



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

**Budget Committee Meeting  
Tuesday, April 28, 2026, 5:30 p.m.  
Glenwood Administrative Office – Boardroom  
3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478**

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>Member</b>
Subdistrict 1	East Springfield to McKenzie Bridge	Gino Grimaldi
Subdistrict 1	East Springfield to McKenzie Bridge	Luke McAllister
Subdistrict 2	West Springfield	Michelle Webber, Vice President
Subdistrict 2	West Springfield	Carl Yeh
Subdistrict 3	SE Eugene, Creswell, Cottage Grove, and Lowell	Heather Murphy
Subdistrict 3	SE Eugene, Creswell, Cottage Grove, and Lowell	Charlie Conrad
Subdistrict 4	North Eugene (east of River Road), and Coburg	Kelly Sutherland
Subdistrict 4	North Eugene (east of River Road), and Coburg	Darvin Fowler
Subdistrict 5	Central and West Eugene	Pete Knox, Treasurer
Subdistrict 5	Central and West Eugene	Gary Wildish
Subdistrict 6	West Eugene, OR 99, River Road, and Junction City	Lawrence Green, Secretary
Subdistrict 6	West Eugene, OR 99, River Road, and Junction City	Jason Williams
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Susan Cox, President
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Linda Lynch

The Budget Committee is comprised of all seven Board members and an equal number of citizen members appointed by the Board. The committee reviews proposed budget and financial plans before they go before the Board of Directors.

**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, Luke McAllister, 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**
  - Budget Overview
  - Proposed 2026-2027 Budget
  - Proposed 2027-2036 Long Range Financial Plan
  - Proposed 2027-2036 Community Investment Plan
  - Officer Elections
4. **ADJOURN**

**UPCOMING MEETINGS:**

May 20, 2026 – Board of Directors Meeting – Budget Hearing & Budget Adoption  
Glenwood Administrative Office – Boardroom  
3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478

November 10, 2026 – Budget Committee Meeting  
Glenwood Administrative Office – Boardroom  
3500 E 17<sup>th</sup> Avenue, Eugene, OR 97478

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).



## Lane Transit District Agenda Item Summary (AIS)

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**Presented & Prepared By:** Pamela Strutz, Chief Financial Officer

**AIS Title:** Proposed Fiscal Year 2026-2027 Budget

### **Action: Committee Approval**

Oregon Budget Law is designed to encourage citizen involvement in the control and expenditure of public funds by requiring a Budget Committee comprised of Lane Transit District's (LTD) Board of Directors and an equal number of appointed electors to receive, consider, and approve the proposed budget as presented or amended by the Budget Officer. The purpose of this report is to present the Proposed Fiscal Year 2026-2027 Budget to the Budget Committee, provide an opportunity for public input, and approve a budget to be referred to the Board for adoption.

### **Summary of Key Information**

The annual budget reflects the authorized amount LTD can spend during the specific 12-month period that begins every July 1 and ends the following June 30. The annual budget is guided by LTD's vision to create a more connected and sustainable community and, as a result, reflects all four of the organization's strategic areas of focus; Customer Satisfaction, Community Value, Employee Experience and Financial Health.

In accordance with ORS 294.408, the Board of Directors must adopt a budget for each of its six funds by the close of the current fiscal year. For LTD, this fiscal year ends on June 30, 2026. Oregon Budget Law (ORS 294.321) is also designed to encourage citizen involvement in the budget process.

There are three requirements before LTD's Board that can adopt the budget:

- 1) Posting for public comment (ORS 294.401)
- 2) Approval by the Budget Committee as presented or amended (ORS 294.424)
- 3) Holding a public hearing on the Budget Committee approved budget (ORS 294.453)

The proposed FY2026-2027 Budget will be posted for public comment from Monday, April 27, 2026 through Tuesday, May 19, 2026. The Budget Officer has prepared the proposed FY2026-2027 Budget and associated explanatory documents in accordance with ORS 294.473.

ORS 294.414 requires that the Budget Committee hold one or more meetings for the purpose of:

- Receiving the budget message and the proposed budget, and
- Providing members of the public with an opportunity to ask questions about and comment on the budget.

ORS 294.428 requires that the Budget Committee approve the proposed Budget as submitted by the Budget Officer or amended by the Budget Committee.



## Lane Transit District Agenda Item Summary (AIS)

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**Attachments:**

- (1) Lane Transit District Fiscal Year 2026-2027 Proposed Budget

**Proposed Motion:** I move to forward the 2026-2027 Proposed Budget as presented [amended] to the Board of Directors with a recommendation for approval.



Lane Transit District

# **PROPOSED** Budget

## FY 2026-2027

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# Budget Message

The public transportation industry continues to face challenges, ranging from the changing priorities of the federal administration to funding shortages and workforce gaps. Lane Transit District (LTD), however, has a strong financial base. Though not immune to the aforementioned challenges, LTD's fiscal year 2026-2027 budget is the result of careful financial planning over the last 10 years. This budget contains the expansion of State Transportation Improvement Fund (STIF) projects, as well as investment in LTD's capital projects. Finally, LTD's deep financial reserve will support the organization into the near future.

## Operating Budget

### Revenue

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

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

Payroll-type taxes are the single greatest source of revenue for LTD's General Fund. In FY26-27, payroll taxes are budgeted to increase 7.4% from last year's adopted budget. Finance Department staff were conservatively cautious in budgeting for these taxes in the three years post-pandemic. LTD is returning to a wage-based economic forecasting model for payroll tax growth. The FY26-27 budget for payroll taxes aligns with both LTD's historical increases and forecasts from the Oregon State Office of Economic Forecasting for wage and employment in the Lane County area.

Federal and state assistance includes funding for operations costs. It is specifically targeted to cover increased personnel costs associated with hiring and retaining bus operators, mechanics, and public safety officers, as well as the impact on staffing levels from Oregon Paid Leave. While LTD has used federal dollars to fund operations in the past, the amount has more than doubled from \$2.2 million (FY24 and FY25) to \$4.8 million. The use of STIF Formula funds to support increased service hours was new in FY24-25. A total of \$8 million over the 2026-2027 State biennium will be utilized for activities that increase services: additional operators, mechanics and public safety officers, as well as recruitment and training.

Federal rescue and relief funding provided a lifeline that helped address revenue-to-expenditure gaps. As of FY25, LTD had drawn down all the funds from pandemic-era legislation. LTD has adjusted its use of STIF to better align with increased costs for ADA metro and rural services. This will help offset the end of federal funds by reducing the transfer from General Fund to the ADA services and should provide ADA operations support in the future.

## Expenditures

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

On the Administrative side, a 2% Cost-of-Living Adjustment (COLA) and up to 3% in performance adjustments are budgeted for FY27. After the first year of employment, wage increases are effective each July. A recently completed market rate and benefits survey may result in additional adjustments.

For benefits, all rates remained stable except for medical insurance, where there is an estimated 5% increase. The maximum set in the bargaining agreement is 7%. Claims trends are favorable, so a slightly lower increase is budgeted. In January 2026, LTD increased the discretionary retirement plan defined contribution rate from a variable rate based on years of service to a flat 10% for all participants. Market research demonstrated LTD's current scale of 4.5-9% over one-15 years of service was out of alignment with other similar benefit plans in the area. This change results in an annual cost of approximately \$730,000.

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

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

LTD has made some progress on mitigating the steep increases in property and liability insurance premiums by participating in the [Special Districts of Oregon \(SDAO\) Best Practices program](#). LTD gets up to 10% off its insurance renewal by completing specific trainings and tasks. The savings from this program in 2026 was 8%, or \$54,000.

Other large cost increases are LTD's Paid Leave Oregon (PLO) and Worker's Compensation Insurance contract costs. A benefits company is paid to manage and pay out LTD's PLO benefits. In the first year of the contract, the cost was about \$300,000. Cost for FY24-25 was \$568,000 and is projected to be \$720,000 this year. This will start to level out for FY27. Workers Comp has also increased from \$400,000 to \$750,000 for the FY27 budget. This higher level will continue for three more years until some significant claims fall off the formula.

## Conclusion

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

The adopted FY26-27 budget is a foundation of LTD's vision to create a service that speaks to our Core Values of respect, integrity, innovation, equity, safety, and collaboration. We are grateful to LTD's Board of Directors, the Budget Committee, and staff for their continued commitment to public service. LTD is a trailblazer in public transit due to the Board's strong leadership, as well as LTD's advisory bodies, partners, taxpayers, and riders.

Sincerely,

Pamela Strutz, Chief Financial Officer

# Annual Budget Calendar

## August

- Previous year's performance analysis begins.
- Preparation of materials for independent audit begins.
- Budget calendar for coming fiscal year prepared.

## September/October

- Previous year's performance analysis completed. Materials for independent audit prepared.
- Independent audit of previous fiscal year's financial activity begins. New federal fiscal year begins.
- Fiscal year service, fare, and structural change discussions.

## November/December

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

## January/February

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

## March/April

- Mid-year revenue and expenditure projections completed.
- Public notice of Budget Committee meeting published, proposed new fiscal year budget completed and released for public comment.
- Budget Committee meets to discuss the proposed budget and make changes.
- Budget Committee approves budget and sends to the Board for adoption.

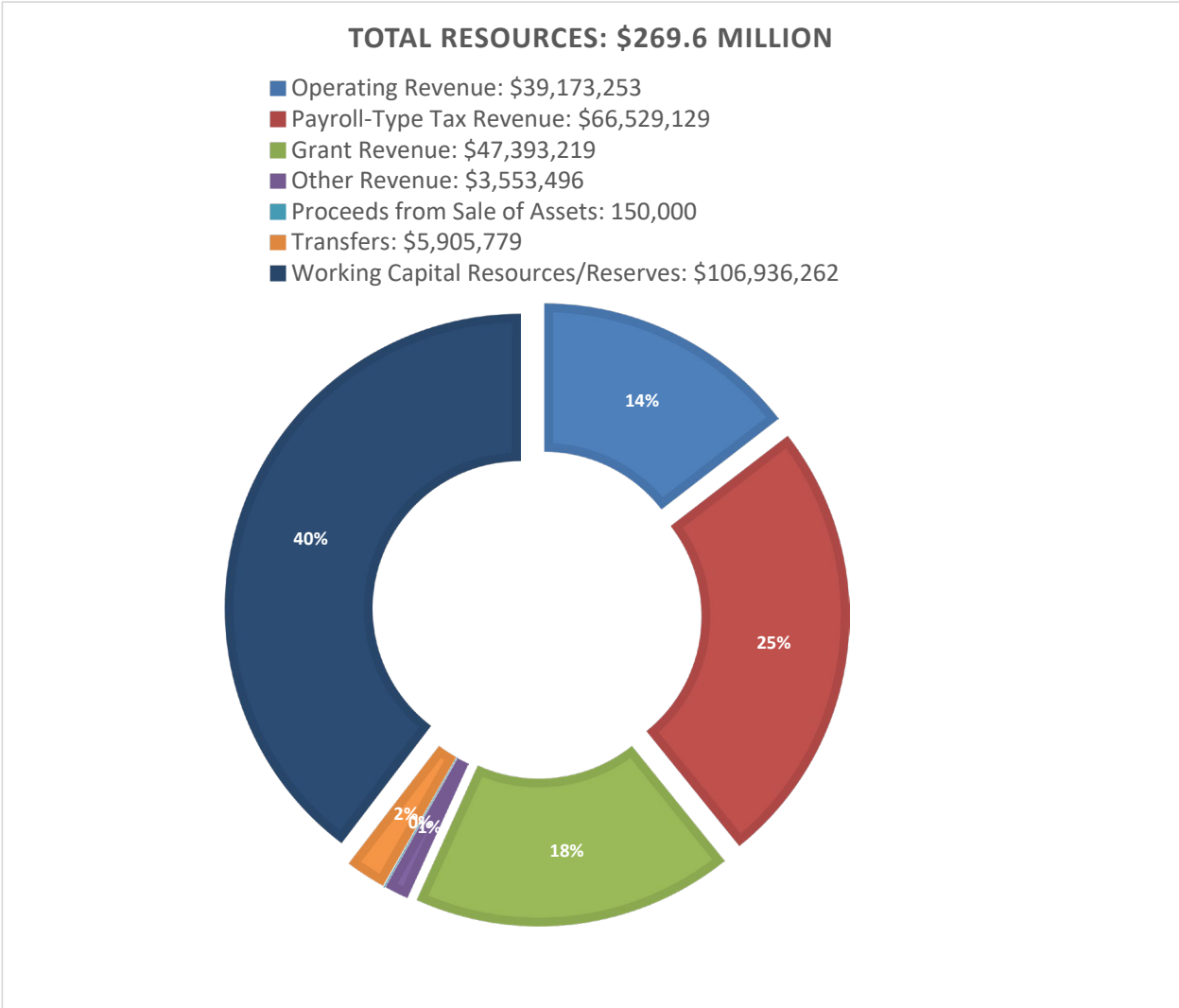
## May/June

- Financial summary and notice of Budget Hearing published.
- Public hearing at Board of Directors meeting.
- Board adopts Budget for the new fiscal year that begins July 1.
- New fiscal year's adopted budget filed with the State of Oregon.

## July

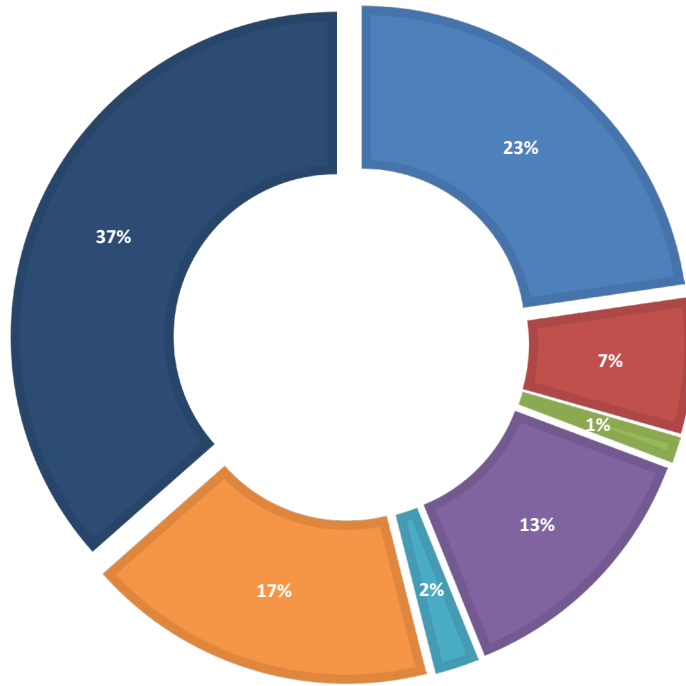
- Preliminary year-end financial report for year ended June 30 to the Board of Directors.

# Budget Highlights



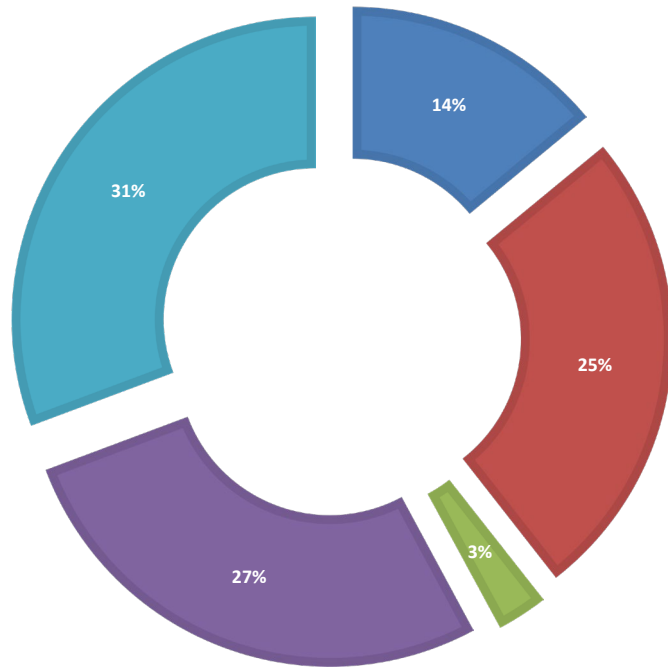
**TOTAL REQUIREMENTS: \$269.6 MILLION**

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



**TOTAL RESERVES & RESTRICTED FUNDS: \$98.5 MILLION**

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



# Budget Committee Members

LTD’s Budget Committee is comprised of 14 members: all seven Board members and seven appointed members who live within the LTD service area. All members of the Committee have equal authority.

Each Board member may appoint one member to the Committee so long as the member resides within LTD’s service area, regardless of whether the member resides within that Board member’s subdistrict. Board members serve on the Budget Committee throughout the duration of their four-year staggered terms. Appointed Committee members may be reappointed for additional terms at the discretion of the LTD Board of Directors.

### Board Members:

- District 1 – Gino Grimaldi – Term Expiration 12/31/2029
- District 2 – Michelle Webber – Term Expiration 12/31/2028
- District 3 – Heather Murphy – Term Expiration 12/31/2026
- District 4 – Kelly Sutherland – Term Expiration 12/31/2026
- District 5 – Pete Knox – Term Expiration 12/31/2029
- District 6 – Lawrence Green – Term Expiration 12/31/2026
- District 7 – Susan Cox – Term Expiration 12/31/2028

### Budget Committee Members:

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

# Proposed Budget

## Budget Summary

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

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

## General Fund

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

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

# Personnel Profile

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

### Description of FTE changes

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

<b>8</b>	<b>Total change in FTE</b>
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### Open positions as of March, 2026

Transit Operations	19
Fleet Management	4
Public Safety	2

## Mobility Services Fund

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

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

## Medicaid Fund

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

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

## Point2Point Fund

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

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

## Capital Projects Fund

Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
<b>Grants</b>	<b>\$17,077,544</b>	<b>\$12,160,269</b>	<b>\$25,468,336</b>	<b>\$37,169,408</b>	<b>\$11,701,072</b>	<b>46%</b>
Federal Assistance	11,562,138	11,965,561	19,633,485	22,761,994	3,128,509	16%
State Assistance	476,240	0	0	300,000	300,000	
State Assistance-STIF	5,039,166	194,708	5,834,671	14,107,414	8,272,743	142%
Local Assistance	0	0	180	0	(180)	
<b>Other Sources</b>	<b>\$4,016,578</b>	<b>\$6,675,635</b>	<b>\$5,628,000</b>	<b>\$4,757,779</b>	<b>(\$870,221)</b>	<b>-15%</b>
Transfer from General Fund	4,016,578	6,675,635	5,628,000	4,757,779	(870,221)	-15%
<b>Total Revenue</b>	<b>\$21,094,122</b>	<b>\$18,835,904</b>	<b>\$31,096,336</b>	<b>\$41,927,187</b>	<b>\$10,830,851</b>	<b>35%</b>
<b>Working Capital Resources</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>0%</b>
Working Capital from prior years	0	0	0	5,000,000	5,000,000	100%
<b>Total Resources</b>	<b>\$21,094,122</b>	<b>\$18,835,904</b>	<b>\$31,096,336</b>	<b>\$46,927,187</b>	<b>\$15,830,851</b>	<b>51%</b>

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

## Capital Projects Fund Continued

Requirements-State of Good Repair	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
<b>State of Good Repair (SGR)</b>	<b>\$16,417,470</b>	<b>\$8,527,467</b>	<b>\$19,533,310</b>	<b>\$33,896,249</b>	<b>\$14,362,939</b>	<b>74%</b>
<b>Facilities</b>						
Passanger Stations	679,865	278,439	1,535,000	2,180,000	645,000	42%
Administrative Buildings	11,990	8,176	375,000	2,250,000	1,875,000	500%
Maintenance Buildings	766,466	25,442	40,000	0	(40,000)	-100%
Other Capital Expenses	22,586	203,575	70,000	410,000	340,000	486%
Project Management-Facilities SGR				327,005	327,005	100%
<b>Fleet</b>						
Maintenance Tools/Equipment	0	33,902	0	500,000	500,000	100%
Revenue Vehicles - Fixed Route	9,737,425	5,613,284	8,197,375	23,033,031	14,835,656	181%
Revenue Vehicles - Mobility Services	3,282,481	10,445	2,575,670	1,790,000	(785,670)	-31%
Service Vehicles	378,541	412,875	508,250	612,000	103,750	20%
Requirements-State of Good Repair	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Proposed	Change from FY26 Budget	Percentage Change
<b>Frequent Transit Network</b>						
Guideway	0	117,111	500,000	665,000	165,000	33%
<b>Technology Infrastructure &amp; Systems</b>						
Fare Collection Equipment	22,080	163,535	210,000	0	(210,000)	-100%
Communication/Information Systems	1,287,257	1,582,125	5,522,015	2,074,000	(3,448,015)	-62%
Project Management-Technology SGR	228,779	78,558	0	55,213	55,213	100%
<b>Other</b>						
	<b>\$0</b>	<b>\$0</b>	<b>\$2,118,826</b>	<b>\$0</b>	<b>(\$2,118,826)</b>	<b>-100%</b>
Reserve Contingency			2,118,826	0	(2,118,826)	
<b>Total Capital Requirements</b>	<b>\$23,002,894</b>	<b>\$19,966,262</b>	<b>\$31,096,336</b>	<b>\$46,927,187</b>	<b>\$15,830,851</b>	<b>51%</b>

## Sustainable Services Reserve Fund

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

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



## Lane Transit District Agenda Item Summary (AIS)

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**Presented & Prepared By:** Pamela Strutz, Chief Financial Officer

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

### **Action: Committee Approval**

The Long-Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provide the information Lane Transit District (LTD) needs to develop a proposed budget and the timing of community investment projects. It is a 10-year plan that projects the anticipated resources and expenditures over a 10-year period. At its core, the LRFP aligns LTD's financial capacity with the objectives outlined in the Strategic Business Plan (SBP). It is updated, at a minimum when the SBP is updated, but ideally on an annual basis.

The LRFP has no spending authority. LTD'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 LTD's revenues, anticipated expenditures, and the timing of 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 LTD's long-term financial well-being and the sustainability of its existing services.

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

### **Budget Committee Approval**

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. This committee is responsible for forwarding the proposed LRFP to LTD's Board with a recommendation to approve as presented or with proposed amendments.

### **Attachments:**

- (1) Lane Transit District Proposed 2027-2036 Long-Range Financial Plan

**Proposed Motion:** I move to forward the Proposed 2027-2036 Long-Range Financial Plan as presented [amended] to the Board of Directors with a recommendation for approval.



Lane Transit District

**PROPOSED**

Long Range Financial Plan

FY 2027-2036

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# INTRODUCTION

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

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

To provide quality service, reliable vehicles and infrastructure, and collaborative programs to serve the community's diverse mobility requirements, ongoing financial resources are required. Payroll taxes are the most significant source, representing approximately 75% of General Fund requirements. LTD's payroll tax projections are based on the projections from the Oregon State Office of Economic Forecasting using two variables: 1) Oregon average wages and 2) total nonfarm employment. Projections are intentionally conservative to ensure LTD does not overestimate the resource.

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

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

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

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

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

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

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

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

## **FACTORS IMPACTING BUDGET**

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

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

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

A four-year Amalgamated Transit Union (ATU) agreement was ratified in February 2023, increasing wages 22% for the next four years. Other contract additions include a \$450 bonus for EmX operators and adding Juneteenth and Martin Luther King Jr. Day holidays. This agreement expires June 30, 2026 and bargaining is currently underway. During the last year, new agreements were reached with the IT, Public Safety, and Facilities bargaining groups. Increases in personnel costs from these agreements, plus merit and Cost-of-Living-Adjustment (COLA) adjustments for administrative staff, were included in the LRFP at 5.25% per year. Actual COLA increases vary by contract and are in the range of 2.5%-4%.

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

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

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

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

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

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

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

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

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

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

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

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

### **Long Range Financial Plan Summary**

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

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

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

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

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

**RESOURCES & REQUIREMENTS**

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

Requirements-Operating	FY2023-24 Actual	FY2024-25 Actual	FY2025-26 Budget	FY2026-27 Proposed Budget	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast
<b>Operating Requirements</b>													
Personnel Services	43,583,917	54,723,330	57,262,704	61,149,205	64,359,538	67,738,414	71,294,681	75,037,651	78,977,128	83,123,427	87,487,407	92,080,496	96,914,722
Materials & Services	11,801,556	12,627,227	17,526,378	18,207,534	18,844,798	19,504,366	20,187,018	20,893,564	21,624,839	22,381,708	23,165,068	23,975,845	24,815,000
Insurance & Risk Services	2,303,858	1,601,905	2,896,671	3,425,052	3,596,305	3,776,120	3,964,926	4,163,172	4,371,331	4,589,897	4,819,392	5,060,362	5,313,380
	<b>\$57,689,331</b>	<b>\$68,952,462</b>	<b>\$77,685,753</b>	<b>\$82,781,791</b>	<b>\$86,800,641</b>	<b>\$91,018,899</b>	<b>\$95,446,625</b>	<b>\$100,094,388</b>	<b>\$104,973,298</b>	<b>\$110,095,033</b>	<b>\$115,471,867</b>	<b>\$121,116,703</b>	<b>\$127,043,102</b>
<b>Transfers</b>													
Transfer to Mobility Services Fund	3,500,000	650,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Transfer to Medicaid Fund	327,750	327,750	327,750	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Transfer to Point2point Fund	120,000	50,000	50,000	48,000									
Transfer to the Sus Serv Reserve	238,919	12,300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Transfer to Capital Projects Fund	4,016,578	6,675,635	5,628,000	4,757,779	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000	4,300,000
	<b>\$8,203,247</b>	<b>\$20,003,385</b>	<b>\$6,805,750</b>	<b>\$5,905,779</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>	<b>\$5,400,000</b>
<b>Total Requirements</b>	<b>\$65,892,578</b>	<b>\$88,955,847</b>	<b>\$84,491,503</b>	<b>\$88,687,570</b>	<b>\$92,200,641</b>	<b>\$96,418,899</b>	<b>\$100,846,625</b>	<b>\$105,494,388</b>	<b>\$110,373,298</b>	<b>\$115,495,033</b>	<b>\$120,871,867</b>	<b>\$126,516,703</b>	<b>\$132,443,102</b>

**NET RESULTS**

Surplus (Deficit)	\$8,310,538	\$6,127,215	(\$4,295,776)	(\$3,906,691)	(\$2,268,844)	(\$2,717,443)	(\$3,179,991)	(\$3,685,386)	(\$4,213,046)	(\$3,768,944)	(\$2,351,633)	(\$2,967,280)	(\$3,616,700)
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## Lane Transit District Proposed Long Range Financial Plan Fiscal Years 2027-2036

### SERVICE FORECAST

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

### WORKING CAPITAL AND RESERVE

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



## Lane Transit District Agenda Item Summary (AIS)

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**Presented & Prepared By:** Joe McCormack, Chief Development Officer      **AIS Title:** Proposed 2027-2036 Community Investment Plan

**Action: Committee Approval**

**Agenda Item Summary:** The Community Investment Plan (CIP) serves as Lane Transit District's (LTD) long-range capital planning document, identifying infrastructure, fleet, technology, and facility investments planned over a 10-year horizon. While the CIP itself does not authorize spending, it provides the strategic framework that informs LTD's annual budget and guides how future capital resources are allocated. The plan aligns capital investments with LTD's Strategic Business Plan, Long-Range Mobility Plan, and applicable state and federal funding programs, and incorporates projects originating from asset replacement needs, technology improvements, service expansion, and community partnerships.

As part of the annual budget development process, staff prepare an updated preliminary CIP to reflect current funding forecasts, project timing adjustments, scope refinements, and newly identified capital needs. The Budget Committee will receive a presentation summarizing key updates and changes from the previously adopted plan and bridging the preliminary CIP to the final proposed version.

The Budget Committee is asked to review the proposed CIP and forward it to LTD's Board of Directors with a recommendation for approval, either as presented or with proposed amendments. Following Budget Committee action, the Board will hold a public hearing on in accordance with ORS 294.453, with final adoption of the CIP scheduled for the May 20, 2026 regular Board meeting.

**Attachments:**

- (1) Proposed 2027-2036 Community Investment Plan

**Proposed Motion:** I move to forward the Proposed 2027-2036 Community Investment Plan as presented [amended] to the Board of Directors with a recommendation for approval.

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



Lane Transit District

**PROPOSED**

Community Investment Plan

FY 2026-2027

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# COMMUNITY INVESTMENT PRIORITIES

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

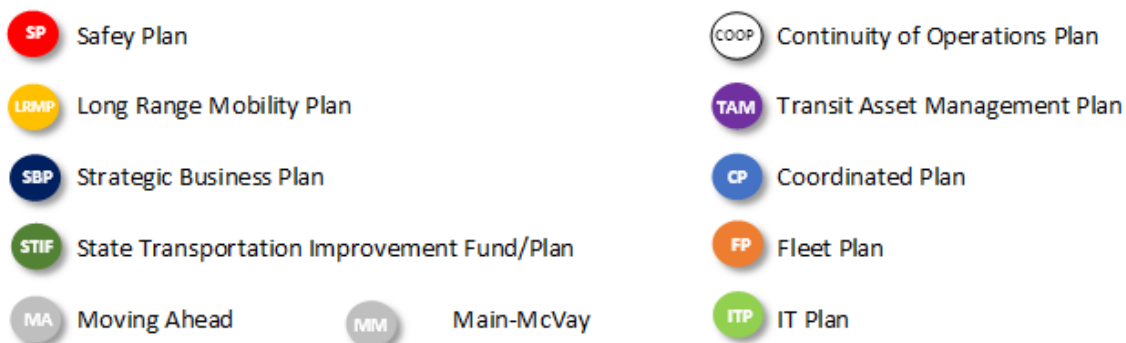
## Fundamental Objectives

The Community Investment Plan (CIP) has two objectives:

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

## Connections to Other Plans

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



## CIP Development & Review Process

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

## Project Funding Considerations

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

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

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

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

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

## Project Classifications

Projects are sorted by the following major classifications:

### **Facilities**

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

### **Fleet**

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

### **Planning**

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

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

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

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

## Project Descriptions for Improvements

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

### Facilities

#### **Eugene Station Modernization**

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

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

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

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

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

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

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

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

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

## RideSource Facility Expansion

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

## River Road Passenger Safety

MA

STIF

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

## River Road Transit Disposal

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

## Fleet

### Rear Facing ADA Securements Upgrade

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

## Planning

### Franklin RAISE Project Grant Match

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

### Planning Studies

SBP

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

## Long Range Mobility Plan



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

## Bike Share



Project will fund the modernization and integration of the Eugene-Springfield Bike share system into LTD's portfolio of mobility services. The project will provide the community with new and accessible mobility options, and will extend the reach of LTD's fixed-route bus network. Capital funding will be directed toward the purchase and launch of a replacement fleet of pedal-assist electric bicycles, with integrated charging and docking stations throughout Eugene and Springfield.

## Eugene River Road and Highway 99 Corridor Study



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

## Springfield South A Refinement Study



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

## Hunsaker Property Development

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

## Technology & Infrastructure

### Fare System

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

### Fiber Mapping & Replacement/Expansion

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

### Regional Mobility Enabling Technologies

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

### Trip Planner

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

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

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

### **Website**

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

# Project Descriptions for State of Good Repair

## Facilities

### Amazon Station



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

### Eugene Station Exterior/Sitework Upgrades



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

### Fixed Route Infrastructure Improvements

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

### Fleet Mechanical, Electrical, and Hoist Rehabilitation



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

### Franklin & Gateway EmX Corridors



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

### Gateway & UO North Site Rehab



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

### Glenwood Admin Roof Replacement



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

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

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

## **Glenwood Site Rehabilitation**

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

## **Passenger Boarding and System Facilities**

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

## **Springfield Station Rehabilitation**

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

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

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

## **Bus Stop Sign Updates**

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

## **Baldy View Lane Asphalt Replacement**

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

## Glenwood Admin Modifications

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

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

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

## Eugene Station Metal Roof and Skylight Replacement

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

## Bus Paint and Body Booth

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

## Fleet

### Major Bus Components

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

### Ten-Year Fixed Route Fleet Replacement

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

### Ten-Year Special Service Fleet Replacement



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

### Ten-Year Non-Revenue Fleet



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

## Technology & Infrastructure

### Enterprise Resource Planning (ERP) Software



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

### IT Hardware/Software Replacement



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

### Operations Software/Midas Replacement



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

### Paratransit Scheduling Software



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

### ITS Video System Replacement



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

### ITS Radio Communications



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

### Headsign Control Systems



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

## Fluid Management System

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

## CAD/AVL

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

## Incident Management

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

## PDS/ERP Consolidation

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

## EAM/Fleet Management

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

## CRM

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

## **IPaaS**

ITP

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

## **Conference Room AV**

TAM

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

## Future Year Projections for Improvements

2027-2036	2026 Budget	2026 Forecast	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	TOTAL 2027-2036
<b>TOTALS: IMPROVEMENTS</b>	<b>9,973,026</b>	<b>7,954,226</b>	<b>12,836,649</b>	<b>9,978,420</b>	<b>7,746,306</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>39,596,375</b>
<b>FACILITIES</b>	<b>5,227,000</b>	<b>5,227,000</b>	<b>842,000</b>	<b>400,000</b>	<b>4,600,000</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>11,742,000</b>
Eugene Station Modernization	130,000	130,000											-
Fleet Crane and Fall Protection	972,000	972,000											-
Florence Mobility Hub Planning	125,000	125,000	125,000										125,000
OCC / Training / Lounge	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	1,080,000
RideSource Facility Expansion			180,000	300,000	4,500,000	4,700,000	500,000						10,180,000
River Road Transit Disposal	20,000	20,000	10,000										10,000
River Road Passenger Boarding Safety			347,000										347,000
<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>827,649</b>
Rear Facing ADA Securement Upgrade	-	642,200	827,649										827,649
<b>PLANNING</b>	<b>1,305,000</b>	<b>994,000</b>	<b>6,057,000</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>13,162,000</b>
Franklin RAISE Project Grant Match	50,000	-	5,000,000										5,000,000
Eugene River Road and Highway 99 Corridor Study		100,000	250,000										250,000
Springfield South A Refinement Study		60,000	60,000										60,000
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	4,452,000
Long Range Mobility Plan		200,000	300,000										300,000
Bike Share	500,000	-	100,000	3,000,000	-	-	-	-	-	-	-	-	3,100,000
Hunsaker Property Development	-	50,000											-
<b>TECH &amp; INFRASTRUCTURE</b>	<b>3,441,026</b>	<b>1,091,026</b>	<b>5,110,000</b>	<b>5,893,420</b>	<b>2,661,306</b>	<b>-</b>	<b>-</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,864,726</b>
Fare Systems	250,000	250,000	2,750,000	3,600,000	-	-	-	-	-	-	-	-	6,350,000
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	2,311,306	-	-	-	-	-	-	-	6,504,726
Trip Planner / Mobile Wallet	600,000	340,000	260,000	-	-	-	-	-	-	-	-	-	260,000
IT CoLocation Facility - DR Site	-	-	-	-	300,000	-	-	-	-	-	-	-	300,000
Website	90,000	-	-	-	-	-	-	200,000	-	-	-	-	200,000

## Future Year Projections for State of Good Repair

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

## Project Funding

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

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

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

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

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

## Project Funding for Improvements

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

# Project Funding for State of Good Repair

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