lane County • Manage costs	• Consolidated vehicle purchasing • Cost-sharing agreements • Ride-sharing • Interagency partnerships • Right-size vehicle type and quantity to provide appropriate service
Vehicle Preventive Maintenance (PM) This covers some costs for preventive maintenance for the fleet of accessible vehicles that serve older adults and people with disabilities in Lane County. These agencies include: • Medical Transportation Management (RideSource) • Pacific Crest Bus Lines (Oakridge) • South Lane Wheels (Cottage Grove/Creswell/South Lane County) • River Cities Taxi (Florence)	• Maintain and improve transportation services throughout Lane County • Manage costs	• Consolidated fleet management and vehicle preventive maintenance • Cost-sharing agreements • Interagency partnerships

Project Description	Need	Practice (Strategy)
Mental Health Transportation White Bird Clinic (WBC) is a crisis intervention, mental health counseling, information, and referral center. The counseling program serves adults on the Oregon Health Plan (Medicaid). Grants fund low-income and homeless individuals. WBC arranges transportation primarily to mental health treatment and other essential activities.	• Unconventional services • Unique needs and circumstances associated with mental health issues and disabilities	• Interagency partnerships
Transit Training & Hosts Alternative Work Concepts (AWC) provides one-on-one training on how to effectively use LTD's neighborhood and EmX services. AWC employs transit hosts who assist with prescheduled transfers, support transit training activities, and provide ride and schedule information at the Eugene Station each weekday. AWC also conducts in-person visits to evaluate transportation needs and capabilities to transition riders from paratransit to fixed route or Mobility on Demand.	• Lack of awareness • Training • Manage costs	• A single call center with a variety of transportation services • Personalized evaluation of needs and capabilities • Interagency partnerships
RideSource ADA This is origin-to-destination service within the Eugene-Springfield metro area for people unable to use regular bus service (partially or fully) because of a disabling condition. RideSource ADA meets ADA requirements. It is operated by Medical Transportation Management (MTM). Transportation coordinators from AWC, Senior and Disability Services (S&DS), and WBC perform in-person evaluations to determine eligibility. S&DS is a division of the Lane Council of Governments and the local Area Agency on Aging.	• Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service	• A single call center with multiple transportation providers • Ride-sharing • Personalized evaluation of transportation needs and capabilities • Interagency partnerships

Project Description	Need	Practice (Strategy)
RideSource Shopper The Shopper is a low cost, once-a-week neighborhood shopping shuttle operating within the Eugene-Springfield metro area. The driver assists people with their groceries and packages. It is operated by MTM. Transportation coordinators from AWC, S&DS, and WBC make in-person evaluations to determine eligibility.	• Unconventional services – riders need assistance with packages • Affordability • Manage costs	• Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships
Volunteer Escort This is a door-through-door service for people who need a high level of assistance and do not have other transportation options. MTM, S&DS, and the Senior Companion Program all participate in the support and recruitment of volunteers. Volunteer drivers using their own cars receive a per mile reimbursement. MTM volunteers may use agency vehicles. The program serves older adults and people with disabilities throughout Lane County. Transportation coordinators from S&DS make in-person evaluations to determine eligibility.	• Unserved or underserved areas • Unconventional services – riders need high level of assistance to travel	• A single call center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Rural and small city services
Pearl Buck Center (PBC) Preschool Transportation PBC's preschool program is designed to support parents with disabilities and foster optimal development in their children. Most children whose parents have special needs are born with the potential for average and above-average intelligence. Preschool transportation is a shared cost, dedicated service offered through the RideSource Call Center. The children do better when they are able to participate regularly.	• Unconventional services – parents with disabilities who have young children need transportation support to help optimize child development	• Cost-sharing agreements • Ride sharing • A single call center with a variety of transportation services • Interagency partnerships

Project Description	Need	Practice (Strategy)
## Transportation to Work for Persons with Developmental Disabilities Transportation for eligible individuals who get vocational benefits through Lane County Developmental Disabilities Services. This shared-cost service is offered through the RideSource Call Center. Service is managed through an intergovernmental agreement with the Oregon Department of Human Services.	• Unconventional services • Manage costs	• Cost-sharing agreements • Ride-sharing • A single call center with a variety of transportation services • Interagency partnerships
## South Lane The nonprofit agency, South Lane Wheels (SLW), is supported by the City of Cottage Grove and the Rural General Public Program for areas with a population less than 50,000. SLW provides local Dial-a-Ride services and a shuttle to take people into Eugene and Springfield. These services are open to the general public in Cottage Grove, Creswell, and surrounding rural areas. SLW is a provider for the RideSource Call Center. SLW also participates in a one-year pilot program for Mobility on Demand service beginning in January 2019 to better serve residents in the Cottage Grove city limits. Support South Lane to perform a planning assessment to determine opportunities and strategies to meet the needs of southern Lane County.	• Unserved or underserved areas • Unconventional services – riders need high level of assistance in order to travel	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride-sharing • Interagency partnerships • Rural and small city services • Mobility on Demand • Planning services

Project Description	Need	Practice (Strategy)
## West Lane The Rhody Express is a local shuttle service within the city of Florence and operated by River Cities Taxi. The shuttle is supported by the City of Florence and the Rural General Public Program . River Cities Taxi is a provider for the RideSource Call Center and operates the pilot program for service between Florence and Yachats, Monday through Friday, four times per day between these two coastal areas. Evaluate and implement expansion of Rhody Express service to best meet the needs of the community and connect to the broader transportation network.	• Unserved or underserved areas • Unconventional services – riders need high level of assistance to travel	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride-sharing • Interagency partnerships • Rural and small city services
## East Lane Service for the community of Oakridge includes demand-response service and an intercity shuttle called the Diamond Express, both operated by Pacific Crest Bus Lines. The Diamond Express makes three trips each weekday between Oakridge and the Eugene-Springfield metro area. It is supported by the City of Oakridge and the Intercity Passenger Program that connects communities with a population of 2,500 to the next larger market economy and other transportation services. Evaluate and implement as needed expansion of Diamond Express service to best meet the needs of the community and connect to the broader transportation network.	• Unserved or underserved areas	• Consolidated vehicle purchasing • Consolidated fleet management and vehicle preventive maintenance • Ride-sharing • Interagency partnerships • Rural and small city services

Project Description	Need	Practice (Strategy)
Crucial Connections Transportation to relieve an immediate (non-emergency) or evolving situation when no other transportation option can be identified; offers quick relief to allow time to formulate long-term resolution. Crucial Connections pays for a limited number of trips that are situation specific. Service involves cooperation with human service workers and creative problem-solving.	• Unconventional services – short-term transportation intervention	• Personalized evaluation of transportation needs and capabilities • A single call center with a variety of transportation services • Interagency partnerships • Rural and small city services
Veterans Services Transportation Transportation for veterans to get to Veterans Affair medical facilities and local Veteran's Services appointments at no cost. Non-veteran family members needing to access service appointments can also use this.	• Lack of awareness	• A single call center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships
Mobility Management and Service Coordination In-person (most often in the home) transportation assessments to determine the transportation needs and capabilities of older adults, people with disabilities, veterans and their families, and people with low incomes. Transportation coordinators from AWC and S&DS make these evaluations. Results are recorded in a centralized database - Transit Asset Management (TAMS).	• Unserved or undeserved areas • Unconventional services • Lack of awareness	• Cost-sharing agreements • A single call center with a variety of transportation services • Personalized evaluation of needs and capabilities • Interagency partnerships

Project Description	Need	Practice (Strategy)
## Medical and Community Non-Medical Transportation under Medicaid The RideSource Call Center administers three Medicaid programs: (1) Non-Emergency Medical Transportation (NEMT) for the Oregon Health Authority; (2) NEMT for Trillium Community Health Plan; and (3) Community Non-Medical transportation. Medicaid NEMT is for people who qualify for Oregon Health Plan (OHP) medical coverage and receive that service either directly through the Oregon Health Authority or through Trillium. In addition, some non-medical trips are arranged for Medicaid recipients who have a qualifying care plan that is managed through a S&DS case worker. The latter is based on a cost-sharing agreement between LTD and the Oregon Department of Human Services.	• Unconventional services • Manage costs	• A single call center with multiple transportation providers • Cost-sharing agreements • Interagency partnerships
## Lane County Coordination The RideSource Call Center System Improvement Project was a necessary upgrade to call taking, scheduling, and dispatch systems. This project involved replacing and augmenting a 30-yearold structure and systems with current technology. LTD determined the software system must be replaced for effective operations and continuity to (1) ensure seamless interaction with modern software technologies, (2) allow for growth and adding new services, and (3) consider significant data security needs for privacy and asset protection. The initial project is nearly complete, with focus on move to ongoing service and support costs ensuring the system remains current with technologies and services. Future enhancements include providing trip request service online, better on-time performance information with external providers, notifying customers of upcoming rides via phone, text, or e-mail, and possible connection with Transportation Network Companies (TNCs). Coordination also includes training of external providers and providing the community with information on RideSource services.	• Unconventional services • Manage costs	• A single call center with multiple transportation providers • Cost-sharing agreements • Ride-sharing • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Rural and small city services

Overview: Lane Coordinated Plan – LTD STIF Advisory Committee Meeting

February 10, 2025

<u>Coordination Practices and Project List</u>

The Coordination Practices section of the Coordinated Plan connects the community needs identified in the Needs Assessment to practices – or strategies – that can address those needs. The intersection of needs and strategies produces specific projects that make up the project list. (The Project List from the 2019 Coordinated Plan is attached as an example.) Often, the full list of identified needs will extend beyond available funding to address them. This section also identifies priorities to ensure that each dollar is spent as effectively as possible.

The Needs Assessment is strongly informed by public outreach, which at the time this document was written is still ongoing. The 2019 Coordinated Plan identified categories of needs that are still relevant today:

1. Unserved or underserved areas (service not available where it is needed)
2. Lack of availability (service not available when it is needed)
3. Unconventional services (people need services different than traditional fixed route and paratransit)
4. Affordability (cost of public transportation is difficult for some)
5. Lack of awareness (need additional information about transportation services)
6. Training (need assistance using transportation services)

The 2019 plan also identified priorities:

- **First Priority**: Maintain sustainable service levels of viable operations – ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.
- **Second Priority**: Respond to growth within existing services – allow for measured increases where demand points to an unmet need within the available resources.
- **Third Priority**: Respond to emerging community needs – take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.

Questions for Committee:

- **Are these priorities still appropriate? Are there new priorities to consider and where would they fall in the list?**
- **Is there anything missing from the project list? If so, what?**

Funding Resources

The Funding Resources section of the Coordinated Plan identifies available funding resources from federal, state, local, and other sources.

Major Federal Sources include the Older Americans Act, §5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and §5311 Formula Grants for Rural Areas. There are additional federal funds available from Medicaid Non-Emergency Medical (NEMT), Community Transportation, and Vocational Transportation for Persons with Developmental Disabilities.

A significant source of state funding comes from the Statewide Transportation Improvement Fund (STIF). Since the last Coordinated Plan was adopted, this fund merged with the Special Transportation Fund (STF). State funds can be used to meet match requirements for federal funds.

Other resources include fares collected from passengers, local contributions from small cities and agencies to support specific projects of interest, and a significant contribution from LTD's General Fund. These local revenues help pay for ADA complementary paratransit and associated services and meet local match requirements for federal and state grants, as needed.

Highlights:

- 2025 saw a significant realignment of transportation spending priorities from the new federal administration. Although this has not resulted in immediate reductions in most formula funds, discretionary grant programs have been affected. The current transportation bill will need to be reauthorized before September 2026 and could result in a change to formula fund resources.
- Changes to federal Medicaid eligibility requirements have reduced the number of people eligible for NEMT funds.
- The availability of state funding is uncertain at this time. STIF/STF funding is stable but not expanding. The legislature is expected to continue discussing transportation funding over the next few years.

Question for Committee:

- **How could this information be presented in the plan to make it most useful?**

Lane Coordinated Plan

-Coordination Practices and Project List

-Funding Resources

Lane STIF Advisory Committee, February 10, 2026

Coordinated Plan Refresher

- Update to 2019 Plan

- Improve Transportation Services for

  - Older Adults (65+)

  - Individuals with Disabilities

- Identify Needs of Stakeholders

- Inventory Services

- Identify Gaps and Overlaps in Coverage

- Develop Priorities & Strategies to Guide Investments

- Steering Committee

Plan Development Timeline

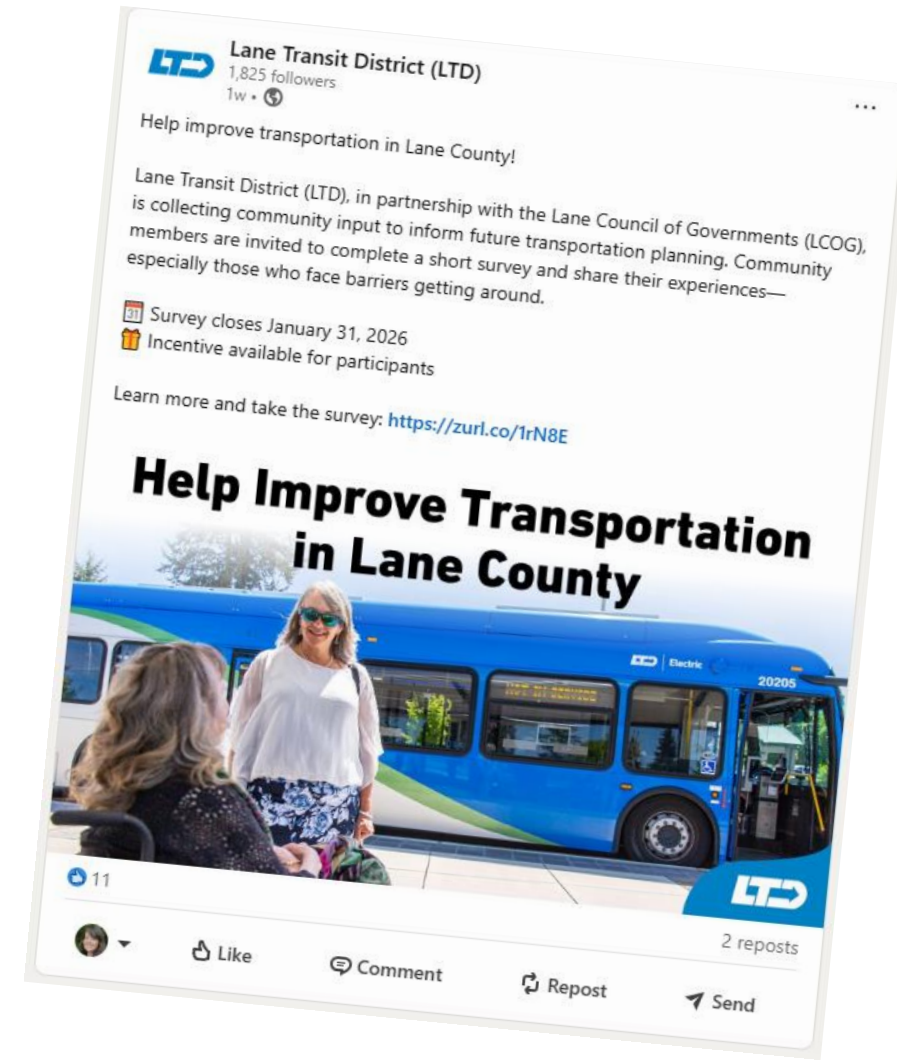|	2025							2026					
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Policy Assessment	■	■	■	■									
Evaluation of Existing Conditions			■	■	■	■	■						
Needs Assessment				■	■	■	■	■	■	■			
Public Engagement					■	■	■	■	■	■	■	■	
Coordination Practices & Projects							■	■	■	■	■		
Funding Resources								■	■	■	■		
Draft Final Plan										■	■	■	■

Steering Committee
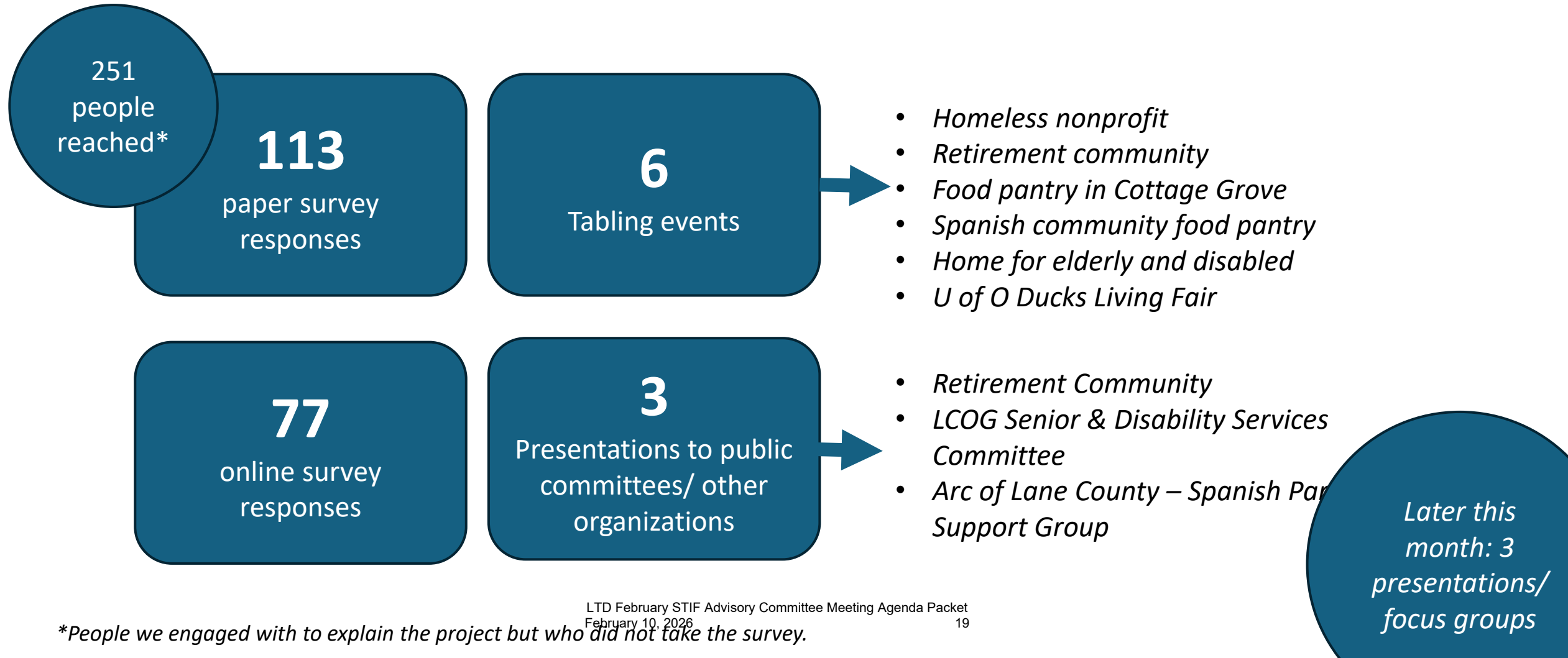
Steering Committee

Steering Committee

Steering Committee

Outreach Update

- Public survey:
  - Available in English & Spanish
  - Large-print (English & Spanish) for low/no vision
  - Released early December
  - Soft closing January 31
- Promotion:
  - Social media posts
  - In-person events
  - E-newsletters
  - At Eugene Station and Springfield Station

Outreach Update

251 people reached*

113 paper survey responses

6 Tabling events

- *Homeless nonprofit*
- *Retirement community*
- *Food pantry in Cottage Grove*
- *Spanish community food pantry*
- *Home for elderly and disabled*
- *U of O Ducks Living Fair*

77 online survey responses

3 Presentations to public committees/ other organizations

- *Retirement Community*
- *LCOG Senior & Disability Services Committee*
- *Arc of Lane County – Spanish Par[ent] Support Group*

Later this month: 3 presentations/ focus groups

People we engaged with to explain the project but who did not take the survey.

Coordination Practices and Project List
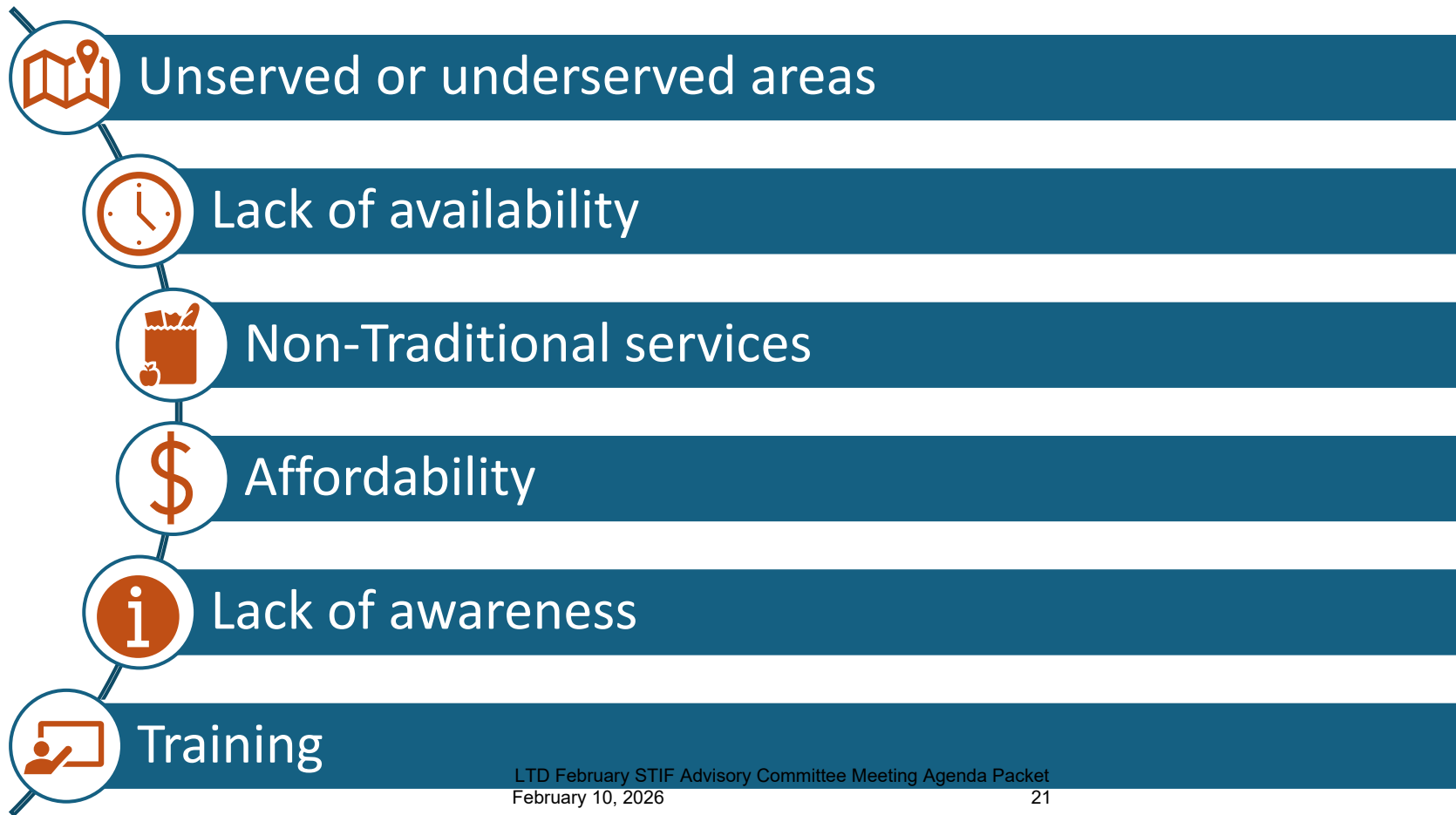
Connect Needs to Coordination Practices

Develop Project List

Identify Priorities

Connect Needs to Coordination Practices

Needs from 2019 Plan

- Unserved or underserved areas
- Lack of availability
- Non-Traditional services
- Affordability
- Lack of awareness
- Training

Connect Needs to Coordination Practices

Coordination Practices are strategies that LTD and partners can use to address gaps in existing services or opportunities to be more efficient in service delivery.

Examples:

- Consolidated vehicle purchasing
- Mobility on Demand
- One-Call Center with a variety of transportation services
- Personalized evaluation of transportation needs and capabilities
- Rural and small city services

Connect Needs to Coordination Practices

NEED + **PRACTICE /STRATEGY** = **PROJECT**

- Lack of Awareness
- Training
- Manage Costs

- One-Call Center with a variety of transportation services
- Personalized evaluation of needs and capabilities
- Interagency partnerships

Transit Training & Hosts
Alternative Work Concepts (AWC) provides one-on-one training on how to effectively use TheBus! and EmX. AWC employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. AWC also conducts in-person visits to evaluate transportation needs and capabilities to transitions riders from paratransit to fixed route or Mobility on Demand.

Project List

- Required element of a Coordinated Plan

- Will form a foundation of the STIF project list
  - Not all projects will be STIF funded

- Developed by LTD staff based on identified gaps, needs, and public outreach

2019 Coordinated Plan: Projects

Replacement/ Expansion Vehicles	Vehicle Preventive Maintenance	Mental Health Transportation	Transit Training & Hosts	RideSource ADA	RideSource Shopper
Volunteer Escort	Pearl Buck Center (PBC) Preschool Transportation	Transportation to Work for Persons with Developmental Disabilities	South Lane	West Lane	East Lane
	Crucial Connections	Veterans Services Transportation	Mobility Management and Service Coordination	Medical and Community Non-Medical Transportation under Medicaid	Lane County Coordination

2019 Coordinated Plan: Project Snapshots

Replacement/ Expansion Vehicles	Vehicle Preventive Maintenance	Mental Health Transportation
Transit Training & Hosts	RideSource ADA	RideSource Shopper

Volunteer Escort	Pearl Buck Center (PBC) Preschool Transportation	Transportation to Work for Persons with Developmental Disabilities
South Lane	West Lane	East Lane

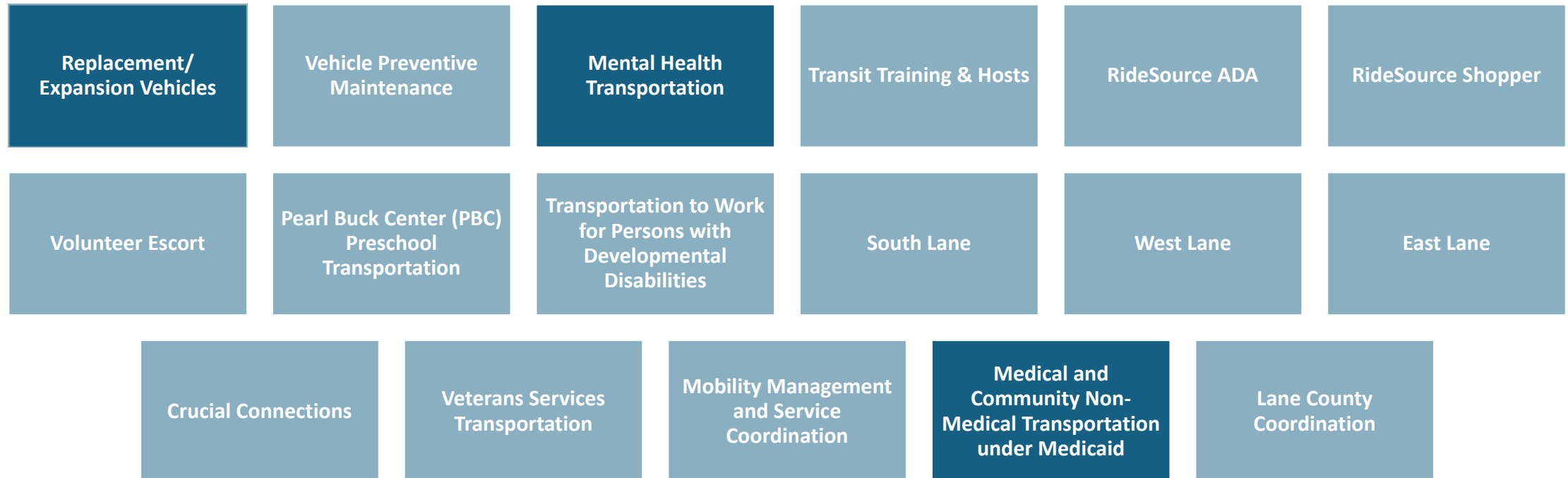|		
Crucial Connections	Veterans Services Transportation	Mobility Management and Service Coordination
Medical and Community Non-Medical Transportation under Medicaid	Lane County Coordination	

Project Snapshot: Replacement/Expansion Vehicles

Needs	Coordination Practices	Project Description	Since 2019 Plan
• Maintain and improve transportation services throughout Lane County • Manage costs	Coordination Practices: • Consolidated vehicle purchasing • Cost-sharing agreements • Ride sharing • Interagency partnerships • Right-size vehicle type and quantity to provide appropriate service	LTD purchases accessible vehicles leased to nonprofits, for-profit businesses, & local governments that serve older adults and people with disabilities in Lane County.	Maintained: • RideSource: 47 cutaway buses, 6 minivans • Florence: 3 cutaways • Oakridge: 3 buses and cutaways • Cottage Grove: 4 cutaways • Rural Shuttles: 4 cutaways

Project Snapshot: Medical and non-medical transportation

Needs	Coordination Practices	Project Description	Since 2019 Plan
• Unconventional services • Manage costs	• One-Call Center with multiple transportation providers • Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships	Coordinated through our RideSource Call Center. Through a contract funded primarily with Medicaid dollars, LTD currently provides nearly trips for Lane County residents based on Oregon Health Plan eligibility. Trips range from well-check appointments to life-sustaining care. Trips are provided locally, outside our region such as up to OHSU, and out of state when specialty care isn't available closer.	20,000 trips per month

Project Snapshot: Behavioral Health Transportation

Needs	Coordination Practices	Project Description	Since 2019 Plan
• Unconventional services • Unique needs and circumstances associated with mental health issues and disabilities	• Interagency partnerships	Provides basic transportation for clients experiencing Severe and Persistent Mental Illness. Clients' transportation options are critically limited since their mental health symptoms prohibit the use of public buses. LTD meets the needs of each person at the time of their greatest vulnerability, and meet community needs by preventing crisis situations on public transportation. Behavioral health transportation is used when getting to appointments, picking up medications, and meeting basic needs. Some requests are for transportation to reach drug and alcohol treatment or permanent housing.	20,921 White Bird Clinic trips between July 2019 and June 2025 (FY20-FY25)

Coordination Practices

Questions for Committee

- Is there anything missing from the project list?
- If so, what is missing?

Identify Priorities

1.Maintain sustainable service levels of viable operations

Ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.

2.Respond to growth within existing services

Allow for measured increases where demand points to an unmet need within the available resources.

3.Respond to emerging community needs

Take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.

Coordination Practices

Questions for Committee

- Are these priorities still appropriate?

- What would a new list of priorities look like?

Funding

Federal
- Formula Funds
  - Older Americans Act
  - §5310
  - §5311
- Other Sources
  - Medicaid NEMT
- Discretionary Grants

State
- STIF
  - Formula
  - Discretionary
  - STF (Since 2023)

Local
- Passenger Fares
- Local City/Agency Contributions
- LTD General Fund

Funding Highlights

- Significant Uncertainty

  - Federal Funding

  - State Funding

Next Steps

- Plan Completion

- STIF Review of Draft Final Plan & Recommendation to LTD Board

- LTD Board Presentation and Adoption

	2025							2026					
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Policy Assessment	■	■	■										
Evaluation of Existing Conditions			■	■	■	■	■						
Needs Assessment				■	■	■	■	■	■	■			
Public Engagement					■	■			■	■	■	■	
Coordination Practices & Projects							■	■	■	■	■		
Funding Resources							■	■	■	■	■		
Draft Final Plan										■	■	■	■

LTD February STIF Advisory Committee Meeting Agenda Packet
February 10, 2026   35