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

Tuesday, November 10, 2025, 5:30 p.m.
Glenwood Administrative Office
3500 E. 17th Ave., Eugene, OR 97403

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

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

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, OR 99, River Road, and Junction City	Lawrence Green, Secretary
Subdistrict 7	SW Eugene, Veneta and Fern Ridge	Susan Cox, President

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

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

1. **CALL TO ORDER & ROLL CALL**: Charles Conrad (Chair), Susan Cox, Darvin Fowler, Lawrence Green, Gino Grimaldi, Pete Knox (Treasurer), Linda Lynch, Luke McCallister, Heather Murphy, Kelly Sutherland, Michelle Webber, Jason Williams, Gary Wildish (Vice Chair), Carl Yeh

2. **PUBLIC COMMENT**

3. **BUDGET COMMITTEE MEETING**
   - Budget Planning Overview
   - Proposed 2028-2037 Community Investment Plan
   - Proposed 2028-2037 Long Range Financial Plan

4. **ADJOURN**

UPCOMING MEETINGS:

March 30 – Budget Committee Meeting
Glenwood Administrative Office
3500 E. 17th Avenue, Eugene, OR 97403

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

Lane Transit District
Agenda Item Summary (AIS)

Prepared By: Joe McCormack, Director of Facilities and Jack Ramsey, Grants Administrator

AIS Title: Preliminary 2028-2037 Community Investment Plan

Action: Discussion and Feedback

Agenda Item Summary: The Community Investment Plan (CIP) serves as Lane Transit District's (LTD) long-range capital plan, outlining investment priorities for fiscal years 2028 through 2037. It provides a transparent, strategic view of LTD's planned infrastructure, fleet, and technology investments, along with the resources needed to achieve them.

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

Projects included in the CIP come from a range of internal and external sources, such as departmental asset replacement needs, technology upgrades, and community partnerships - as well as input from LTD's Board of Directors, riders, and local jurisdictions. The current CIP was adopted by the Board on May 20, 2026, and staff are now preparing an updated preliminary version for FY2028–FY2037 to align with the upcoming budget cycle in early January.

Next Steps: Presentation of proposed CIP at Budget Committee meeting on March 30, 2027.

Attachments:

(1) Preliminary Community Investment Plan FY2028-2037

(2) Community Investment Plan Presentation

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

Lane Transit District

PRELIMINARY
Community Investment Plan
FY 2028-2037

LTD.org

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COMMUNITY INVESTMENT PRIORITIES

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

Fundamental Objectives

The Community Investment Plan (CIP) has two objectives:

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

Connections to Other Plans

Annotations help readers understand why projects are included in the 10-year Community Investment Plan and how they connect to broader organizational priorities. While not all projects originate from other planning efforts, many are tethered to strategic, financial, asset management, or master plans, and this key identifies those connections to improve transparency and alignment between LTD's long-term planning and annual budgeting.



CIP Development & Review Process

The CIP is reviewed and adopted annually. A draft CIP is reviewed by LTD's Budget Committee at its fall and spring meetings, prior to the final preparation of the organization's budget. Both meetings are public and include public comment. The final proposed CIP is adopted by LTD's Board of Directors at their May meeting, with the Board including any public comment in their decision.

Project Funding Considerations

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

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

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

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

The 2028-2037 CIP totals approximately $251.5 million in projects. Of that, $27 million does not have an identified funding source.

Project Classifications

Projects are sorted by the following major classifications:

Facilities

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

Fleet

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

Planning

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

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

Technology Infrastructure and Support Systems

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

Project Descriptions for Improvements

Facilities

Fleet Crane and Fall Protection

The first phase improved safety for maintenance staff working on top of buses by providing equipment to safely lift rooftop components for removal and replacement, along with workbench space and personal protective equipment (PPE) storage. The second phase will equip support space for battery work and additional PPE storage.

Florence Mobility Hub Planning STIF

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

Passenger Boarding & System Facility Improvements

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

RideSource Facility Expansion

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

River Road Passenger Safety MA STIF

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

River Road Transit Disposal

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

Fleet

Rear Facing ADA Securements Upgrade

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

Planning

Franklin RAISE Project Grant Match

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

Planning Studies SBP

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

Long Range Mobility Plan LRMP

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

Bike Share 2.0 STIF

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

Eugene River Road and Highway 99 Corridor Study MA LRMP

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

South 'A' Refinement Study MM LRMP

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

Hunsaker LRMP

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

Technology & Infrastructure

Fare System SBP STIF

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

Fiber Mapping & Replacement/Expansion

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

Regional Mobility Enabling Technologies SBP STIF

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

Trip Planner SBP

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

IT Colocation Facility – DR Site COOP

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

Website SBP

LTD updated its website to improve communication and transparency with riders and the broader community. The new website established a foundation for future expansion of LTD's online services. A further update is planned for 2032.

Project Descriptions for State of Good Repair

Facilities

Amazon Station LRMP TAM

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

Eugene Station Exterior Sitework Upgrades TAM

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

Fixed Route Infrastructure Rehabilitation

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

Fleet Mechanical, Electrical, and Hoist Rehabilitation TAM FP

In operation for over 35 years, the Fleet Building's mechanical, electrical, and hoist equipment has exceeded the expected life cycles. These aging systems are inefficient, costly to maintain, and don't meet current efficiency standards. This project will replace outdated infrastructure with energy-efficient, sustainable alternatives that support LTD's sustainability goals and enhance safety. This project will also refurbish and modernize the existing fleet paint and body spray booth to meet current standards. Scope includes ventilation and filtration upgrades, fire suppression system replacement, explosion-proof electrical improvements, booth envelope repairs, and control system modernization.

Franklin & Gateway EmX Corridors Bus Lane Repair TAM

This project will rehabilitate deteriorated bus-only pavement sections along the Franklin Boulevard and Gateway Street EmX corridors to restore safe, reliable, and efficient transit operations. Years of heavy bus traffic have resulted in pavement distress, including rutting, cracking, surface wear, and localized structural failures within dedicated bus lanes and station approach areas. The project will include pavement assessment, removal and replacement of failed pavement sections, asphalt and concrete repairs, pavement preservation treatments where appropriate, and restoration of pavement markings.

West Eugene EmX Station Repainting TAM

This project will provide surface preparation and repainting of structural steel components, shelters, and handrails at 25 West Eugene EmX stations. The work is necessary to protect station infrastructure from weather-related deterioration, corrosion, and coating failure that can reduce asset life and increase

future maintenance costs. Repainting will preserve the condition of these facilities, enhance their appearance, improve visibility of station features, and support LTD's ongoing asset preservation efforts.

EmX Lane MMA Renewal TAM

This project will renew the red methyl methacrylate (MMA) pavement treatment within dedicated EmX lanes in Eugene and Springfield as part of ongoing maintenance. The treatment improves the visibility of bus-only lanes and helps reduce conflicts between buses and motorists. Periodic reapplication is an expected part of the treatment's service life, addressing normal surface wear to maintain lane visibility. Renewing the MMA will support corridor safety objectives, reduce the potential for vehicle incursions into bus lanes, and preserve the benefits of LTD's previous safety investment.

Pioneer Parkway and Franklin EmX Station Caulking and Grouting TAM

This project will replace deteriorated paver caulking and grout joints at approximately 30 EmX stations along the Pioneer Parkway and Franklin corridors. The work is needed to prevent water infiltration, paver movement, settlement, and surface degradation that can create safety hazards, accessibility concerns, and accelerated infrastructure deterioration. Replacing the failed joints will preserve station assets, maintain ADA-compliant pedestrian surfaces, improve rider safety, and reduce future maintenance and rehabilitation costs.

West Eugene EmX Station Caulking and Grouting TAM

This project will remove and replace deteriorated paver caulking and grout joints at 26 West Eugene EmX stations to maintain the integrity, safety, and functionality of passenger facilities. The project addresses ongoing wear and deterioration that can lead to uneven surfaces, accessibility barriers, water intrusion, and increased maintenance requirements. Completion of this work will preserve critical transit infrastructure, maintain ADA accessibility, improve rider safety, and extend the useful life of station assets.

University of Oregon North Shelter Paver Replacement TAM

This project will remove and replace deteriorated pavers beneath the shelter areas serving Bays A through F at UO North Station. The existing pavers have experienced wear and uneven settlement that can create accessibility challenges, safety concerns, and increased maintenance needs. Replacing the pavers will restore safe and accessible passenger waiting areas, improve the rider experience at one of LTD's highest-use facilities, and preserve the long-term functionality of the station infrastructure.

Gateway & UO North Site Rehab TAM

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

Glenwood Campus Infrastructure Rehabilitation TAM

LTD's Glenwood campus has been in continuous operation for over 35 years and now requires critical rehabilitation to address its aging infrastructure and enhance functionality. The project will upgrade the air handling system and address electrical safety issues, installation/code deficiencies, and equipment rating deficiencies, as well as increase the capacity of the electrical system. This project also includes

repaving parking lots, establishing a secure employee entrance, preserving a dedicated visitor parking area, increasing parking capacity, installing energy-efficient lighting, and creating dedicated accessible walkways. Additionally, revitalizing the landscape and hardscape features will significantly improve accessibility, safety, operational efficiency, and support LTD's sustainability goals.

Passenger Boarding and System Facilities LRMP TAM

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

Springfield Station Modernization LRMP TAM

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

Transit Facilities State of Good Repair TAM

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

Bus Stop Sign Updates SBP

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

Baldy View Lane Asphalt Replacement TAM

The Baldy View Lane Asphalt Replacement project was completed during the current fiscal year. Work included removing deteriorated pavement, preparing the subgrade as needed, and installing new asphalt along this critical EmX corridor connector in Springfield. The improvements restored roadway integrity and improved driving conditions, supporting safety, a longer roadway lifespan, and reduced future maintenance needs. The completed project remains in this CIP to reflect the current fiscal year's investment and will be removed in next year's update.

Glenwood Administrative Building Modifications TAM

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

The restroom refurbishment will upgrade plumbing, lighting, ventilation, fixtures, and finishes to improve hygiene, accessibility, while also aligning with current building codes. The HR remodel focuses on soundproofing and reconfiguring the layout to provide greater privacy for confidential discussions

and improve functionality. The IT renovation will modernize the area to better support collaboration, optimize a tight space, and accommodate current and future technology needs.

Eugene Station Metal Roof and Skylight Replacement TAM

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

Fleet

Major Bus Components FP TAM

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

Ten-Year Fixed Route Fleet Replacement FP TAM

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

10-Year Special Service Fleet Replacement FP TAM

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

Ten-Year Non-Revenue Fleet FP TAM

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

Technology & Infrastructure

IT Hardware/Software Replacement ITP TAM

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

Operations Software/Midas Replacement ITP SBP

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

Paratransit Scheduling Software ITP

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

ITS Video System Replacement TAM

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

ITS Radio Communications ITP TAM

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

Fluid Management System TAM

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

CAD/AVL ITP

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

Incident Management ITP

Incident Management System Modernization addresses critical gaps in LTD's ability to consistently track, manage, and analyze safety-related incidents. The current system is outdated and limits visibility, standardization, and timely response. This project provides a modern platform accessible across devices, with standardized incident capture, configurable workflows, role-based access, and robust reporting and

analytics. The investment strengthens safety oversight, operational transparency, and LTD's ability to manage and respond to incidents effectively across the district.

PDS/ERP Consolidation ITP

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

EAM/Fleet Management ITP TAM

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

CRM ITP SBP

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

IPaaS ITP

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

Conference Room AV TAM

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

Future Year Projections for Improvements

2028-2037	2027 Budget	2027 Forecast	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	TOTAL 2027-2037
TOTALS: IMPROVEMENTS	**12,836,649**	**12,536,400**	**8,826,069**	**11,975,484**	**5,000,000**	**600,000**	**300,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**39,737,953**
FACILITIES	842,000	842,000	835,000	4,800,000	5,000,000	600,000	100,000	100,000	100,000	100,000	100,000	100,000	12,677,000
Fleet Crane and Fall Protection		110,000											110,000
Florence Mobility Hub Planning	125,000	25,000	225,000										250,000
Passenger Boarding & System Facilities - Imp	180,000	180,000	300,000	300,000	300,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,780,000
RideSource Facility Expansion	180,000	180,000	300,000	4,500,000	4,700,000	500,000							10,180,000
River Road Passenger Safety	347,000	347,000											347,000
River Road Transit Disposal	10,000	-	10,000										10,000
FLEET	827,649	847,400	827,649	-	-	-	-	-	-	-	-	-	1,675,049
Rear Facing ADA Securement Upgrade	827,649	847,400	827,649										1,675,049
PLANNING	6,057,000	5,847,000	1,010,000	4,550,000	-	-	-	-	-	-	-	-	11,407,000
Franklin RAISE Project Grant Match	5,000,000	5,000,000											5,000,000
River Road and Highway 99 Corridor Study	250,000	100,000	100,000	50,000									250,000
South A Refinement Study	60,000	20,000	40,000										60,000
Planning Studies	347,000	347,000	350,000										697,000
Long Range Mobility Plan	300,000	350,000											350,000
Bike Share 2.0	100,000		500,000	4,500,000									5,000,000
Hunsaker Property Development		30,000	20,000										50,000
TECH & INFRASTRUCTURE	5,110,000	5,000,000	6,153,420	2,625,484	-	-	200,000	-	-	-	-	-	13,978,904
Fare Systems	2,750,000	2,640,000	3,710,000										6,350,000
Fiber Mapping & Replacement/Expansion	100,000	100,000	150,000										250,000
Regional Mobility Enabling Technologies	2,000,000	2,000,000	2,193,420	2,325,484									6,518,904
Trip Planner / Mobile Wallet	260,000	260,000											260,000
IT CoLocation Facility - DR Site			100,000	300,000									400,000
Website							200,000						200,000

Future Year Projections for State of Good Repair

2028-2037	2027 Budget	2027 Forcast	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	TOTAL 2027-2037
TOTALS: STATE OF GOOD REPAIR	**26,505,711**	**14,419,441**	**37,685,299**	**28,084,990**	**26,753,942**	**13,612,074**	**20,562,400**	**25,472,371**	**7,251,466**	**4,549,295**	**21,754,825**	**12,422,883**	**212,568,986**
FACILITIES	5,245,000	3,002,000	6,515,000	6,205,000	8,402,000	2,235,000	1,500,000	980,000	2,500,000	-	4,000,000	-	35,339,000
Amazon Station	50,000	50,000				1,500,000	1,500,000						3,050,000
Eugene Station Sitework Upgrades	1,000,000	500,000	600,000	1,030,000	1,667,000								3,797,000
Fixed Route Infrastructure Rehabilitation	500,000	515,000	2,200,000	1,500,000									4,215,000
Fleet Mechanical, Electrical & Hoist Rehabilition	500,000			1,500,000	5,700,000								7,200,000
Franklin & Gateway EmX Corridors	500,000	500,000	515,000										1,015,000
West Eugene EmX Station Repainting				255,000									255,000
EmX Lanes MMA Reaplication					550,000								550,000
Pioneer Parkway and Franklin EmX Station Caulking and Grouting					485,000								485,000
West Eugene EmX Station Caulking and Grouting								480,000					480,000
UO North Shelter Paver Replacement						735,000							735,000
Gateway & UO North Site Rehab	235,000	272,000	100,000										372,000
Glenwood Campus Infastructure Rehabilitation	1,500,000	280,000	2,350,000	1,420,000									4,050,000
Passenger Boarding & System Facilities	400,000	400,000											400,000
Springfield Station Modernization								500,000	2,500,000				3,000,000
Transit Facilities State of Good Repair	275,000	275,000											275,000
Bus Stop Signs Updates	120,000	120,000											120,000
Baldy View Lane Asphalt Replacement	165,000	90,000											90,000
Glenwood Admin Modifications			750,000	500,000									1,250,000
Eugene Station Metal Roof/Skylight Replacement											4,000,000		4,000,000
FLEET	19,186,711	9,603,441	26,330,299	19,219,990	16,171,942	10,827,074	17,962,400	20,602,371	3,002,466	2,999,295	15,504,825	12,422,883	154,646,986
Major Bus Components	604,711	604,711	913,869	3,823,340	452,672	666,674	-	1,097,281	751,791	1,096,265	1,060,625	407,883	10,875,111
Ten-Year Fixed Route Fleet Replacement	16,180,000	6,500,000	23,200,000	14,326,000	14,550,000	8,380,000	15,010,000	17,110,000	-	-	12,500,000	9,180,000	120,756,000
Ten-Year Special Services Fleet Replacement	1,790,000	1,790,430	1,899,530	1,070,650	1,089,270	1,511,300	2,586,700	1,983,990	1,630,000	1,351,280	1,383,200	2,470,000	18,766,350
Ten-Year Non-Revenue Fleet	612,000	708,300	316,900	-	80,000	269,100	365,700	411,100	620,675	551,750	561,000	365,000	4,249,525
TECH & INFRASTRUCTURE	2,074,000	1,814,000	4,840,000	2,660,000	2,180,000	550,000	1,100,000	3,890,000	1,749,000	1,550,000	2,250,000	-	22,583,000
IT Hardware/Software Replacement	970,000	970,000	1,940,000	460,000	420,000	550,000	700,000	890,000	1,749,000	450,000	650,000		8,779,000
Operations Software/Midas Replacement	144,000	144,000									200,000		344,000
Paratransit Scheduling Software			2,000,000										2,000,000
ITS Video Systems Replacement								3,000,000					3,000,000
ITS Radio Communications	260,000		500,000							500,000			1,000,000
Fluid Management System			400,000								400,000		800,000
CAD/AVL	200,000	200,000									1,000,000		1,200,000
Incident Management	500,000	500,000								600,000			1,100,000
PDS/ERP Consolidation				1,200,000									1,200,000
EAM-Fleet Management					1,000,000								1,000,000
CRM				1,000,000									1,000,000
IPaaS					760,000								760,000
Conference Room AV Equipment							400,000						400,000

Project Funding

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

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

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

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

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

Project Funding for Improvements

2028-2037	TIER	Total FY27 + 28-37 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR IMPROVEMENTS		**39,737,953**	**7,603,523**	**2,138,202**	**1,420,000**	**240,000**	**8,530,781**	**19,932,506**	**10,444,119**	**30,376,625**	**9,361,328**
FACILITIES		**12,677,000**	**-**	**-**	**20,000**	**-**	**577,000**	**597,000**	**3,900,000**	**4,497,000**	**8,180,000**
Fleet Crane and Fall Protection	1	110,000						-	110,000	110,000	-
Florence Mobility Hub Planning	1	250,000			20,000		230,000	250,000		250,000	-
Passenger Boarding & System Facilities - SGR	1	1,780,000						-	1,780,000	1,780,000	-
RideSource Facility Expansion	3	10,180,000						-	2,000,000	2,000,000	8,180,000
River Road Passenger Safety		347,000					347,000	347,000	-	347,000	-
River Road Transit Disposal	1	10,000						-	10,000	10,000	-
FLEET		**1,675,049**	**-**	**1,340,039**	**-**	**-**	**-**	**1,340,039**	**335,010**	**1,675,049**	**-**
Rear Facing ADA Securement Upgrade	1	1,675,049		1,340,039				1,340,039	335,010	1,675,049	-
PLANNING		**11,407,000**	**2,128,400**	**278,163**	**800,000**	**240,000**	**1,750,000**	**5,196,563**	**5,810,437**	**11,007,000**	**400,000**
Franklin RAISE Project Grant Match	1	5,000,000						-	5,000,000	5,000,000	-
River Road and Highway 99 Corridor Study	1	250,000		224,325				224,325	25,675	250,000	-
South A Refinement Study	1	60,000		53,838				53,838	6,162	60,000	-
Planning Studies	1	697,000		-				-	347,000	347,000	350,000
Long Range Mobility Plan	1	350,000				240,000		240,000	60,000	300,000	50,000
Bike Share 2.0	1/2	5,000,000	2,128,400		800,000		1,750,000	4,678,400	321,600	5,000,000	-
Hunsaker	1	50,000						-	50,000	50,000	
TECH & INFRASTRUCTURE		**13,978,904**	**5,475,123**	**520,000**	**600,000**	**-**	**6,203,781**	**12,798,904**	**398,672**	**13,197,576**	**781,328**
Fare Systems	1/2	6,350,000			600,000		4,900,000	5,500,000	68,672	5,568,672	781,328
Fiber Mapping & Replacement/Expansion	2	250,000		200,000				200,000	50,000	250,000	-
Regional Mobility Enabling Technologies	1/2	6,518,904	5,215,123				1,303,781	6,518,904	-	6,518,904	-
Trip Planner / Mobile Wallet	1	260,000	260,000				-	260,000		260,000	-
IT CoLocation Facitlity - DR Site	2	400,000		320,000				320,000	80,000	400,000	-
Website	1	200,000						-	200,000	200,000	-

Project Funding for State of Good Repair

2028-2037	TIER	Total FY27 + 28-37 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR STATE OF GOOD REPAIR		**212,568,986**	**36,905,062**	**95,275,327**	**-**	**-**	**38,831,150**	**170,851,539**	**23,413,098**	**194,264,637**	**18,304,349**
FACILITIES		**35,339,000**	**-**	**17,271,200**	**-**	**-**	**-**	**17,271,200**	**5,292,800**	**22,564,000**	**12,775,000**
Amazon Station	2/3	3,050,000						-	50,000	50,000	**3,000,000**
Eugene Station Sitework Upgrades	2	3,797,000		3,037,600				3,037,600	759,400	3,797,000	-
Fixed Route Infrastructure Rehabilitation	2	4,215,000		3,372,000				3,372,000	843,000	4,215,000	-
Fleet Mechanical, Electrical & Hoist Rehabilition	1/2	7,200,000		4,480,000				4,480,000	1,160,000	5,640,000	**1,560,000**
Franklin & Gateway EmX Corridors Concrete Bus Lane Repair	1	1,015,000		812,000				812,000	203,000	1,015,000	-
West Eugene EmX Station Repainting	2	255,000		204,000				204,000	51,000	255,000	-
EmX Lanes MMA Reapplication (red lines)	2	550,000		440,000				440,000	110,000	550,000	-
Pioneer Parkway and Franklin EmX Station Caulking and Grouting	2	485,000		388,000				388,000	97,000	485,000	-
West EmX Station caulking and Grouting	3	480,000						-		-	**480,000**
UO North Shelter Paver Replacement	3	735,000						-		-	**735,000**
Gateway & UO North Site Rehab	2	372,000		297,600				297,600	74,400	372,000	-
Glenwood Campus Infastructure Rehabilitation	2	4,050,000		3,240,000				3,240,000	810,000	4,050,000	-
Passenger Boarding & System Facilities - SGR	1	400,000						-	400,000	400,000	-
Springfield Station Rehabilitation	3	3,000,000						-		-	**3,000,000**
Transit Facilities State of Good Repairs	2	275,000						-	275,000	275,000	-
Bus Stop Sign Updates	1	120,000		-				-	120,000	120,000	-
Baldy View Lane Asphalt Replacement	1	90,000						-	90,000	90,000	-
Glenwood Admin Modifications	2	1,250,000		1,000,000				1,000,000	250,000	1,250,000	-
Eugene Station Metal Roof & Skylight Repair	3	4,000,000						-		-	**4,000,000**
FLEET MAINTENANCE		**154,646,986**	**34,505,062**	**69,620,927**	**-**	**-**	**38,831,150**	**142,957,139**	**11,689,847**	**154,646,986**	**-**
Major Bus Components	2	10,875,111		8,700,089				8,700,089	2,175,022	10,875,111	-
Ten-Year Fixed Route Fleet Replacement	1/2	120,756,000	30,418,662	60,920,838			24,151,200	115,490,700	5,265,300	120,756,000	-
Ten-Year Spec Srvc Fleet Replacement	1/2	18,766,350	4,086,400				14,679,950	18,766,350		18,766,350	-
Ten-Year Non-Rev Fleet	2	4,249,525						-	4,249,525	4,249,525	-
TECH & INFRASTRUCTURE		**22,583,000**	**2,400,000**	**8,383,200**	**-**	**-**	**-**	**10,623,200**	**6,430,451**	**17,053,651**	**5,529,349**
IT Hardware/Software Replacement	1/2	8,779,000		3,820,000				3,820,000	4,429,651	8,249,651	**529,349**
Operations Software/Midas Replacement	1	344,000		275,200				115,200	28,800	144,000	**200,000**
Paratransit Scheduling Software	3	2,000,000						-		-	**2,000,000**
ITS Video System Replacement	1	3,000,000	2,400,000					2,400,000	600,000	3,000,000	-
ITS Radio Communications	2	1,000,000		608,000				608,000	152,000	760,000	**240,000**
Fluid Management System	1/2	800,000							800,000	800,000	-
CAD/AVL	2	1,200,000		960,000				960,000	240,000	1,200,000	-
Incident Management	2	1,100,000		400,000				400,000	100,000	500,000	**600,000**
PDS/ERP Consolidation	3	1,200,000						-		-	**1,200,000**
EAM/Fleet Management	2	1,000,000		1,000,000				1,000,000		1,000,000	-
CRM	2	1,000,000		1,000,000				1,000,000		1,000,000	-
IPaaS	3	760,000						-		-	**760,000**
Conference Room AV	2	400,000		320,000				320,000	80,000	400,000	-

Lane Transit District

Community Investment Plan | FY 28-37

Budget Committee

Joe & Jack | November 10, 2026

Agenda

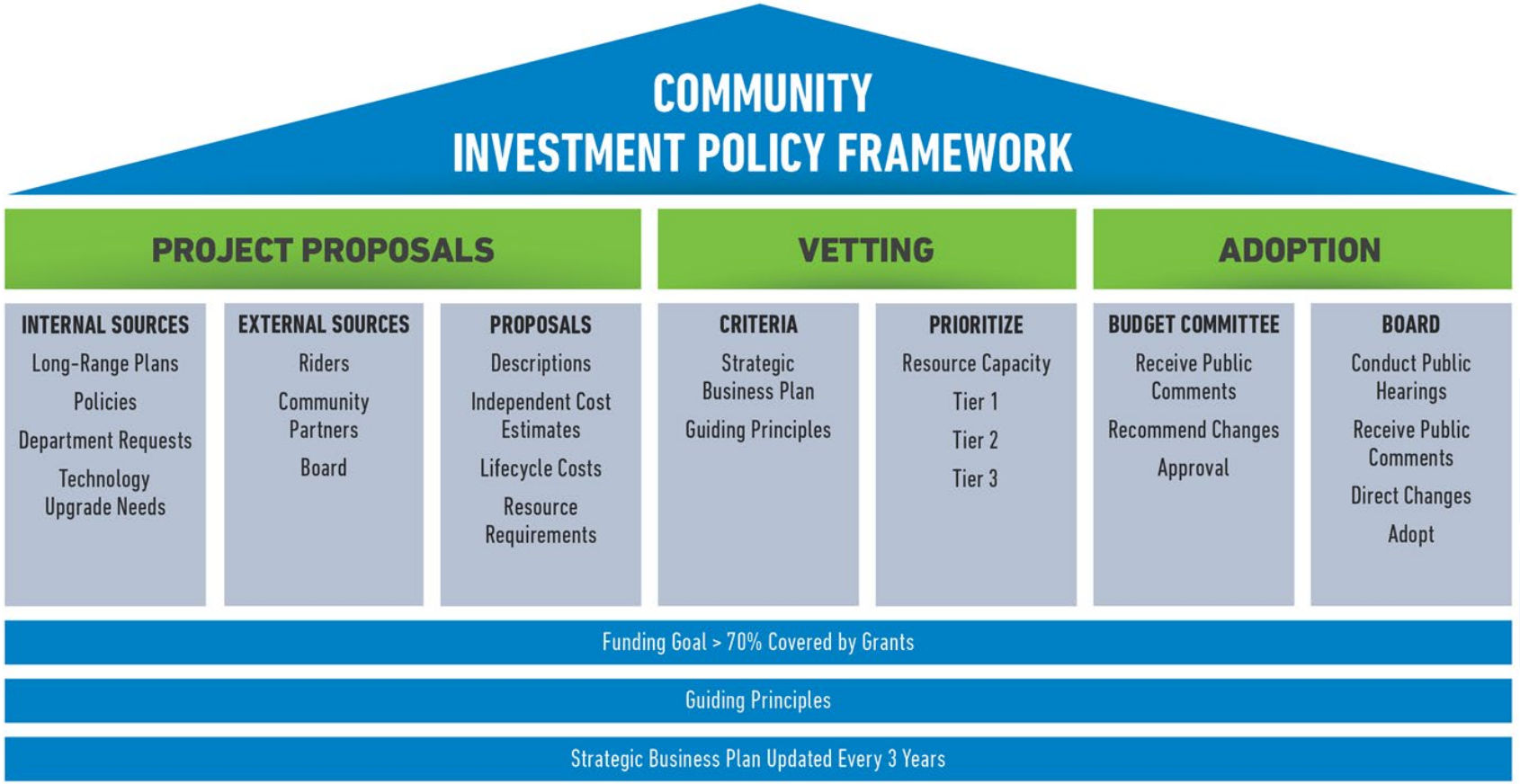
Framework | Guiding Principles

Highlight projects complete or underway

Funding strategy update



CIP Framework



Lane Transit District

CIP Guiding Principles

- ✓ To deliver safe, equitable and dependable transportation services and facilities in an affordable, efficient, and cost-conscious manner
- ✓ To invest in a transparent, financially sustainable manner that is able to withstand annual revenue fluctuations
- ✓ To adjust to changes in community service needs and strategic business plan priorities
- ✓ To comply with all local, state and federal regulatory requirements
- ✓ To be a part of the climate change solution while building community resiliency



How Does a Project Become a Project?



UPDATE

- ✓ Cost Forecast
- ✓ Schedules
- ✓ Relevance

ADDITIONS

State of Good Repair

- ➢ Life Cycle
- ➢ Preventative
- ➢ Predictive
- ➢ Reactive

Improvements

- ➢ Expanding Services
- ➢ Changing Business Needs
- ➢ Rider Experience

EVALUATION

- ✓ Appropriate
- ✓ Criteria

PRIORITIZE

- ➢ Funding
- ➢ Timing

Fleet Replacement

Replace buses to maintain reliable service, based on the condition of vehicles and available funds



Rear Facing ADA Securement Upgrade

Rear-facing securement option on some buses to allow passengers increased flexibility to self-secure their mobility device.





Glenwood Campus Infrastructure Rehabilitation

Modernizing aging mechanical, electrical, pavement, and site infrastructure to improve the safety, reliability, and functionality of the Glenwood Campus.

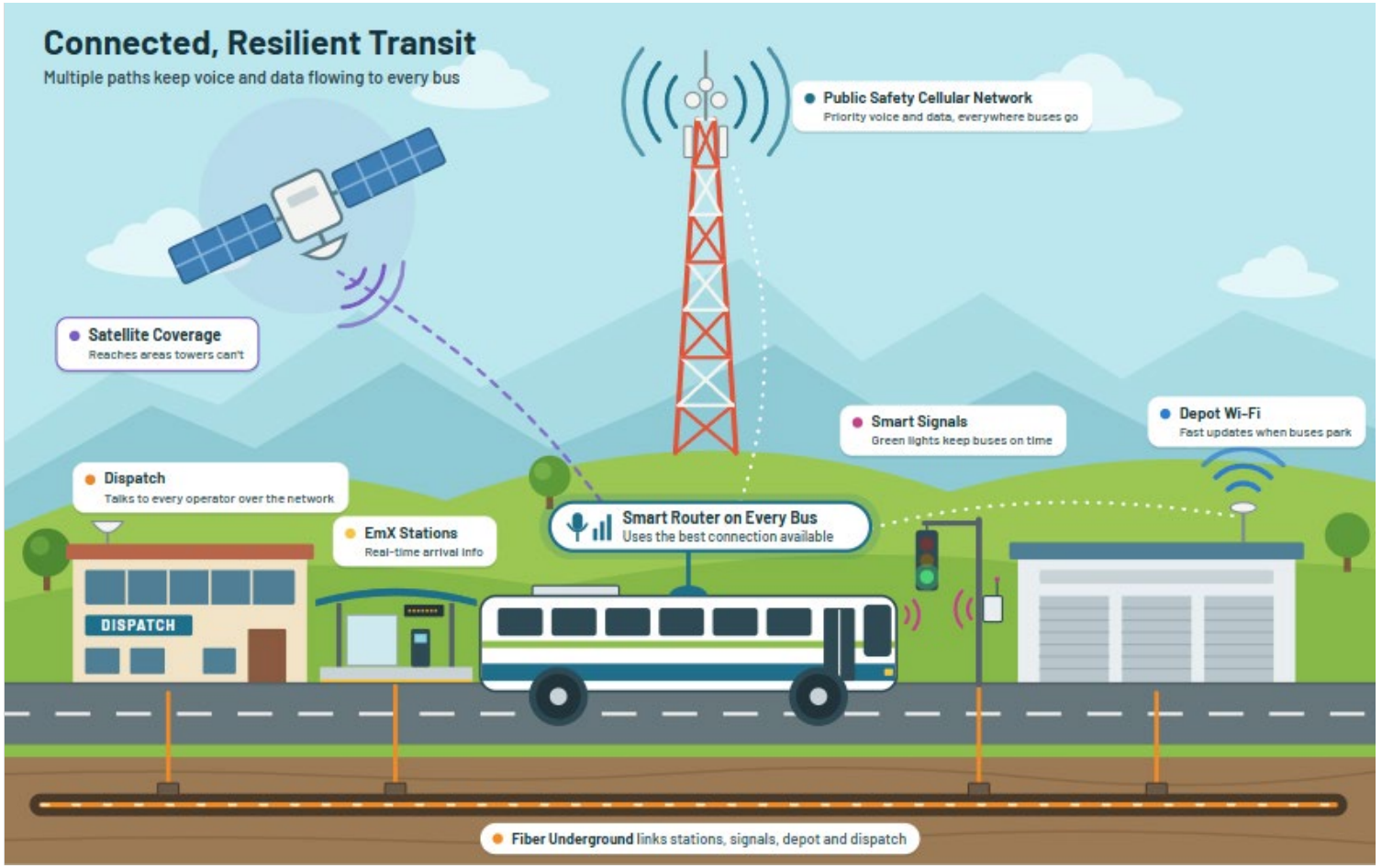






ITS Radio Communications

Modernizing communications to keep people, places, and vehicles connected through a resilient, multi-path network.



Florence Mobility Hub

Creating a safer, more convenient Florence Mobility Hub for passengers connecting between four local and regional transit services.



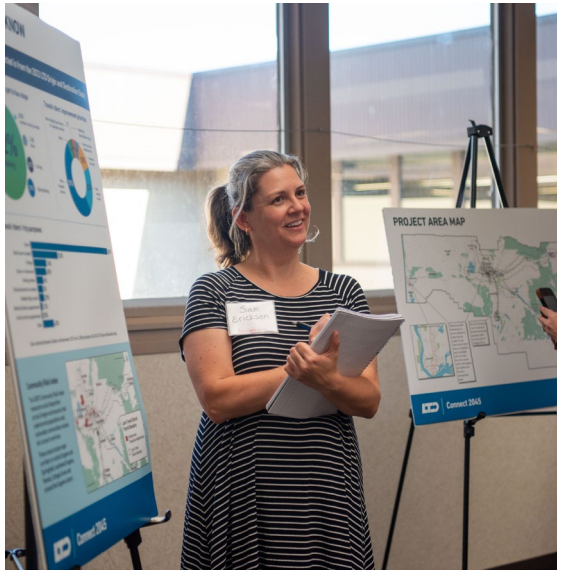


Connect45

Public engagement is helping LTD identify mobility needs, service gaps, and opportunities to better connect transportation with future community growth.

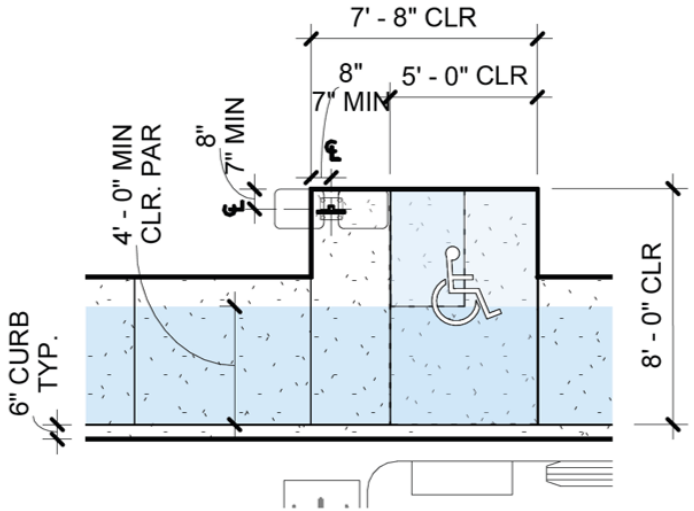


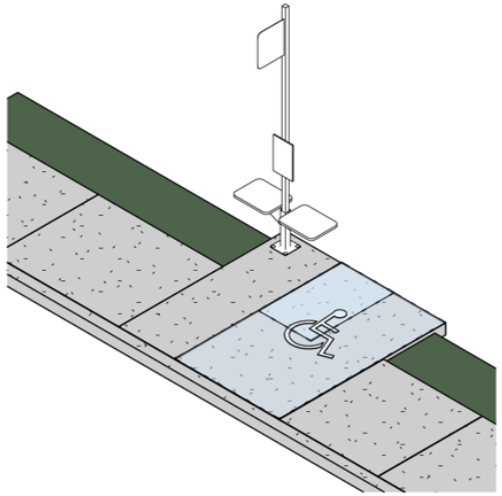




Fixed Route Infrastructure Rehabilitation

Assess bus stops for ADA compliance, make necessary improvements for stops found non-compliant and in poor condition, increasing accessibility, comfort and passenger safety





Fare Systems

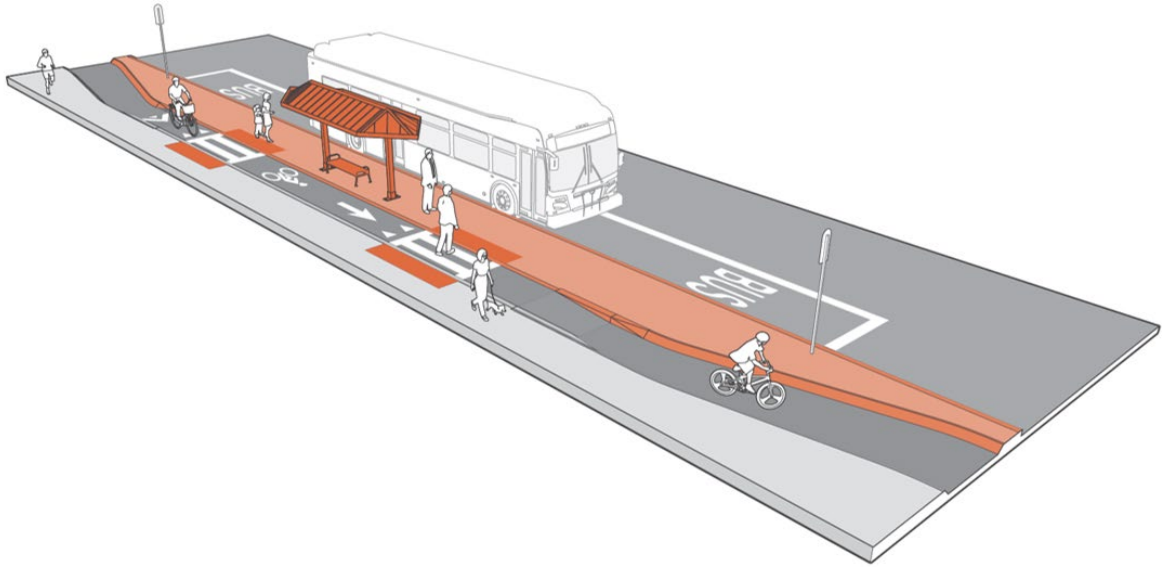
Implement a new fare system across LTD's mobility services, replace aging fare technology and hardware, enabling more seamless travel between modes





River Road Passenger Boarding Safety Improvements

Floating bus stops can eliminate bus/bike leap frogging, improving both bicyclist comfort and bus operation





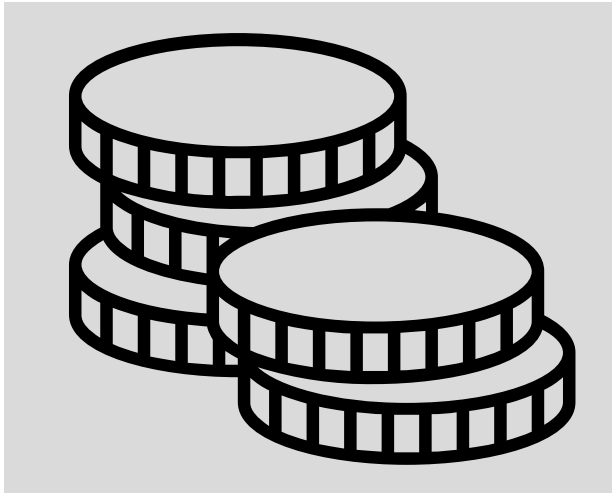


Funding Strategy



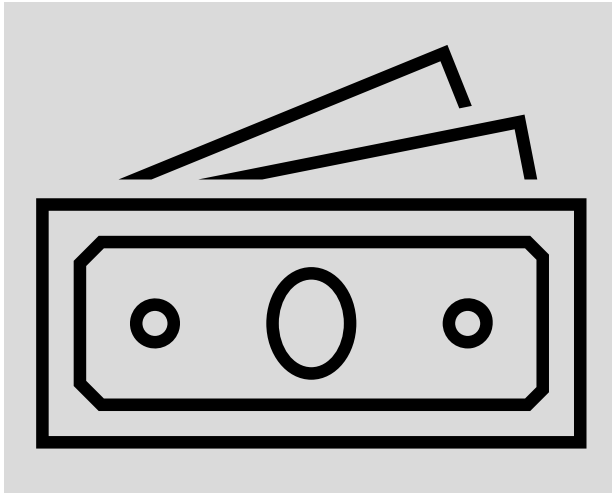
FTA Funds

Federal Transportation Administration (FTA) formula funds are applied to projects such as operations, capital projects or buses, and bus facilities. LTD pursues federal discretionary grants and works with local and state representatives to get congressionally directed funding.



STIF

Oregon's Statewide Transportation Improvement Fund (STIF) has formula and discretionary apportionments. LTD uses STIF funding for pilot service projects, rural services, match for federally-funded projects, ADA service support, and bus purchases.



General Fund

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



Capital Budget

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

CIP Improvement – Project List

2028-2037	2027 Budget	2027 Forecast	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	TOTAL 2027-2037
TOTALS: IMPROVEMENTS	12,836,649	12,536,400	8,826,069	11,975,484	5,000,000	600,000	300,000	100,000	100,000	100,000	100,000	100,000	39,737,953
FACILITIES	842,000	842,000	835,000	4,800,000	5,000,000	600,000	100,000	100,000	100,000	100,000	100,000	100,000	12,677,000
Fleet Crane and Fall Protection		110,000											110,000
Florence Mobility Hub Planning	125,000	25,000	225,000										250,000
Passenger Boarding & System Facilities - Imp	180,000	180,000	300,000	300,000	300,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,780,000
RideSource Facility Expansion	180,000	180,000	300,000	4,500,000	4,700,000	500,000							10,180,000
River Road Passenger Safety	347,000	347,000											347,000
River Road Transit Disposal	10,000	-	10,000										10,000
FLEET	827,649	847,400	827,649	-	-	-	-	-	-	-	-	-	1,675,049
Rear Facing ADA Securement Upgrade	827,649	847,400	827,649										1,675,049
PLANNING	6,057,000	5,847,000	1,010,000	4,550,000	-	-	-	-	-	-	-	-	11,407,000
Franklin RAISE Project Grant Match	5,000,000	5,000,000											5,000,000
River Road and Highway 99 Corridor Study	250,000	100,000	100,000	50,000									250,000
South A Refinement Study	60,000	20,000	40,000										60,000
Planning Studies	347,000	347,000	350,000										697,000
Long Range Mobility Plan	300,000	350,000											350,000
Bike Share 2.0	100,000		500,000	4,500,000									5,000,000
Hunsaker Property Development		30,000	20,000										50,000
TECH & INFRASTRUCTURE	5,110,000	5,000,000	6,153,420	2,625,484	-	-	200,000	-	-	-	-	-	13,978,904
Fare Systems	2,750,000	2,640,000	3,710,000										6,350,000
Fiber Mapping & Replacement/Expansion	100,000	100,000	150,000										250,000
Regional Mobility Enabling Technologies	2,000,000	2,000,000	2,193,420	2,325,484									6,518,904
Trip Planner / Mobile Wallet	260,000	260,000											260,000
IT CoLocation Facility - DR Site			100,000	300,000									400,000
Website							200,000						200,000

State of Good Repair – Project List

2028-2037	2027 Budget	2027 Forcast	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	TOTAL 2027-2037
TOTALS: STATE OF GOOD REPAIR	26,505,711	14,419,441	37,685,299	28,084,990	26,753,942	13,612,074	20,562,400	25,472,371	7,251,466	4,549,295	21,754,825	12,422,883	212,568,986
FACILITIES	5,245,000	3,002,000	6,515,000	6,205,000	8,402,000	2,235,000	1,500,000	980,000	2,500,000	-	4,000,000	-	35,339,000
Amazon Station	50,000	50,000				1,500,000	1,500,000						3,050,000
Eugene Station Sitework Upgrades	1,000,000	500,000	600,000	1,030,000	1,667,000								3,797,000
Fixed Route Infrastructure Rehabilitation	500,000	515,000	2,200,000	1,500,000									4,215,000
Fleet Mechanical, Electrical & Hoist Rehabilition	500,000			1,500,000	5,700,000								7,200,000
Franklin & Gateway EmX Corridors	500,000	500,000	515,000										1,015,000
West Eugene EmX Station Repainting				255,000									255,000
EmX Lanes MMA Reaplication					550,000								550,000
Pioneer Parkway and Franklin EmX Station Caulking and Grouting					485,000								485,000
West Eugene EmX Station Caulking and Grouting								480,000					480,000
UO North Shelter Paver Replacement						735,000							735,000
Gateway & UO North Site Rehab	235,000	272,000	100,000										372,000
Glenwood Campus Infastructure Rehabilitation	1,500,000	280,000	2,350,000	1,420,000									4,050,000
Passenger Boarding & System Facilities	400,000	400,000											400,000
Springfield Station Modernization								500,000	2,500,000				3,000,000
Transit Facilities State of Good Repair	275,000	275,000											275,000
Bus Stop Signs Updates	120,000	120,000											120,000
Baldy View Lane Asphalt Replacement	165,000	90,000											90,000
Glenwood Admin Modifications			750,000	500,000									1,250,000
Eugene Station Metal Roof/Skylight Replacement											4,000,000		4,000,000
FLEET	19,186,711	9,603,441	26,330,299	19,219,990	16,171,942	10,827,074	17,962,400	20,602,371	3,002,466	2,999,295	15,504,825	12,422,883	154,646,986
Major Bus Components	604,711	604,711	913,869	3,823,340	452,672	666,674	-	1,097,281	751,791	1,096,265	1,060,625	407,883	10,875,111
Ten-Year Fixed Route Fleet Replacement	16,180,000	6,500,000	23,200,000	14,326,000	14,550,000	8,380,000	15,010,000	17,110,000	-	-	12,500,000	9,180,000	120,756,000
Ten-Year Special Services Fleet Replacement	1,790,000	1,790,430	1,899,530	1,070,650	1,089,270	1,511,300	2,586,700	1,983,990	1,630,000	1,351,280	1,383,200	2,470,000	18,766,350
Ten-Year Non-Revenue Fleet	612,000	708,300	316,900	-	80,000	269,100	365,700	411,100	620,675	551,750	561,000	365,000	4,249,525
TECH & INFRASTRUCTURE	2,074,000	1,814,000	4,840,000	2,660,000	2,180,000	550,000	1,100,000	3,890,000	1,749,000	1,550,000	2,250,000	-	22,583,000
IT Hardware/Software Replacement	970,000	970,000	1,940,000	460,000	420,000	550,000	700,000	890,000	1,749,000	450,000	650,000		8,779,000
Operations Software/Midas Replacement	144,000	144,000									200,000		344,000
Paratransit Scheduling Software			2,000,000										2,000,000
ITS Video Systems Replacement								3,000,000					3,000,000
ITS Radio Communications	260,000		500,000							500,000			1,000,000
Fluid Management System			400,000								400,000		800,000
CAD/AVL	200,000	200,000									1,000,000		1,200,000
Incident Management	500,000	500,000								600,000			1,100,000
PDS/ERP Consolidation				1,200,000									1,200,000
EAM-Fleet Management					1,000,000								1,000,000
CRM				1,000,000									1,000,000
IPaaS					760,000								760,000
Conference Room AV Equipment							400,000						400,000

CIP Improvement – Funding Plan

2028-2037	TIER	Total FY27 + 28-37 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR IMPROVEMENTS		**39,737,953**	**7,603,523**	**2,138,202**	**1,420,000**	**240,000**	**8,530,781**	**19,932,506**	**10,444,119**	**30,376,625**	**9,361,328**
FACILITIES		**12,677,000**	**-**	**-**	**20,000**	**-**	**577,000**	**597,000**	**3,900,000**	**4,497,000**	**8,180,000**
Fleet Crane and Fall Protection	1	110,000						-	110,000	110,000	-
Florence Mobility Hub Planning	1	250,000			20,000		230,000	250,000		250,000	-
Passenger Boarding & System Facilities - SGR	1	1,780,000						-	1,780,000	1,780,000	-
RideSource Facility Expansion	3	10,180,000						-	2,000,000	2,000,000	8,180,000
River Road Passenger Safety		347,000					347,000	347,000	-	347,000	-
River Road Transit Disposal	1	10,000						-	10,000	10,000	-
FLEET		**1,675,049**	**-**	**1,340,039**	**-**	**-**	**-**	**1,340,039**	**335,010**	**1,675,049**	**-**
Rear Facing ADA Securement Upgrade	1	1,675,049		1,340,039				1,340,039	335,010	1,675,049	-
PLANNING		**11,407,000**	**2,128,400**	**278,163**	**800,000**	**240,000**	**1,750,000**	**5,196,563**	**5,810,437**	**11,007,000**	**400,000**
Franklin RAISE Project Grant Match	1	5,000,000						-	5,000,000	5,000,000	-
River Road and Highway 99 Corridor Study	1	250,000		224,325				224,325	25,675	250,000	-
South A Refinement Study	1	60,000		53,838				53,838	6,162	60,000	-
Planning Studies	1	697,000		-				-	347,000	347,000	350,000
Long Range Mobility Plan	1	350,000				240,000		240,000	60,000	300,000	50,000
Bike Share 2.0	1/2	5,000,000	2,128,400		800,000		1,750,000	4,678,400	321,600	5,000,000	-
Hunsaker	1	50,000						-	50,000	50,000	
TECH & INFRASTRUCTURE		**13,978,904**	**5,475,123**	**520,000**	**600,000**	**-**	**6,203,781**	**12,798,904**	**398,672**	**13,197,576**	**781,328**
Fare Systems	1/2	6,350,000			600,000		4,900,000	5,500,000	68,672	5,568,672	781,328
Fiber Mapping & Replacement/Expansion	2	250,000		200,000				200,000	50,000	250,000	-
Regional Mobility Enabling Technologies	1/2	6,518,904	5,215,123				1,303,781	6,518,904	-	6,518,904	-
Trip Planner / Mobile Wallet	1	260,000	260,000				-	260,000		260,000	-
IT CoLocation Facitlity - DR Site	2	400,000		320,000				320,000	80,000	400,000	-
Website	1	200,000						-	200,000	200,000	-

State of Good Repair – Funding Plan

2028-2037	TIER	Total FY27 + 28-37 CIP	Discretionary	Federal Formula	Other Federal	Other State	STIF Formula	Total Grant Funding	General Fund	Total Funded	Unfunded
TOTALS: FUNDING FOR STATE OF GOOD REPAIR		**212,568,986**	**36,905,062**	**95,275,327**	**-**	**-**	**38,831,150**	**170,851,539**	**23,413,098**	**194,264,637**	**18,304,349**
FACILITIES		**35,339,000**	**-**	**17,271,200**	**-**	**-**	**-**	**17,271,200**	**5,292,800**	**22,564,000**	**12,775,000**
Amazon Station	2/3	3,050,000						-	50,000	50,000	**3,000,000**
Eugene Station Sitework Upgrades	2	3,797,000		3,037,600				3,037,600	759,400	3,797,000	**-**
Fixed Route Infrastructure Rehabilitation	2	4,215,000		3,372,000				3,372,000	843,000	4,215,000	**-**
Fleet Mechanical, Electrical & Hoist Rehabilition	1/2	7,200,000		4,480,000				4,480,000	1,160,000	5,640,000	**1,560,000**
Franklin & Gateway EmX Corridors Concrete Bus Lane Repair	1	1,015,000		812,000				812,000	203,000	1,015,000	**-**
West Eugene EmX Station Repainting	2	255,000		204,000				204,000	51,000	255,000	**-**
EmX Lanes MMA Reapplication (red lines)	2	550,000		440,000				440,000	110,000	550,000	**-**
Pioneer Parkway and Franklin EmX Station Caulking and Grouting	2	485,000		388,000				388,000	97,000	485,000	**-**
West EmX Station caulking and Grouting	3	480,000						-		-	**480,000**
UO North Shelter Paver Replacement	3	735,000						-		-	**735,000**
Gateway & UO North Site Rehab	2	372,000		297,600				297,600	74,400	372,000	**-**
Glenwood Campus Infastructure Rehabilitation	2	4,050,000		3,240,000				3,240,000	810,000	4,050,000	**-**
Passenger Boarding & System Facilities - SGR	1	400,000						-	400,000	400,000	**-**
Springfield Station Rehabilitation	3	3,000,000						-		-	**3,000,000**
Transit Facilities State of Good Repairs	2	275,000						-	275,000	275,000	**-**
Bus Stop Sign Updates	1	120,000		-				-	120,000	120,000	**-**
Baldy View Lane Asphalt Replacement	1	90,000						-	90,000	90,000	**-**
Glenwood Admin Modifications	2	1,250,000		1,000,000				1,000,000	250,000	1,250,000	**-**
Eugene Station Metal Roof & Skylight Repair	3	4,000,000						-		-	**4,000,000**
FLEET MAINTENANCE		**154,646,986**	**34,505,062**	**69,620,927**	**-**	**-**	**38,831,150**	**142,957,139**	**11,689,847**	**154,646,986**	**-**
Major Bus Components	2	10,875,111		8,700,089				8,700,089	2,175,022	10,875,111	**-**
Ten-Year Fixed Route Fleet Replacement	1/2	120,756,000	30,418,662	60,920,838			24,151,200	115,490,700	5,265,300	120,756,000	**-**
Ten-Year Spec Srvc Fleet Replacement	1/2	18,766,350	4,086,400				14,679,950	18,766,350		18,766,350	**-**
Ten-Year Non-Rev Fleet	2	4,249,525						-	4,249,525	4,249,525	**-**
TECH & INFRASTRUCTURE		**22,583,000**	**2,400,000**	**8,383,200**	**-**	**-**	**-**	**10,623,200**	**6,430,451**	**17,053,651**	**5,529,349**
IT Hardware/Software Replacement	1/2	8,779,000		3,820,000				3,820,000	4,429,651	8,249,651	**529,349**
Operations Software/Midas Replacement	1	344,000		275,200				115,200	28,800	144,000	**200,000**
Paratransit Scheduling Software	3	2,000,000						-		-	**2,000,000**
ITS Video System Replacement	1	3,000,000	2,400,000					2,400,000	600,000	3,000,000	**-**
ITS Radio Communications	2	1,000,000		608,000				608,000	152,000	760,000	**240,000**
Fluid Management System	1/2	800,000							800,000	800,000	**-**
CAD/AVL	2	1,200,000		960,000				960,000	240,000	1,200,000	**-**
Incident Management	2	1,100,000		400,000				400,000	100,000	500,000	**600,000**
PDS/ERP Consolidation	3	1,200,000						-		-	**1,200,000**
EAM/Fleet Management	2	1,000,000		1,000,000				1,000,000		1,000,000	**-**
CRM	2	1,000,000		1,000,000				1,000,000		1,000,000	**-**
IPaaS	3	760,000						-		-	**760,000**
Conference Room AV	2	400,000		320,000				320,000	80,000	400,000	**-**

Lane Transit District

Thank you

Questions?

Lane Transit District
Agenda Item Summary (AIS)

Prepared By: Pamela Strutz, Chief Financial Officer

AIS Title: Preliminary 2028-2037 Long-Range Financial Plan

Action: Discussion and Feedback

Agenda Item Summary: Lane Transit District's (LTD) Long-Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provide the information the organization needs to develop a proposed budget and the timing of capital improvement projects. It is a 10-year plan that projects the anticipated resources and expenditures over that period. At its core, the LRFP aligns LTD's financial capacity with the objectives outlined in its Strategic Business Plan. Ideally, it is updated on an annual basis.

The LRFP has no spending authority, but it is a starting point for the annual budget. LTD's final decision to commit funds occurs through its annual budget process. The LRFP illustrates the interconnections between LTD's revenues, anticipated expenditures, and the timing of capital improvements. As the anticipated resources and economic conditions change each year, the proposed budget is adjusted accordingly to ensure the long-term financial well-being of LTD and the sustainability of its existing services.

The LRFP was last adopted by LTD's Board of Directors at the May 20, 2026 Board meeting.

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

As part of the budget process, the proposed LRFP is updated to align with the proposed Community Investment Plan (CIP), recent actual results, the current budget and to reflect future funding availability, service adjustments, predicted inflation and economic factors. At the March 30 Budget Committee Public Hearing, this committee is responsible for forwarding the proposed LRFP to LTD's Board with a recommendation to approve as presented or with proposed amendments.

The proposed LRFP details are posted on the LTD website at www.LTD.org.

Next steps: Proposed LRFP will be presented at the Budget Hearing on March 30, 2027

Attachments:

(1) Preliminary Long-Range Financial Plan 2028-2037

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

Lane Transit District

PRELIMINARY
Long Range Financial Plan
FY 2028-2037

LTD.org

LANE TRANSIT DISTRICT

PRELIMINARY LONG-RANGE FINANCIAL PLAN

Fiscal Years 2028-2037

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INTRODUCTION

This Long-Range Financial Plan (LRFP) is one of three key documents, developed with community input, that provides the information Lane Transit District (LTD) needs to develop a proposed budget and timeline for community investment projects. The LRFP aligns LTD's financial capacity with objectives in the Strategic Business Plan and provides a long-term view of anticipated resources, operating requirements, transfers, service levels, working capital, and reserves. This preliminary LRFP presents detailed annual forecast data from FY2027-28 through FY2036-37.

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

RESOURCES

To provide quality service, reliable vehicles and infrastructure, and collaborative programs that serve the community's mobility needs, LTD requires ongoing financial resources. Payroll taxes remain the most significant revenue source. The preliminary forecast assumes payroll tax revenue grows 5% annually, from $66.3 million in FY2027-28 to $102.8 million in FY2036-37. Self-employment taxes and State-in-Lieu revenue are held flat at approximately $2.6 million and $0.8 million per year, respectively.

Federal and state assistance continue to support operations. Federal assistance is projected to increase approximately 1.75% annually, from $5.1 million in FY2027-28 to $6.0 million in FY2036-37. State assistance is $5.35 million in FY2027-28 and FY2028-29, then increases by approximately 3.5% every two years to $6.14 million in FY2036-37. Interest revenue is projected to decline as working capital is used, falling from approximately $2.6 million in FY2027-28 to $1.6 million in FY2036-37.

Revenue source	$ millions FY2027-28	$ millions FY2036-37	Forecast assumption
Fares and Passes	4.600	6.000	Base reduced for Dollar Days promotion; 3% annual growth thereafter.
Payroll taxes	66.265	102.799	5% annual growth
Self-employment taxes	2.624	2.624	Held flat
State-in-Lieu	0.800	0.800	Held flat
Federal assistance	5.121	5.986	Approximately 1.75% annual growth
State assistance	5.350	6.139	3.5% biennial step increases
Interest	2.559	1.606	Declines as balances are used

REQUIREMENTS

LTD's operating costs continue to grow faster than recurring operating revenue. Personnel Services are forecast to increase from $63.9 million in FY2027-28 to $92.9 million in FY2036-37, following assumptions of 4.5% initially and then 4.25% annual growth. Materials and Services are forecast at 3.5% annual growth, increasing from $18.8 million to $25.7 million over the same period. Insurance and Risk Services are forecast at 5% annual growth, increasing from $3.6 million to $5.6 million.

A three-year Amalgamated Transit Union (ATU) agreement was ratified in June 2026 with wages increases totaling 10.25% over the next three years. Other contract additions include longevity pay and retiree health insurance stipends. There is also a commitment to review the ATU defined benefit pension plan retiree benefit calculation formula. Health insurance for all staff will see a very minimal increase in 2027. While this is encouraging, we are continuing to explore all cost containment options for health insurance.

The preliminary LRFP assumes continued cost pressure in materials, technology, contracted services, and insurance. The actual increase in Materials and Services from FY25 to FY26 was 8.1%. The budget for FY27 is 33.3% higher than FY26 actual and provides a solid buffer against possible cost overruns. From that point forward, there is a 3.5% annual escalation factor based on economic predictions that inflation will remain in the 3% range.

Insurance and Risk Services have increased 100% in the last four years or in dollars by $1.4 million. Approximately 60% of that increase is the addition of Oregon Paid Leave plus increasing Workers Compensation premiums. The remaining 40% is due to property insurance premiums increases. More recently we have seen a slowing in those increases other than Oregon Paid Leave which continues to escalate in double digits. After FY27, we are using a 5% annual escalation factor based on our focused attention on safety and education in this area.

In total, these assumptions contribute to total operating expense increasing from $86.3 million in FY2027-28 to $124.2 million in FY2036-37.

Cost category	$ millions FY2027-28	$ millions FY2036-37	Growth assumption
Personnel Services	63.901	92.938	4.5% initially; 4.25% thereafter
Materials and Services	18.845	25.684	3.5% annually
Insurance and Risk Services	3.596	5.579	5% annually
Total operating expense	86.342	124.200	Combined result

RESERVES

The preliminary forecast shows annual deficits from FY2027-28 through FY2034-35. The annual deficits range from $3.4 million to $3.9 million. The forecast then shows surpluses of approximately $0.1 million in FY2035-36 and $1.7 million in FY2036-37. General Fund working capital and later transfers from the Sustainable

Services Reserve support these shortfalls. After reserving two months of operating expense, unrestricted General Fund ending working capital is approximately $0.3 million in FY2036-37.

General Fund working capital

Fiscal year	Ending working capital	Two-month designation	Unrestricted ending balance
FY2027-28	$45.9M	($13.8M)	$32.1M
FY2030-31	$34.5M	($15.6M)	$18.9M
FY2033-34	$23.6M	($17.6M)	$6.0M
FY2034-35	$20.2M	($18.3M)	$1.8M
FY2035-36	$19.3M	($19.1M)	$0.3M
FY2036-37	$21.0M	($20.7M)	$0.3M

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

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

The preliminary forecast indicates that the Sustainable Services Reserve remains above the two-month operating expense target throughout the forecast. The balance grows through FY2033-34, then declines as transfers support the General Fund, ending FY2036-37 at approximately $31.3 million, equivalent to about 3.02 months of operating expense.

Sustainable Services Reserve

Fiscal year	Ending balance	Months of operating expense
FY2027-28	$26.8M	3.89
FY2030-31	$30.2M	3.87
FY2033-34	$35.3M	3.85
FY2034-35	$34.2M	3.59
FY2035-36	$33.7M	3.39
FY2036-37	$31.3M	3.02

ECONOMIC FORECAST

Despite recent news of area layoffs, Lane County unemployment has decreased 0.4% in the 12 months ending September 2026. Oregon economists say that “the state is still expected to grow, albeit at a slower pace broadly aligned with last year’s performance, with modestly stronger momentum emerging in the late stages of the biennium. If forecast expectations of stronger growth in 2027 are realized, then the trend in state output and employment should firm.” (Oregon Economic and Revenue Forecast, August 2026, pg. 12). Lane County jobs are still projected to increase 6% through 2034, and wages continue to trend up at approximately 3.5% per year. At the federal level, the Oregon Economic and Revenue Forecast reports “The national economy has endured multiple rounds of tariff increases, a sizable energy price shock, heightened geopolitical uncertainty and an ongoing, material disruption related to the build-out of artificial intelligence—yet the economic cycle has managed to persevere. A massive tax relief package provided a critical buffer, and the timing of tariff refunds also arrived mostly in the same period when the spike in energy prices was most extreme. To be sure, both served as economic stabilizers.” (Oregon Economic and Revenue Forecast, August 2026, pg. 7). The CPI-U West index shows a 3.4% increase in the last 12 months, up 0.5% from 2.9% in 2025.

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

- The preliminary LRFP reflects updated ATU contract assumptions. Personnel Services increased 4.5% initially and then 4.25% annually, growing from $63.9 million in FY2027-28 to $92.9 million in FY2036-37. This replaces the prior LRFP's 5.25% annual personnel cost assumption.
- Inflation remains a significant planning factor. The preliminary LRFP applies a 3.5% annual escalation factor to Materials and Services and a 5% annual escalation factor to Insurance and Risk Services. These forecast assumptions are applied consistently across the detailed years shown in the chart.
- Fuel and other operating inputs are included within the Materials and Services forecast. The preliminary chart does not apply a separate fuel escalation factor beyond the 3.5% annual Materials and Services assumption.
- Making long-term investments which meets LTD’s mission of “connecting our community” reliably and safely

SUMMARY

Key Assumptions and Management Focus

Area	Preliminary forecast assumption
Fares	FY2026-27 base reduced for lower fares; cash fares and group passes grow 3% annually thereafter.
Payroll taxes	5% annual growth beginning in FY2027-28.
Federal Assistance	Approximately 1.75% annual growth.
State Assistance	$5.35 million initially, followed by 3.5% biennial step increases.
Labor	Personnel Services grow 4.5% initially and 4.25% annually thereafter.
Inflation	Materials and Services grow 3.5% annually.
Insurance	Insurance and Risk Services grow 5% annually.
Service	279,400 vehicle revenue hours annually beginning in FY2028-29.

Area	Preliminary forecast assumption
Capital transfer	$4.8 million annually to the Capital Projects Fund.
Interest	4% rate assumption; interest revenue declines as working capital is used.

Key forecast messages

- Payroll taxes remain the principal recurring revenue source, increasing 5% annually from $66.3 million to $102.8 million.
- Personnel Services increase from $63.9 million to $92.9 million using a 4.5% initial growth assumption followed by 4.25% annually.
- Materials and Services increase 3.5% annually, while Insurance and Risk Services increase 5% annually.
- Forecasted service reaches 279,400 vehicle revenue hours in FY2028-29 and remains at that level through FY2036-37.
- General Fund unrestricted ending working capital declines from $32.1 million in FY2027-28 to approximately $0.3 million in FY2036-37 after reserving two months of operating expense.
- The Sustainable Services Reserve remains above its two-month target, ending FY2036-37 at approximately $31.3 million, equal to about 3.02 months of operating expense.

Ten-year financial trajectory

Measure	$ millions FY2027-28	$ millions FY2036-37	Change
Total operating revenue	4.8	6.5	+34.5%
Payroll taxes	66.3	102.8	+55.1%
Total revenues	88.0	131.2	+49.0%
Total operating expense	86.3	124.2	+43.9%
Total requirements	91.8	129.5	+41.0%

Management focus

- Monitor payroll tax and fare performance against the forecast, because relatively small percentage changes have a material cumulative effect.
- Revisit the service, labor, and cost assumptions at each annual update and after material changes in collective bargaining, benefit costs, insurance, or contracted services.
- Coordinate the annual capital transfer with the adopted CIP and confirmed grant match requirements.
- Monitor the timing of unrestricted working capital depletion and preserve clear Board decision points before additional Sustainable Services Reserve transfers are required.

Overall conclusion

The preliminary LRFP supports the planned service level and recurring capital transfer through FY2036-37, but it does so by drawing down General Fund working capital and beginning Sustainable Services Reserve transfers in FY2034-35. The plan remains above the Sustainable Services Reserve target, while unrestricted General Fund flexibility becomes very limited near the end of the forecast.

Lane Transit District
Proposed Long Range Financial Forecast
Fiscal Years 2028-2037

Resources/Requirements	FY2024-25 PLY Actual	FY2025-26 PY Actual	FY2026-27 CY Budget	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
Operating Revenues														
Cash Fares & Passes	2,056,381	2,441,358	2,667,890	2,521,156	2,597,000	2,675,000	2,755,000	2,838,000	2,923,000	3,011,000	3,101,000	3,194,000	3,290,000	3,389,000
Group Passes	2,012,303	2,065,677	2,018,553	1,944,358	2,003,000	2,063,000	2,125,000	2,189,000	2,255,000	2,323,000	2,393,000	2,465,000	2,539,000	2,615,000
Advertising	0	0	100,000	50,000	100,000	150,000	200,000	250,000	300,000	300,000	300,000	300,000	300,000	300,000
Special Services	111,884	139,707	138,000	130,000	137,000	144,000	151,000	159,000	167,000	175,000	184,000	190,000	196,000	202,000
Total Operating Revenue	**$4,180,569**	**$4,646,741**	**$4,924,443**	**$4,645,514**	**$4,837,000**	**$5,032,000**	**$5,231,000**	**$5,436,000**	**$5,645,000**	**$5,809,000**	**$5,978,000**	**$6,149,000**	**$6,325,000**	**$6,506,000**
Nonoperating Revenues														
Payroll Taxes	55,022,717	59,529,218	63,109,510	63,109,510	66,265,000	69,578,000	73,057,000	76,710,000	80,546,000	84,573,000	88,802,000	93,242,000	97,904,000	102,799,000
Self-employment Taxes	2,539,145	2,317,314	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904	2,623,904
State-in-Lieu	918,017	833,396	795,715	795,715	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000	800,000
Federal Assistance	24,417,717	3,972,963	4,843,811	5,033,006	5,121,084	5,210,703	5,301,890	5,394,673	5,489,080	5,585,139	5,682,879	5,782,329	5,883,520	5,986,482
State Assistance	4,482,201	5,329,832	5,350,000	5,350,000	5,350,000	5,350,000	5,537,250	5,537,250	5,731,054	5,731,054	5,931,641	5,931,641	6,139,248	6,139,248
Local Assistance	0	30,000	30,000	30,000										
Miscellaneous	406,929	268,894	209,500	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Sale of Assets	0	1,529,372	150,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Interest	3,053,220	2,680,110	2,743,996	2,715,455	2,558,528	2,405,346	2,255,515	2,106,652	1,960,074	1,816,052	1,675,136	1,589,873	1,608,647	1,606,160
Transfer from Sus Serv Reserve												2,500,000	3,000,000	4,300,000
Total Non-operating Revenue	***$90,839,947***	***$76,491,098***	***$79,856,436***	***$80,057,590***	***$83,118,516***	***$86,367,953***	***$89,975,559***	***$93,572,479***	***$97,550,112***	***$101,529,149***	***$105,915,560***	***$112,869,747***	***$118,359,319***	***$124,654,794***
Total Revenues	***$95,020,516***	***$81,137,839***	***$84,780,879***	***$84,703,104***	***$87,955,516***	***$91,399,953***	***$95,206,559***	***$99,008,479***	***$103,195,112***	***$107,338,149***	***$111,893,560***	***$119,018,747***	***$124,684,319***	***$131,160,794***

Requirements-Operating	FY2024-25 PLY Actual	FY2025-26 PY Actual	FY2026-27 CY Budget	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
Operating Requirements														
Personnel Services	54,723,330	54,323,252	61,149,205	61,149,205	63,900,919	66,616,708	69,447,918	72,399,455	75,476,432	78,684,180	82,028,258	85,514,459	89,148,823	92,937,648
Materials & Services	12,627,227	13,651,473	18,207,534	18,207,534	18,844,798	19,504,366	20,187,018	20,893,564	21,624,839	22,381,708	23,165,068	23,975,845	24,815,000	25,683,525
Insurance & Risk Services	1,601,905	2,770,954	3,425,052	3,425,052	3,596,305	3,776,120	3,964,926	4,163,172	4,371,331	4,589,897	4,819,392	5,060,362	5,313,380	5,579,049
Total Operating Expense	***$68,952,462***	***$70,745,678***	***$82,781,791***	***$82,781,791***	***$86,342,022***	***$89,897,194***	***$93,599,863***	***$97,456,191***	***$101,472,601***	***$105,655,786***	***$110,012,718***	***$114,550,666***	***$119,277,203***	***$124,200,222***
Total Revenues less Oper. Exp.	***$26,068,054***	***$10,392,161***	***$1,999,088***	***$1,921,313***	***$1,613,495***	***$1,502,759***	***$1,606,696***	***$1,552,288***	***$1,722,511***	***$1,682,363***	***$1,880,842***	***$4,468,082***	***$5,407,116***	***$6,960,572***

Requirements-Transfers	FY2024-25 PLY Actual	FY2025-26 PY Actual	FY2026-27 CY Budget	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
Transfers														
Transfer to Mobility Services Fund	650,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Transfer to Medicaid Fund	327,750	327,750	300,000	300,000	150,000	0	0	0	0	0	0	0	0	0
Transfer to Point2point Fund	50,000	50,000	48,000	48,000	25,000	0	0	0	0	0	0	0	0	0
Transfer to the Sus Serv Reserve	12,300,000	300,000	300,000	300,000	0	0	0	0	0	0	0	0	0	0
Transfer to Capital Projects Fund	6,675,635	5,628,000	4,757,779	4,757,779	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000	4,800,000
Totals Transfers	***$20,003,385***	***$6,805,750***	***$5,905,779***	***$5,905,779***	***$5,475,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***	***$5,300,000***
Total Requirements	***$88,955,847***	***$77,551,428***	***$88,687,570***	***$88,687,570***	***$91,817,022***	***$95,197,194***	***$98,899,863***	***$102,756,191***	***$106,772,601***	***$110,955,786***	***$115,312,718***	***$119,850,666***	***$124,577,203***	***$129,500,222***
Surplus (Deficit)	***$6,064,669***	***$3,586,411***	***($3,906,691)***	***($3,984,466)***	***($3,861,505)***	***($3,797,241)***	***($3,693,304)***	***($3,747,712)***	***($3,577,489)***	***($3,617,637)***	***($3,419,158)***	***($831,918)***	***$107,116***	***$1,660,572***

Revenue Hours	FY2024-25 PLY Actual	*FY2025-26 PY Actual*	*FY2026-27 CY Budget*	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
LRFP Forecasted Service (VRH)	223,169	246,785	258,612	264,435	273,386	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400	279,400

Working Capital	FY2024-25 PLY Actual	*FY2025-26 PY Actual*	*FY2026-27 CY Budget*	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
Gen Fund Beg. Working Capital	35,424,296	41,505,675	43,751,544	49,878,759	45,894,293	42,032,788	38,235,547	34,542,243	30,794,531	27,217,042	23,599,405	20,180,247	20,180,247	19,348,329
Gen Fund End. Wkg Capital	41,505,675	45,092,086	39,844,853	45,894,293	42,032,788	38,235,547	34,542,243	30,794,531	27,217,042	23,599,405	20,180,247	19,348,329	20,287,363	21,008,901
Less: Unapprop Ending Fund Balance (2 mos)	(11,492,077)	(11,790,946)	(13,796,965)	(13,796,965)	(14,390,337)	(14,982,866)	(15,599,977)	(16,242,699)	(16,912,100)	(17,609,298)	(18,335,453)	(19,091,778)	(19,879,534)	(20,700,037)
General Fund Unrestricted End. Working Capital	30,013,598	33,301,139	26,047,888	32,097,328	27,642,451	23,252,681	18,942,266	14,551,833	10,304,942	5,990,108	1,844,794	256,551	407,829	308,864

Sustainable Services Reserve	FY2024-25 PLY Actual	*FY2025-26 PY Actual*	*FY2026-27 CY Budget*	FY2026-27 CY Forecast	FY2027-28 Forecast	FY2028-29 Forecast	FY2029-30 Forecast	FY2030-31 Forecast	FY2031-32 Forecast	FY2032-33 Forecast	FY2033-34 Forecast	FY2034-35 Forecast	FY2035-36 Forecast	FY2036-37 Forecast
Beginning Balance 7/01/202x	10,516,940	11,286,406	24,157,388	25,515,272	26,835,883	27,909,318	29,025,691	30,186,719	31,394,187	32,649,955	33,955,953	35,314,191	35,314,191	34,226,759
Interest Earned	530,547	570,982	1,057,884	1,020,611	1,073,435	1,116,373	1,161,028	1,207,469	1,255,767	1,305,998	1,358,238	1,412,568	1,412,568	1,369,070
Transfers In/(Out)	238,919	12,300,000	300,000	300,000	0	0	0	0	0	0	0	(2,500,000)	(3,000,000)	(4,300,000)
Ending Balance 6/30/202x	11,286,406	24,157,388	25,515,272	26,835,883	27,909,318	29,025,691	30,186,719	31,394,187	32,649,955	33,955,953	35,314,191	34,226,759	33,726,759	31,295,829