



**LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STRATEGIC PLANNING COMMITTEE MEETING AGENDA**

**Tuesday, September 1, 2026, 5:30 p.m.
Glenwood Administrative Building | Board Room
3500 E. 17th Ave, Eugene, OR 97403**

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

The Strategic Planning Committee provides the LTD Board of Directors with independent advice and recommendations on strategic planning issues related to advancing the goals of the Long-Range Mobility Plan, including, but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

Representing	Members
Springfield City Councilor	Andrew Buck
City of Eugene	Mayor Kaarin Knudson
Lane County Commissioner	Heather Buch
LTD Board Member	Gino Grimaldi
LTD Board Member	Kelly Sutherland
Better Eugene-Springfield Transportation	Rob Zako
United Way	Alma Jesus (Chair)
City of Eugene Chambers	Tiffany Edwards (Vice Chair)
Oregon Department of Transportation	Bill Johnston
Labor Relations Representative	Claire Syrett
Student	Scooter Milne
St. Vincent De Paul	Jack Boisen
University of Oregon	Paul Comery
4J School District	Sarah Mazze
Student	Peter Simmeth

Public Comment:

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

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

STRATEGIC PLANNING COMMITTEE:

TIME:

1. CALL TO ORDER & ROLL CALL: 5:30-5:35

Alma Jesus (Chair), Tiffany Edwards (Vice Chair), Bill Johnston, Mayor Kaarin Knudson, Andrew Buck, Heather Buch, Claire Syrett, Gino Grimaldi, Rob Zako, Scooter Milne, Jack Boisen, Paul Comery, Sarah Mazze, Peter Simmeth

2. PUBLIC COMMENT 5:35-5:40

3. STAFF UPDATES 5:40-5:55

4. AGENDA ITEMS

- **FY28/FY29 Statewide Transportation Fund Improvement Fund (STIF) Formula Plan Development 5:55-6:30**
- **Connect 2045 Update 6:30-7:00**

5. ADJOURN 7:00

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)

**Presented By: Cosette Rees, Director of Regional
Mobility Management**

**AIS Title: FY28/FY29 Statewide Transportation
Improvement Fund (STIF) Formula Plan**

**Prepared By: Cosette Rees, Director of Regional
Mobility Management**

Action: Discussion and Feedback

Agenda Item Summary:

LTD is beginning development of the FY2028-2029 Statewide Transportation Improvement Fund (STIF) Formula Plan, both as an applicant for funding and as the Qualified Entity (QE) responsible for coordinating and overseeing the STIF Formula Plan for Lane County. In these dual roles, LTD develops funding proposals to support its own operations, planning activities, and capital investments while also administering the regional process that allocates STIF Formula funds among eligible transportation providers and projects throughout Lane County.

Established by the Oregon Legislature through HB2017, STIF provides dedicated funding for public transportation improvements across Oregon. As LTD enters its sixth biennium of STIF planning and implementation, staff will provide an overview of the FY2028-2029 plan development process, key milestones, statutory requirements, and opportunities for stakeholder and public engagement. The Strategic Planning Committee (SPC) will have the opportunity to discuss the upcoming planning process and provide feedback to inform the development of the Lane County STIF Formula Plan.

Attachments:

1. FY28/FY29 STIF Formula Plan Development PowerPoint

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



Lane Transit District

Connecting our Community

FY28/FY29 STIF Formula Plan Development – SPC

September 1, 2026

LTD September Strategic Planning Committee Meeting Agenda Packet
September 1, 2026

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What is the Statewide Transportation Improvement Fund (STIF)?

- Established by the Oregon Legislature in 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users.
- Funded primarily through a 0.1% payroll tax, as well as other taxes and fees, such as cigarette taxes, non-highway gas taxes, and ID card fees.
- Can be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs.

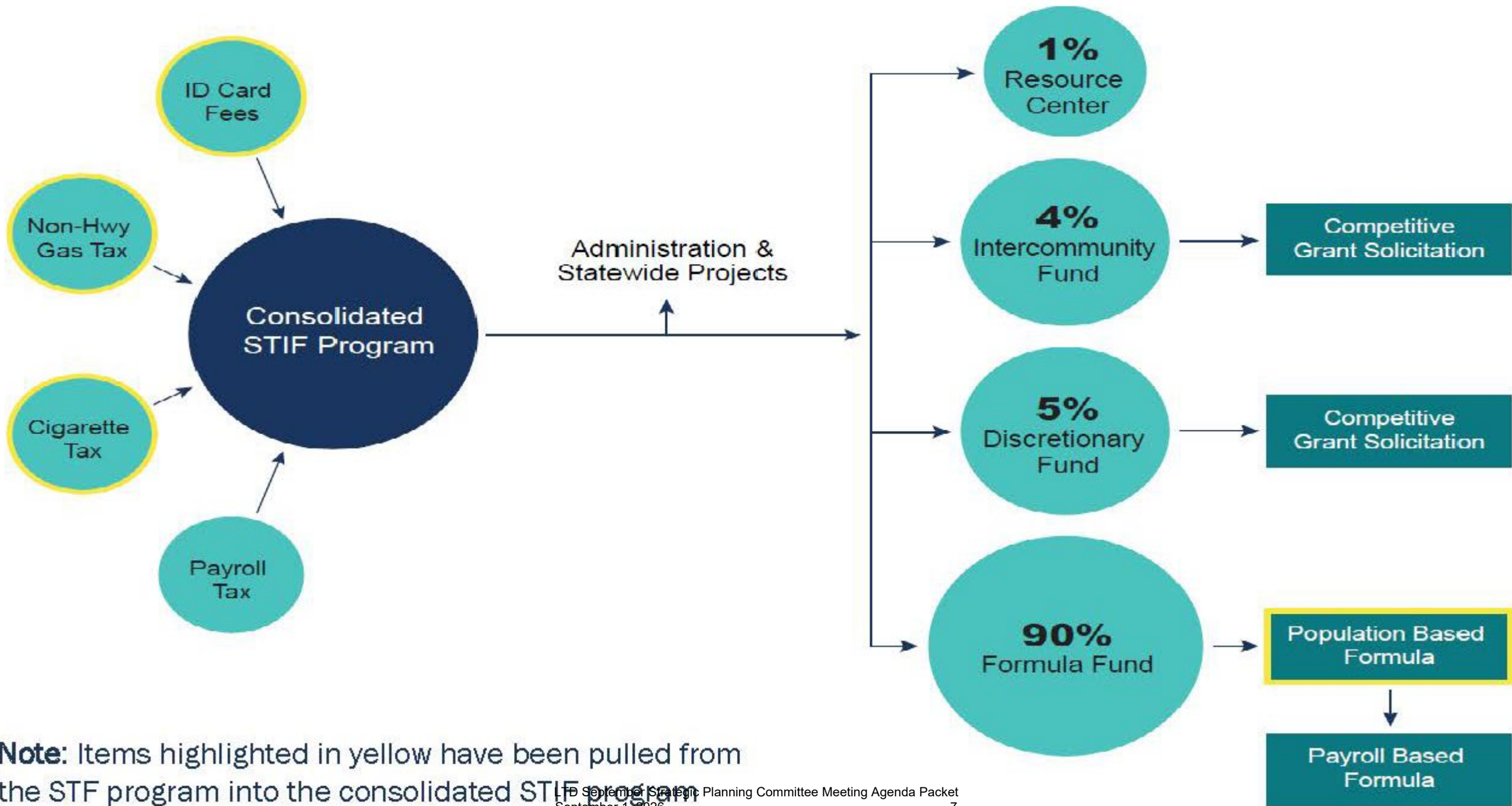
Funding Programs

STIF Formula Funds

- Population-based allocation
- Payroll-based allocation

STIF Discretionary & Intercommunity Funds

- Statewide competitive awards



Note: Items highlighted in yellow have been pulled from the STF program into the consolidated STIF program

Funding Program Areas

STIF Formula Fund

- 90% of the STIF will be distributed to Qualified Entities based on taxes collected within their geographic area, with a minimum amount of \$100,000 per year to each Qualified Entity.

STIF Discretionary Fund

- 5% of the STIF will be awarded to eligible public transportation service providers based on a competitive grant process.

STIF Intercommunity Fund

- 4% of the STIF will be used to improve public transportation between two or more communities based on a competitive grant process.

STIF Formula Funds

What's a Qualified Entity?

- STIF Formula Funds are allocated to Qualified Entities (QE) across the state.
- Qualified Entities are mass transit districts, transportation districts, counties without either of the above, and federally-recognized tribes.
- LTD serves as the QE for Lane County.

Available STIF Formula Funding

July 2026 Oregon Department of Transportation (ODOT) estimates show that Lane County is anticipated to receive the following Formula Funds for the FY28/FY29 biennium:

	FY 2028	FY2029
In LTD District	\$8,431,709	\$8,869,534
Outside LTD District	\$823,441	\$859,519

Overall, this represents approximately a 10.22% increase from FY26/FY27 biennium.

Population-based Formula Funds

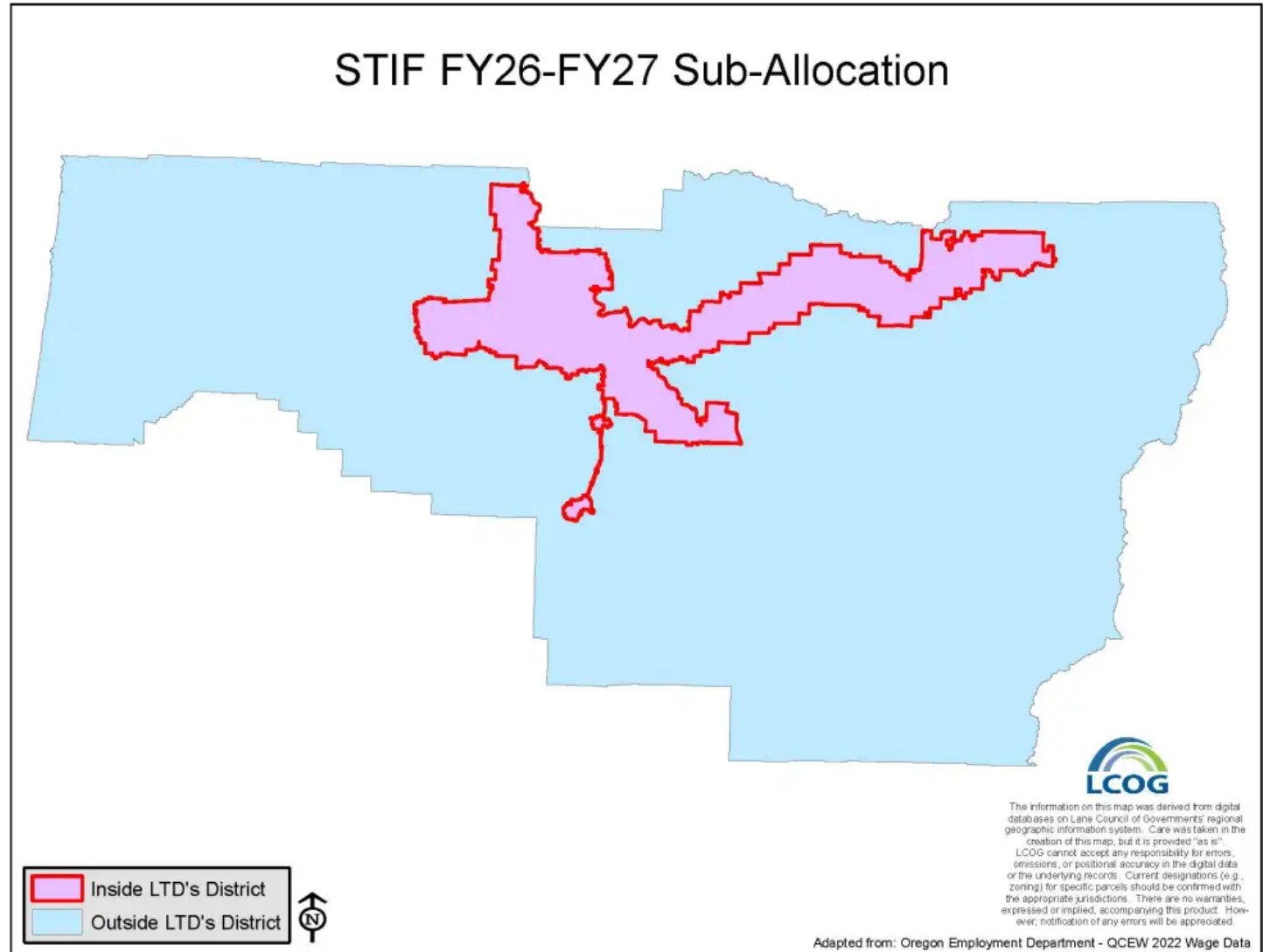
What are the Population-based funds?

- Programs that enhance services for older adults and people with disabilities

Population-based Formula Funds
breakout for Lane County:

	FY 2028	FY2029
In LTD District	\$1,011,776	\$1,011,776
Outside LTD District	\$211,966	\$211,966

STIF Geographic Distribution (Sub-Allocation)



What is an Eligible project?

All projects must be referenced in a local plan. Eligible projects include:

- Capital projects such as vehicles; construction or acquisition of facilities; bike/ped/shared mobility infrastructure with a physical or functional relationship to public transit
- Operations projects including fuel, other consumable goods, and wages
- Vehicle or facility maintenance
- Planning
- Administration
- Plan contingency and operations reserves
- Planned carry forward projects
- Light rail operation expenses
- Client-only transportation projects that are open to the public and part of a planned and coordinated community transportation program

LTD as Public Transportation Service Provider

LTD applies for projects to support operations, capital, planning, and innovation projects.

Examples include:

- Fixed route service
- Student Transit Pass
- Low Income/Non-Profit Program
- RideSource ADA paratransit operations
- Specialized Services vehicles
- Fare Management expansion and replacement
- Florence Mobility Hub project (match)
- Florence Rhody Express operations
- Oakridge Diamond Express operations (match)
- Connector service in Cottage Grove
- ATTAIN/MESH Project (match)
- Fixed route vehicle purchase (match)
- Downtown Loop Pilot (match)

LTD as QE

Plan development responsibilities include:

- Develop funding sub-allocation methodology
- Post formal regional solicitation call for projects
- Receive applications, review, and prepare for vetting
- Convene and facilitate the STIF Advisory Committee work
- Ensure STIF AC recommendations meet requirements
- Facilitate LTD Board Plan adoption
- Submit application to ODOT

Ongoing responsibilities include:

- Hold agreements with ODOT for projects - upstream
- Create and manage agreements with sub-recipients - downstream
- Manage and oversee funding
- Provide quarterly and annual reporting to ODOT on all projects
- Compliance review of each sub-recipient every three years

STIF Advisory Committee Role

Review **Formula Fund** projects proposed by sub-recipients (including LTD) and provide a written recommendation to LTD's Board

STIF Advisory Committee Role

The Advisory Committee shall consider the following criteria when reviewing STIF Formula Fund Projects:

- Whether the Project would:
 - increase the frequency of bus service to communities with a high percentage of Low-Income Households;
 - expand bus routes and bus services to serve communities with a high percentage of Low-Income Households;
 - reduce fares for public transportation in communities with a high percentage of Low-Income Households;
 - result in procurement of buses that are powered by natural gas, electricity or other low or no emission propulsion for use in areas with a population of 200,000 or more;
 - improve the frequency and reliability of service connections between communities inside and outside of the QE's service area;
 - increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
 - implement student transit services for students in grades 9-12; or
 - implement programs that enhance services for older adults and people with disabilities.
- Whether the Project would maintain an existing service;
- The extent to which the Project goals meet public transportation needs and are a responsible use of public funds;
- The extent to which the Project might benefit or burden historically or currently marginalized communities both now and in the long term; and
- Other factors to be determined by the QE or Advisory Committee (E.g.: geographic equity).

FY28/FY29 STIF Formula Fund Timeline



August, 2026 – ODOT Notice of solicitation (applications and guidance) sent out for Formula Funds



September 10, 2026 – LTD sends out the formal call for projects for Formula Funds to Public Transportation Service Providers in Lane County



October 8, 2026 – Applications for formula funds due to LTD



December 1, 2026 – LTD Advisory Committee makes final STIF Plan recommendations to LTD Board of Directors



December 16, 2026 – LTD Board of Directors approves final STIF Plan



January, 2027 – Final submittal of Formula Plan to ODOT

Questions?





Lane Transit District Agenda Item Summary (AIS)

**Presented By: Dave Roth, Sr. Director of
Mobility Planning and Policy**

**AIS Title Connect 2045 Long-Range Mobility
Plan Update**

**Prepared By: Dave Roth, Sr. Director of Mobility
Planning and Policy**

Action

None, information and discussion only.

Agenda Item Summary

Provide the Strategic Planning Committee (SPC) with an overview of the Connect 2045 Long-Range Mobility Plan and seek feedback on the development of the plan's long-term vision, goals, and priorities.

Background

Connect 2045 is Lane Transit District's long-range mobility plan, a community-driven planning effort that will establish a 20-year vision for mobility throughout Lane County and guide future public transit investments. The plan will identify mobility needs and opportunities, strengthen connections within and between communities, and support a shared vision for accessible, reliable, and sustainable mobility. Community engagement is a central component of the planning process and will help shape future recommendations and investment strategies.

The SPC will serve as an important forum for discussion throughout the planning process. Along with robust public engagement, SPC feedback will help inform the development of the plan as it progresses through visioning, needs assessment, development of recommendations, and preparation of the final long-range strategy. The September 1, 2026 meeting represents an early opportunity for committee members to review project objectives, discuss emerging themes, and provide perspectives on long-term mobility priorities.

Discussion

LTD staff will provide an overview of the project, including its purpose, scope, schedule, and community engagement efforts completed to date. The presentation will also summarize key themes emerging from public outreach and stakeholder engagement activities.

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



Connect 2045

Connecting our Community

Connect 2045 Update – Strategic Planning Committee

September 1, 2026

LTD September Strategic Planning Committee Meeting Agenda Packet
September 1, 2026

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MISSION VISION VALUES

Connecting Our Community

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

Agenda

- Introductions
- Project overview and process
- Transit and mobility toolbox
- Vision and goals - Discussion
- Next steps

Project Overview and Process

What is Connect 2045?

- A long-range plan that guides investments and policy decisions
- Helps set expectations
 - Shared public and partner understanding of LTD's role and actions to support mobility
 - “When we're faced with a decision on 'x', what does the plan tell us to do?”
- Establishes priorities, funding sources
- Why now? Much has changed since 2014!



The previous plan was adopted in 2014

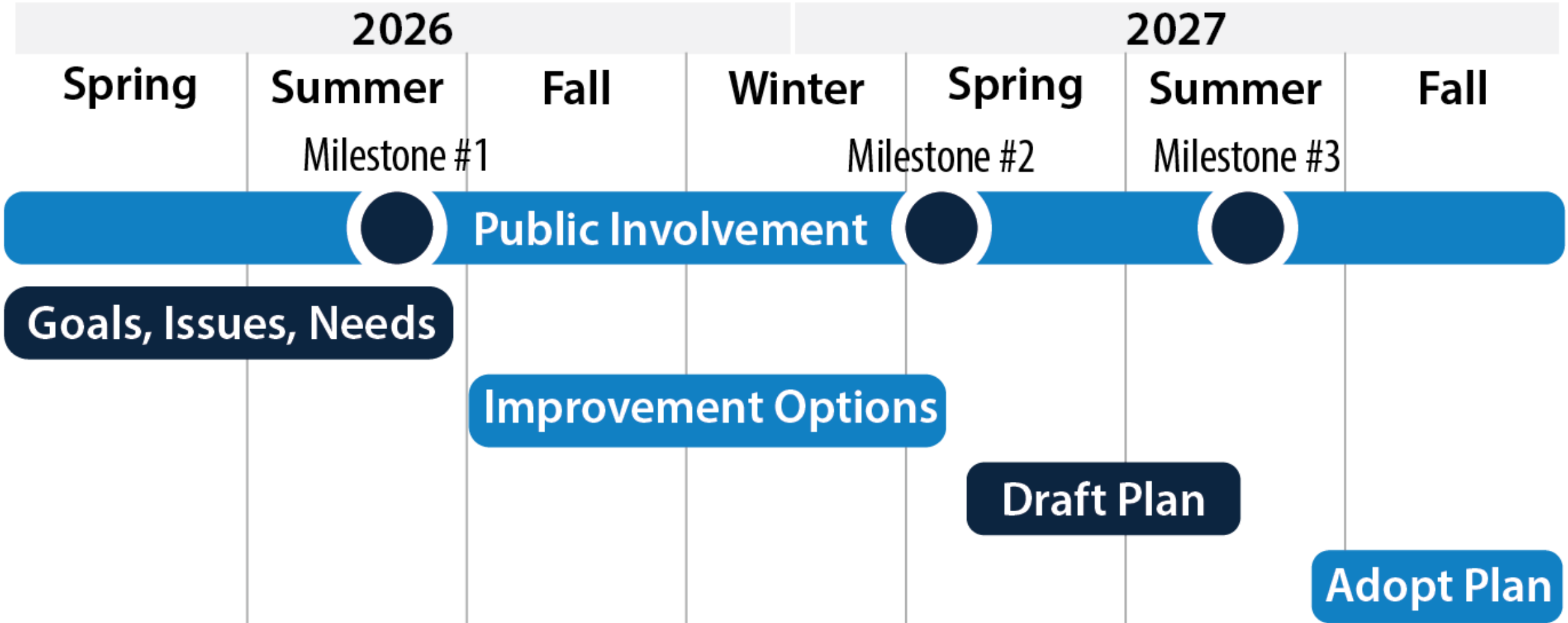
Plan Process



What makes for a USEFUL long-range plan?

- Vision!
- During the process: internal engagement to gain buy-in at different levels
 - Plan is only useful if LTD and partners are committed to it
- Supports decision making
 - “When we’re faced with a decision on ‘x’, what does the plan tell us to do?”
- Clear and specific priorities to guide agency actions and spending
- Clear strategies that are actionable by the agency
 - Meaning: the agency has implementation authority/ability
- Near-term actions that provide momentum and credibility
- Recommendations are aligned with capacity
- Performance measures (accountability)

Schedule



Decision-Making Process



Public and Partner Engagement Overview

From LTD's Community Outreach Framework

GUIDING PRINCIPLES FOR COMMUNITY ENGAGEMENT			
STYLE The approaches LTD uses to engage with the public	CONTENT The type of information provided to the public	PROCESS The methodology used in public engagement	INTENT The goals of public engagement
Two-Way Dialogue	Data-Driven	Feedback Loop	Meaningful
Accessible	Clarity of Purpose	Benchmarking and Continuous Improvement	Community-First Mentality
Respectful	Fiscal Transparency	Adaptable	
Active Listening	Outcome-Oriented		



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Public and Partner Engagement Overview

Multipronged outreach approach:

- TAC: technical committee composed of agency staff
- CAC: committee with community representation
- Four work sessions with the Board
- Additional organization/jurisdiction meetings
- Small group meetings
- Public events: open houses, tabling, or other in-person activities



August Open House & Tabling

HOW TO SHAPE THE FUTURE OF TRANSPORTATION IN YOUR COMMUNITY!

LTD wants to hear from you!

- What's working well?
- What could make it easier to reach work, school, grocery stores, healthcare, and other important destinations?
- What connections would make your trips safer, faster or more direct?

Your feedback will help shape Connect 2045 and guide future investments. Share your ideas at public events, community meetings, and outreach activities throughout the planning process.

Future engagement opportunities



Public meetings



Interactive comment map



Community meetings



Online survey



LTD Connect 2045 Long-Range Mobility Plan



Questions or comments?

Contact

Dave Roth
Senior Direct of Mobility Planning and Policy
Connect2045@LTD.org
541-687-5555



LTD.org/Connect2045

Transit and Mobility Toolbox

Mobility Toolbox

Example: EmX



High Capacity Transit

- Moves a lot of people
- Connects busy and populated places

Example: Routes 11, 41, etc.



Fixed Route

- Follows a defined route
- Buses may operate several times per hour or only once or less

Example: LTD Connector



On Demand/Microtransit

- Defined service areas
- App-based or call-center scheduled specific pick up/drop off locations
- Same day trips

Mobility Toolbox

Example: RideSource



Paratransit/Non-Emergency Medical Transport

- Riders are ADA-certified
- Schedule 24 hours in advance
- Pick up/drop off within $\frac{3}{4}$ mile of fixed route service

Example: Taxi Voucher

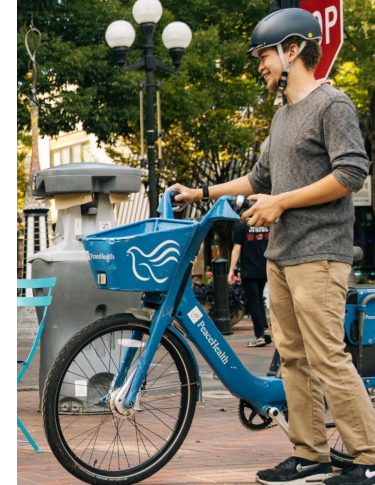


Mobility Subsidy Programs

- Open to all or limited eligibility
- Discounted fare for trips taken by taxi, transportation network company, micromobility mode

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Examples: bike share, scooter share



Shared Micromobility

- Human- or electric-assist vehicles
- Point-to-point travel, usually shorter distances (< 3 miles)
- Local example: PeaceHealth Rides bike share program

Mobility Toolbox

Example: Commute with Enterprise



Vanpool

- 5-15 people who travel to work together usually >20 miles
- Costs shared between members
- May include subsidies for vehicle and/or riders

Example: RideConnection, Portland



Volunteer Driver Program

- Helpful in rural areas
- Drivers can be reimbursed for mileage

Mobility Toolbox

Shorter Trips

High Capacity
Transit

Fixed Route

On Demand

- Service provided as needed
- Serves less dense places
- Smaller vehicles

Shared
Micromobility

Paratransit

Volunteer
Drivers

High Ridership

Lower Ridership

- More frequent service
- Serves higher density places
- Larger vehicles that can carry many people together

Eligibility Based

Vanpool

Eligibility Based

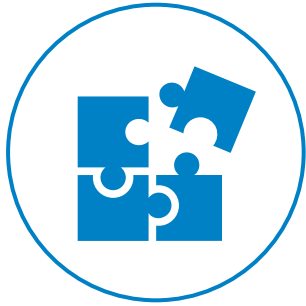
Longer Trips

Vision and Goals

DRAFT Goals



**Connect
communities**



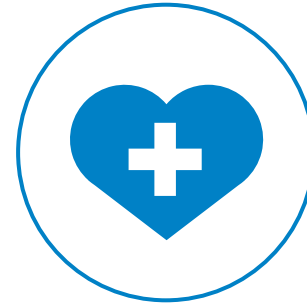
**Ensure transit
works for
everyone**



**Promote
community
development**



**Work
together as
one region**



**Keep safety
at the
forefront**



**Operate an
adaptable and
sustainable
system**

Visioning - Discussion

It's the year 2045...

- How are people getting around, and to/from the cities of Lane County?
- What have we achieved?
- What outcomes have we realized?
- What does LTD's role as mobility manager mean?



Next Steps

- **Existing and Future Conditions:** current conditions important to helping plan for future services and recommendations
- **Needs Analysis:** what investments are needed
- **Improvement Options:** ideas for addressing the needs identified
- Additional engagement, including
 - TAC, CAC – Fall '26, Spring '27
 - Jurisdictions – Winter '26
 - Board – Spring '27
 - Public - Ongoing

Thank you!

