



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

**Public Forum, Regular Business Meeting and Briefing
Wednesday September 16, 2026, 5:30 P.M.
Glenwood Administrative Office | Board Room
3500 E 17th Avenue, Eugene, OR 97478**

LTD Board Business meetings are also available via web video stream. You can access the broadcast live day-of or any of our 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, certain geographical subdistricts. The Board provides policy direction and collaborates with local elected officials on regional transportation planning.

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

Public Testimony on all Board Matters including Resolutions:

Public testimony will begin at approximately 5:30 p.m. In-person sign-up is available on the day of the meeting in the Boardroom. You may also participate virtually via Zoom. To join the meeting, follow the link provided on the Events Calendar on the day of the meeting at <https://www.ltd.org/events-calendar/>. If you wish to provide testimony, please use the "Raise Hand" feature. For phone participants, press *9 to raise your hand. When it is your turn to speak, your name will be called. 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, please email clerk@ltd.org. Comments must be received by noon on the day prior to the meeting.

To be added to Lane Transit District's Public Meeting Notice List, please submit this request to clerk@ltd.org.

REGULAR BUSINESS MEETING AGENDA

1. **CALL TO ORDER & ROLL CALL:** Susan Cox (President), Michelle Webber (Vice President), Pete Knox (Treasurer), Lawrence Green (Secretary), Heather Murphy, Gino Grimaldi, Kelly Sutherland

2. **PUBLIC COMMENT**

3. **BOARD REPORTS**

- Lane Council of Governments (LCOG) Board of Directors – Pete Knox
- Metropolitan Policy Committee (MPC) – Susan Cox, Pete Knox
- Lane Area Commission on Transportation (LANEACT) – Heather Murphy
- Strategic Planning Committee (SPC) – Gino Grimaldi, Kelly Sutherland
- Bylaws Committee – Susan Cox, Michelle Webber, Pete Knox

4. **CEO REPORT**

- Employee of the Month – July-September 2026
- Monthly Performance Report
- Monthly Department Reports
- Delegated Authority Report
- Legislative Update

5. **MONTHLY FINANCE REPORT**

6. **CONSENT AGENDA**

Items appearing below are considered to be routine and may be approved by the Board in one blanket motion. Any Board member may remove an item from the “Consent” portion of the agenda for discussion or questions by requesting such action prior to consideration of this portion of the agenda.

- Approval of Monthly Finance Report
- Adoption of Resolution No. 2026-09-16-24, authorizing the Chief Executive Officer (CEO) to enter into a contract with Ogletree Deakins for the purpose of Labor Relations Legal Counsel Support
- Adoption of Resolution 2026-09-16-25, appointing two new members to LTD’s Statewide Transportation Improvement Fund (STIF) Advisory Committee
- Adoption of Resolution 2026-09-16-26, authorizing the Chief Executive Officer to enter into a contract with Upward Landscape Solutions for the purpose of Landscaping and Irrigation Maintenance and On-Call Services
- Approval of the Chief Executive Officer Annual Review Process and Timeline

7. **ORDINANCES**

- Ordinance No. 53 Amendment: Amending Lane Transit District Ordinance No. 53 to modify the District's Fare Structure by expanding eligibility for Honored Rider Fare benefits to current and former members of the United States Armed Forces (First Reading)

8. ADJOURN BUSINESS MEETING

UPCOMING MEETINGS:

October 21 – October Board Meeting
Glenwood Administrative Office
3500 E 17th Avenue, Eugene, OR 97403

November 18 – November Board Meeting
Glenwood Administrative Office
3500 E 17th Avenue, Eugene, OR 97403

December 16 – December Board Meeting
Glenwood Administrative Office
3500 E 17th Avenue, Eugene, OR 97403

The facility used for this meeting is wheelchair accessible. 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: Jameson Auten, Chief Executive Officer

Title: Employee of the Month - July 2026

Action: Information Only

Background:

Bus Operator Jordan Reed has been selected to receive the July 2026 Employee of the Month. Jordan was hired on June 28, 2021.

Jordan Reed was nominated for his quick thinking and leadership under pressure. Responding to a radio call, he was the first temporary supervisor to arrive on the scene of an accident. Jordan followed procedure, ensuring both the safety of the scene, emergency personnel, and the bus operator.

His swift response and professionalism reflect the highest standards of Lane Transit District. His actions exemplify leadership and respect, with a strong commitment to safety.

When asked to comment on Jordan's selection as EOM, Josh Schmit, Temporary Director of Transit Operations and Public Safety, said:

"Jordan was recognized for his outstanding response while on the job. Jordan has been with the district for almost five years and has been a wonderful addition to the team, continuing to excel in all areas."

Award:

Jordan will attend the September 16, 2026 Board Meeting to be introduced to the Board and receive his award.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Title: Employee of the Month - August 2026

Action: Information Only

Background:

Bus Operator Trainer Bill Mullican has been selected to receive the August 2026 Employee of the Month. Bill was hired as a bus operator on May 10, 1999 and during that time, has received 23 Safe Driving Awards and four Monthly Value Awards.

Bill was nominated for coordinating a statewide coalition of transit agencies focused on bus operator training and development. After attending a conference in Washington and learning about their own coalition, Bill recognized the need to share ideas, standards, and best practices between different transit agencies within Oregon. This work goes beyond addressing training needs - it's promoting collaboration. Based on the overwhelming interest from other transit agencies in the state, Bill's efforts to make this a reality will positively impact LTD and other transit agencies in the future. This initiative demonstrates Bill's commitment to excellence and exemplifies LTD values of innovation and collaboration.

When asked to comment on Bill's selection as EOM, Darryl Whitaker, Operations Training Supervisor, said:

Your continued dedication and innovative efforts have been instrumental in furthering LTD's operator training program. You are a valued member of the team and I rest easy knowing I can depend on you to uphold the integrity and reputation of Operations Training. The actions that you take often surpass expectations as we constantly refine our training efforts.

Award:

Bill will attend the September 16, 2026 Board Meeting to be introduced to the Board and receive his award.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Title: Employee of the Month - September 2026

Action: Information Only

Background:

Bus Operator and Temporary Supervisor Todd Farmer has been selected to receive the September 2026 Employee of the Month. Todd was hired as a bus operator on July 17, 2023 and during that time, has received one Safe Driving Award.

Todd was nominated for his willingness to step in, constantly volunteering to take on additional tasks. He has taken ownership of several projects and has a reputation for always following through on his commitments. Todd always communicates proactively, is respectful of his colleagues, and is an "awesome collaborator."

When asked to comment on Todd's selection as EOM, Jake Carpenter, Transit Operations Supervisor, said:

Todd's reliability as a team member was initially observed when he first joined LTD has translated very well into his role as a temporary supervisor. Whenever a heavy lift is required to complete a project, Todd always shows initiative and steps up. Todd played a huge role in the success of our Oregon Country Fair (OCF) shuttle service this year - assisting in the set-up, coordination, and building of relationships with OCF staff and passengers.

Award:

Todd will attend the September 16, 2026 Board Meeting to be introduced to the Board and receive his award.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Monthly Performance Report – September Board

Prepared By: Aimee Reichert, Director of Business Intelligence

Action: Information Only

Purpose

To inform the Board of Directors about key performance metrics and operational trends including ridership, mobility services, maintenance, customer service, operator workforce, public safety, and accidents. The current report reflects results for May, June, and July 2026.

Fixed Route & EmX Ridership:

Fixed Route and EmX ridership were above the prior-year month in each reporting period. Total ridership was:

- 574,247 in May
- 499,612 in June
- 476,855 in July

This represents year-over-year increases of 4.7%, 7.0%, and 7.7%, respectively. Fixed Route service drove much of the gain, while EmX also remained above prior-year monthly levels.

Ridership/Revenue Hours:

Revenue hours also increased year over year across these three months, rising 1.1% in May, 5.6% in June, and 5.3% in July. Ridership per revenue hour remained above the prior-year month in each period, although the rolling 12-month productivity measure continued to run below the prior rolling 12-month average.

The three-month pattern shows continued demand recovery alongside expanded service levels. Monthly productivity was positive compared with the same months last year, but the rolling 12-month view indicates productivity is still stabilizing as service levels and ridership continue to normalize.

Mobility Services:

Mobility Services ridership increased from May through July, with monthly totals of 37,619, 40,112, and 42,069. June and July were above prior-year levels by 4.7% and 4.4%, respectively, while May was 4.3% *below* the prior-year month. RideSource, LTD Connector, Vanpool, and Rhody Express showed notable year-over-year gains in June and July.



Lane Transit District Agenda Item Summary (AIS)

Maintenance Costs:

Maintenance cost per mile was \$2.47 in May, \$2.03 in June, and \$2.08 in July. Costs were slightly higher than the prior-year month in May, then improved significantly in June and July compared with the prior year, primarily due to lower repair cost per mile.

Customer Service:

Substantiated complaints per 100,000 boardings were higher than the prior-year month in May, June, and July, while the rolling 12-month complaint rate remained below the prior rolling 12-month average in all three periods. Compliments per 100,000 boardings were higher than the prior-year month in May and June, but slightly lower in July.

Operator Workforce:

Average operator count remained below the goal of 215, at 196 in May and 194 in both June and July. The operator count was approximately 90% to 91% of goal across the period. Unanticipated absenteeism remained above the 10% goal, with rates of 19.1% in May, 16.5% in June, and 16.8% in July.

Public Safety:

Ordinance 36 violations per 100,000 revenue hours were above the prior-year month in May, June, and July. The rate, however, declined month to month from 11.93 in May to 9.87 in June and 8.65 in July. Assault totals improved over the period, declining from 18 in May to 15 in June and 8 in July, with July substantially below the prior-year month. Fare inspection totals for the three month period were:

- May, 4,479
- June, 3,954
- July, 3,204

Accidents:

There were nine total accidents in May, 10 in June, and seven in July. Each month was at or below the prior-year monthly total. Accidents per 100,000 revenue miles also improved year over year in all three periods, with July at 2.72 compared with 3.32 in the prior-year month.

Discussion:

Across the three-month reporting period, core ridership indicators continued to show year-over-year improvement, with both ridership and revenue hours increasing compared with the same months in 2025. Mobility Services ridership increased in June and July after a slower May. Maintenance costs improved in June and July, and safety-related results showed progress in assaults and accidents by July.

Areas to continue monitoring include operator workforce levels, unanticipated absenteeism, Ordinance 36 activity, and elevated monthly complaint rates. The combined three-month report provides the Board with a broader view of recent operating trends after missed board reporting cycles.



Lane Transit District Agenda Item Summary (AIS)

Attachments:

- (1) September Performance Report - May Data
- (2) September Performance Report - June Data
- (3) September Performance Report - July Data

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



Board Performance Report

May 2026

Fixed Route and EmX Ridership

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	230,728	222,516	3.7%	206,919	220,049	-6.0%
Fixed Route Service	343,519	326,009	5.4%	305,437	291,824	4.7%
Total	574,247	548,525	4.7%	512,356	511,873	0.1%

Revenue Hours

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	5,246	5,364	-2.2%	5,259	5,147	2.2%
Fixed Route Service	15,628	15,290	2.2%	15,513	14,516	6.9%
Total	20,873	20,654	1.1%	20,772	19,662	5.6%

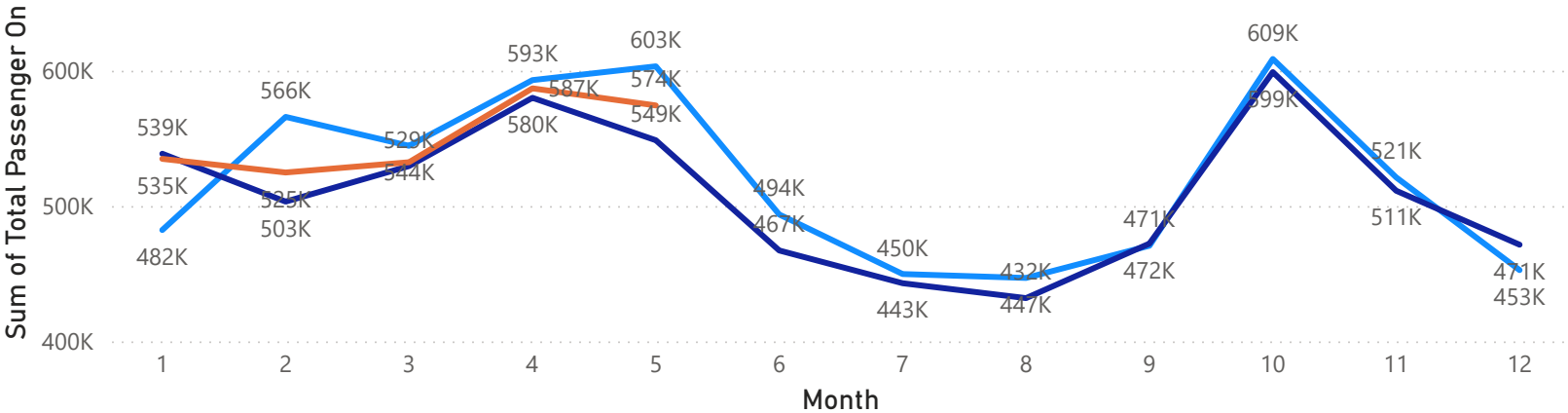
Ridership per Revenue Hour

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	43.99	41.48	6.0%	39.35	42.76	-8.0%
Fixed Route Service	21.98	21.32	3.1%	19.69	20.10	-2.1%
Total	27.51	26.56	3.6%	24.67	26.03	-5.3%

Ridership

Jan 2024 - May 2026

Type 2024 2025 2026



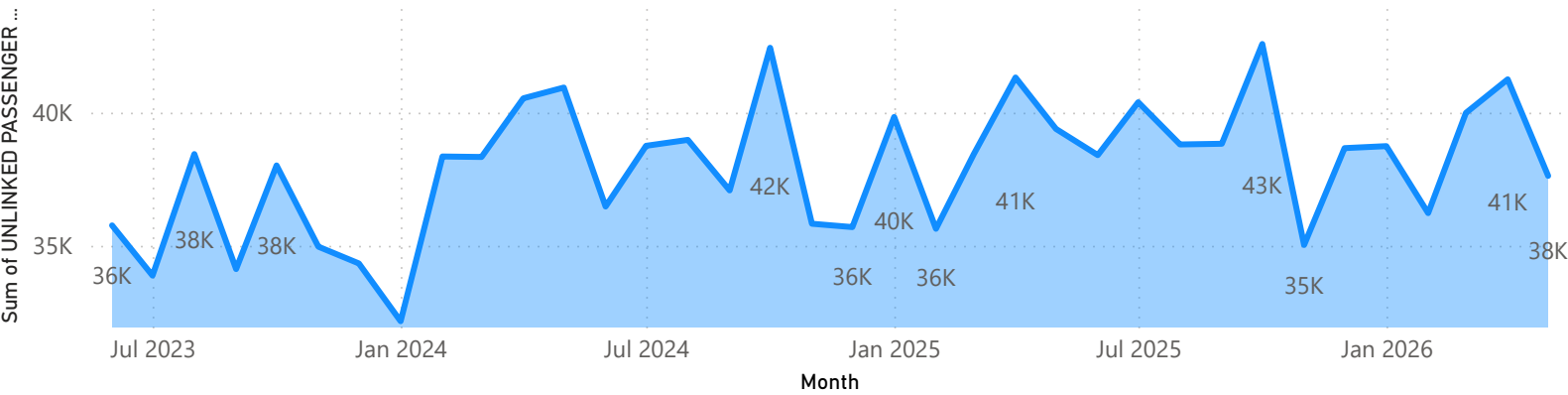


Mobility Services

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
RideSource NEMT	21,683	23,201	-6.5%	22,868	22,944	-0.3%
RideSource	12,147	12,233	-0.7%	12,072	11,425	5.7%
Cottage Grove Connector	1,348	1,140	18.2%	1,141	1,191	-4.2%
Rhody Express	945	912	3.6%	885	974	-9.1%
Vanpool	764	1,013	-24.6%	1,106	858	28.8%
Diamond Express	565	670	-15.7%	622	697	-10.7%
Florence ADA	167	137	21.9%	140	103	36.5%
Total	37,619	39,306	-4.3%	38,833	38,192	1.7%

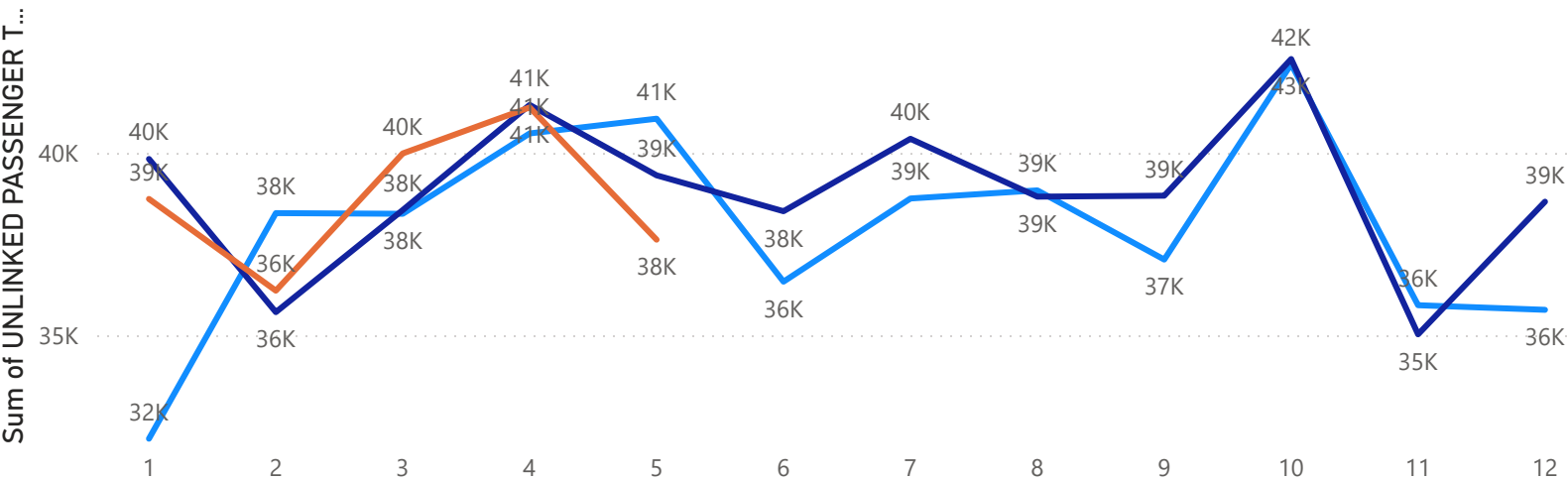
Mobility Services Ridership



Mobility Services Ridership

Jan 2024 - May 2026

Type 2024 2025 2026





Board Performance Report

May 2026

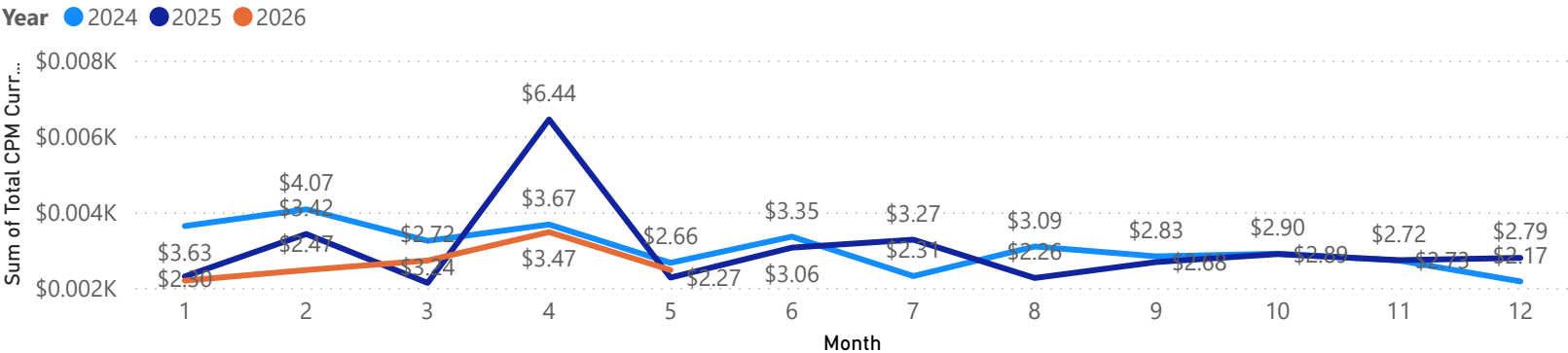
Fleet Maintenance

Maintenance Cost Per Mile - Revenue Vehicles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
PM	\$0.41	\$0.35	\$0.06	\$0.39	\$0.41	(\$0.02)
REPAIR	\$2.06	\$1.92	\$0.14	\$2.36	\$2.58	(\$0.22)
Total	\$2.47	\$2.27	\$0.20	\$2.75	\$2.99	(\$0.24)

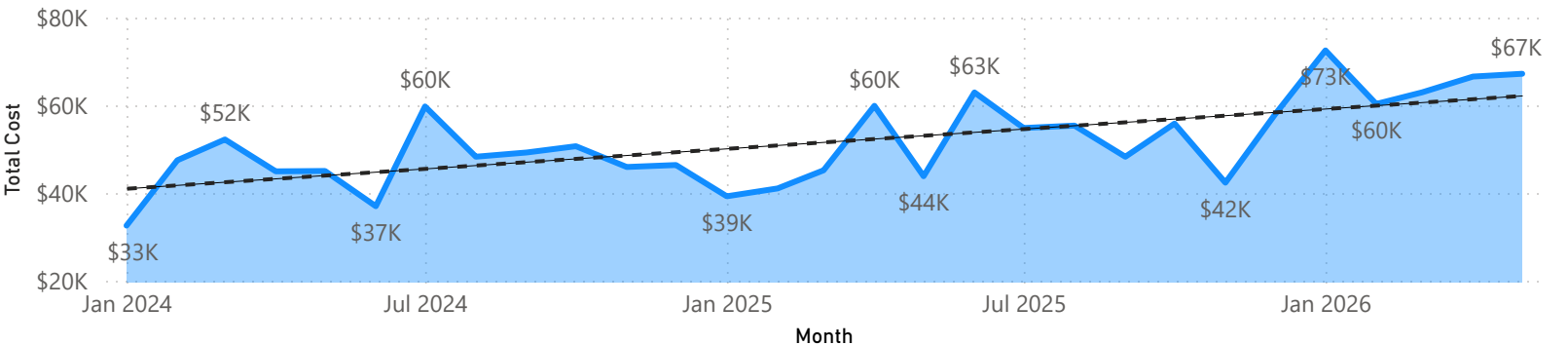
Maintenance Cost

Jan 2024 - May 2026



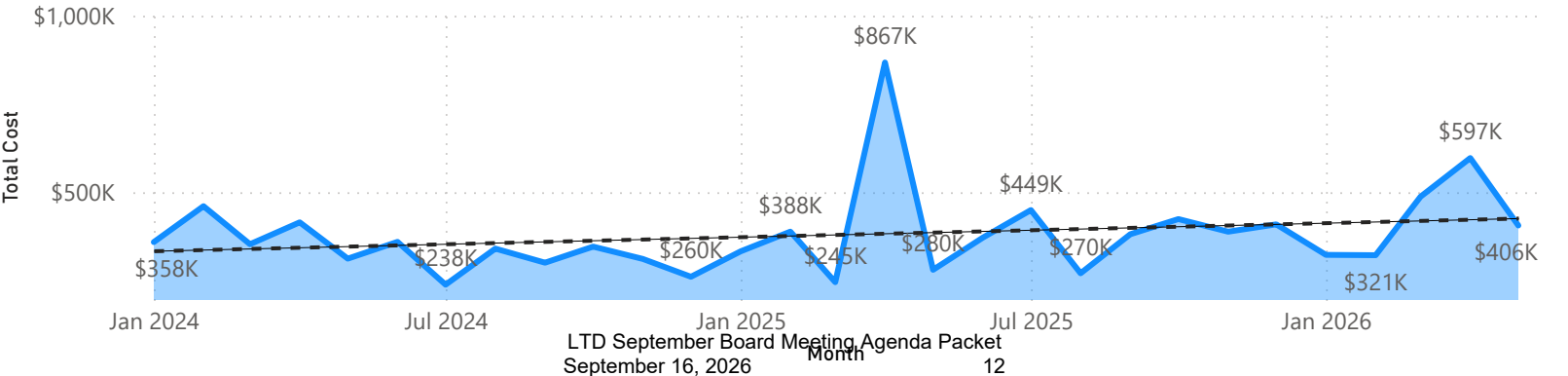
Maintenance Cost - PM

Jan 2024 - May 2026



Maintenance Cost - Repair

Jan 2024 - May 2026





Board Performance Report

May 2026

Customer Service

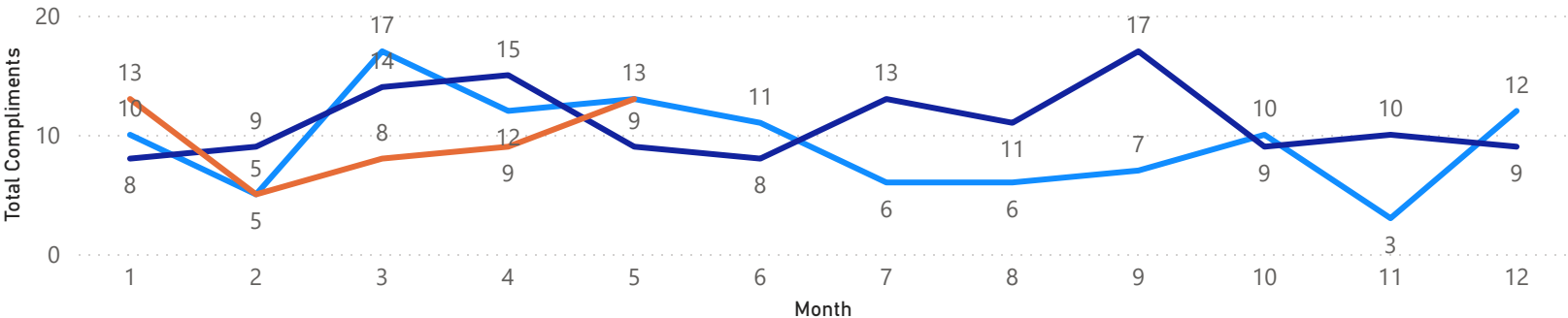
Compliments per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Compliment	2.26	1.64	0.62	3.24	2.29	0.95
Total	2.26	1.64	0.62	3.24	2.29	0.95

Compliments Trend

Jan 2024 - May 2026

Year 2024 2025 2026



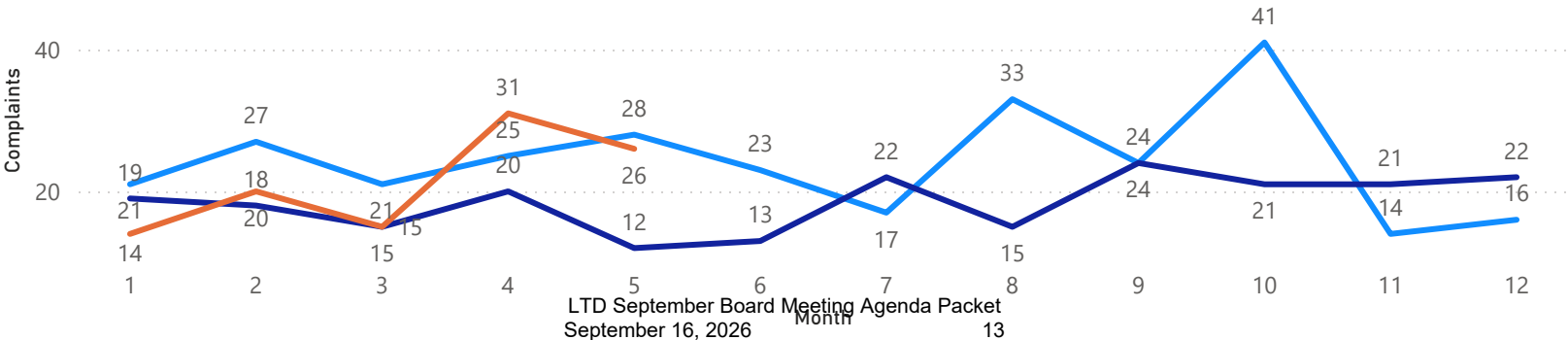
Substantiated Complaints per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Customer Relations	1.92	0.55	1.37	2.84	2.52	0.32
Miscellaneous				0.26	0.62	-0.36
Reliability	1.92	1.46	0.46	2.32	2.76	-0.44
Safety	0.70	0.18	0.51	1.20	1.60	-0.40
Total	4.53	2.19	2.34	6.62	7.50	-0.88

Substantiated Complaints Trend

Jan 2024 - May 2026

Year 2024 2025 2026





Board Performance Report

May 2026

Operations

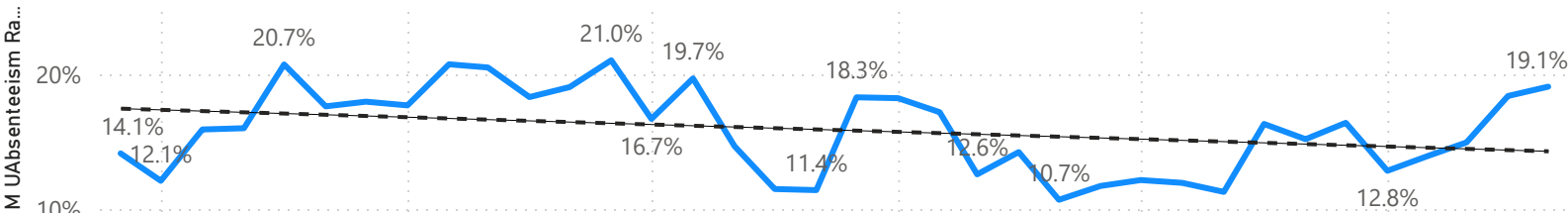
Operator Unanticipated Absenteeism Rate

Goal 10%

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
On The Job Injury Time Loss	4.9%	1.63%	3.30%	2.55%	2.09%	0.46%
Other	2.2%	0.63%	1.60%	1.83%	1.17%	0.66%
Protected	7.6%	4.47%	3.17%	5.05%	5.86%	-0.82%
Sick	4.3%	3.96%	0.32%	5.10%	6.27%	-1.18%
Total	19.1%	10.69%	8.40%	14.52%	15.40%	-0.88%

Operator Unanticipated Absenteeism Rate Trend

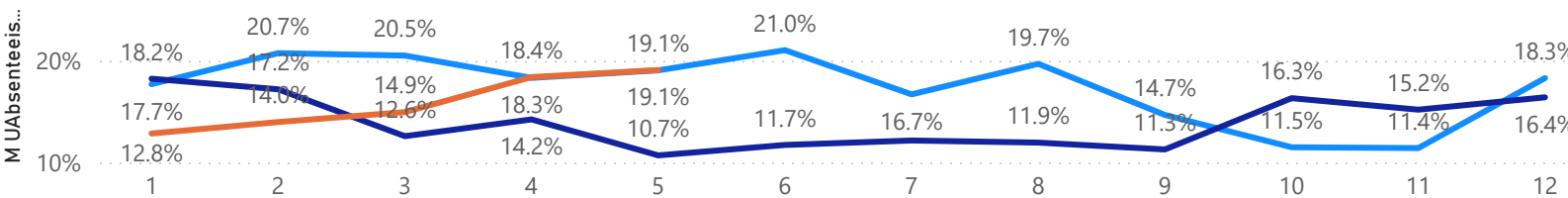
Jun 2023 - May 2026



Operator Unanticipated Absenteeism Rate Yearly Comparison

Jan 2024 - May 2026

Year ● 2024 ● 2025 ● 2026



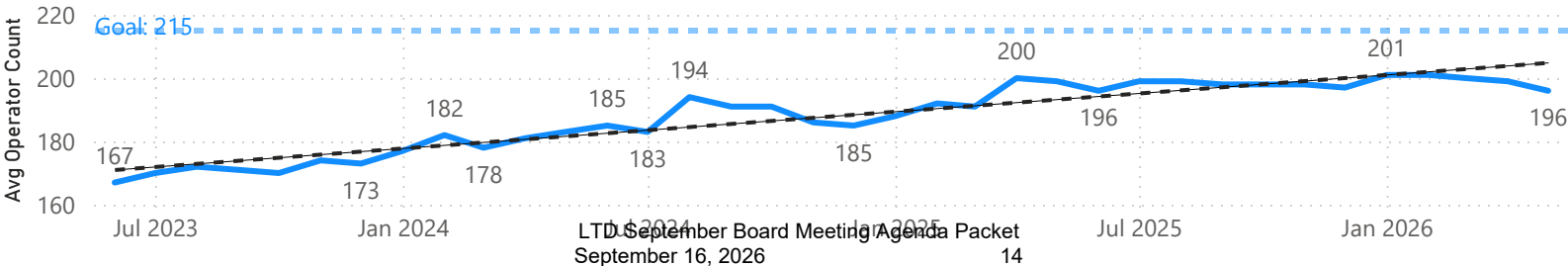
Average Operator Count

Goal: 215

% of Goal	Current Month	Prior Year Month	Change Monthly	% Change Monthly	Rolling 12 Month	Rolling 12 Month Prior	Change Rolling 12
91.2%	196	199	-3	-1.51%	199	190	9

Operator Count Trend

Jun 2023 - May 2026





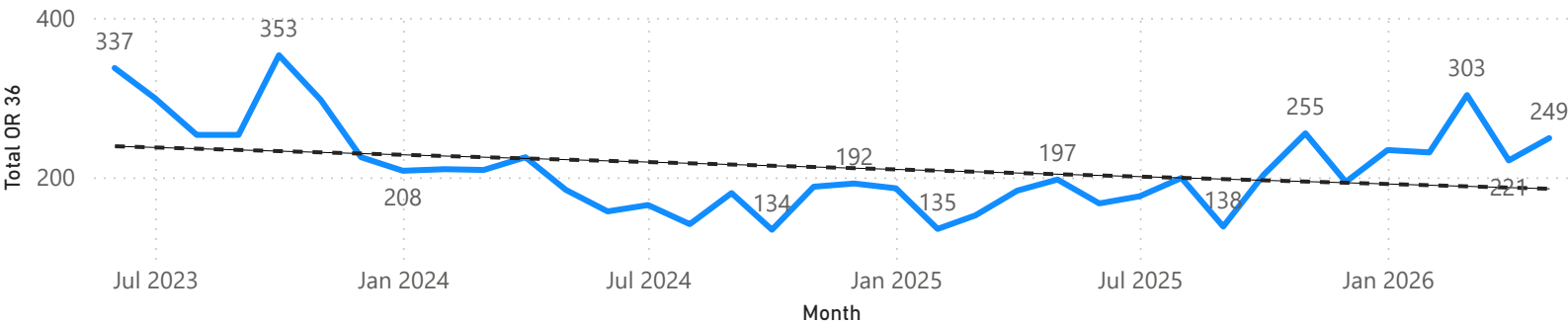
Public Safety

Ordinance 36 Violations Per 100k Revenue Hours

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Ordinance 36 Violations	11.93	9.54	2.39	10.31	8.52	1.79

Ordinance 36 Trend

Jun 2023 - May 2026

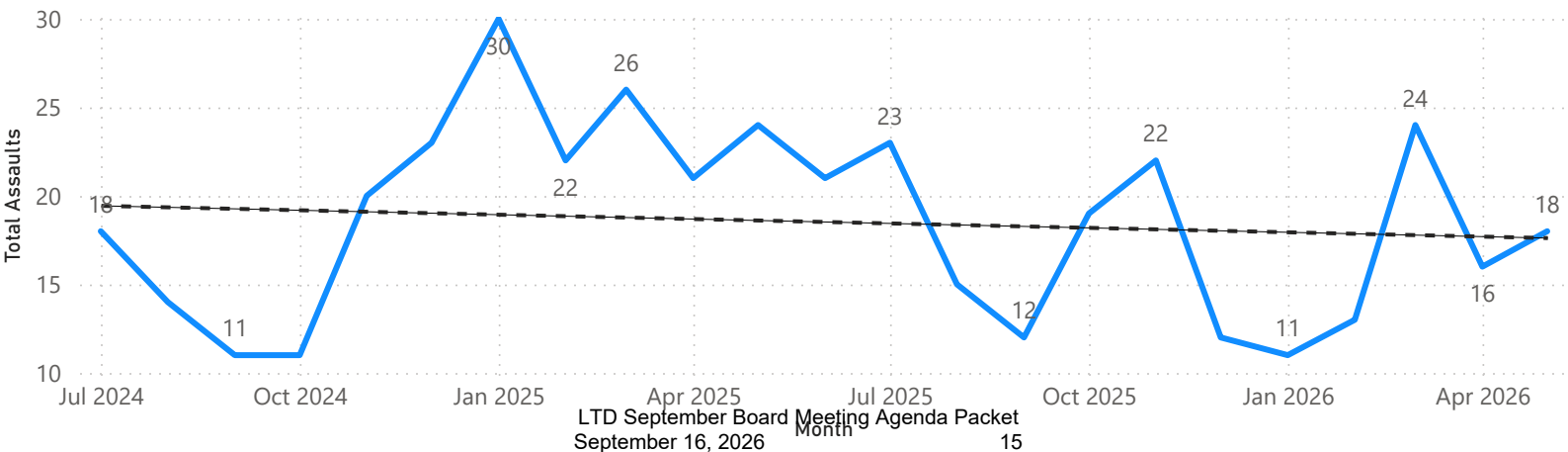


Assaults

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
☒ Non-Physical	12	11	1	12.0	13.6	-1.6
Operator Non-Physical	2	4	-2	3.8	3.0	0.8
Other Transit Worker Non-Physical	10	4	6	6.7	8.3	-1.6
Public Non-Physical		3	-3	1.5	2.3	-0.8
☒ Physical	6	13	-7	5.2	5.7	-0.5
Operator Physical				0.2	0.3	-0.1
Other Transit Worker	1	4	-3	1.4	2.4	-1.0
Public Physical	5	9	-4	3.6	3.0	0.6
Total	18	24	-6	17.2	19.3	-2.1

Assaults Trend

Jul 2024 - May 2026





Board Performance Report

May 2026

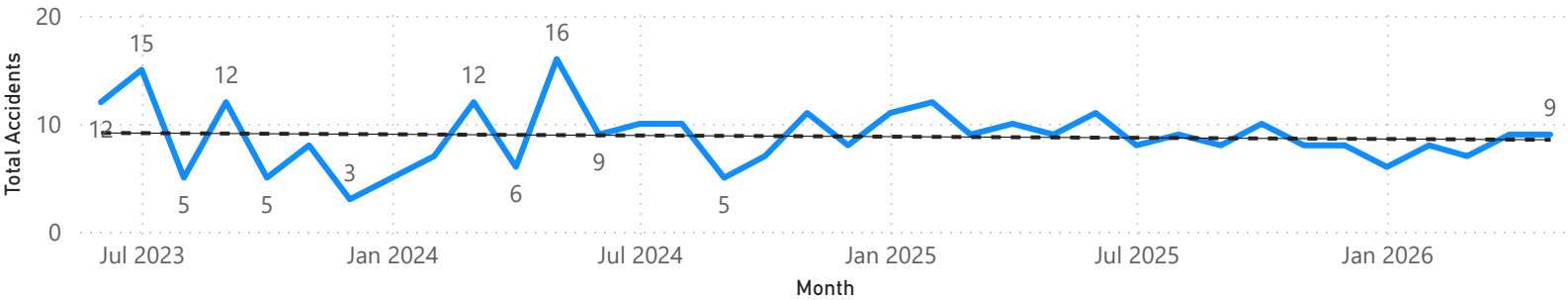
Accidents

Accidents

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	4	3	1	3.8	5.2	-1.42
Preventable	5	6	-1	3.9	4.7	-0.75
Total	9	9	0	7.7	9.8	-2.17

Accident Trend

Jun 2023 - May 2026

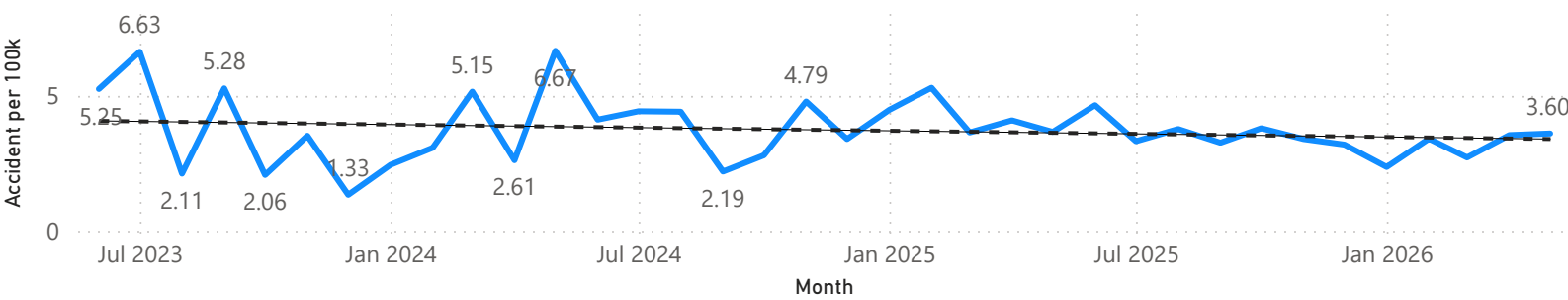


Accidents Per 100k Revenue Miles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	1.60	1.22	0.38	0.13	0.18	-0.06
Preventable	2.00	2.44	-0.44	0.13	0.17	-0.03
Total	3.60	3.66	-0.06	0.26	0.35	-0.09

Accidents per 100k Trend

Jun 2023 - May 2026





Board Performance Report

June 2026

Fixed Route and EmX Ridership

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	192,556	187,739	2.6%	207,320	217,457	-4.7%
Fixed Route Service	307,056	279,329	9.9%	307,748	292,200	5.3%
Total	499,612	467,068	7.0%	515,068	509,657	1.1%

Revenue Hours

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	5,267	5,215	1.0%	5,263	5,188	1.4%
Fixed Route Service	15,798	14,734	7.2%	15,602	14,632	6.6%
Total	21,064	19,948	5.6%	20,865	19,820	5.3%

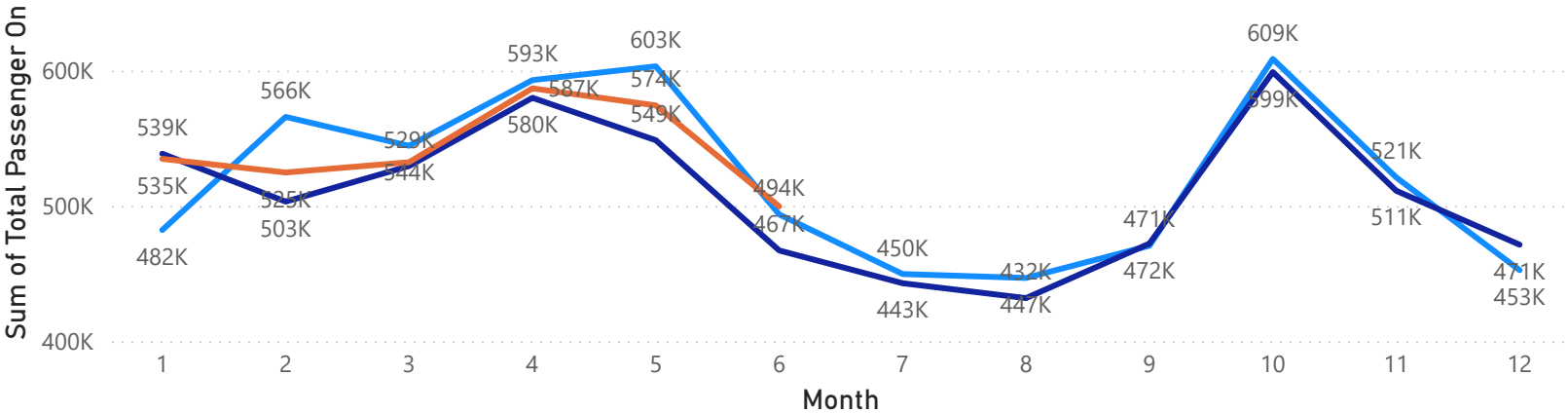
Ridership per Revenue Hour

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	36.56	36.00	1.6%	39.39	41.92	-6.0%
Fixed Route Service	19.44	18.96	2.5%	19.73	19.97	-1.2%
Total	23.72	23.41	1.3%	24.69	25.71	-4.0%

Ridership

Jan 2024 - Jun 2026

Type 2024 2025 2026



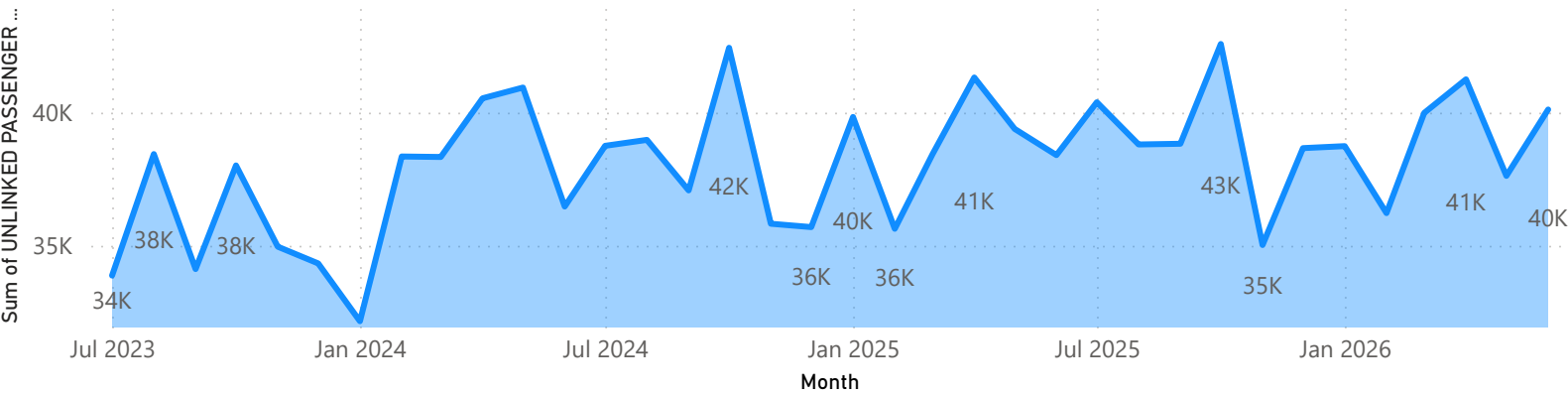


Mobility Services

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
RideSource NEMT	22,875	22,626	1.1%	22,888	22,991	-0.4%
RideSource	12,716	11,733	8.4%	12,154	11,505	5.6%
Cottage Grove Connector	1,516	1,139	33.1%	1,173	1,192	-1.6%
Vanpool	1,229	1,071	14.8%	1,119	878	27.4%
Rhody Express	996	889	12.0%	894	988	-9.5%
Diamond Express	638	708	-9.9%	616	704	-12.4%
Florence ADA	142	153	-7.2%	139	111	25.1%
Total	40,112	38,319	4.7%	38,983	38,369	1.6%

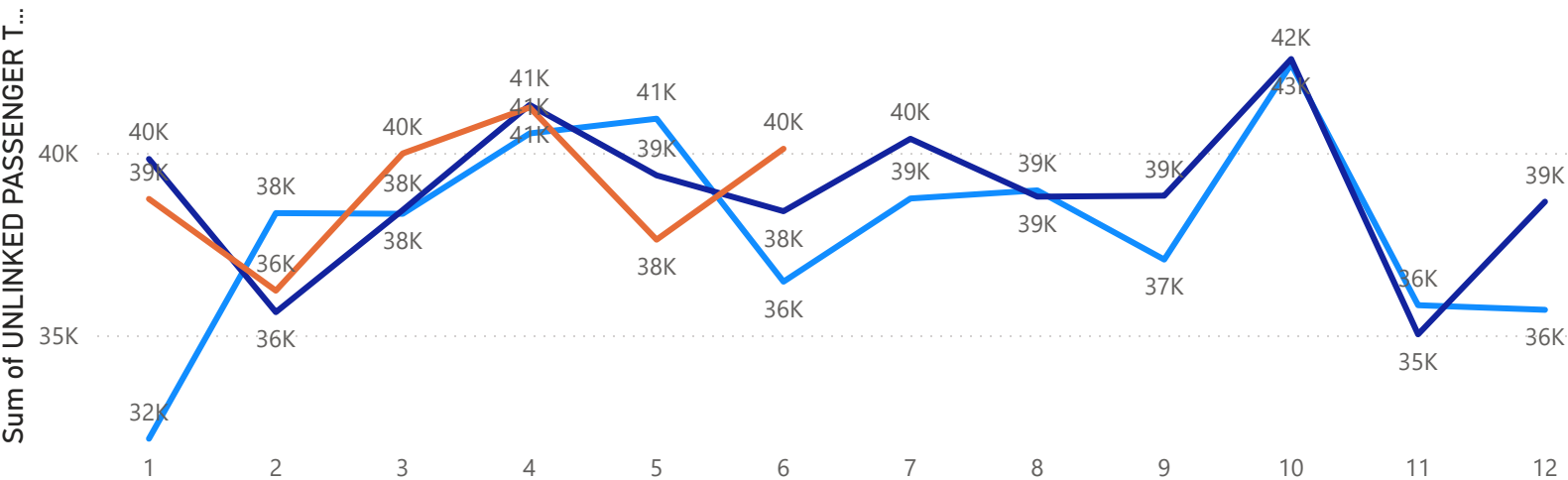
Mobility Services Ridership



Mobility Services Ridership

Jan 2024 - Jun 2026

Type 2024 2025 2026





Board Performance Report

June 2026

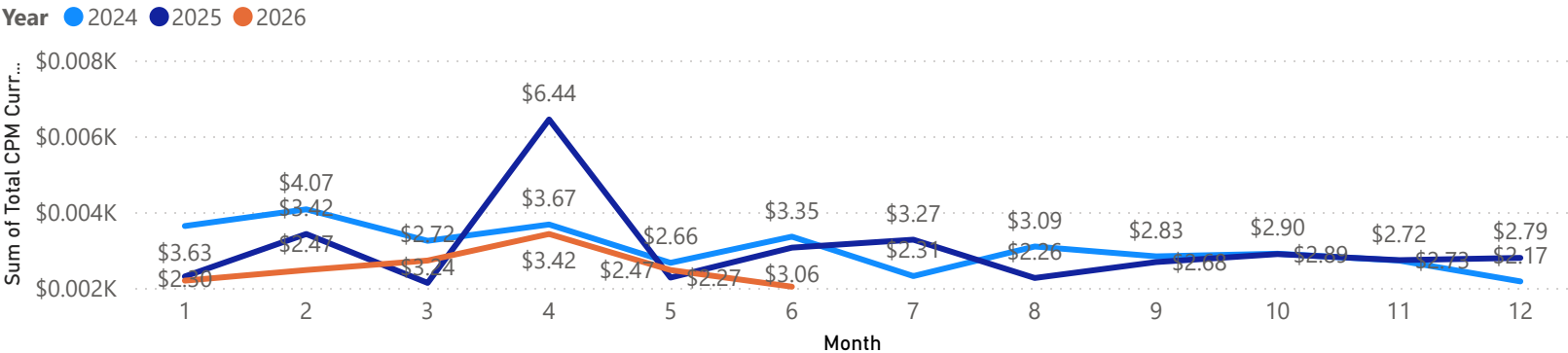
Fleet Maintenance

Maintenance Cost Per Mile - Revenue Vehicles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
PM	\$0.34	\$0.49	(\$0.15)	\$0.38	\$0.41	(\$0.03)
REPAIR	\$1.69	\$2.57	(\$0.88)	\$2.28	\$2.55	(\$0.27)
Total	\$2.03	\$3.06	(\$1.03)	\$2.66	\$2.96	(\$0.30)

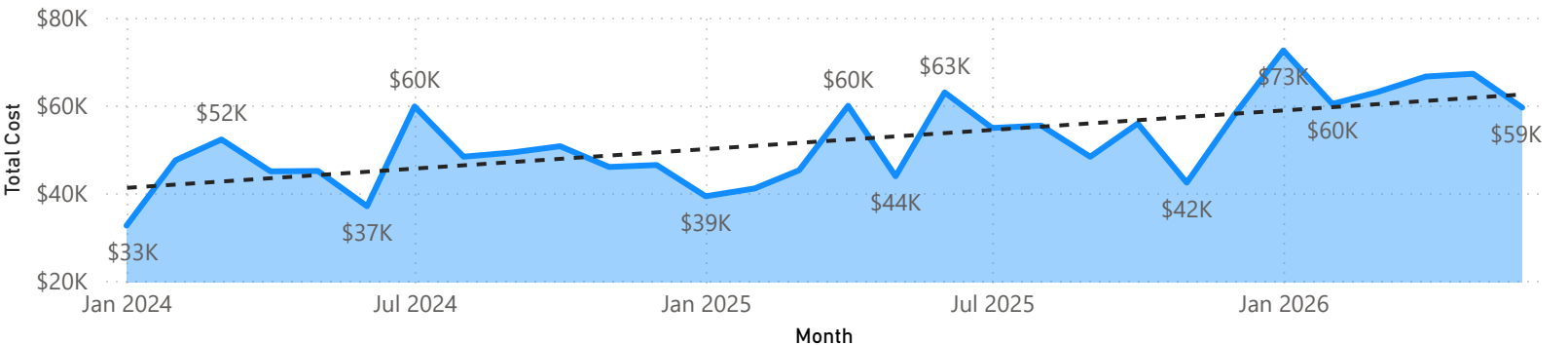
Maintenance Cost

Jan 2024 - Jun 2026



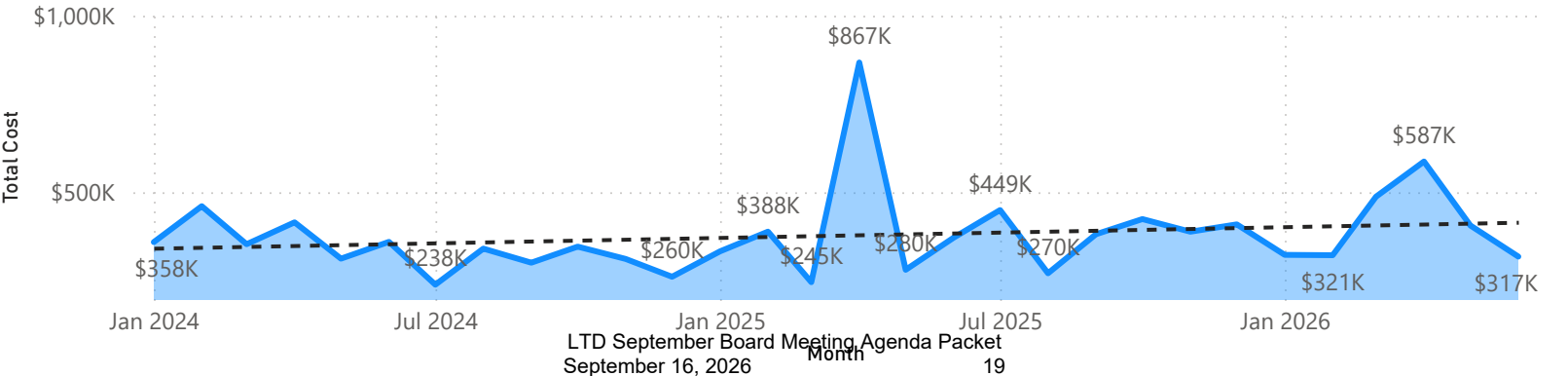
Maintenance Cost - PM

Jan 2024 - Jun 2026



Maintenance Cost - Repair

Jan 2024 - Jun 2026





Board Performance Report

June 2026

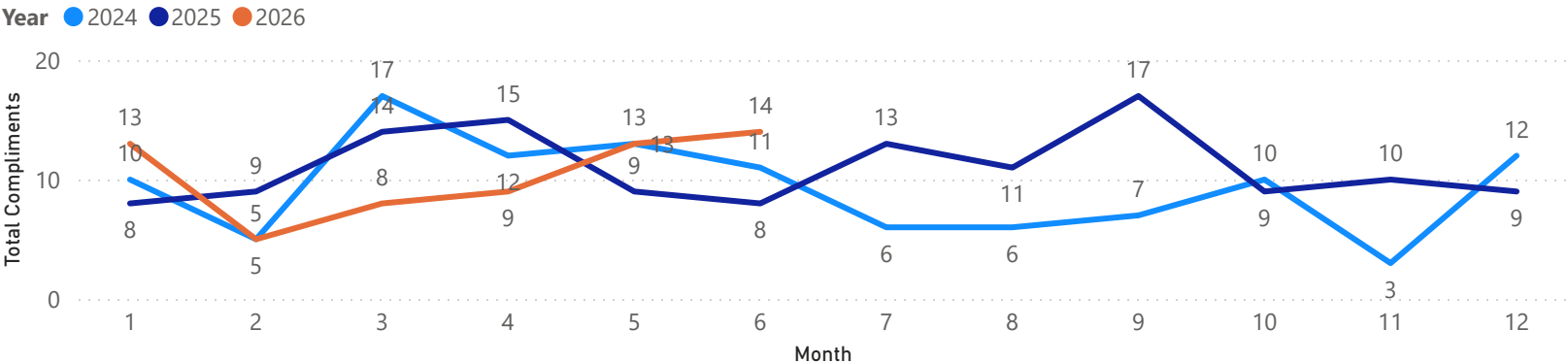
Customer Service

Compliments per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Compliment	2.80	1.71	1.09	3.30	2.20	1.10
Total	2.80	1.71	1.09	3.30	2.20	1.10

Compliments Trend

Jan 2024 - Jun 2026

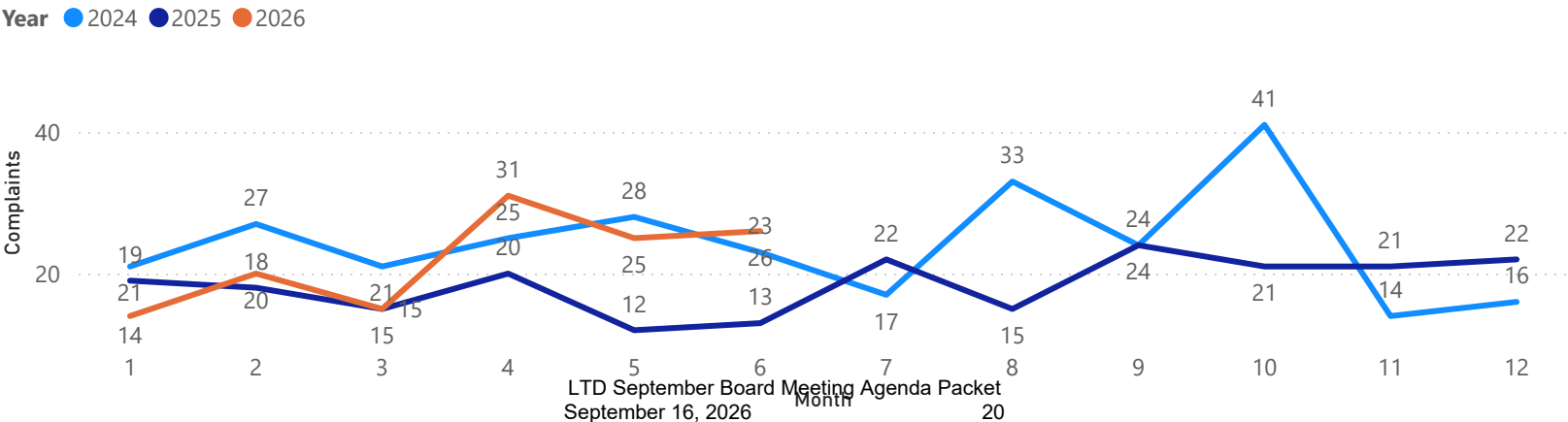


Substantiated Complaints per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Customer Relations	2.00	0.86	1.15	3.02	2.59	0.43
Miscellaneous	0.20		0.20	0.25	0.63	-0.38
Reliability	1.60	1.28	0.32	2.40	2.65	-0.25
Safety	1.40	0.64	0.76	1.26	1.59	-0.33
Total	5.20	2.78	2.42	6.93	7.46	-0.53

Substantiated Complaints Trend

Jan 2024 - Jun 2026





Board Performance Report

June 2026

Operations

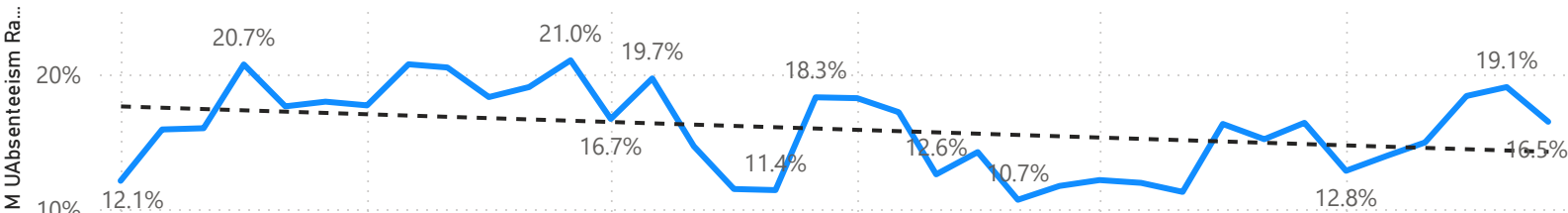
Operator Unanticipated Absenteeism Rate

Goal 10%

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
On The Job Injury Time Loss	3.3%	1.81%	1.54%	2.67%	2.07%	0.61%
Other	1.9%	1.10%	0.76%	1.89%	1.01%	0.88%
Protected	7.2%	4.30%	2.93%	5.30%	5.72%	-0.42%
Sick	4.0%	4.50%	-0.46%	5.05%	5.86%	-0.81%
Total	16.5%	11.71%	4.77%	14.91%	14.66%	0.25%

Operator Unanticipated Absenteeism Rate Trend

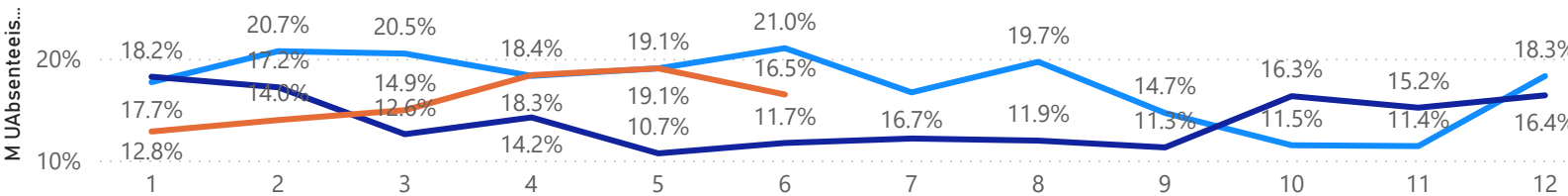
Jul 2023 - Jun 2026



Operator Unanticipated Absenteeism Rate Yearly Comparison

Jan 2024 - Jun 2026

Year ● 2024 ● 2025 ● 2026



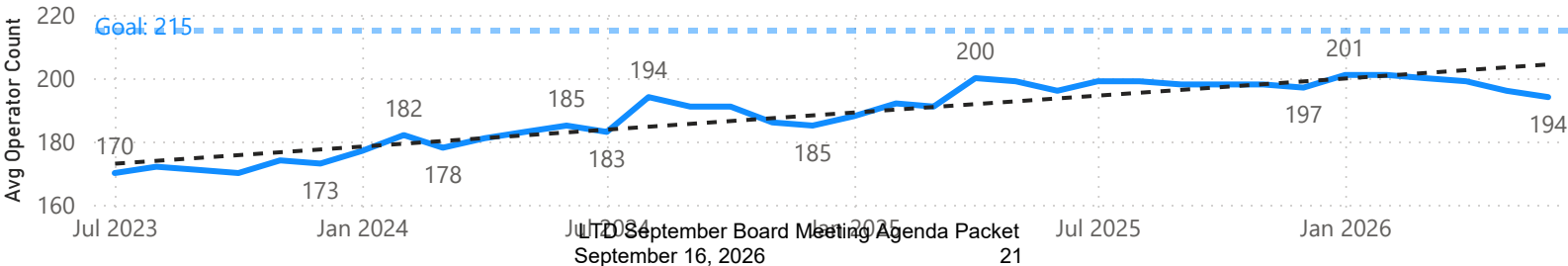
Average Operator Count

Goal: 215

% of Goal	Current Month	Prior Year Month	Change Monthly	% Change Monthly	Rolling 12 Month	Rolling 12 Month Prior	Change Rolling 12
90.2%	194	196	-2	-1.02%	199	191	8

Operator Count Trend

Jul 2023 - Jun 2026





Board Performance Report

June 2026

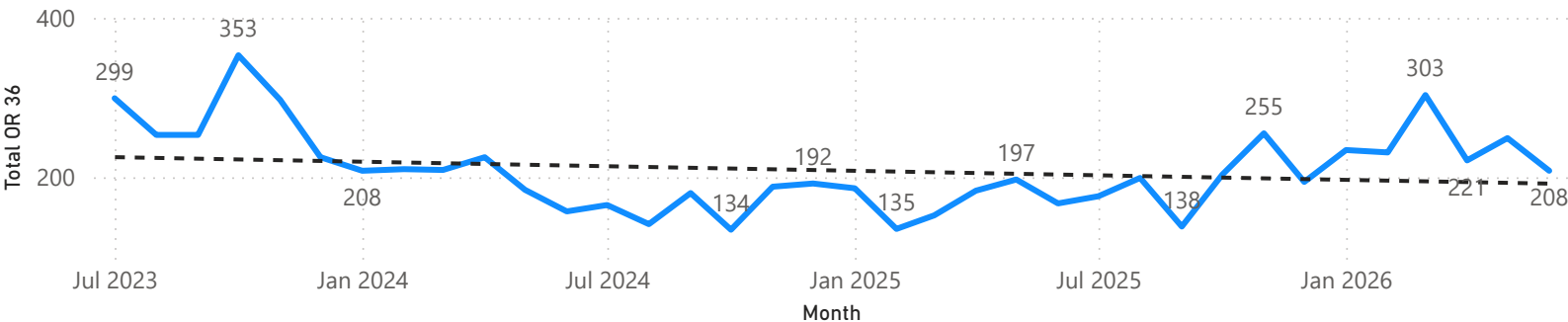
Public Safety

Ordinance 36 Violations Per 100k Revenue Hours

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Ordinance 36 Violations	9.87	8.37	1.50	10.43	8.49	1.94

Ordinance 36 Trend

Jul 2023 - Jun 2026

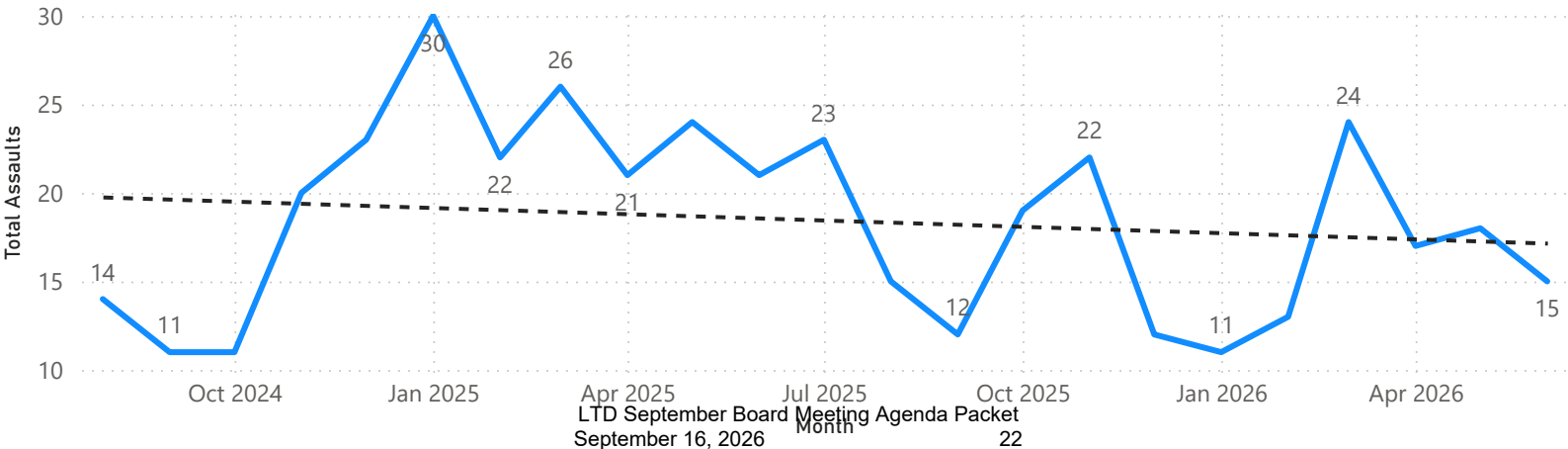


Assaults

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
☒ Non-Physical	10	14	-4	11.7	14.1	-2.4
Operator Non-Physical	3	4	-1	3.8	3.1	0.7
Other Transit Worker Non-Physical	7	9	-2	6.5	8.6	-2.1
Public Non-Physical		1	-1	1.4	2.4	-1.0
☒ Physical	5	7	-2	5.1	6.0	-0.9
Operator Physical				0.2	0.2	0.0
Other Transit Worker	1	1	0	1.5	2.3	-0.8
Public Physical	4	6	-2	3.4	3.5	-0.1
Total	15	21	-6	16.8	20.1	-3.3

Assaults Trend

Aug 2024 - Jun 2026





Board Performance Report

June 2026

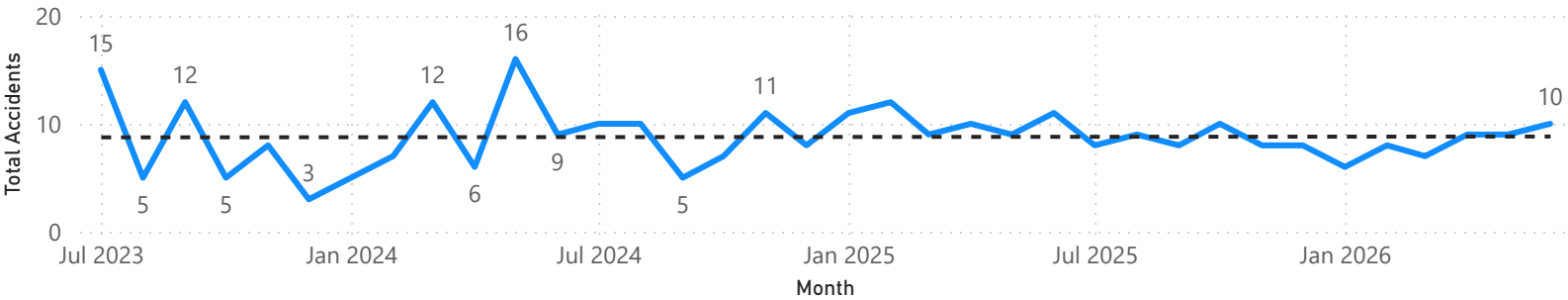
Accidents

Accidents

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	7	3	4	4.1	4.8	-0.75
Preventable	3	8	-5	4.3	4.4	-0.08
Total	10	11	-1	8.4	9.3	-0.83

Accident Trend

Jul 2023 - Jun 2026

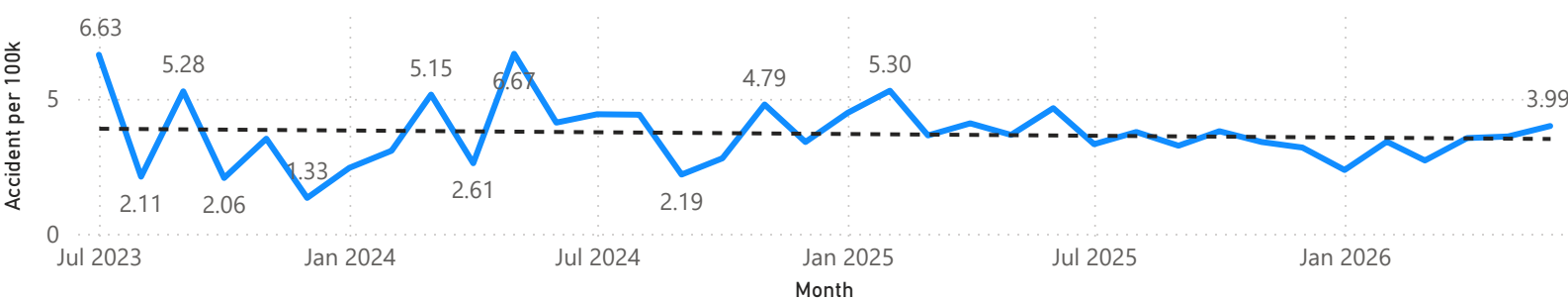


Accidents Per 100k Revenue Miles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	2.79	1.27	1.52	0.14	0.17	-0.03
Preventable	1.20	3.38	-2.19	0.15	0.16	-0.01
Total	3.99	4.65	-0.66	0.28	0.33	-0.04

Accidents per 100k Trend

Jul 2023 - Jun 2026





Board Performance Report

July 2026

Fixed Route and EmX Ridership

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	177,975	170,098	4.6%	207,977	215,553	-3.5%
Fixed Route Service	298,880	272,775	9.6%	309,923	293,538	5.6%
Total	476,855	442,873	7.7%	517,900	509,091	1.7%

Revenue Hours

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	5,475	5,412	1.2%	5,268	5,228	0.8%
Fixed Route Service	16,153	15,121	6.8%	15,688	14,749	6.4%
Total	21,628	20,533	5.3%	20,956	19,978	4.9%

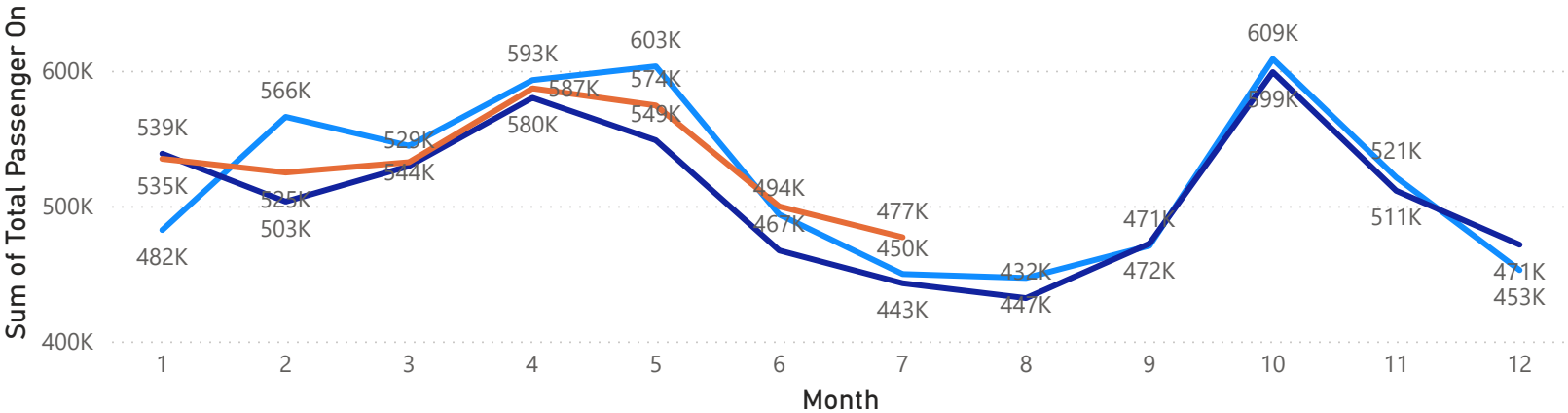
Ridership per Revenue Hour

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
EmX Service	32.51	31.43	3.4%	39.48	41.23	-4.2%
Fixed Route Service	18.50	18.04	2.6%	19.76	19.90	-0.7%
Total	22.05	21.57	2.2%	24.71	25.48	-3.0%

Ridership

Jan 2024 - Jul 2026

Type 2024 2025 2026





Board Performance Report

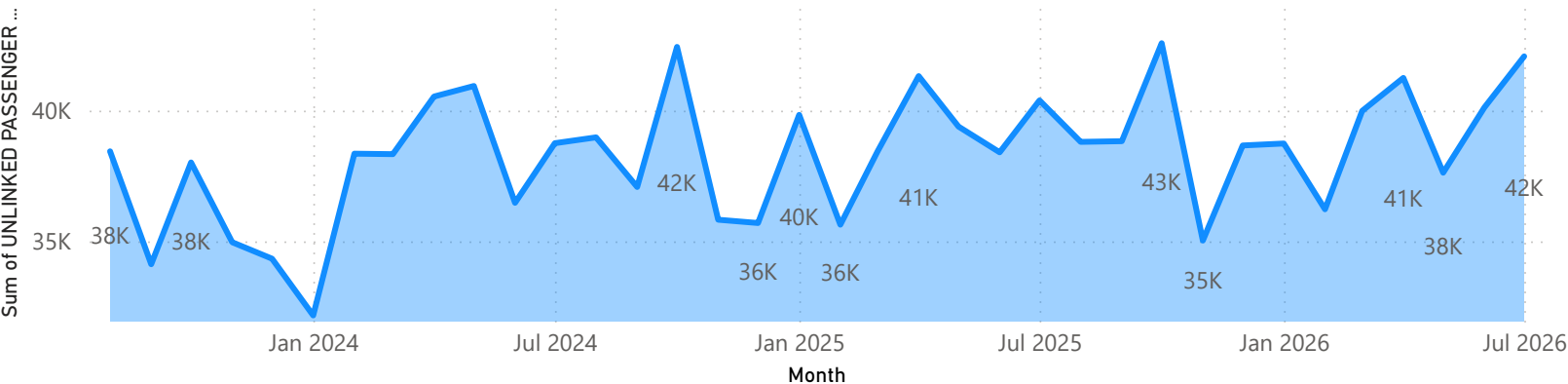
July 2026

Mobility Services

Ridership

Service	Current Month	Prior Year Month	% Change Monthly	12 Month Avg	Prior 12 Month Avg	% Change Rolling 12
RideSource NEMT	23,489	23,779	-1.2%	22,864	23,016	-0.7%
RideSource	13,317	12,180	9.3%	12,249	11,595	5.6%
Cottage Grove Connector	1,681	1,247	34.8%	1,209	1,197	1.0%
Vanpool	1,610	1,266	27.2%	1,148	914	25.6%
Rhody Express	1,183	1,083	9.2%	902	987	-8.6%
Diamond Express	618	616	0.3%	617	699	-11.9%
Florence ADA	171	144	18.8%	141	114	24.2%
Total	42,069	40,315	4.4%	39,129	38,522	1.6%

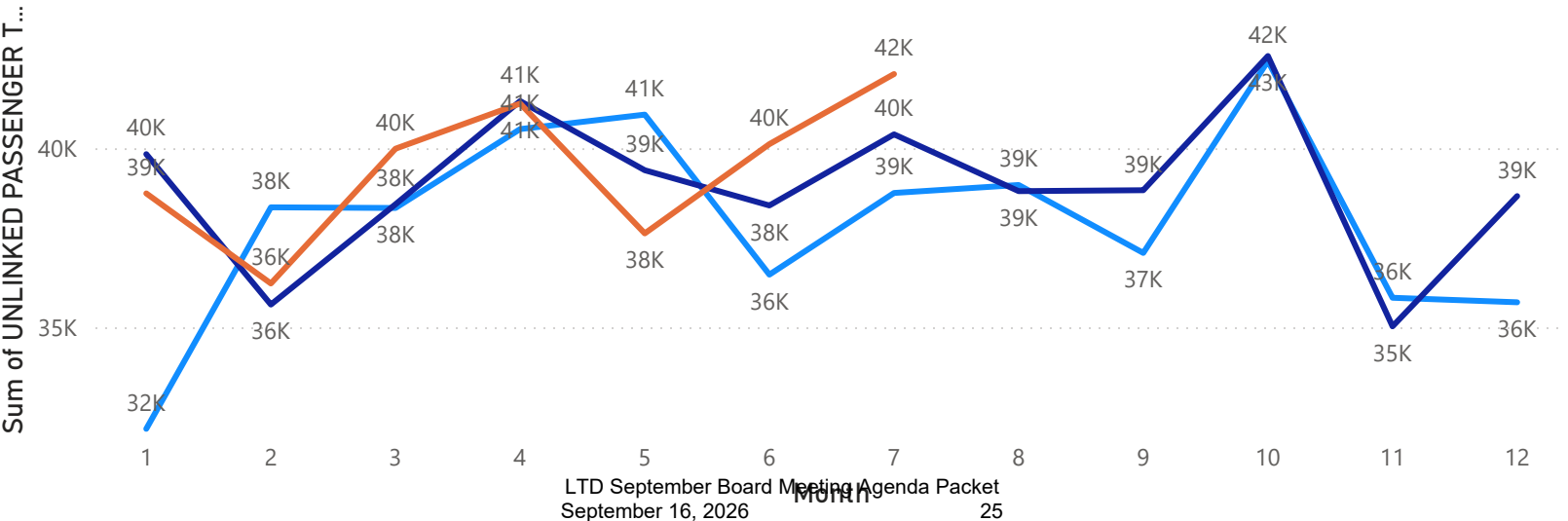
Mobility Services Ridership



Mobility Services Ridership

Jan 2024 - Jul 2026

Type 2024 2025 2026





Board Performance Report

July 2026

Fleet Maintenance

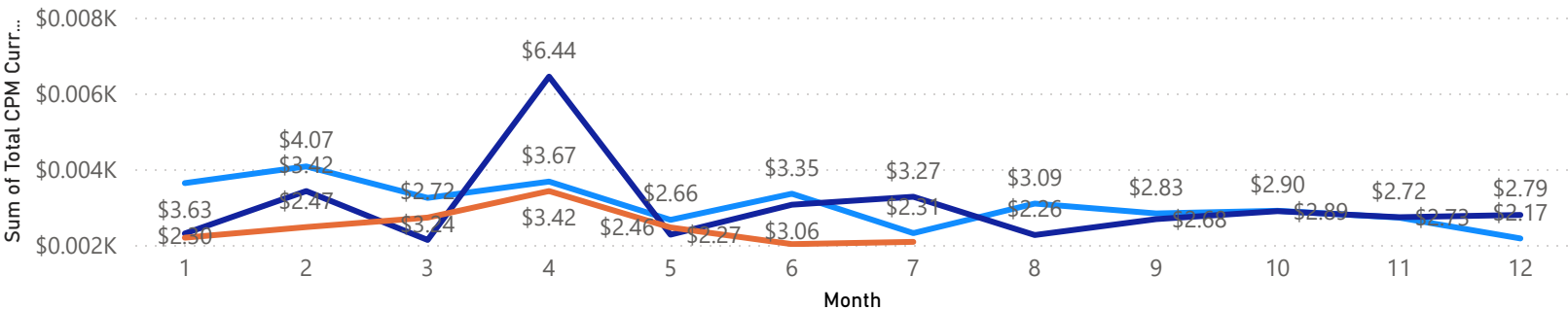
Maintenance Cost Per Mile - Revenue Vehicles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
PM	\$0.45	\$0.43	\$0.02	\$0.38	\$0.41	(\$0.03)
REPAIR	\$1.63	\$2.84	(\$1.21)	\$2.18	\$2.64	(\$0.46)
Total	\$2.08	\$3.27	(\$1.19)	\$2.56	\$3.05	(\$0.49)

Maintenance Cost

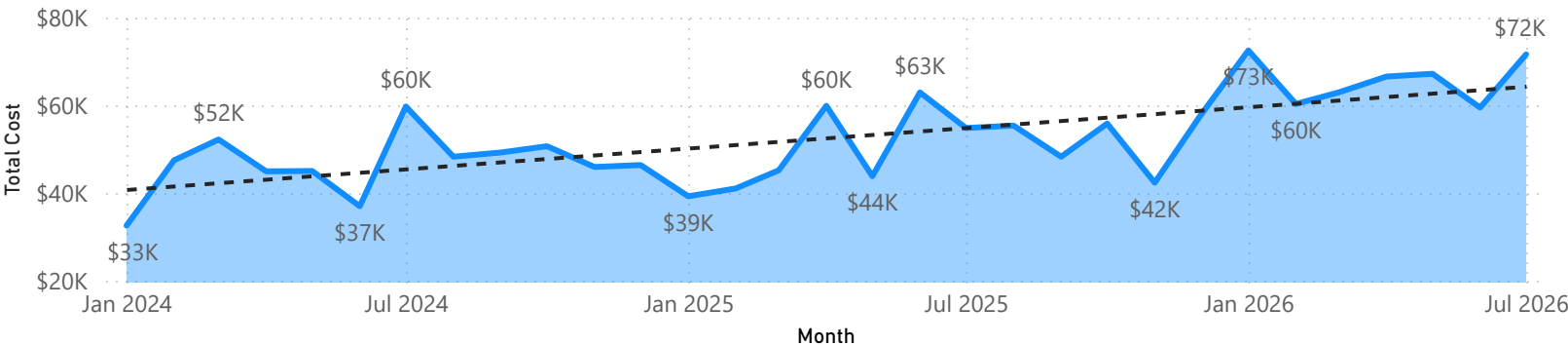
Jan 2024 - Jul 2026

Year 2024 2025 2026



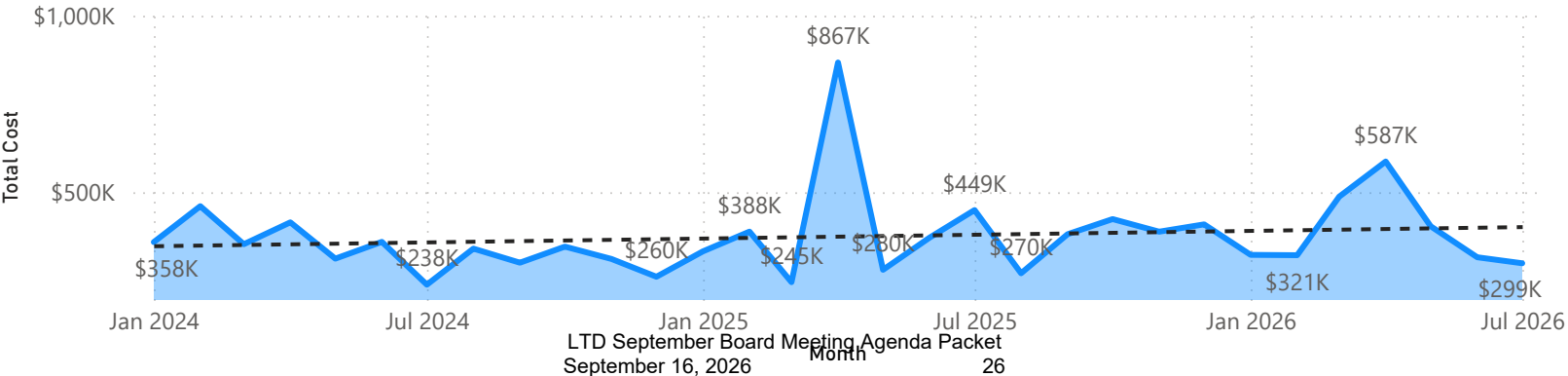
Maintenance Cost - PM

Jan 2024 - Jul 2026



Maintenance Cost - Repair

Jan 2024 - Jul 2026





Board Performance Report

July 2026

Customer Service

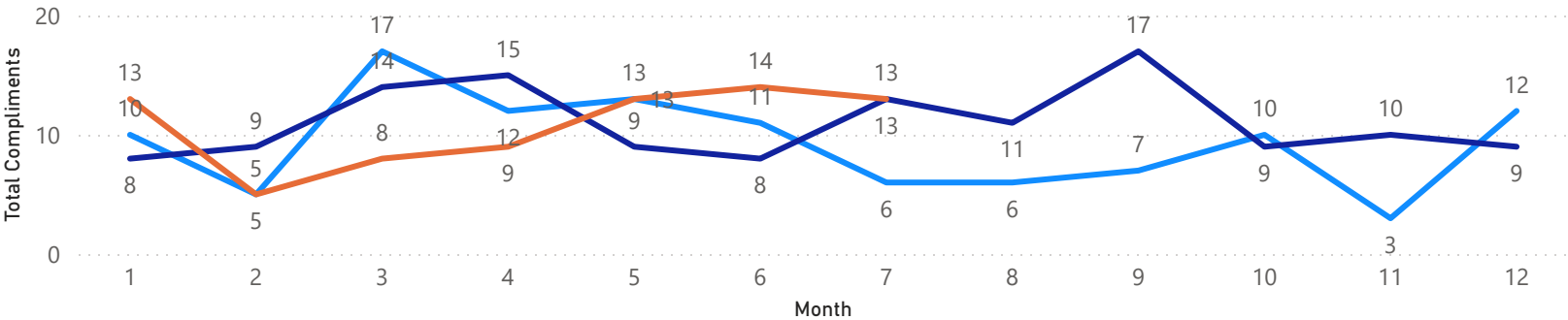
Compliments per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Compliment	2.73	2.94	-0.21	3.27	2.49	0.77
Total	2.73	2.94	-0.21	3.27	2.49	0.77

Compliments Trend

Jan 2024 - Jul 2026

Year 2024 2025 2026



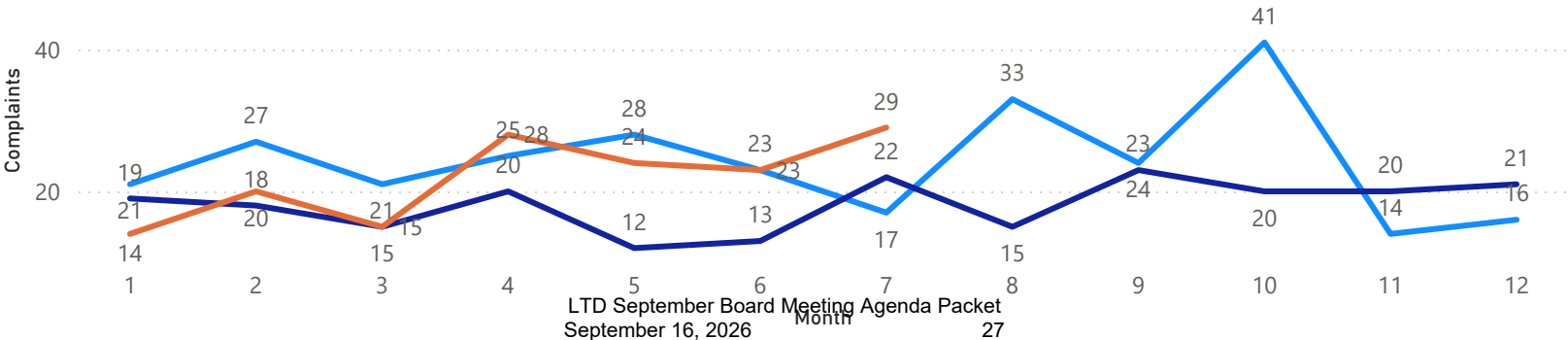
Substantiated Complaints per 100k Boardings

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Customer Relations	2.94	1.58	1.36	2.98	2.57	0.41
Miscellaneous				0.25	0.71	-0.46
Reliability	1.68	2.48	-0.81	2.50	2.76	-0.26
Safety	1.47	0.90	0.56	1.17	1.58	-0.41
Total	6.08	4.97	1.11	6.90	7.62	-0.72

Substantiated Complaints Trend

Jan 2024 - Jul 2026

Year 2024 2025 2026





Board Performance Report

July 2026

Operations

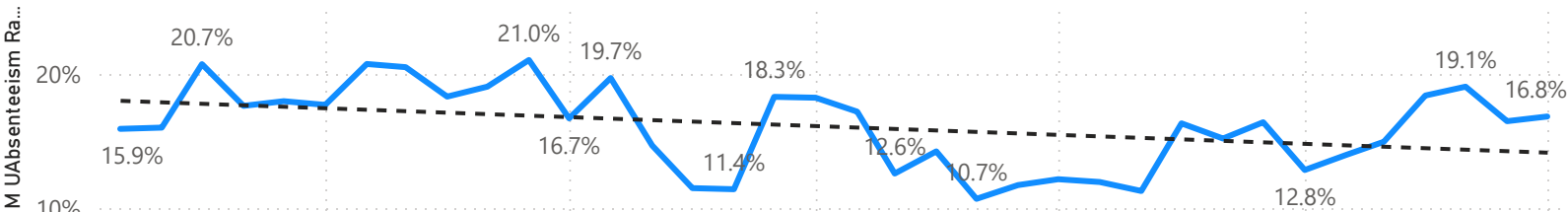
Operator Unanticipated Absenteeism Rate

Goal 10%

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
On The Job Injury Time Loss	3.7%	1.91%	1.75%	2.80%	2.03%	0.77%
Other	1.0%	1.32%	-0.34%	1.88%	0.98%	0.91%
Protected	5.8%	4.00%	1.78%	5.44%	5.44%	-0.01%
Sick	6.4%	4.91%	1.49%	5.14%	5.83%	-0.69%
Total	16.8%	12.15%	4.68%	15.26%	14.27%	0.99%

Operator Unanticipated Absenteeism Rate Trend

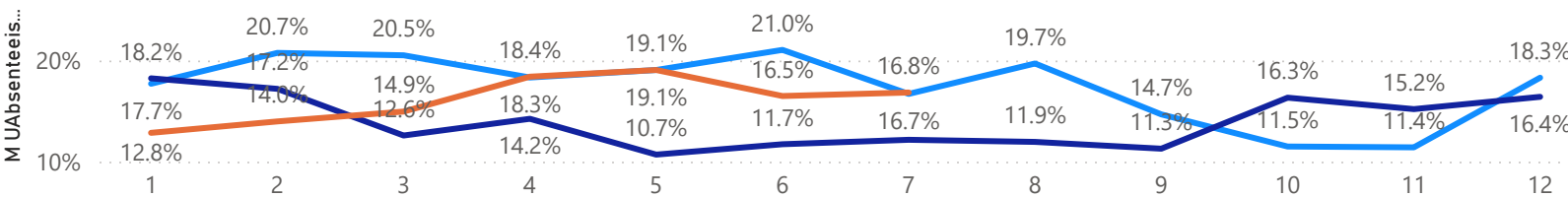
Aug 2023 - Jul 2026



Operator Unanticipated Absenteeism Rate Yearly Comparison

Jan 2024 - Jul 2026

Year ● 2024 ● 2025 ● 2026



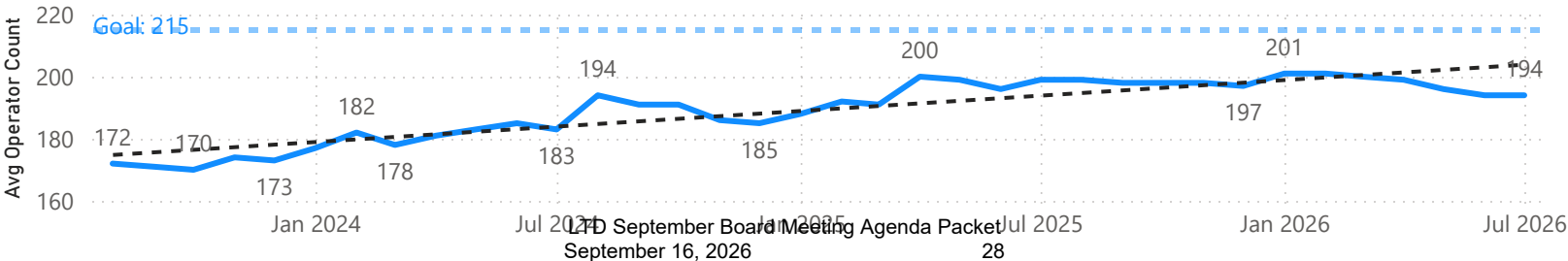
Average Operator Count

Goal: 215

% of Goal	Current Month	Prior Year Month	Change Monthly	% Change Monthly	Rolling 12 Month	Rolling 12 Month Prior	Change Rolling 12
90.2%	194	199	-5	-2.51%	198	193	5

Operator Count Trend

Aug 2023 - Jul 2026





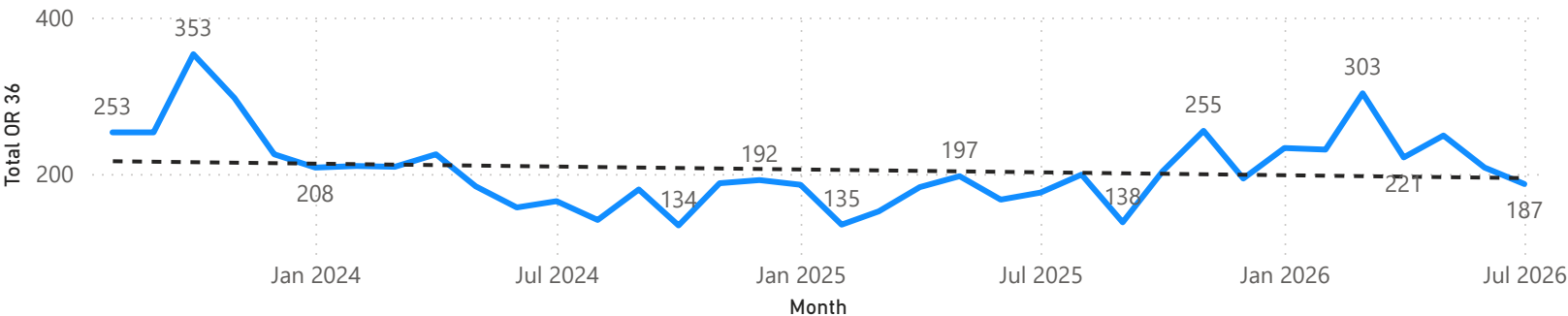
Public Safety

Ordinance 36 Violations Per 100k Revenue Hours

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Ordinance 36 Violations	8.65	8.57	0.07	10.42	8.47	1.95

Ordinance 36 Trend

Aug 2023 - Jul 2026

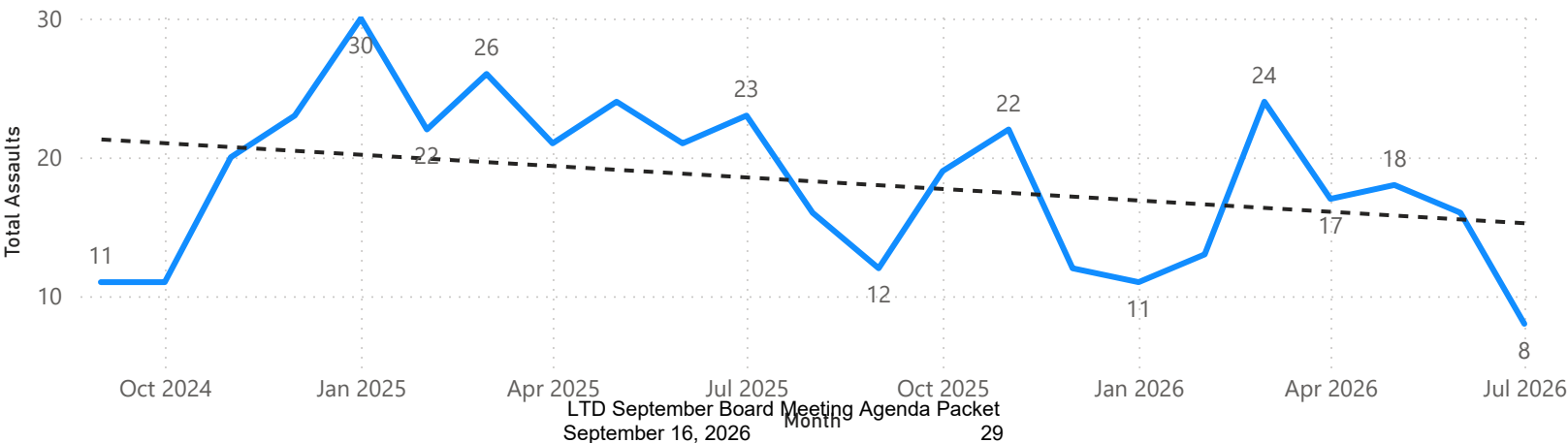


Assaults

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
☒ Non-Physical	5	14	-9	11.0	14.2	-3.2
Operator Non-Physical		10	-10	3.0	3.8	-0.8
Other Transit Worker Non-Physical	4	3	1	6.6	7.9	-1.3
Public Non-Physical	1	1	0	1.4	2.5	-1.1
☒ Physical	3	9	-6	4.7	6.3	-1.7
Operator Physical		1	-1	0.1	0.3	-0.2
Other Transit Worker		3	-3	1.3	2.3	-1.0
Public Physical	3	5	-2	3.3	3.8	-0.5
Total	8	23	-15	15.7	20.5	-4.8

Assaults Trend

Sep 2024 - Jul 2026





Board Performance Report

July 2026

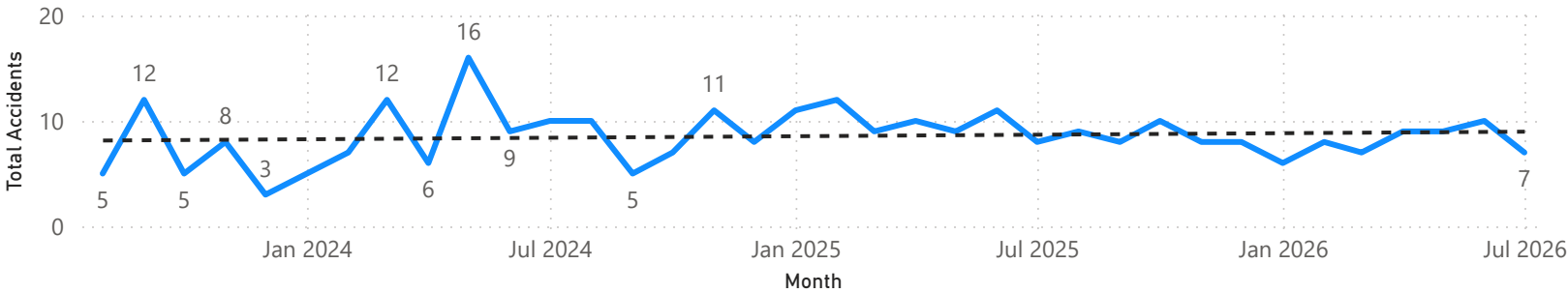
Accidents

Accidents

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	2	5	-3	4.6	4.5	0.08
Preventable	5	3	2	4.3	4.9	-0.67
Total	7	8	-1	8.8	9.4	-0.58

Accident Trend

Aug 2023 - Jul 2026

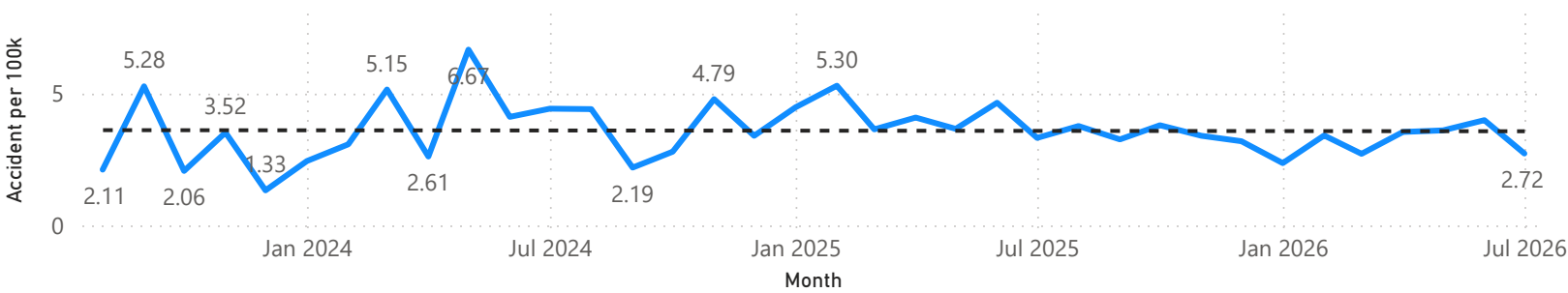


Accidents Per 100k Revenue Miles

Type	Current Month	Prior Year Month	Change Monthly	12 Month Avg	Prior 12 Month Avg	Change Rolling 12
Non-Preventable	0.78	2.07	-1.29	0.15	0.16	0.00
Preventable	1.95	1.24	0.70	0.14	0.17	-0.03
Total	2.72	3.32	-0.59	0.30	0.33	-0.03

Accidents per 100k Trend

Aug 2023 - Jul 2026





Lane Transit District Monthly Department Reports

Administration

Wendi Frisbie, Chief Administrative Officer

HUMAN RESOURCES

Recruitment Activities: June – August 2026

Open Recruitments: 12 positions (including eight to 10 bus operators, two to three public safety officers, three mechanics, and a customer service representative)

New Employee Count: 16

- Union: 13
- Administrative: three

Since January 1, we have had eight internal transfers and seven promotions.

Other HR News:

In July, we welcomed a new Human Resources Manager. Filling this key leadership position enhances LTD's capacity to support workforce initiatives, leadership development, employee relations, and strategic human resources services.

INFORMATION TECHNOLOGY / INTELLIGENT TRANSPORTATION SYSTEMS

IT/ITS work remains focused on active delivery of key technology initiatives, including fleet video replacement, Microsoft 365 modernization, and AI governance. Current efforts are centered on implementation, staff readiness, and putting the right standards and controls in place for reliable day-to-day operations.

- Mobile Video Surveillance Replacement Update - Pilot installations are complete, and open items are being closed before full fleet installation begins in September. The installation phase is expected to take approximately three months and will replace aging on-vehicle video systems with a modern, standardized platform.
- Artificial Intelligence Enablement and Governance - LTD is finalizing the Board-level AI policy and a separate operational SOP to guide responsible internal use. Staff training and onboarding are targeted for Q4 2026, with controlled AI pilot deployment planned for 2027.
- Microsoft 365 Modernization and SharePoint Go-Live Readiness - SharePoint Online preparation remains on track for Q4 2026 deployment. Current work includes content preparation, training, governance standards, and post-launch support planning.
- Operations Scheduling replacement is on track with a target completion at end of 2026. This important system upgrade will improve daily operational processes from dispatch to schedule management, as well as modernize our bid process.



Lane Transit District Monthly Department Reports

MARKETING

Dollar Days of Summer Marketing

A comprehensive marketing strategy was developed and executed to support the Dollar Days of Summer promotion. Communication tactics included prominent signage at LTD stations, a comprehensive digital strategy with social media and website content, radio and digital billboard advertising, and engagement with nonprofits and local business partners. Promotional messaging will continue through the end of the promotion and communication tactics will be added to gather feedback from riders and report the impact of the effort to the community.

Summer Community Outreach

Marketing outreach staff have organized and participated in 37 events so far this summer including music performances at Eugene Station, new University of Oregon student orientation, Honored Rider Pass outreach at the Lane County Fair, and tabling at community activities in Eugene, Springfield, Cottage Grove, and Junction City. Outreach efforts primarily focused on promotion of Dollar Days of Summer and community engagement for Connect 2045. Through these event activations, staff engaged with 2,675 people and collected more than 130 Connect 2045 survey responses.

Group Pass Program and College Pass

The Group Pass Program (GPP), which provides LTD passes to participating employers, housing complexes, and higher education, saw performance increases last fiscal year, with participant trips increasing 53.3% from 500,560 to 767,566 rides while pass distribution grew 5.2%, aligning with the Strategic Business Plan target of 5% growth. Ridership gains were driven primarily by higher education partners, led by the University of Oregon (UO) student pass program, Lane Community College student pass program, and the UO employee pass program, which together generated approximately 73% of total growth. This strong performance coincided with the implementation of EmX fare validators, capturing trips that previously could not be attributed to a specific pass type, and a renewed college-focused marketing strategy. Overall, the results indicate that targeted marketing efforts and strategic employer and education partnerships contributed to ridership growth across the Group Pass Program.

PLANNING

Connect 2045

LTD Planning and Marketing staff held the first of three public open houses for the Connect 2045 Long-Range Mobility Plan on August 11 at Springfield City Hall. Approximately 50 community members attended and provided input on transportation needs, challenges, and opportunities across Lane County. Staff engaged participants in discussions and interactive activities focused on future mobility priorities, including transit service, accessibility, rural transportation, and customer experience improvements. Feedback gathered through the open house, community survey, and ongoing outreach efforts will inform development of the plan's vision, goals, and long-range mobility strategies.

Regional Bikeshare Program (Shared Mobility Plan 2.0)

LTD continues to work with regional partners on the Eugene-Springfield Shared Mobility Plan 2.0, a collaborative effort to identify the long-term vision and implementation strategy for the region's bikeshare program. The study is evaluating



Lane Transit District Monthly Department Reports

future governance structures, transit integration opportunities, fleet modernization, electrification, system expansion, and long-term financial sustainability. Emerging findings indicate that a more transit-integrated system with stronger regional coordination could provide a stable framework for the next generation of bikeshare service. As part of this work, LTD recently completed a Request for Information (RFI) process to better understand current market conditions, available technologies, operating models, and vendor capabilities. The RFI generated strong industry interest and provided valuable insights into available fleet options, e-bike and charging technologies, hybrid parking approaches, fare and transit integration capabilities, and emerging business models. Staff will continue refining governance, funding, partnership, and procurement strategies as the Shared Mobility Plan advances toward implementation recommendations.

Regional MESH Project

The ATTAIN-funded Regional Mobility Enabling Service Hub (Regional MESH) project continues to advance, with staff working alongside the UO to develop an Intergovernmental Agreement (IGA) that will formalize the University's role as the project's evaluation partner. In addition, the solicitation period for a technology-focused project management consultant has concluded, and staff will begin reviewing proposals to identify a consultant that can support implementation of the Regional MESH platform and other key technology components of the project.

Fall Bid Service Changes

Fall 2026 service changes took effect on September 6, delivering targeted service enhancements identified through the LTD Board-adopted 2024 System Review Final Recommendations. Key improvements include a more than 7% increase in Saturday service, increased weekday frequency on several routes, expanded access to the Eugene VA Clinic, and the introduction of 15-minute weekday service to Lane Community College's main campus. These changes continue LTD's implementation of the System Review recommendations and are intended to improve access to employment, education, healthcare, and other essential destinations throughout the fixed route service area.

BUSINESS INTELLIGENCE

BI work continues to shift LTD from one-time data requests toward repeatable, decision-ready reporting products. Current priorities are strengthening performance visibility, supporting Dollar Days and ridership analysis, and maintaining regulatory reporting foundations that improve transparency, compliance, and executive decision-making.

Performance Dashboard Framework - The team continues to expand LTD's performance dashboard framework to create a more consistent structure for tracking strategic, operational, and community value measures. This work supports clearer visibility into districtwide performance and helps departments move toward shared, repeatable reporting standards.

Dollar Days Reporting & Analysis - BI is supporting Dollar Days evaluation by incorporating promotion-related performance indicators into weekly ridership reporting and related analysis. These insights will help assess rider response, inform communications, and connect promotional activity to broader community value outcomes.



Lane Transit District Monthly Department Reports

Ridership Reporting - The team completed targeted ridership and service analyses to support planning, communications, and operational decision-making. Ongoing work is focused on improving the consistency, accessibility, and usefulness of ridership insights for both internal and external audiences.

Regulatory Reporting - BI continues to support regulatory and compliance reporting needs, including National Transit Dash, Title VI, and public records requests. This work strengthens data governance, chain-of-custody awareness, and LTD's ability to meet reporting obligations with accurate, defensible information.

Finance

Pam Strutz, Chief Financial Officer

FINANCE DEPARTMENT

- Interim Audit – LTD's auditor, Eide Bailly, conducted an interim audit during the week of July 13–17. The audit resulted in one minor internal control weakness related to cash management. The recommendation is being addressed through the completion and implementation of the Fare Revenue Policy.
- Accounts Payable (AP) Centralization – Effective July 1, all departments are required to use the three-way match process to ensure data flows consistently from the requisition, purchase order, and invoice. This aligns with best practices and strengthens internal controls. We continue to offer drop-in support sessions for administrative specialists to answer questions, troubleshoot issues, and help as needed.
- Year-End Work – Finance completed the annual inventory audit of buses and other fleet vehicles, including LTD cars, vans, trucks, and trailers. The physical inventory matched department records, confirming the accuracy of the asset database.
- Payroll – The new ATU Collective Bargaining Agreement (CBA) has been fully implemented. In addition, the approved Cost-of-Living Adjustment (COLA) and merit increases have been successfully applied within the payroll system. During the week of July 28, GIRO Inc. was on-site to conduct a comprehensive comparison between our legacy platform, MIDAS, and the new HASTUS software to support the system transition.

MATERIALS MANAGEMENT

July 2026 inventory percentage was completed with 99.74% count accuracy. July 2026 total inventory value is \$1,963,115.18.

The department received a zero-error inventory accuracy audit. The department is also working on a complete inventory usage review.



Lane Transit District Monthly Department Reports

PROCUREMENT

Centralization is part of LTD's Strategic Business Plan and Procurement is working closely with Finance on their AP Centralization process. This collaboration will improve efficiency, saving time and money, from purchase request to payment. Facilities and Marketing are still in progress for full Centralization. AP Centralization and three-way match have been rolled out, and Standard Operating Procedures are available for anyone with questions.

LTD is utilizing the E-Procurement Module within the ERP System to create efficiency in purchasing from vendors that are on cooperative agreements and have Online Shopping "Punch-Out" systems. This enables end users to buy the products they need within the ERP System and Procurement Process. Procurement is continuously working on setting up active vendors through E-Procurement. Fastenal and Staples are currently in process of being set up and Grainger and Amazon are actively being used.

Operations

Mike Hursh, Deputy Chief Executive Officer

Operations continues to make strong progress in safety, workforce development, service delivery, and facility improvements. Highlights this month include the arrival of new Gillig 26100-series diesel buses to replace the electric buses, more than 180 consecutive days without a preventable RideSource accident, and the successful launch of a new class for the Bus Operator Apprenticeship Program. Operations staff have demonstrated industry leadership through the creation of the Oregon Transit Instructor Network and participation in regional transit collaborations. Fare compliance trends remain positive, with validation rates increasing from 54.8% in October 2025 to 72.4% in July 2026, while facility enhancement projects continue across LTD properties.

OPERATIONS

- Fall bid is currently underway.
- Another successful year of running service for Oregon Country Fair
 - No breakdowns or shortage of buses
 - Minor number of operators going "off-route" due to proactive training
 - OCF and members of the public were impressed with the service
- Successful onsite factory acceptance testing with Giro, (will be used to plan, bid, assign, and manage service)
- Launched Hawaiian shirts as part of the operator uniform

FACILITIES MANAGEMENT

- Eugene Station will have contractors continue its exterior painting upgrade.



Lane Transit District Monthly Department Reports

- West Eugene EmX painting, caulking, and grouting continue at Bailey Hill eastbound.
- All parking lots have been re-striped, including:
 - Leased parking at old River Road property
 - admin shared vehicle and ADA stalls
 - Willow Creek layover facility
 - RideSource employee overflow lot
- Facilities Maintenance Open House was a big success with the majority of the LTD campus participating in the games and informational portions of the event.

FLEET MAINTENANCE

- The 26100-series buses have started to deliver in preparation of replacing the electric buses for Fleet upgrade.
- A new supervisor for grave shift is beginning the third week of August, and we are recruiting for general service worker positions.
- Five RideSource cutaways went into service this month.

MOBILITY SERVICES UPDATES

- RideSource is on a 180+ consecutive day safety streak, with no preventable accidents. This is over an 80% decrease in annual accidents from the same time last year.
- The City of Florence is planning for a mobility hub, intended to serve multiple transit providers, including LTD. Mobility Services Grant Specialist Kathleen Flynn, who manages LTD's Rhody Express service, served on Florence's proposal evaluation committee.
- Mobility Services staff celebrated the 36th anniversary of the Americans with Disabilities Act (ADA), joining Oregon's ADA celebration webinar series.

OPERATIONS TRAINING

- Training has established and implemented the Oregon Transit Instructor Network (OTIN). The first OTIN meeting was held in June 2026 and attended by 17 transit agencies from all over Oregon. This network allows LTD's training staff to network with other Oregon transit training departments to share ideas and best practices. It is modeled after the Washington Instructor Network (WIN).
- The Washington State Transit Insurance Pool invited two of our instructors, Bill Mullican and Vita Furnari, to speak at the WIN Conference in August regarding the "Busmasters" program, which helps to develop new instructors and leaders in the art of public speaking.
- The new Bus Operator's Apprenticeship class began on July 20 with 10 students and they're currently in their third week of driving.



Lane Transit District Monthly Department Reports

PUBLIC SAFETY

- Public Safety is developing a new in-house training system for new officers.
- Officers attend mandatory meetings every other month for ongoing training.
- There are currently 22 public safety officers, with the ultimate goal of 24.

FARE INSPECTION REPORT:

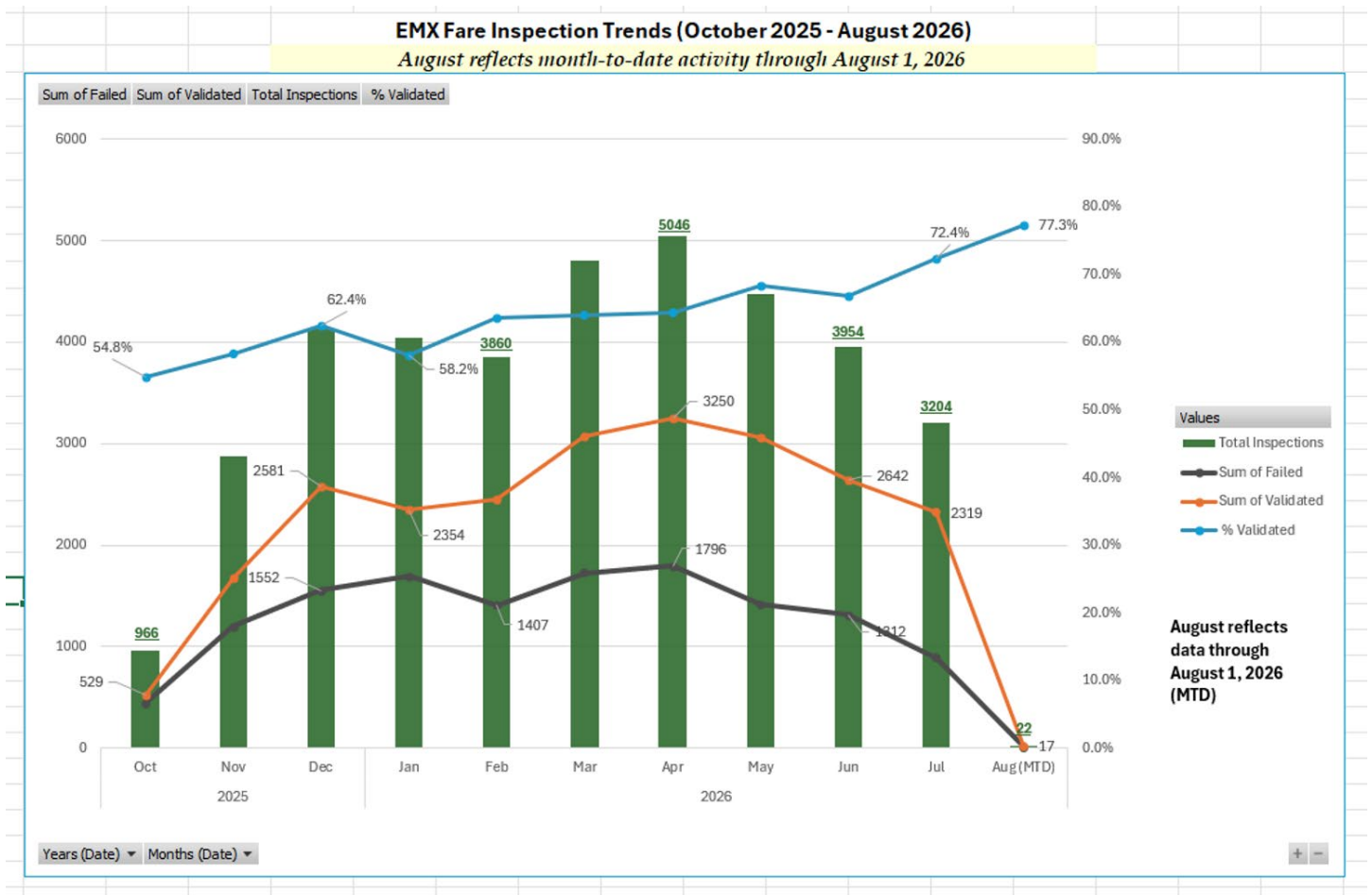
Row Labels	Sum of Failed	Sum of Validated	Total Inspections	% Validated
2025	3191	4783	7974	60.0%
Oct	437	529	966	54.8%
Nov	1202	1673	2875	58.2%
Dec	1552	2581	4133	62.4%
2026	10239	19176	29415	65.2%
Jan	1693	2354	4047	58.2%
Feb	1407	2453	3860	63.5%
Mar	1726	3077	4803	64.1%
Apr	1796	3250	5046	64.4%
May	1415	3064	4479	68.4%
Jun	1312	2642	3954	66.8%
Jul	885	2319	3204	72.4%
Aug (MTD)	5	17	22	77.3%
Grand Total	13430	23959	37389	64.1%

Fare Inspection Trend Analysis

- Fare validation rates have shown steady improvement, increasing from 54.8% in October 2025 to 72.4% in July 2026, reflecting an increase of nearly 18%.
- The 2026 year-to-date validation rate is 65.2%, exceeding the 2025 average of 60.0%.
- Failed inspections have generally declined over the course of the year, decreasing from 1,796 in April to 885 in July, a reduction of more than 50%.
- Inspection activity remained strong throughout 2026, averaging approximately 4,200 inspections per month through June, with a peak of 5,046 inspections in April.
- Overall trends indicate improved fare compliance and suggest that continued inspection, education, and enforcement efforts are positively influencing rider behavior.



Lane Transit District Monthly Department Reports



**LANE TRANSIT DISTRICT
DELEGATED AUTHORITY REPORT
August 2026**

Contracts									
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	CONTRACT VALUE	CONTRACT INCREASE/TASK ORDER AMOUNT	NEW CONTRACT VALUE	SIGNER	NOTES
8/4/2026	Santa Clara Community Organization	4th Annual Live Music in the Park	In-Kind Trade	Jul 6, 2026 - Aug 2, 2026	\$0.00	N/A	N/A	E. Breitenstein	New Agreement
8/6/2026	Chambers Construction	Springfield Station Restroom	Task Order	Aug 5, 2026 - Aug 31, 2026	\$8,500,000.00	\$15,000.00	N/A	J. McCormack	Task Order to update Springfield Station Restroom.
8/10/2026	Southeast Transit Services, LLC	Buy America Compliance Audit Services	Personal Services	Aug 1, 2026 - Jul 31, 2028	\$10,000.00	N/A	N/A	E. Evers	New Agreement
8/10/2026	Camp Creek Electric	Springfield Station Hand Dryers and Water Dispenser	Task Order	Aug 10, 2026 - Sep 1, 2026	\$249,999.00	\$4,100.00	N/A	J. McCormack	Task Order to connect two Hand Dryers and Water Dispenser
8/12/2026	Don't Blink Twice, Inc.	Media Advertising Consulting Services	Personal Services	Jul 1, 2026 - Jun 30, 2027	\$15,000.00	N/A	N/A	E. Breitenstein	New Agreement
8/14/2026	Lane County Public Works	Fix-It Fair	In-Kind Trade	Aug 24, 2026 - Sep 30, 2027	\$0.00	N/A	N/A	E. Breitenstein	New Agreement
8/14/2026	EM HR Solutions, LLC	Human Resources Consulting Services	Personal Services	Jul 1, 2026 - Jun 30, 2027	\$59,500.00	N/A	N/A	W. Frisbie	New Agreement
8/17/2026	Gilbert Consulting	Indesign Script Development Services	Independent Consultant	Sep 23, 2025 - Jun 30, 2027	\$15,000.00	N/A	N/A	E. Breitenstein	Amendment to extend the term of the agreement 6 months.
8/20/2026	Cameron McCarthy Landscape Architecture & Planning, LLP	Hunsaker Site	Personal Services	Aug 20, 2025 - until completion	\$24,880.00	N/A	N/A	J. McCormack	New Agreement
Lease/Revenue Agreements									
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	ANNUAL CONTRACT VALUE	CONTRACT INCREASE AMOUNT	NEW CONTRACT VALUE	SIGNER	NOTES
8/21/2026	Colley Tree Farm, LLC	River Road Parking Site	Lease Agreement	Nov 15, 2026 - Dec 26, 2026	\$4,500.00	N/A	N/A	J. McCormack	New Lease Agreement
Group Pass/Non-Profit Program - Revenue Agreements									
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	ANNUAL CONTRACT VALUE	CONTRACT INCREASE AMOUNT	NUMBER of PARTICIPANTS	SIGNER	NOTES
8/17/2026	Hub 541	Non-Profit Pass	Revenue Agreement	Aug 1, 2026 - ongoing	varies	N/A	varies	C. Rees	New Agreement



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Legislative Update

Prepared By: Sam Kelly-Quattrocchi
Government Relations Manager

Action: Discussion and Feedback

Agenda Item Summary: Throughout this year, LTD staff have been tracking state and federal policy and their potential impacts.

At the federal level, Congress is working through the Surface Transportation Reauthorization bill which funds transportation across the United States for five years. On September 1, 2026 the House and the Senate passed a continuing resolution that funds the federal government, including the Federal Transit Administration and U.S. Department of Transportation, and extends the current Surface Transportation Reauthorization. Both are funded until December 11, 2026. This prevents a government shutdown and allows Congress to continue to negotiate a FY2027 budget and the next Surface Transportation Reauthorization that will set policy and funding levels for transportation for the next five years.

At the state level, Governor Tina Kotek's Rebuilding our Transportation Vision Workgroup has been meeting throughout the summer to develop a series of recommendations on how to fund transportation across Oregon. This work will finish in the late fall, just before the start of the 2027 Oregon Legislative Session, and is designed to help facilitate a transportation package, after the legislature failed to pass a sustainable transportation package in 2025. This long legislative session will begin on January 19 and will likely wrap up on June 27.

Staff will review these, and other legislative items at the Board meeting and be available for questions.

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

September Legislative Update



Legislative Update

Federal

Surface
Reauthorization

Federal Transit
Authority Request
for Information –
Family Friendly
Data

Earmarks

State

Transportation
Workgroup &
Transit Sub-
workgroup

Legislative Days

Upcoming

Identify State
Legislative
Priorities

Federal Fiscal
Year 2028 Budget



Lane Transit District Agenda Item Summary (AIS)

Presented By: Pete Knox, Treasurer

AIS Title: Monthly Financial Report
as of July 31, 2026

Prepared By: Pamela Strutz, Chief Financial Officer

Action: Information Only

The purpose of this report is to provide the Board of Directors with LTD's regular monthly financial update, summarizing budget-to-actual performance for revenues and expenditures across all funds. This report represents preliminary year-to-date results through July 2026.

Summary of Key Highlights

- Revenue: \$7.23 million (4.2% of annual budget) — up from \$7.19 million (4.7%) last year. Fare revenue decreased \$45,746 from last year. Considering the limited-time fare reduction for July and August ("Dollar Days"), this small decrease is encouraging. Other revenue differences were minor or timing differences.
- Expenditures: \$9.76 million (5.7% of budget) — down from \$11.29 million (7.4%) last year. This is due to the completion of the Operations Command Center (OCC) construction project, tempered by Cost of Living Adjustments (COLA) and contract wage increases effective July 1, and annual support and insurance contracts that are paid in July.
- Net Position: Preliminary deficit \$(2.53 million), compared to deficit \$(4.10 million) last year. This \$1.58 million improvement is mostly the result of the completion of the OCC project.

General Fund Snapshot

- General Fund Revenue at \$5.68 million (6.7% of budget) increased \$115,000 over prior year at \$5.57 million. Fares dropped only \$36,000 in July, despite the temporary fare reduction. Payroll tax receipts increased only slightly which could be timing or related to local layoffs. We will actively monitor this throughout the current fiscal year.
- General Fund Expenditures increased \$529,000 (\$7.17 million this year from \$6.64 million last year). Administrative COLAs/merit-based increases of three to five percent, and the ATU contract increases were effective July 1. Also, annual software support and workers compensation insurance are paid in July.

Non-General Funds

- Non-General Fund Revenue decreased slightly by \$69,000 (\$1.55 million from \$1.62 million). July is typically a slow month for grant drawdowns as Finance concentrates on reconciling and closing the prior year.
- Non-General Fund Expenditures decreased by \$2.06 million (\$2.59 million from \$4.45 million). This is directly related to the completion of the OCC project in late 2025.



Lane Transit District Agenda Item Summary (AIS)

Outlook

- Trends align with budget expectations and seasonal timing for July.
- Dollar Days discount had less impact on fare revenue than expected.
- Very slight growth in payroll tax revenue
- All open grants are current, and FY26 drawdowns are on track.
- Start of year expenses impact the month of July but will smooth out after the first quarter.

Attachment:

(1) LTD Financial Report

Lane Transit District
Financial Report Budget to Actuals (PRELIMINARY)
For the 1 Month Ending July 31, 2027
(For Internal Use only - not audited)

Revenue: General Fund	FY27 Budget	Actual to date	% Budget	FY26 Budget	Prior Year to date	% Budget	Notes
Fares & Passes	\$ 2,667,890	\$ 159,701	6.5%	\$ 2,467,065	\$ 195,992	6.9%	18.5% decrease, ridership up due to fare disc.
Group Passes	2,018,553	-	0.0%	1,959,760	8	0.0%	Timing of revenue posting
Advertising	100,000	-	0.0%	-	-	0.0%	
Special Services	138,000	127,890	97.5%	131,222	123,301	96.8%	Oregon Country Fair
Payroll Tax Revenue	63,109,510	4,963,041	8.4%	58,826,480	4,945,826	9.2%	Flat vs PY
Self-Employment Tax	2,623,904	46,975	2.0%	2,400,000	69,406	2.6%	SE tax has been decreasing
State In-Lieu-of Tax	795,715	-	0.0%	735,000	-	0.0%	
Interest Income	2,743,996	212,460	9.5%	2,235,000	225,409	18.8%	Interest rate holding at 4.0%
Federal Assistance	4,843,811	163,702	3.5%	4,700,000	-	0.0%	PM drawing monthly now
State Assistance	5,350,000	-	0.0%	5,350,000	-	0.0%	Quarterly posting of STIF
Local Assistance	30,000	-	0.0%	-	-	0.0%	
Misc Revenue, Records, Recovery	209,500	8,409	2.1%	391,200	7,136	2.2%	
Procedes from Sale of Asset	150,000	-	0.0%	1,000,000	-	0.0%	
Total General Fund Revenue	\$ 84,780,879	\$ 5,682,178	6.7%	\$ 80,195,727	\$ 5,567,078	6.9%	

Revenue: Non-General Funds							
Capital Projects Fund	\$ 42,169,408	\$ -	0.0%	\$ 25,468,336	\$ -	0.0%	Working on FY26 drawdowns/recons
Medicaid Fund	\$ 18,359,200	1,408,343	7.4%	19,082,519	1,490,033	8.4%	Receipts on watch, Trillium only now
Mobility Services Fund	15,820,715	58,043	0.4%	15,818,716	36,973	0.3%	Quarterly reconciliations
Point2Point	495,698	-	0.0%	163,265	-	0.0%	
Working Capital	3,906,691	-	0.0%	4,345,776	-	0.0%	
Sustainable Services Fund	600,000	85,645	42.8%	1,098,743	94,379	47.2%	Interest rate holding at 4.0%
Transfer from General Fund	5,905,779	-	0.0%	6,805,750	-	0.0%	
Total Non-General Funds Revenue	\$ 87,257,491	\$ 1,552,031	1.8%	\$ 72,783,105	\$ 1,621,385	2.2%	

Total All Revenue	\$ 172,038,370	\$ 7,234,209	4.2%	\$ 152,978,832	\$ 7,188,463	4.7%	Flat vs last year
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Expenditures: General Fund	FY27 Budget	Actual to date	% Budget	FY26 Budget	Prior Year to date	% Budget	
Business Intelligence	\$ 803,459	\$ 54,216	7.8%	\$ 694,868	\$ 62,385	9.9%	
Compliance	1,601,028	108,378	12.9%	843,362	61,571	13.7%	Additional staff
Customer Services	1,399,512	98,062	8.1%	1,213,042	93,789	8.4%	
Executive Office	2,613,668	228,991	7.5%	3,037,488	336,311	13.0%	Staff movements

Lane Transit District
Financial Report Budget to Actuals (PRELIMINARY)
For the 1 Month Ending July 31, 2027
(For Internal Use only - not audited)

Facilities Management	4,014,655	275,803	7.2%	3,817,868	267,323	7.8%
Finance	1,946,160	160,372	8.1%	1,972,215	157,215	9.4%
Fleet Management	8,111,513	584,286	8.2%	7,113,637	596,897	9.1%

Lane Transit District
Financial Report Budget to Actuals (PRELIMINARY)
For the 1 Month Ending July 31, 2027
(For Internal Use only - not audited)

Expenditures: General Fund	FY27 Budget	Actual to date	% Budget	FY26 Budget	Prior Year to date	% Budget	Notes
Human Resources	4,958,589	238,703	4.3%	5,489,765	437,265	3.8%	Staff movements
Information Technology	6,347,066	1,085,759	21.8%	4,973,768	1,125,983	25.5%	
Insurance & Risk Services	3,425,052	850,678	29.4%	2,896,671	217,649	9.5%	Timing of ins premium pmts
Intelligent Transport Systems	971,674	40,089	4.7%	847,578	68,780	9.7%	Staff movements
Marketing	1,866,164	123,996	6.1%	2,040,596	111,382	5.3%	Additional staff
Materials Management	5,757,250	348,676	5.5%	6,330,250	370,942	6.0%	Staff movements
Mobility Services	121,684	27,065	6.1%	444,871	33,380	7.8%	
Planning & Development	1,542,276	103,046	10.1%	1,015,417	77,072	8.7%	Additional staff
Procurement	1,770,559	131,702	9.1%	1,440,613	109,934	7.5%	Added 2 positions
Public Safety Services	3,501,114	246,677	8.1%	3,028,551	204,293	7.2%	Additional staff, contract wage increases
Special Events/Contingency	98,000	-	0.0%	98,000	-	0.0%	
Transit Operations	31,527,694	2,441,321	8.1%	30,005,165	2,298,200	8.3%	Contract wage increases
Transit Training	404,674	23,952	6.3%	382,028	12,120	18.5%	Training personnel in HR last year
Transfer To Other Funds	5,905,779	-	0.0%	6,805,750	-	0.0%	
Total General Fund Expense	\$ 88,687,570	\$ 7,171,773	8.1%	\$ 84,491,503	\$ 6,642,490	7.9%	Ins pmts timing, COLA/contract incr.
Expenditures: Non-General Funds	FY27 Budget	Actual to date	% Budget	FY26 Budget	Prior Year to date	% Budget	
Capital Projects Fund	\$ 46,927,187	\$ 552,516	1.8%	\$ 31,096,336	\$ 2,713,843	7.4%	Bus purchases, OCC completed
Medicaid Fund	18,659,200	1,348,082	0.1%	19,410,269	1,232,261	6.9%	Trip volume
Mobility Services Fund	16,320,715	684,037	0.3%	16,318,716	693,983	4.7%	
Point2Point	543,698	3,950	1.5%	263,265	7,919	1.1%	
Sustainable Services Fund	900,000	-	0.0%	1,398,743	-	0.0%	
Total Non-General Funds Expense	\$ 83,350,800	\$ 2,588,586	3.1%	\$ 68,487,329	\$ 4,648,006	6.8%	
Total All Expense	\$ 172,038,370	\$ 9,760,359	5.7%	\$ 152,978,832	\$ 11,290,496	7.4%	Less exp than PY, OCC complete
Net Surplus (Deficit) (Total Revenue less Total Expense)	\$ (2,526,150)			\$ (4,102,034)			



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Title: Consent Agenda

Prepared By: Brianna Gutierrez-Thorne, Board Liaison Officer

Action: Approval

Consent Agenda:

- Approval of Monthly Finance Report
- Adoption of Resolution No. 2026-09-16-24, authorizing the Chief Executive Officer (CEO) to enter into a contract with Ogletree Deakins for the purpose of Labor Relations Legal Counsel Support
- Adoption of Resolution 2026-09-16-25, appointing two new members to LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee
- Adoption of Resolution 2026-09-16-26, authorizing the Chief Executive Officer to enter into a contract with Upward Landscape Solutions for the purpose of Landscaping and Irrigation Maintenance and On-Call Services
- Approval of the Chief Executive Officer Annual Review Process and Timeline

PROPOSED MOTION: I move to approve the Consent Agenda as presented.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Contract Title: Labor Relations Legal
Counsel Support

Prepared By: Wendi Frisbie, Chief Administrative Officer

Contract No.: 20240007

Grant No: N/A

Entering into a Contract: ☐

Contract Amendment: ☒

Approved by Procurement: ☒

Action: Adoption of Resolution No.2026-09-16-24, authorizing the Chief Executive Officer to execute an amendment to the contract with Ogletree Deakins for the purpose of Labor Relations Legal Counsel Support.

Agenda Item Summary: On March 22, 2024, LTD issued an RFP for Labor Attorney Services. Through competitive solicitation, Ogletree Deakins was awarded the contract for legal services effective on August 1, 2024, in an amount not to exceed \$200,000.00. Pursuant to the contract, Ogletree Deakins has and continues to provide specialized legal services in labor and employment matters, including interpretation of collective bargaining agreements, labor relations guidance, grievance and arbitration support, collective bargaining negotiations, ADA accommodation issues related to labor relations, consultation on employee disciplinary actions, including terminations, employment law interpretation, legal advice on employment-related matters, and support for projects involving employment law. These specialized services provide additional legal expertise to support compliance with employment laws and collective bargaining obligations, mitigate organizational risk, and assist LTD in addressing complex labor and employment matters. To provide continued support and continuity of specialized expertise for both new and on-going labor and employment legal services; we are hereby proposing an amendment to Contract No.20240007 in the amount of \$300,000.00. No change or increase in contract term is being requested at this time.

Attachment:

(1) Resolution No. 2026-09-16-24

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

Proposed Motion: I move to adopt Resolution No.2026-09-16-24, authorizing the Chief Executive Officer to execute an amendment to the contract with Ogletree Deakins for the purpose of Labor Relations Legal Counsel Support.



RESOLUTION NO. 2026-09-16-24

**AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE AN AMENDMENT
TO THE CONTRACT WITH OGLETREE DEAKINS FOR THE PURPOSE OF
LABOR RELATIONS LEGAL COUNSEL SUPPORT**

WHEREAS, pursuant to ORS 279B.050(1), the Oregon Public Contracting Code, and the Lane Transit District (LTD) Procurement Policy adopted on August 21, 2024, requires that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, pursuant to ORS 279B.050 and ORS 279B.060, applicable provisions of OAR Chapter 137, Divisions 46 and 47, and LTD's Procurement Policy, LTD issued a formal Request for Proposals ("RFP") on March 22, 2024, for Labor Attorney Services; and

WHEREAS, Ogletree Deakins was awarded LTD Contract No. 20240007 for Labor Attorney Services effective August 1, 2024, in an amount not to exceed \$200,000.00; and

WHEREAS, Amendment One to LTD Contract No. 20240007, effective March 1, 2026, updated key personnel and increased the contract's not-to-exceed amount by \$45,000.00, from \$200,000.00 to \$245,000.00; and

WHEREAS, Amendment Two to LTD Contract No. 20240007, effective July 1, 2026, extended the period of performance through July 31, 2027, updated LTD's Contract Manager, and maintained the contract's not-to-exceed amount at \$245,000.00; and

WHEREAS, To provide continued support and continuity of specialized expertise for both new and on-going labor and employment legal services; we are hereby proposing an amendment to Contract No. 20240007 in the amount of \$300,000.00

WHEREAS, pursuant to LTD resolution No. 2024-08-21-023, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts that exceed \$250,000;

NOW, THEREFORE, BE IT RESOLVED by the LTD Board of Directors, acting as the LTD Contract Review Board that:

Upon expiration of the applicable protest period, provided that no protest has been received or that any protest has been resolved in accordance with applicable law and LTD's Procurement Policy, the Chief Executive Officer, or designee, is hereby authorized to: (a) negotiate and execute a contract with Ogletree Deakins for Labor Relations Legal Counsel Support in an amount not to exceed \$500,000; and (b) execute amendments to the contract, as necessary, provided that such amendments do not increase the total contract amount above \$600,000 and are otherwise consistent with applicable law and LTD's Procurement Policy.

**ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16TH DAY OF
SEPTEMBER 2026.**

Michelle Webber, Board Vice President



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

AIS Title: Appointment of New STIF Advisory Committee Members

Prepared By: Kathleen Flynn, Mobility Services Grant Specialist

Action: Adoption

Agenda Item Summary: The purpose of this item is to seek Lane Transit District's (LTD) Board of Directors' adoption of Resolution No. 2026-09-16-25, appointing two new members to LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee.

Background: In 2017, the Oregon Legislature enacted House Bill 2017, the Keep Oregon Moving Act, which included a new 0.1% employee payroll tax to fund public transportation. This tax provides a dedicated source of funding for expanding public transportation service in Oregon that benefits a high percentage of low-income households. (See <https://lanestif.org/>). This funding source is called the [Statewide Transportation Improvement Fund](#). 90% of STIF funds are disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area. LTD is the Qualified Entity for the funds allocated to Lane County. Pursuant to OAR 732-040-0030(1), the Governing Body of each QE shall appoint an Advisory Committee to advise and assist the QE "in carrying out the purposes of the STIF and prioritizing projects to be funded by STIF moneys received by the Qualified Entity."

STIF Advisory Committee Membership and Composition: In accordance with the STIF Advisory Committee bylaws, the committee consists of ten voting members, as well as two LTD Board members and an Oregon Department of Transportation representative who each serve in an advisory, non-voting capacity. Pursuant to Oregon Administrative Rule 732-040-0035(5), committee members must represent a diverse set of stakeholders with a variety of interest areas. This recruiting cycle, LTD sought members who are representative of the following stakeholder groups: public transportation service providers, educational institutions, persons who rely on public transit, and those who reside outside of LTD's payroll tax district.

STIF Advisory Committee Member Recruitment, Selection, and Appointment Process: Three STIF Advisory Committee members completed their terms on June 30, 2026, and one member resigned earlier in 2026 after moving out of Lane County. Pursuant to OAR 732-040-0035, committee members must represent specified stakeholder interests, and the Committee must include members from LTD's area of responsibility both within and outside LTD's district boundaries. LTD staff conducted recruitment efforts in the local community and sought new applicants for the STIF Advisory Committee in August and September. LTD advertised the vacancies via the LTD website, social media, and direct emails with partner agencies and organizations. As a result of these recruitment efforts, two eligible members for the STIF Advisory Committee were identified and recommended by LTD staff, and their biographies are attached to this AIS for review and consideration. Applications received later in the recruitment process are still



Lane Transit District Agenda Item Summary (AIS)

being reviewed, and additional eligible applicants will be presented to the Board in October for consideration and appointment.

Attachments:

1. STIF Advisory Committee Members Biographies
2. Resolution No. 2026-09-16-25

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

Proposed Motion: I move to adopt Resolution No. 2026-09-16-25, appointing two new members to LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee.



Statewide Transportation Improvement Fund (STIF) Committee Onboarding Members



Paul Comery

Transportation Planner, University of Oregon

Bio

Paul Comery is a transportation planner with multiple years of experience partnering with transit agencies to improve transit service, increase public awareness of options, and enhance the rider experience. Paul and his family recently relocated to Springfield after moving to the area from Portland in the fall of 2024, when he started his current job at the University of Oregon. Paul enjoys regularly riding the EmX to work, and he

looks forward to continuing his advocacy to improve public transportation in Lane County while serving on the LTD STIF Advisory Committee.



Kate Wilson

Senior Planner, Lane Council of Governments

Bio

Kate Wilson is a Senior Planner at the Lane Council of Governments. She manages the Link Lane rural transit services in Lane County and serves as co-chair on ODOT's Public Transportation Advisory Committee (PTAC). She previously staffed the LTD Statewide Transportation Improvement Fund (STIF) Advisory Committee.



LTD RESOLUTION NO. 2026-09-16-25

**APPOINTING MEMBERS TO THE LANE TRANSIT DISTRICT
STATEWIDE TRANSPORTATION IMPROVEMENT FUND ADVISORY COMMITTEE**

WHEREAS, ORS 184.761 and O.A.R. 732-040-0030 requires the Lane Transit District ("LTD") Board of Directors to appoint an Advisory Committee for the purpose of advising and assisting the Board in prioritizing plans and projects to be funded with Statewide Transportation Improvement Fund (STIF) moneys;

WHEREAS, the committee shall consist of at least seven (7) members who are knowledgeable about the public transportation needs of residents or employees located within or traveling to and from Lane County, and who individually represent one or more of the diverse stakeholder groups specified in Oregon Administrative Rule 732-040-00359(5)(b)(A-R);

WHEREAS, LTD broadly advertised the opportunity to fill four (4) STIF Advisory Committee seats;

WHEREAS, pursuant to ORS 184.761(1), LTD formed a Selection Committee including LTD's Associate Planner Kerry Aszklar, Public Information Officer Anni Katz, HR Generalist Ashley Ziert, and LTD Mobility Services Grant Specialist and STIF Advisory Committee Liaison Kathleen Flynn, to screen and review candidates;

WHEREAS, pursuant to ORS 184.761(1), after review and consideration, the Selection Committee hereby recommends and the Board approves two (2) STIF Advisory Committee appointee candidates identified below;

NOW, THEREFORE, BE IT RESOLVED, that the LTD Board of Directors appoints the following member(s) to the STIF Advisory Committee for the term set forth below:

<u>Member</u>	<u>Term Ending</u>
Paul Comery	6/30/2028
Kate Wilson	6/30/2028

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16TH DAY OF SEPTEMBER, 2026.

Michelle Webber, Board Vice President



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson Auten, Chief Executive Officer

Contract Title: Landscaping and Irrigation Maintenance and On-Call Services for Facilities

Prepared By: Sonny Melhorn, Facilities Service Supervisor

Contract No.: 20260028

Grant No: N/A

Entering into a Contract: ☒

Contract Amendment: ☐

Approved by Procurement: ☒

Action: Adoption of Resolution No. 2026-09-16-26, authorizing the Chief Executive Officer (CEO) to enter into a contract with Upward Landscape Solutions for the purpose of Landscaping and Irrigation Maintenance and On-Call Services.

Agenda Item Summary: On July 14, 2026, Lane Transit District issued a Request for Proposal (RFP) for Landscaping and Irrigation Maintenance and On-Call Services. This Contract term would be a two (2) year base with three (3) optional one-year extensions, for a total of up to five (5) years. These services will be performed across a total of (26) locations, comprising both transit stations and administrative facilities. The Contractor will have the knowledge, staffing capacity and tools necessary to perform the full range of scheduled and on-call services required to keep all LTD landscaping vibrant, clean and inviting. Seven (7) proposals were submitted by various proposers by the deadline of August 18, 2026. Of the seven (7) proposals, five (5) were deemed responsive and were evaluated by an evaluation committee of three (3) LTD staff members. The top qualified Proposer, per the cumulative evaluation scores, was Upward Landscape Solutions. LTD is requesting \$941,720.00, be approved by the Board for this Contract. This total reflects the Proposed pricing for the five (5) year span of the contract, plus projected on-call costs over the five (5) years.

Proposer	Evaluation Score out of 300	Price
Upward Landscape Solutions	274.00	861,720.00
YVM LLC, DBA GT Landscape Solutions	271.31	1,189,890.72
Living Concepts Landscape Services, Inc.	262.71	1,226,115.00

EVALUATION CRITERIA:

Criteria	Description	Potential Points
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Lane Transit District Agenda Item Summary (AIS)

Project Understanding and Solution Approach	The evaluation committee will evaluate Proposals based on the extent to which the Proposal reflects the objectives of the RFP (as set forth in the Scope of Work) and rate how well the Proposal responds to our goals for this project. For this section, the evaluation committee will rank Proposals based on the following: Are the requirements of the project and service expectations understood and verified by providing clear, creative and/or innovative approaches proposed that will benefit LTD? Do the services proposed meet the quality and type desired?	30
Quality, Capacity and Experience	The evaluation committee will evaluate Proposals based on the following: To what extent has the Proposer successfully addresses meeting service quality expectations, showcases the capacity to provide the expected and proposed services, and showcases experience in providing current or similar in the past. Has the Proposer demonstrated competency in the subject matters specified in the identified tasks? How satisfactory is/was the quality of work conducted in those efforts?	35
References	The evaluation committee will rate proposals based upon references received from firms identified by the proposing company using the average score of a maximum of three references.	10
Proposed Pricing	Procurement will rank the costs proposed using a standard formula to assign points. After all scoring rounds are complete, LTD will further review a number of factors surrounding, but not limited to the overall project cost vs the requirements of the project, Total project cost reasonability in relation to the Scope of Work, and the overall project cost reflecting the quality of work anticipated by the contractor.	25
	TOTAL	100

Attachment:

(1) Resolution 2026-09-16-26

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

Proposed Motion: I move to adopt Resolution No. 2026-09-16-26, authorizing the Chief Executive Officer to enter into a contract with Upward Landscape Solutions for the purpose of Landscaping and Irrigation Maintenance and On-Call Services.



RESOLUTION NO. 2026-09-16-26

AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO ENTER INTO A CONTRACT WITH UPWARD LANDSCAPE SOLUTIONS FOR THE PURPOSE OF LANDSCAPING SERVICES AND IRRIGATION MAINTENANCE AND ON-CALL SERVICES.

WHEREAS, LTD is in need of landscaping and irrigation maintenance and on-call services;

WHEREAS, LTD's Fiscal Year 2026-2027 Budget includes general and local funds for contracted services;

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, LTD followed the formal solicitation, request for proposal, procurement method, pursuant to the requirements of the Oregon Public Contracting Code, Oregon Administrative Rules Ch. 137, Divisions 46-49, and LTD's Procurement Policy, as well as any Federal Transit Administration requirements, as applicable;

WHEREAS, pursuant to LTD resolution No. 2024-08-21-023, the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts that exceed \$250,000;

NOW, THEREFORE, BE IT RESOLVED by the LTD Board of Directors, acting as the LTD Contract Review Board that:

Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the Chief Executive Officer, or designee, is hereby authorized to: (a) negotiate and enter into a contract with Upward Landscape Solutions for the purpose of landscaping and irrigation maintenance and on-call services in an amount not to exceed \$941,720.00; and (b) as needed, execute amendments to the contract not to exceed a cumulative Contract total of \$1,130,064.00.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16TH DAY OF SEPTEMBER 2026.

Michelle Webber, Board Vice President



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Kristin Denmark, Special Counsel,
Thorp Purdy

AIS Title: Chief Executive Officer Review Process
and Timeline

Action: Information Only

Agenda Item Summary: Each year, LTD's Board of Directors conducts a performance evaluation of the Chief Executive Officer (CEO). As part of this process, the CEO is asked to complete a self-evaluation form ("evaluation form") to reflect on performance over the review period. This tool is designed to align the CEO's self-assessment with the Board's adopted evaluation criteria, as well as organizational values and goals.

The attached CEO self-evaluation form provides a structured framework for the CEO to assess progress and accomplishments in the following key areas:

- Administration of the District and Transit System
- Support of the Board of Directors
- Leadership and Management of District Staff
- Oversight and Management of Financial Resources
- Representation of the District at Local, Regional, and National Levels
- Progress in Achieving Individual Goals
- Achievement of Organizational Goals Identified in the Strategic Business Plan

Each category is rated on a four-point scale:

- Underperforming
- Developing Performance
- Successful Performance
- Exceptional Performance

Timeline and Next Steps

- **October 1:** Special Counsel shall provide to the CEO the evaluation form no later than October 1, 2026, at 5:00 pm.
- **October 16:** The CEO shall complete the evaluation form in writing and distribute it to the members of the Board of Directors and LTD's Special Counsel contemporaneously not later than October 16, 2026, at 5:00 pm.
- **October 23:** Special Counsel shall provide a copy of the evaluation from to the members of the Board of Directors for review and consideration.
- **November 6:** Members of the Board of Directors shall provide evaluations to Special Counsel no later than November 6, 2026.
- **November 13:** The final performance report shall be provided by Special Counsel and provided to the members of the Board of Directors and the CEO contemporaneously.
- **November 18:** The Board of Directors shall meet with the CEO and Special Counsel in executive session as noticed in accordance with the Oregon Public Meetings law to provide performance evaluation



Lane Transit District Agenda Item Summary (AIS)

- Following the Executive Session, the Board of Directors shall reconvene and shall provide a summary of the CEO's evaluation.
- A member of the Board of Directors will make a motion for the Board President and Vice President to negotiate a contract amendment with the CEO consistent with the evaluation
- **December 16:** Either the updated contract or amendment to the current contract establishing the CEO goals for the following year shall be presented to Board for adoption.

Attachment:

(1) CEO Self Evaluation Form



CEO Self-Evaluation
For the Period of _____ through _____

Our Mission: Connecting Our Community

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

Values: Respect, Integrity, Innovation, Equity, Safety, Collaboration

Employee: _____, Chief Executive Officer

Date:

Supervisor: Board of Directors

Purpose: To assess how the employee is performing as it relates to the employee's job description, LTD's values, and goals, and Board-adopted evaluation criteria.

The following scale is used for all ratings in the review.

Underperforming	Significant and sustained improvement is required to effectively complete major duties and responsibilities of the position. Employee is not contributing to success of department and the District as needed.
Developing Performance	Further development is required to effectively complete major duties and responsibilities of the position. Employee is working towards becoming a solid contributor to the success of the Department and the District as needed.
Successful Performance	Effectively completes major duties and responsibilities of the position. Solid contributor to the success of the Department and the District as needed.
Exceptional Performance	Effectively and efficiently completes major duties and responsibilities as it relates to the position. Employee is an exceptional contributor to the success of the Department and the District and goes above and beyond or generally takes on additional duties outside their scope.

SUCCESS FACTORS

1. Provides Effective Administration of the District and Transit System

Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			



CEO Self-Evaluation
For the Period of _____ through _____

2. Provides Effective Support of the Board of Directors			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			

3. Provides Effective Leadership and Management of District Staff			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			



CEO Self-Evaluation
For the Period of _____ through _____

4. Provides Effective Oversight and Management of District Financial Resources			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			

5. Effectively Represents the District at Local, Regional, and National Levels			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			



CEO Self-Evaluation
For the Period of _____ through _____

GOALS

6. Progress in Achieving Individual Performance Goals			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			

7. Achieves Organizational Goals Identified in Strategic Business Plan			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable Progress:			



CEO Self-Evaluation
For the Period of _____ through _____

OVERALL PERFORMANCE

Overall Job Performance Rating			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments & Notable progress:			

INDIVIDUAL GOALS FOR NEXT EVALUATION PERIOD



Lane Transit District Agenda Item Summary (AIS)

Presented By: Mike Hursh, Deputy Chief
Executive Officer

Prepared By: Carmen Jackson-Brown, General
Counsel

Title: An Ordinance Amending Lane Transit District Ordinance No. 53 To Modify The District's Fare Structure By Expanding Eligibility For Honored Rider Fare Benefits To Current And Former Members Of The United States Armed Forces

Action: First reading of Ordinance No.53 amending Lane Transit District Ordinance No. 53 to expand eligibility for the Honored Rider Program to include current members of the United States Armed Forces and veterans, which includes a person who has served in the United States Armed Forces, including service in National Guard, or Reserve components, regardless of length of service, activation status, or character of discharge, and schedule the Ordinance for second reading and adoption at a subsequent regular Board meeting.

Background: Lane Transit District's Honored Rider Program currently provides fare-free fixed-route transit service to individuals sixty-five (65) years of age and older. Ordinance No. 53 establishes the District's fare structure and defines eligibility for the Honored Rider Program.

Recognizing the service and sacrifice of members of the United States Armed Forces is consistent with the District's commitment to providing equitable access to public transportation and supporting mobility for members of the communities it serves.

The proposed ordinance expands eligibility for Honored Rider fare benefits to include active-duty military personnel and qualifying veterans while maintaining existing eligibility for senior riders. The amendment authorizes the Chief Executive Officer to establish administrative procedures and acceptable forms of documentation necessary to verify eligibility and administer the program.

Pursuant to ORS 267.550, amendments to District ordinances must be read at two regular Board meetings held at least six (6) days apart before adoption, unless adopted as an emergency ordinance. This ordinance is presented under the standard ordinance adoption process.

Agenda Item Summary: The proposed amendment updates the Honored Rider Program provisions contained in Ordinance No. 53 by expanding eligibility to include:

- Persons sixty-five (65) years of age or older;
- Current members of the United States Armed Forces; and



Lane Transit District Agenda Item Summary (AIS)

- Veterans, which includes a person who has served in the United States Armed Forces, including service in the Active Duty military, National Guard, or Reserve components, regardless of length of service, activation status, or character of discharge.

Agenda Item Summary: Because the proposed ordinance expands eligibility for fare-free transit benefits under the Honored Rider Program, the District conducted a Title VI Fare Equity Analysis consistent with applicable Federal Transit Administration (FTA) requirements and the District's Title VI Program. Based on the best available American Community Survey data, the analysis identified a potential disparate impact on minority populations and a potential disproportionate burden on low-income populations because the benefits of the proposed change are not projected to be distributed proportionately among demographic groups.

The proposed change provides a new fare benefit and does not result in a fare increase, service reduction, or other direct loss of an existing transit benefit. The District evaluated practicable alternatives and determined that none would both accomplish the objective of extending Honored Rider eligibility to all veterans and materially reduce the identified impacts. If approved, the District will implement targeted outreach, enrollment assistance, and other mitigation measures to promote equitable access to fare benefits and will monitor participation following implementation. The complete Title VI Fare Equity Analysis is included in the agenda packet for the Board's review and consideration.

If approved on first reading, the ordinance will be scheduled for second reading and adoption at a subsequent regular Board meeting in accordance with ORS 267.550. Consistent with ORS 267.550, the ordinance shall not become effective earlier than thirty (30) days following its adoption upon second reading. The proposed ordinance establishes December 1, 2026, as its effective date. The amendment does not change existing fare rates; however, it modifies the District's fare structure by expanding the class of individuals eligible to receive fare-free benefits under the Honored Rider Program.

Implementation of the ordinance will require the District to establish administrative procedures for verifying military status or service, updating program materials, modifying customer service procedures, and communicating the expanded eligibility criteria to the public.

Fiscal Impact: The anticipated fiscal impact is expected to be minimal and will consist primarily of foregone fare revenue associated with newly eligible participants, administrative updates to customer service procedures, and production of revised program materials. Staff anticipates these costs can be absorbed within existing operating budgets.

Equity Considerations: Title VI Analysis & Results: Veterans Fare Change

Attachments:

- (1) Ordinance No. 53
- (2) Title VI Analysis
- (3) Fiscal Analysis



Lane Transit District Agenda Item Summary (AIS)

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

Proposed Motion: I move to adopt Ordinance No. 53 on first reading, amending the District's fare structure to expand eligibility for Honored Rider fare benefits to current and former members of the United States Armed Forces.

ORDINANCE NO. 53

AN ORDINANCE SETTING FARES FOR THE USE OF DISTRICT SERVICES AND AMENDING AND RESTATING ORDINANCE NO. 49

WHEREAS the Lane Transit District evaluated its fare structure and fare policy procedures as part of its overall assessment of its services to the community;

WHEREAS, Lane Transit District's goals related to fares focus on using fare structure and policy to:

- Increase ridership
- Improve equitable access to LTD's services
- Facilitate creation of life-long public transportation users
- Encourage choices that promote environmental sustainability
- Balance fare levels to optimize affordability and cost recovery

WHEREAS, the general manager is delegated the authority to make operational decisions related to establishing and adjusting incidental fees;

WHEREAS, the proposed fare rates were presented at a public hearing on May 17, 2019 and a second public hearing on June 19, 2019;

WHEREAS, a Title VI analysis conducted prior to the adoption of this ordinance showed the proposed fare changes will not have a discriminatory impact based on race, color, or national origin, nor will low-income populations bear a disproportionate burden of the proposed fare changes; and

WHEREAS, this ordinance supersedes and replaces the prior fare ordinance (Ordinance No. 49) and all prior adopted policies or procedures related to the District's fares.

NOW, THEREFORE, be it enacted by the Lane Transit District Board of Directors that Lane Transit District Ordinance No. 53 is stated in its entirety to read as follows:

1.01 Definitions. As used herein, the following defined terms have the meaning set forth below:

- (1) "District" means Lane Transit District.
- (2) "Service Area" means the area designated in Lane Transit District Ordinance No. 42, as such area is now constituted and as it may be altered from time to time hereafter by ordinance of this District.

FILED

JUN 27 2019

LANE COUNTY CLERK
BY 

1.02 Fares.

- (1) Fares on the District transit system shall vary according to the status of the rider and method of payment and shall be in accordance with the following schedule:

(a) Cash Fare (Effective 7/01/12)

	Monday-Sunday
Adult (ages 19-64)	\$1.75
Youth (ages 6-18)*	\$.85
Half-Fare**	\$.85
Senior Honored Rider (ages 65 and older) ***	Free

(b) Monthly Pass (Effective 7/01/14)

Pass Type	Monthly Price	Three-Month Price
Adult (ages 19-64)	\$50.00	\$135.00
Youth (ages 6-18)*	\$25.00	\$ 67.50
Half-Fare**	\$25.00	\$ 67.50
Senior Honored Rider (ages 65 and older) ***	Free	Free

(c) Day Pass (Effective 7/01/12)

Adult (ages 19-64)	\$3.50
Youth (ages 6-18)*	\$1.75
Half-Fare**	\$1.75
Senior Honored Rider (ages 65 and older) ***	Free

* Youth fare applies to ages 6-18 who are not participants in the Student Transit Pass program. Children age five and under ride free with parent or guardian.

** LTD provides a Half-Fare Program for persons with disabilities and Medicare cardholders. Eligibility and photo Identification is required and available at the LTD Customer Service Center.

*** The Senior Honored Rider Program provides free rides for persons 65 years of age and older. Photo identification and proof of age is required. A Senior Honored Rider photo identification card may be obtained at the LTD Customer Service Center.

- (2) Fare Capping. On a calendar day and calendar month basis, the District may provide riders, using stored value on a TouchPass fare media to purchase their fares, the ability to accumulate stored value. By accumulating stored value, riders will be charged only up to the eligible rate for qualifying fare types and not more. For example, an adult rider who purchases Day Passes will accumulate the value of those Day Passes, such that when the rider purchases \$50.00 in Day Passes within one calendar month (the eligible Monthly Pass rate), the rider will not be charged to ride within the Service Area for the remainder of that calendar month. When accessing stored value on a TouchPass mobile application or smartcard:
- Fares shall accumulate on a calendar day basis up to the eligible Day Pass rate.
 - Fares shall accumulate on a calendar month basis up to the eligible Monthly Pass rate.

Rides taken after reaching the maximum fare for the calendar period shall be free for the remainder of that calendar period.

- (3) Group Pass Program. The general manager, or his/her designated representative, is authorized to sign contracts on behalf of the District to provide transit service through organizations and entities for their participants at reduced rates pursuant to policies established by the Board at its May 2, 1990, meeting, as amended, or pursuant to such policies as the Board may hereafter adopt by resolution or ordinance.

LTD's contract will be with the entity or organization, and participants will be eligible for benefits as determined and administered by that entity or organization.

Group Pass (*Effective 1/01/15*)

Pass Type	Monthly Rate
Taxpayer	\$5.42
Non-Taxpayer	\$6.30

- (4) Special Event Discounts. The promotional distribution of free tickets from time to time is necessary or convenient for the provision of a public transit system. The general manager, or his/her designated representative, is authorized to reduce or eliminate fares, or to approve the distribution of free tickets for use of District facilities during special events, or at specified times, on a finding by the general manager, or his/her designated representative, that the fare reduction or elimination will promote increased use of the District's public transit system or will otherwise further the provision of a public transit system.

(5) Autzen Express Route (Effective 8/1/19)

This service requires moving large numbers of people to and from an event that has a start and end time. LTD incurs additional costs to collect and secure cash fares. LTD will encourage customers to utilize prepaid fares for this service. For customer who pay with cash for this service only LTD will charge a cash surcharge that brings the price up to \$5. This surcharge will cover the cost needed for cash fare collection.

(6) Reduced Fares for Low-Income Persons. (Effective 8/1/19)

The general manager, or his/her designated representative, is authorized to sign contracts with local nonprofit agencies whereunder the District may agree to provide transit fare passes at a 75% subsidy (i.e., they would purchase passes for 25% of face value) up to a cumulative \$750,000 per year for fixed route fares, for distribution to low-income persons within the Service Area who need transportation assistance. Definitions of those who are "low income persons" and "who need transportation assistance" shall be part of such contracts.

(7) Student Transit Pass Program. (Effective 9/1/19)

The general manager, or his/her designated representative, is authorized to sign contracts with educational entities whereunder the District may allow eligible students enrolled in kindergarten through 12th grade to ride the District's fixed route service within the Service Area at no cost. Educational entities will be responsible for determining which students may be eligible for this program and for distribution of passes to such students.

(8) Paratransit. Fare structure (Effective 7/01/12):

RideSource	\$3.50 one way
RideSource Out of Area surcharge	\$2.00 one way
Escort*	\$3.50 one way
RideSource Shopper**	\$2.00 round trip
Social Service Agencies***	100 percent
Book of Ten Tickets	\$35.00

* Escort is limited to door-to-door transportation for medical rides.

** RideSource Shopper is specialized transportation service for grocery shopping. RideSource Shopper fares are based on round-trip rides. All other fares are one-way rides.

*** Social service agencies will contract for service and pay 100 percent of the marginal cost of service.

- 2.01 Large-quantity Pass Purchases. The District will provide a discount of five (5) percent to private sales organizations authorized by the District, who will in turn sell to the public for full price.

ADOPTED this 19th day of June, 2019.



President and Presiding Officer

ATTEST:

Secretary



Recording Secretary



Lane Transit District
P. O. Box 7070
Springfield, Oregon 97475
(541) 682-6100
Fax: (541) 682-6111

CERTIFICATION

The undersigned duly qualified and acting Clerk of the Board of the Lane Transit District certifies that the foregoing is a true and correct copy of Ordinance No. 53, "an ordinance setting fares for the use of District services, and amending and restating Ordinance No. 49," as adopted at a legally convened meeting of the Board of Directors held on June 19, 2019.



Signature of Recording Officer

Clerk of the Board
Title of Recording Officer

June 19, 2019
Date

Title VI Analysis & Results: Veterans Fare Change

August 20, 2026

Executive Summary

LTD is proposing to expand eligibility for its Honored Rider program to include all Lane County veterans beginning November 1, 2026. Under the proposal, veterans of any age would qualify for an LTD Honored Rider Pass and receive the same fare benefits available to other Honored Rider participants.

This proposed change in Honored Rider eligibility constitutes a fare change under LTD's Title VI Program and requires an analysis of how the benefits of the proposal would be distributed across protected and low-income populations. The results of this analysis are provided to decision-makers to inform their consideration of the proposal and its potential equity impacts prior to any action being taken.

While data for veterans and certain other demographic groups in Lane County are limited, the best available information indicates that the proposed fare change could result in a disparate impact under LTD's adopted Title VI policy and would also meet LTD's threshold for a disproportionate burden analysis.

Introduction

Purpose of Report

The purpose of this report is to evaluate the impacts of a permanent fare change for veterans on Title VI protected populations – based on race, color, or national origin – that may result from including veterans in the Honored Rider Pass free fare program. This report also analyzes the impact of the permanent fare change for veterans, on low-income populations.

Title VI Description and Requirements

Title VI prohibits discrimination toward persons based on their race, color, or national origin by a federally funded recipient in the administration and execution of an activity. Additionally, the Environmental Justice Order (Executive Order 12898) requires that the activity not have a disproportionately high and adverse effect on non-white or low-income populations without practical alternative mitigation.

In accordance with Federal Transit Administration (FTA) Circular 4702.1B, LTD has adopted a service policy addressing Title VI and EO12898 requirements. This service policy describes the actions that require an equity analysis and the thresholds for identifying a “major service change.” LTD must identify, assess, and address any revealed adverse impacts.

All fare-related changes are considered major service changes.

Types of Impacts

LTD's Service Policy specifies that a disparate impact or disproportionate burden exists if:

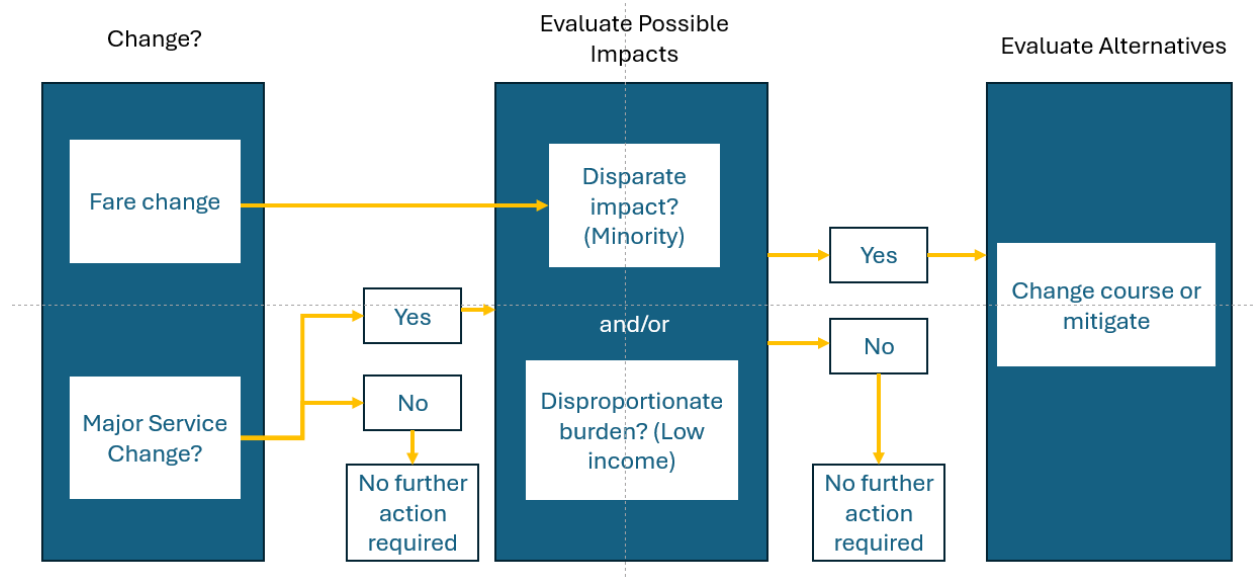
- Benefits are provided to minority or low-income populations at a rate less than 80% of the benefits provided to non-minority or non-low-income populations; or
- Adverse effects are borne by non-minority or non-low-income populations at a rate less than 80% of the adverse effects being borne by minority or low-income populations.

Staff reviewed available ridership survey data; however, veteran status is not collected in LTD's 2019 or 2023 Origin-Destination Surveys. Accordingly, this analysis relies on ACS Census estimates for Lane County as the best available proxy. Results should be interpreted with caution because the demographic characteristics of Lane County veterans as a whole may differ from those of veterans who use LTD services.

Because the proposed fare change provides a fare benefit rather than imposing a fare increase, the analysis focuses on how that benefit is distributed among protected and low-income populations. If the analysis identifies a disparate impact or disproportionate burden under LTD's adopted thresholds, LTD may consider alternatives, mitigation measures, or other relevant policy factors as part of its decision-making process.

A visual summary of the types of impact and the Title VI analysis steps is shown in Figure 1.

Figure 1. Overview of types of impacts and analysis steps.



Overview of LTD Services

LTD is located in Lane County, Oregon. LTD operates 70 peak buses on 27 fixed-routes and the EmX bus rapid transit (BRT) line. LTD provides services for more than 300,000 people. LTD's district boundary contains eight cities, three of which (Eugene, Springfield, and Coburg) are located within the Central Lane Metropolitan Planning Organization (MPO) and compose most of the urbanized area.

LTD operates low frequency rural routes beyond the MPO area to provide service to five small cities and outlying rural communities. LTD contracts operations for several other rural services throughout Lane County including Rhody Express, Diamond Express, and the LTD Connector in Cottage Grove.

Definitions

- Veterans – As defined by the US Census, veterans are individuals who have served on active duty in the US Armed Forces, Reserves, or National Guard.
- Minority persons – All persons who self-identify as not “white alone” on Census or ACS surveys. This includes American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian or Other Pacific Islander. Minorities also include persons who are more than one race.
- Low-income households – Households for which the household income in the past 12 months was below the 200% of the poverty level.
- Disparate Impact – A disparate impact occurs when a facially neutral policy or practice disproportionately affects members of a group identified by race, color, or national origin.
- Disproportionate Burden – A disproportionate burden is a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

Proposed Changes

The proposed change that triggers this Title VI analysis is making all veterans, regardless of age, residing in Lane County eligible for the Honored Rider Pass. If approved by the Board, this change will become effective November 1, 2026, commemorating Veteran’s Day, and continuing indefinitely. The Honored Rider Pass is accepted on LTD’s fixed route bus service, including EmX. It is not accepted on the Rhody Express in Florence, Diamond Express to Oakridge, the LTD Connector in Cottage Grove, RideSource, nor the RideSource Shopper.

Veterans aged 65 and older are already eligible for the Honored Rider Pass based on age. Therefore, the primary effect of the proposal would be to extend free-fare eligibility to veterans under age 65 who do not currently qualify for the program.

Because available demographic data do not consistently allow analysis of only veterans who would become newly eligible under the proposal, the analyses in this report use the total veteran population regardless of age. Findings should therefore be interpreted as estimates of the distribution of benefits among veterans generally rather than among newly eligible veterans specifically.

Analysis

Data Limitations

Several data limitations affected the analyses presented in this report. In particular, the absence of veteran-specific data in LTD survey results and limited availability of reliable demographic data for veterans required the use of assumptions and proxy measures. As a

result, the findings should be interpreted with appropriate consideration of the uncertainty associated with the available data. Nevertheless, the analysis relies on the best available information and provides a reasonable basis for evaluating the potential equity impacts of the proposed change.

Key data limitations include:

- Veteran status is not available in LTD rider survey data.
- American Community Survey (ACS) data represent the entire county population, not the characteristics of LTD riders.
- Veterans aged 65 and older could not be isolated and removed from some datasets, potentially overstating the population affected by the proposal.
- Small sample sizes for some racial and ethnic groups increase uncertainty.
- ACS estimates include wide margins of error.

Veterans and Race, National Origin, and Color

To match the geographic coverage of LTD services, this demographic analysis of veterans based on ACS Census data spans all of Lane County. Despite veterans over 65 having access to free fare because of the Honored Rider pass, this analysis focuses on veterans of any age due to data limitations and small sample numbers.

Because LTD does not collect veteran status in ridership surveys, Census data for the general population were used as a proxy. Results should be interpreted accordingly as veteran demographics may differ from transit rider demographics.

Table 1 provides more information on veterans by race. Table 2 summarizes this information.

Table 1. Veterans age 18+ by race in Lane County. Source: ACS 5-year estimate. Table S2101, Veteran Status.

	Total Lane County Population			Veterans within Lane County			Non-veterans within Lane County		
	Count	Margin of Error	Percent	Count	Margin of Error	Percent	Count	Margin of Error	Percent
Total (18+)	338,015	±221		24,820	±1,077	7.3%	313,195	±1,109	92.75%
White alone	261,851	±856	82.6%	21,167	±1,052	88.7%	240,684	±1,313	82.1%
White alone, not Hispanic or Latino	255,214	±672	80.5%	20,925	±1,060	87.7%	234,289	±1,185	79.9%
Black or African American alone	3,682	±382	1.2%	233	±145	1.0%	3,449	±411	1.2%

	Total Lane County Population			Veterans within Lane County			Non-veterans within Lane County		
	Count	Margin of Error	Percent	Count	Margin of Error	Percent	Count	Margin of Error	Percent
American Indian and Alaska Native alone	3,673	±564	1.2%	202	±102	0.8%	3,471	±554	1.2%
Asian alone	8,899	±589	2.8%	190	±115	0.8%	8,709	±592	3.0%
Native Hawaiian and Other Pacific Islander alone	623	±137	0.2%	45	±33	0.2%	578	±135	0.2%
Some other race alone	9,603	±1,021	3.0%	242	±113	1.0%	9,361	±1,008	3.2%
Two or more races	28,599	±1,240	9.0%	1,790	±325	7.5%	26,809	±1,188	9.1%
Hispanic or Latino (of any race)	27,722	±5	8.7%	1,193	±292	5.0%	26,529	±292	9.1%

Table 2. Summary of Veterans age 18+ by white and non-white demographics in Lane County

Demographic	County	Veterans	Non-Veterans
Total Population (18+) of Lane County	316,930	24,820	313,195
% Veteran vs Non-Veteran		7.8%	92.5%
By Race			
Count of White Alone, not Hispanic or Latino	255,214	20,925	234,289
%		84.3%	74.8%
Count of Non-White	82,801	3,895	78,906
%		15.7%	25.2%

Under LTD's adopted disparate impact policy, a disparate impact is identified when the proportion of minority persons receiving the benefit is less than 80 percent of the proportion of minority persons in the comparison population.

Based on the demographics of Tables 1 and 2, there are approximately 3,895 non-white veterans in Lane County (sum of Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and other Pacific Islander alone, some other race alone, two or more races, and Hispanic or Latino [of any race]). The number of minority veterans compared to the total number of veterans (24,820) is 15.7%. There are approximately 78,906 minority non-veterans (civilians) over 18. This number compared to the total number of civilians over 18 (313,195) is 25.2%.

Table 3 shows the equation that determines whether there is a disparate impact.

Table 3. Disparate impact summary

Number of non-white veterans / Total veterans population	-	80% x [Number of non-white non-veterans (civilians) / number of non-veterans (civilians)]
(3,895 / 24,820) = 15.7%	-	80% x [78,906 / 313,195 = 25.2%]
15.7%	-	0.80 * 25.2%
15.7%	<	20.2%

Since the percent of non-white veterans in Lane County is less than 80% of the percent of non-white non-veterans, this change may be considered a disparate impact.

Veterans and Poverty Status

While income is not a factor in Title VI analyses, there is value in understanding the impact of this permanent fare change on low-income populations to determine if there is a disproportionate burden. Table 4 provides information on veterans of all ages and their poverty status.

Table 4. Veterans 18+ by income in Lane County. Source: ACS 5-year estimate, Table C21007, "Age by Veteran Status by Poverty Status in the Past 12 Months by Disability Status for the Civilian Population 18 Years and Over".

	Total Lane County Population			Veterans within Lane County			Non-veterans within Lane County		
	Count	Margin of error	%	Count	Margin of error	%	Count	Margin of error	%
Total County population 18+ years	310,268	±1,846	100%	23,601	±1,523	7.6%	286,667	±1,660	92.4%
Income in the past 12 months below poverty level:	48,366	±3,145	15.6%	2,284	±457	9.7%	46,082	±1,664	16.1%
Income in the past 12 months at or above poverty level:	261,902	±4,480	84.4%	21,317	±2,814	90.3%	240,585	±3,037	83.9%

Note, the total population, number of veterans, and number of non-veterans differs from the above disparate impact analysis (Tables 1 and 2) due to different ACS Census datasets.

There are 2,284 veterans with income below the poverty line, and 21,317 veterans living at or above the poverty line. Table 5 is the equation that determines whether there is a disproportionate burden.

Table 5. Disproportionate burden summary

Number of veterans below the poverty line / Total veterans population	-	80% x (Number of non-veterans (civilians) living at or above the poverty line / number of non-veterans (civilians)]
2,284 / 23,601	-	0.80 x (240,585 / 286,667)
0.10	-	0.80 x 0.84
0.10	-	0.67
10%	<	67%

Based on LTD's adopted disproportionate burden methodology, the proposed fare change meets the agency's threshold for identifying a disproportionate burden based on income. This finding indicates that the fare benefit may be distributed less favorably to low-income populations than to non-low-income populations under the methodology used in this analysis.

Findings

Using available American Community Survey (ACS) population data as a proxy for the population affected by the proposed change, the analysis indicates a potential disparate impact under LTD's Title VI policy. Based on the best available data, the benefits of expanding Honored Rider eligibility to veterans are projected to accrue disproportionately to individuals who identify as White alone compared with minority populations.

Using the same ACS-based methodology, the analysis also indicates a potential disproportionate burden under LTD's adopted policy threshold, as the distribution of benefits is projected to be less favorable for low-income populations than for non-low-income populations.

Because the proposal provides a new benefit rather than imposing a fare increase or service reduction, no population would experience a direct loss of service or increase in fare under the proposed change; however, the distribution of benefits is not projected to be proportional across demographic groups.

Alternatives Considered and Evaluation

Consistent with LTD's Title VI Program and FTA guidance, LTD considered whether there are practical alternatives that would accomplish the objectives of the proposed fare change while avoiding or reducing the identified disparate impact and disproportionate burden findings.

Alternative 1: No Action

Under this alternative, LTD would maintain current Honored Rider eligibility criteria and would not extend eligibility to veterans under age 65.

This alternative would avoid the identified disparate impact and disproportionate burden findings because no new fare benefit would be provided. However, it would not accomplish the purpose of the proposal, which is to extend Honored Rider eligibility to all veterans and provide equivalent fare benefits regardless of age. Therefore, this alternative was not selected.

Alternative 2: Income-Based Veteran Eligibility

Under this alternative, LTD would offer the proposed fare benefit only to veterans meeting an income-based eligibility threshold.

This alternative could direct a greater share of benefits toward lower-income veterans and potentially lessen identified equity concerns. However, it would not fully achieve the proposal's objective of recognizing military service through a universally available veteran benefit. It would also require additional eligibility verification and administrative processes and may create barriers to participation among eligible veterans. Accordingly, this alternative was not selected.

Determination

After evaluating practicable alternatives, LTD determined that neither alternative would fully accomplish the objectives of the proposed fare change. LTD therefore concludes that no practicable alternative identified during this review would both achieve the purpose of extending Honored Rider eligibility to all veterans and materially reduce the identified disparate impact and disproportionate burden findings.

Mitigation Commitments

- If the LTD Board approves the proposed expansion of Honored Rider eligibility to veterans, LTD will implement the following measures to address the potential disparate impact and disproportionate burden identified in this analysis: Conduct targeted outreach regarding Honored Rider eligibility and enrollment opportunities among minority veteran communities and veteran-serving organizations,
- Enhance outreach and enrollment assistance for existing reduced-fare and affordability programs available to low-income riders,
- Develop informational materials and enrollment support designed to reduce barriers to participation among eligible veterans,
- Continue evaluation of broader fare affordability strategies and programs that benefit low-income populations and communities historically experiencing transportation cost burdens, and

- Monitor Honored Rider enrollment and available demographic information after implementation and consider additional actions if participation patterns indicate that benefits are not being broadly accessed by eligible populations.

These mitigation measures are intended to improve awareness of available fare programs, reduce barriers to enrollment, and promote more equitable access to transportation affordability benefits across LTD's service area.

Public Engagement Opportunities

This report will be presented along with an adoption resolution for the proposed Fare Change to the LTD Board. The Fare Change resolution will require two readings by the LTD Board before it can be approved. The following is a timeline for readings scheduled at LTD Board Meetings.

Date	Event/Action
16-Sep	LTD Board - First Reading
21-Oct	LTD Board - Second Reading and Approval
	Earliest the updated fare ordinance could go into effect
21-Nov	(30-day req)

Data Sources

Definition of veteran status: <https://www.census.gov/acs/www/about/why-we-ask-each-question/veterans/>

U.S. Census Bureau. "Veteran Status." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S2101, <https://data.census.gov/table/ACSST5Y2024.S2101?q=Veterans&g=050XX00US41039>. Accessed on 13 Jul 2026.

U.S. Census Bureau. "Age by Veteran Status by Poverty Status in the Past 12 Months by Disability Status for the Civilian Population 18 Years and Over." *American Community Survey, ACS 5-Year Estimates Detailed Tables, Table C21007*, <https://data.census.gov/table/ACSDT5Y2024.C21007?q=Veterans+poverty+status&g=050XX00US41039>. Accessed on 15 Jul 2026.

U.S. Census Bureau. "Poverty Status in the Past 12 Months." American Community Survey, ACS 5-Year Estimates Subject Tables, Table S1701, <https://data.census.gov/table/ACSST5Y2024.S1701?q=poverty+status+18+and+older&g=050XX00US41039&y=2024>. Accessed on 15 Jul 2026.

Estimated Fiscal Impact of Honored Rider Pass Eligibility for Veterans

Lane Transit District, Lane County, Oregon

August 2026

Purpose

This analysis estimates the fiscal impact of extending eligibility of Lane Transit District's (LTD) Honored Rider Pass to veterans under age 65. This is accomplished through the development of a planning-level estimate of the number of Lane County veterans who may use LTD services and the potential population affected by a fare-free transit program for veterans. Because veteran-specific transit ridership data are unavailable, the estimate relies on available demographic, ridership, and survey data combined with several simplifying assumptions.

Findings

Based on available demographic and transit ridership data:

- Approximately **330 veterans under age 65 may use transit on a typical day.**
- These riders may generate approximately **858 transit boardings per day.**
- This corresponds to approximately **313,200 annual transit boardings.**

These values provide a reasonable planning-level estimate of the population potentially affected by a fare-free transit program for veterans.

Potential Revenue Impact

Revenue impacts can be estimated using the following equation:

Revenue Impact = Annual Veteran Boardings × Average Fare Revenue per Boarding

Using the estimated 313,200 annual veteran boardings and the 2025 average fare per boarding (\$0.79):

Average Revenue per Boarding	Estimated Annual Revenue Impact
\$0.79/trip	\$247,428

Actual impacts will depend on fare products used, pass programs, fare capping, reduced-fare programs, and how many veterans currently pay full fares.

Assumptions

This estimate relies on the following assumptions:

1. **Veterans use transit at the same rate as the general population.** No veteran-specific ridership data was available.
2. **The countywide age distribution approximates the veteran age distribution.** Veterans are typically older than the general population; therefore, this assumption is likely to overestimate the number of veterans under age 65.
3. **The average transit rider makes approximately 2.6 one-way transit trips per day.** This estimate is based on findings from LTD's 2023 Origin-Destination Survey.
4. **All estimated veteran riders under age 65 currently pay fares.** Some veterans may already receive fare discounts or free rides through other programs.

Analysis Summary

In the absence of veteran-specific transit ridership data, a planning-level estimate was developed using Lane County demographic data, National Transit Database ridership data, and Lane Transit District rider survey results. After excluding veterans likely eligible for the existing Honored Rider program, approximately 19,700 veterans were estimated to be under age 65. Assuming veterans use transit at rates like the general population, approximately 350 veterans may use transit on a typical day. These riders are estimated to generate approximately 336,000 annual transit boardings. This estimate provides a reasonable basis for evaluating the potential fiscal impact of a fare-free transit program for veterans, although actual impacts will depend on veteran travel behavior and current fare payment patterns.

Limitations

Several factors may affect the accuracy of this estimate:

- Veteran-specific transit-use rates are unknown.
- Veteran-specific age distributions were unavailable.

- Some veterans may qualify for existing fare assistance programs.
- Travel behavior among veterans may differ from the county population due to age, disability status, income, or vehicle ownership.
- NTD data measures boardings rather than unique riders, requiring assumptions to estimate daily users.

Because of these limitations, the estimate should be regarded as a planning-level approximation rather than a precise forecast of revenue impacts.

Data Available

Population Data

- Lane County total population (2024): **384,207**
- Lane County population age 65 and older: **80,093**
- Estimated veteran population (age 18+): **24,820**
- Veterans represent approximately **7.8%** of the adult population.

Transit Ridership Data

LTD reported **6,115,878 annual unlinked passenger trips (boardings)** in 2025.

This equates to:

$$6,115,878 \div 365 = 16,755$$

Approximately **16,800 daily transit boardings**.

LTD Rider Survey Data

The 2023 LTD Origin-Destination Survey found that:

- 43% of riders are employed.
- 30% of riders are students.
- 26% of riders are neither employed nor students.

The survey also found that:

- 49% of riders make two one-way transit trips per day.
- Riders generally make an even number of daily trips.

- Frequent riders are more likely to make four or more transit trips per day.

These findings support an estimated average of approximately **2.6 one-way transit trips per rider per day**.

Methodology

Step 1: Estimate Daily Transit Users

Daily boardings were converted to an estimate of daily transit users using the rider survey trip-making information.

$$16,775 \div 2.6 = 6,452$$

Estimated daily transit users:

$$\approx 6,450$$

Step 2: Estimate Countywide Transit User Rate

$$6,452 \div 384,207 = 1.68\%$$

Estimated share of the county population using transit on a typical day:

Approximately 1.8%

Step 3: Estimate Veterans Under Age 65

Because veterans age 65 and older already qualify for free transit through LTD's Honored Rider program, they were excluded from the population potentially affected by a new veterans fare program.

Veteran age data were not available. Therefore, the countywide age distribution was used as a proxy.

County population age 65+:

$$80,093 \div 384,207 = 20.8\%$$

County population under age 65:

$$79.2\%$$

Applying this proportion to the veteran population:

$$24,820 \times 79.2\% = 19,655$$

Estimated veterans under age 65:

Approximately 19,700 veterans

Step 4: Estimate Veteran Transit Users

Assuming veterans use transit at the same rate as the general population:

$$19,655 \times 1.68\% = 330$$

Estimated veteran transit users per day:

Approximately 330 riders per day

Step 5: Estimate Annual Veteran Boardings

Applying the survey-based estimate of 2.6 one-way transit trips per rider per day:

$$330 \times 2.6 = 858$$

Estimated veteran boardings per day:

Approximately 860 boardings

Annual boardings:

$$860 \times 365 = 313,170$$

Estimated annual veteran boardings:

Approximately 313,200 annual boardings

Sources

Central Lane Metropolitan Planning Organization. *Regional Travel Demand Model*. Central Lane Metropolitan Planning Organization, 2024. Daily person trip estimates for the Eugene-Springfield metropolitan area derived from the regional travel demand model.

Federal Transit Administration. *National Transit Database: Annual Data View, Service by Mode, 2024*. U.S. Department of Transportation, Lane Transit District (NTD ID 00007), 2024. Accessed 4 Aug. 2026.

Lane Transit District. *Origin-Destination Survey, 2023*. Rider demographic characteristics and daily trip-making patterns.

U.S. Census Bureau. *ACS Demographic and Housing Estimates*. American Community Survey, 2020-2024 ACS 5-Year Estimates Data Profiles, Table DP05, Lane County, Oregon. United States Census Bureau, <https://data.census.gov/>. Accessed 4 Aug. 2026.

U.S. Census Bureau. *Means of Transportation to Work by Selected Characteristics*. American Community Survey, 2020-2024 ACS 5-Year Estimates Subject Tables, Table S0802, Lane County, Oregon. United States Census Bureau, <https://data.census.gov/>. Accessed 4 Aug. 2026.



ORDINANCE NO. 53

AN ORDINANCE AMENDING LANE TRANSIT DISTRICT ORDINANCE NO. 53 TO MODIFY THE DISTRICT'S FARE STRUCTURE BY EXPANDING ELIGIBILITY FOR HONORED RIDER FARE BENEFITS TO CURRENT AND FORMER MEMBERS OF THE UNITED STATES ARMED FORCES

WHEREAS, Lane Transit District provides fare benefits through its Honored Rider Program pursuant to Ordinance No. 53; and

WHEREAS, the Board of Directors desires to recognize the service and sacrifice of current and former members of the United States Armed Forces by extending Honored Rider fare benefits to such individuals; and

WHEREAS, expanding eligibility for fare benefits promotes equitable access to public transportation and supports mobility for veterans and active-duty military personnel within the District's service area; and

WHEREAS, pursuant to ORS 267.320(1), the Board is authorized by ordinance to impose and collect user charges, fees, and tolls from persons served by or using the District's transit system and other facilities and services; and

WHEREAS, Lane Transit District is a recipient of Federal Transit Administration ("FTA") financial assistance and is therefore subject to the requirements of Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*; and

WHEREAS, Chapter IV of FTA Circular 4702.1B requires certain transit providers to conduct a Fare Equity Analysis prior to implementing fare changes to determine whether the proposed fare changes would result in a disparate impact on minority populations or a disproportionate burden on low-income populations; and

WHEREAS, prior to consideration of this Ordinance, the District conducted a Fare Equity Analysis that included an evaluation of ridership data, a comparison of the existing and proposed fare structure, and an assessment of the impacts of the proposed fare changes on minority and low-income populations; and

WHEREAS, the Fare Equity Analysis identified a potential disparate impact on minority populations and a potential disproportionate burden on low-income populations resulting from the distribution of the proposed fare benefit; and

WHEREAS, the District evaluated practicable alternatives and determined that no identified alternative would both accomplish the objective of extending Honored Rider Program eligibility to all veterans and materially reduce the identified impacts, and the District has identified mitigation measures to promote equitable access to the fare benefit; and

WHEREAS, the proposed amendments to Ordinance No. 53 were presented for public meeting before the Lane Transit District Board of Directors in accordance with applicable law and Board procedures,



including the required public meeting, reading, notice, and voting requirements applicable to non-emergency ordinances;

NOW, THEREFORE, BE IT ENACTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS:

Section 1. Amendment to Ordinance No. 53.

Section 1.02(1)(a), (b), and (c) of Ordinance No. 53 are amended as follows:

(a) Cash Fare

Fare Type	Fare
Adult (ages 19-64)	\$1.75
Youth (ages 6-18)	\$0.85
Half-Fare	\$0.85
Honored Rider Program (ages 65 and older and Veterans)*	Free

(b) Monthly Pass

Fare Type	Fare
Adult (ages 19-64)	\$50.00
Youth (ages 6-18)	\$25.00
Half-Fare	\$25.00
Honored Rider Program (ages 65 and older and Veterans)*	Free

(c) Day Pass

Fare Type	Fare
Adult (ages 19-64)	\$3.50
Youth (ages 6-18)	\$1.75
Half-Fare	\$1.75
Honored Rider Program (ages 65 and older and Veterans)**	Free

Section 2. Amendment to Honored Rider Program Eligibility.

The footnote currently designated as "****" in Section 1.02(1) of Ordinance No. 53 is deleted and replaced with the following:

Honored Rider Program. The Honored Rider Program provides free rides for:

(1) Persons sixty-five (65) years of age or older;



(2) Veterans, which includes a person who has served in the United States Armed Forces, including service in the Active Duty military, National Guard, or Reserve components, regardless of length of service, activation status, or character of discharge.

Eligibility shall be verified through government-issued photo identification together with proof of military status or military service acceptable to the General Manager or Chief Executive Officer. An Honored Rider Fare Program photo identification card may be obtained at the LTD Customer Service Center.

Section 3. Administrative Authority.

The Chief Executive Officer is authorized to adopt administrative rules, procedures, forms of documentation, and identification requirements necessary to implement and administer this Ordinance.

Section 4. Compliance with ORS 267.550.

The Board finds that this Ordinance has been introduced, read, noticed, and adopted in accordance with ORS 267.550, Ordinance No. 52, and all other applicable provisions of Oregon law governing the adoption of District ordinances. Specifically:

1. This Ordinance was read at regular meetings of the Board held on two different days at least six (6) days apart.
2. Copies of the Ordinance were made available to members of the public in accordance with ORS 267.550.
3. The Ordinance was adopted by the affirmative vote of a majority of the members of the Board.

Section 5. Title VI Compliance.

Prior to adoption of this Ordinance, the District completed a Fare Equity Analysis consistent with FTA Circular 4702.1B and the District's Title VI Program. Based on the best available American Community Survey data, the analysis identified a potential disparate impact on minority populations and a potential disproportionate burden on low-income populations because the benefits of the proposed expansion of Honored Rider eligibility to veterans are not projected to be distributed proportionately among demographic groups.

The Board finds that the proposed modification provides a new fare benefit and does not impose a fare increase, service reduction, or other direct loss of an existing transit benefit. The District evaluated practicable alternatives, including taking no action and limiting eligibility based on income, and determined that no identified alternative would both accomplish the objective of extending eligibility to all veterans and materially reduce the identified impacts.

To promote equitable access and mitigate the identified impacts, the District will conduct targeted outreach to minority veteran communities and veteran-serving organizations, enhance outreach and enrollment assistance for low-income riders, reduce barriers to participation, and monitor enrollment and available demographic information following implementation.



The Board finds that the Fare Equity Analysis, including the evaluation of alternatives and mitigation measures, was completed and presented to the Board prior to implementation of the fare modifications authorized by this Ordinance.

Section 6. Effective Date.

This Ordinance was duly adopted by the Lane Transit District Board of Directors after being first introduced at a regular meeting of the Board on September 16, 2026, and thereafter considered and adopted upon second reading at a regular public meeting of the Board on October __, 2026.

Consistent with ORS 267.550, this Ordinance shall not become effective earlier than thirty (30) days following its adoption upon second reading. The Board hereby establishes December 1, 2026, as the effective date of this Ordinance.

**ADOPTED UPON SECOND READING BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON
THIS ____ DAY of OCTOBER, 2026.**

Michelle Webber, Board Vice President