



Lane Transit District

Connecting our Community

FINAL Connect 2045 Existing and Future Conditions – 9/9/26

Lane Transit District | LTD.org



MISSION VISION VALUES

Connecting Our Community

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

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

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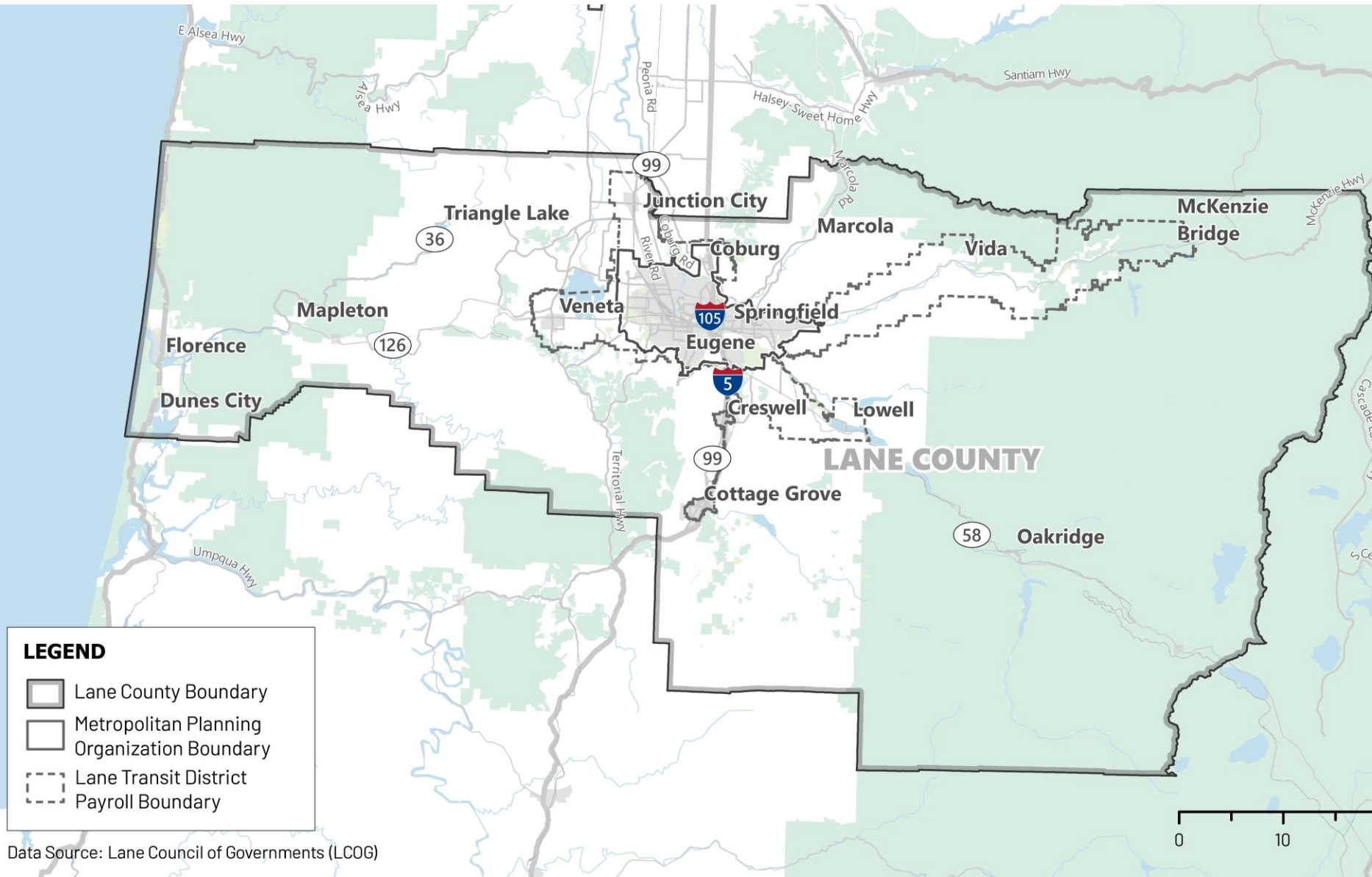
- Demographics and Land Use
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- Funding

Glossary

- **ADA:** Americans with Disabilities Act
- **ALICE:** Asset-Limited, Income-Constrained, Employed
- **ARPA:** American Rescue Plan Act
- **ATU:** Amalgamated Transit Union
- **BRT:** Bus Rapid Transit
- **CARES:** Coronavirus Aid, Relief, and Economic Security Act
- **CFA:** Climate-Friendly Area
- **CIP:** Community Investment Plan
- **CRRSA:** Coronavirus Response and Relief Supplemental Appropriations Act
- **FTN:** Frequent Transit Network
- **LCC:** Lane Community College
- **LCOG:** Lane Council of Governments
- **MPO:** Metropolitan Planning Organization
- **ODOT:** Oregon Department of Transportation
- **PNR:** Park and Ride
- **Prowag:** Public Right-of-Way Accessibility Guidelines
- **RTDM:** Regional Transportation Demand Model
- **RTP:** Regional Transportation Plan
- **STIF:** Statewide Transportation Improvement Fund
- **TAZ:** Transportation Analysis Zone
- **TO:** Transportation Options
- **UPN:** Underserved Population Neighborhoods

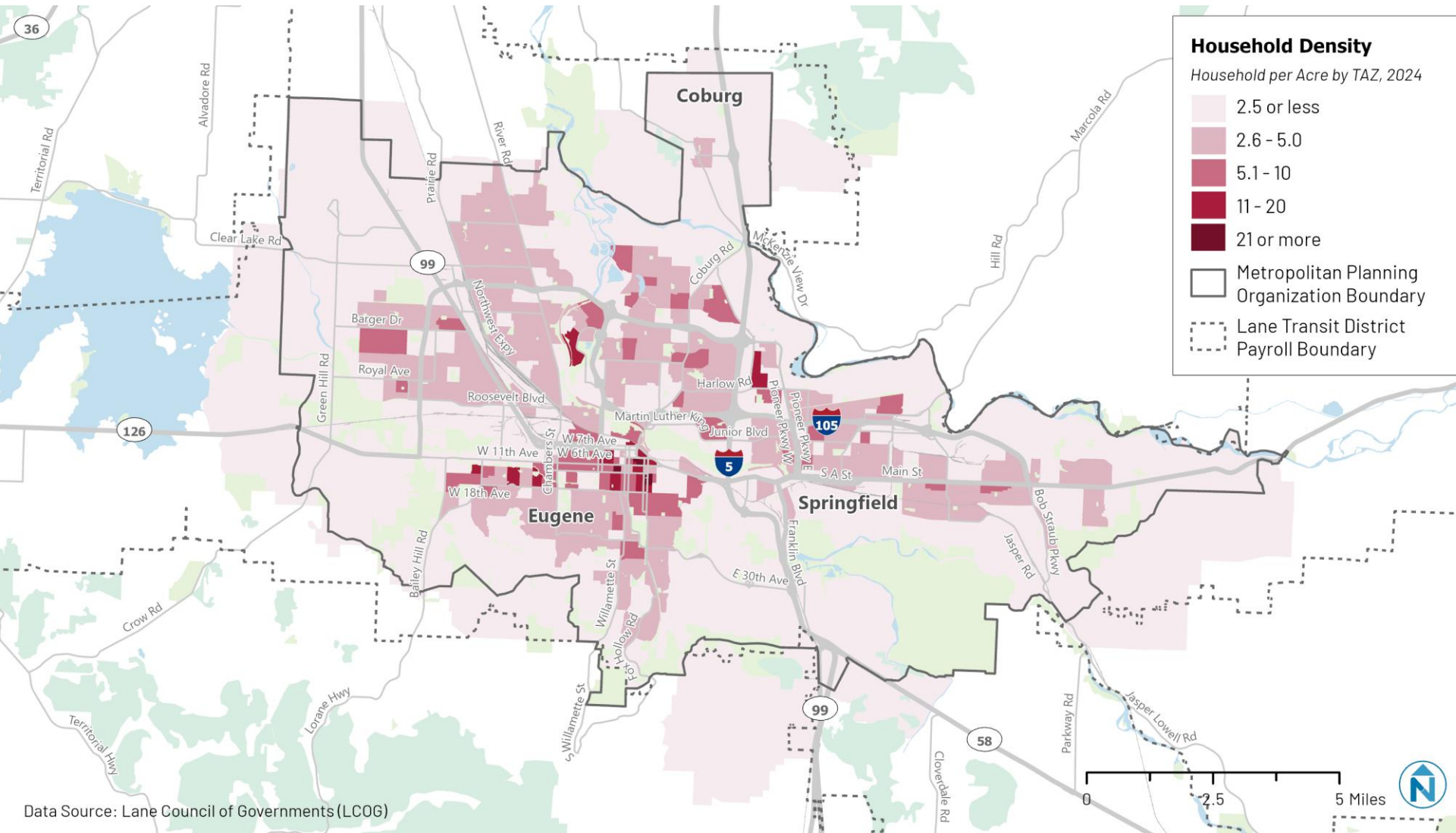
What We Know: Demographics & Land Use

Geographic Context



LTD is the transit service provider for all of Lane County. The payroll district boundary is the area in which employers and self-employed individuals pay a “transit tax”. This payroll district boundary is where the majority of LTD’s fixed route service operates (see the service section for more details). The Metropolitan Planning Organization (MPO) boundary is the Central Lane MPO and Lane Council of Governments (LCOG) which currently maintain the metropolitan region’s travel demand model. The travel demand model provides future demographic forecasts. Future forecasts are not available at this time outside of that boundary.

Households 2024

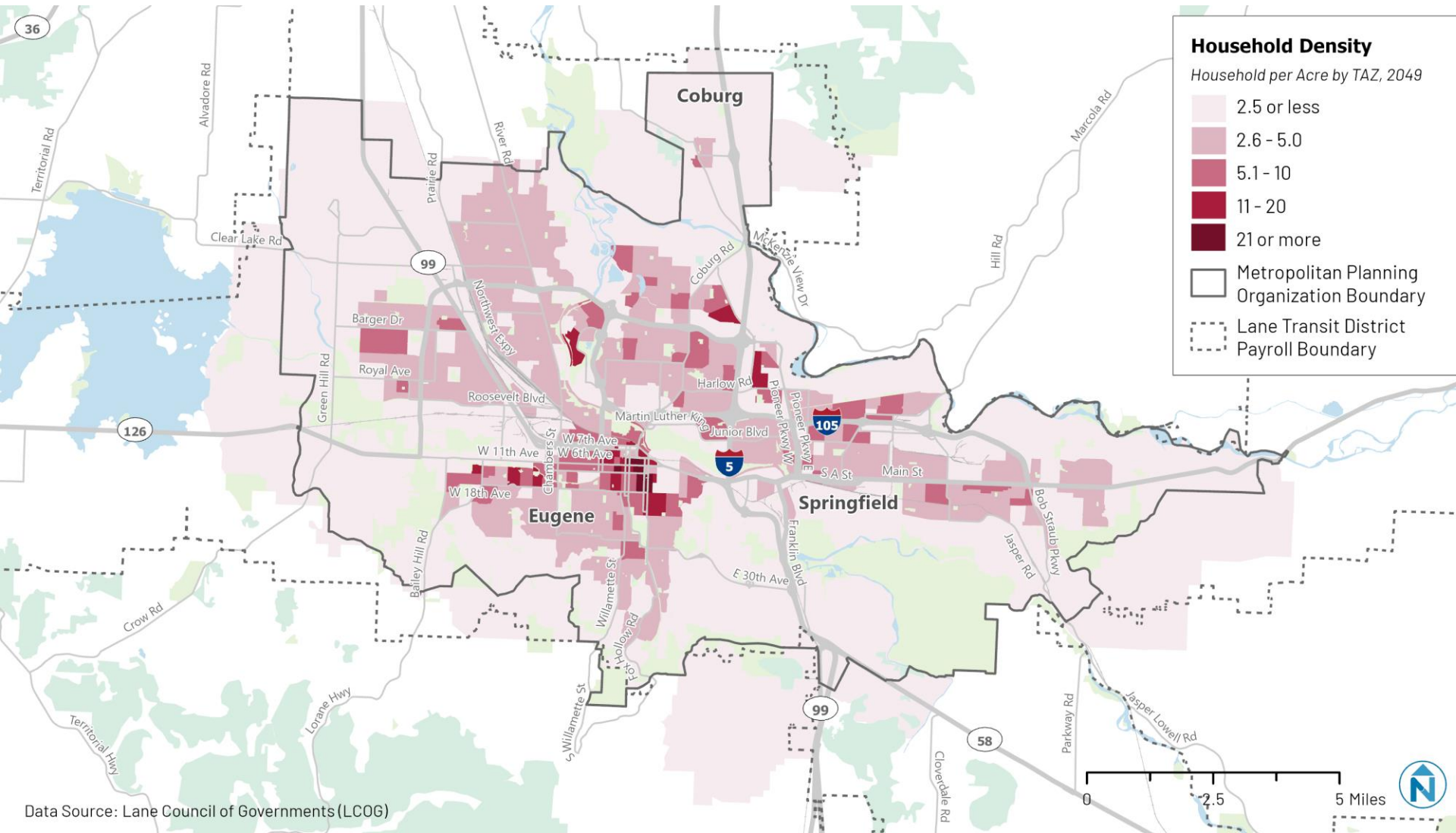


Household Density

Household density figures are based on an analysis of households per acre.

Density is highest in areas with the greatest concentrations of multifamily housing including downtown Eugene, the greater University District, parts of Whiteaker, and West Eugene. In Springfield, the highest densities include downtown, North Springfield, and the Gateway area.

Households 2049

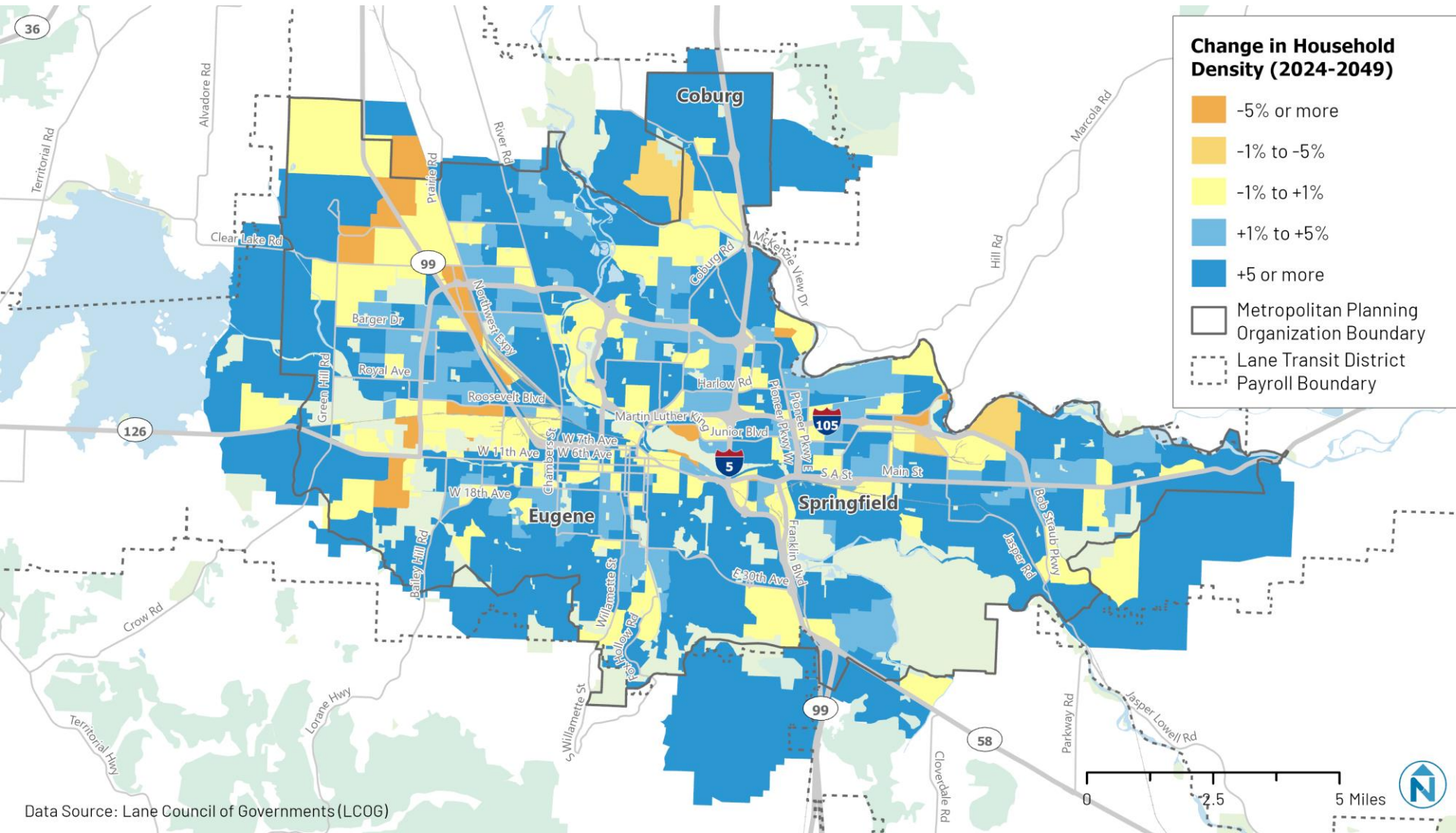


Projected Growth

Household density is projected to increase within the MPO area, with **highest densities remaining in downtown Eugene and the University of Oregon area.**

Household density is projected to increase most in the Thurston area and North Springfield.

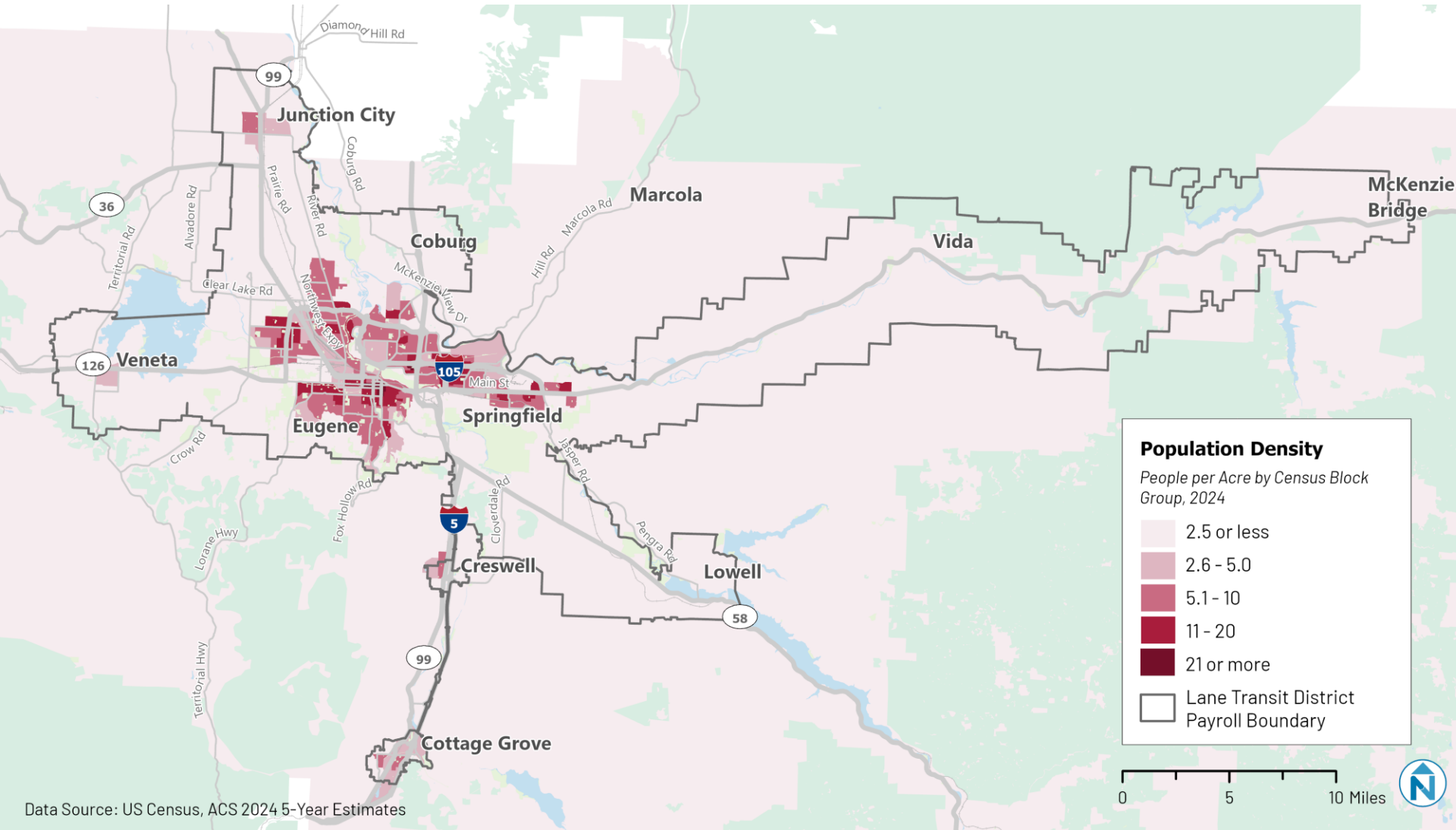
Change in Household Density (2024-2049)



Population Change

Population is increasing across regionwide; however, **there are some areas that are projected to decrease in household density** such as parts of the Bethel-Danebo neighborhood in Eugene.

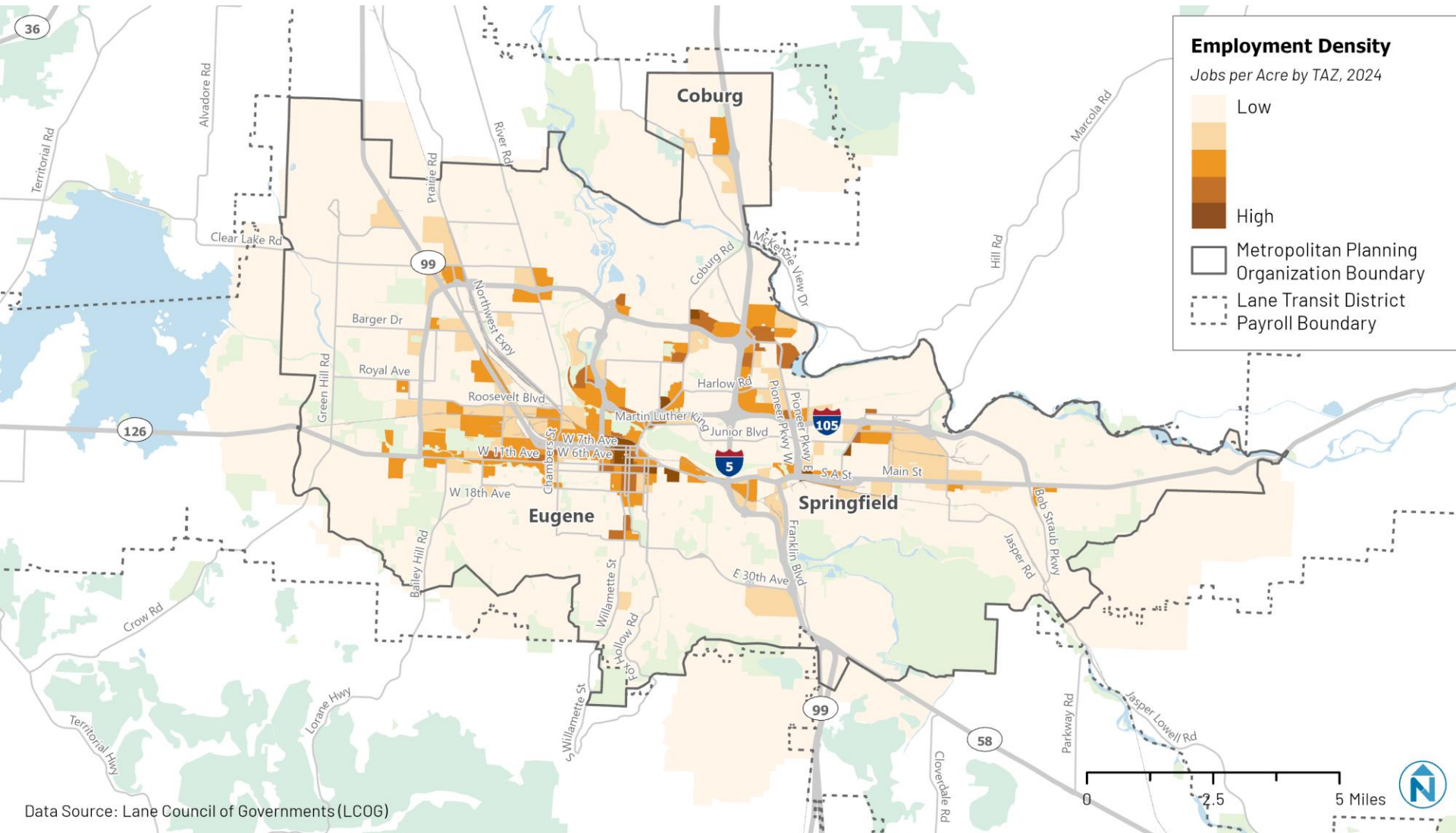
Population Density



Population Density

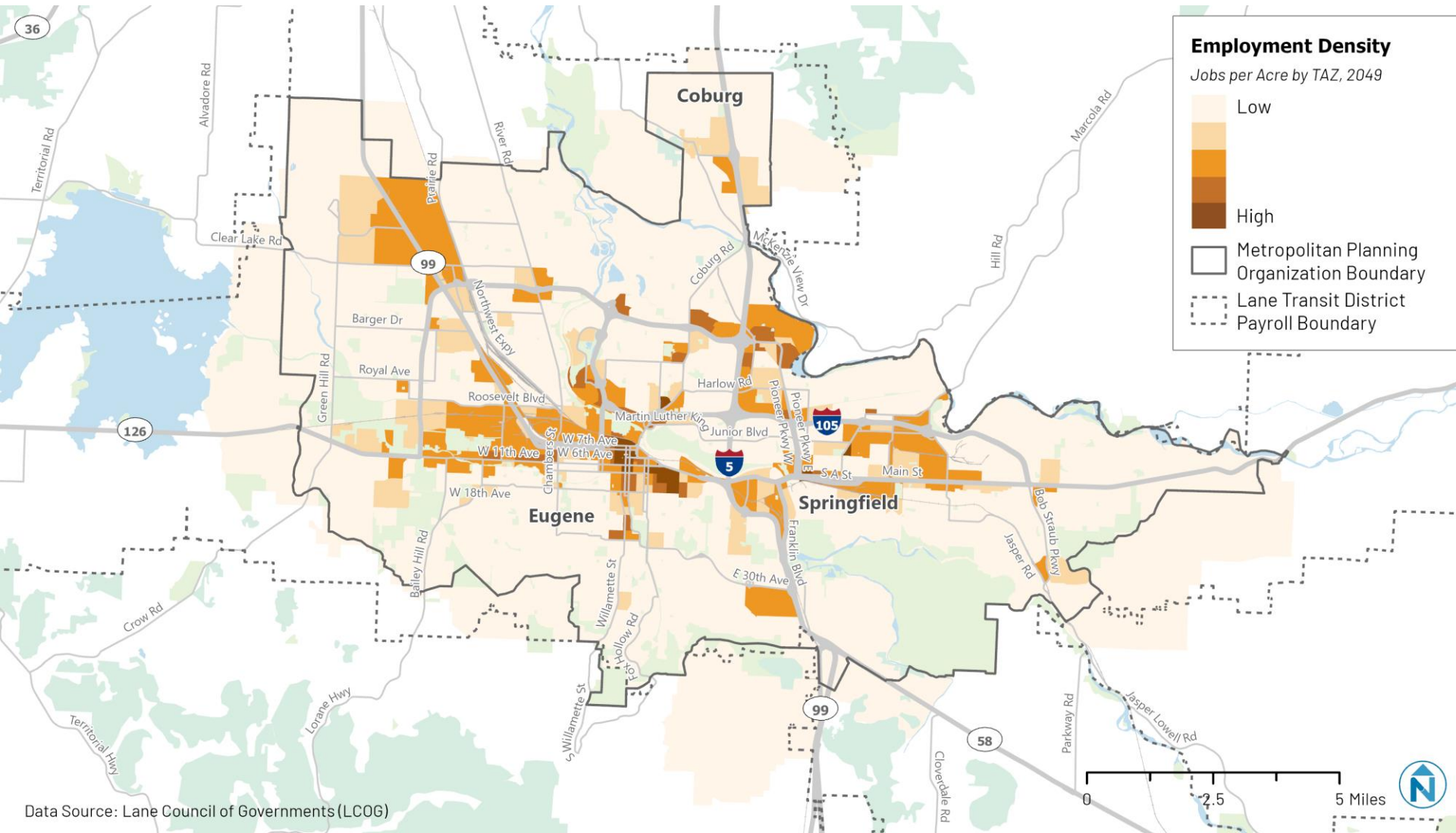
Across the larger service area, **the Eugene-Springfield metropolitan area has the greatest population density.** Other population centers include Cottage Grove, Creswell, Veneta, and Junction City.

Employment 2024



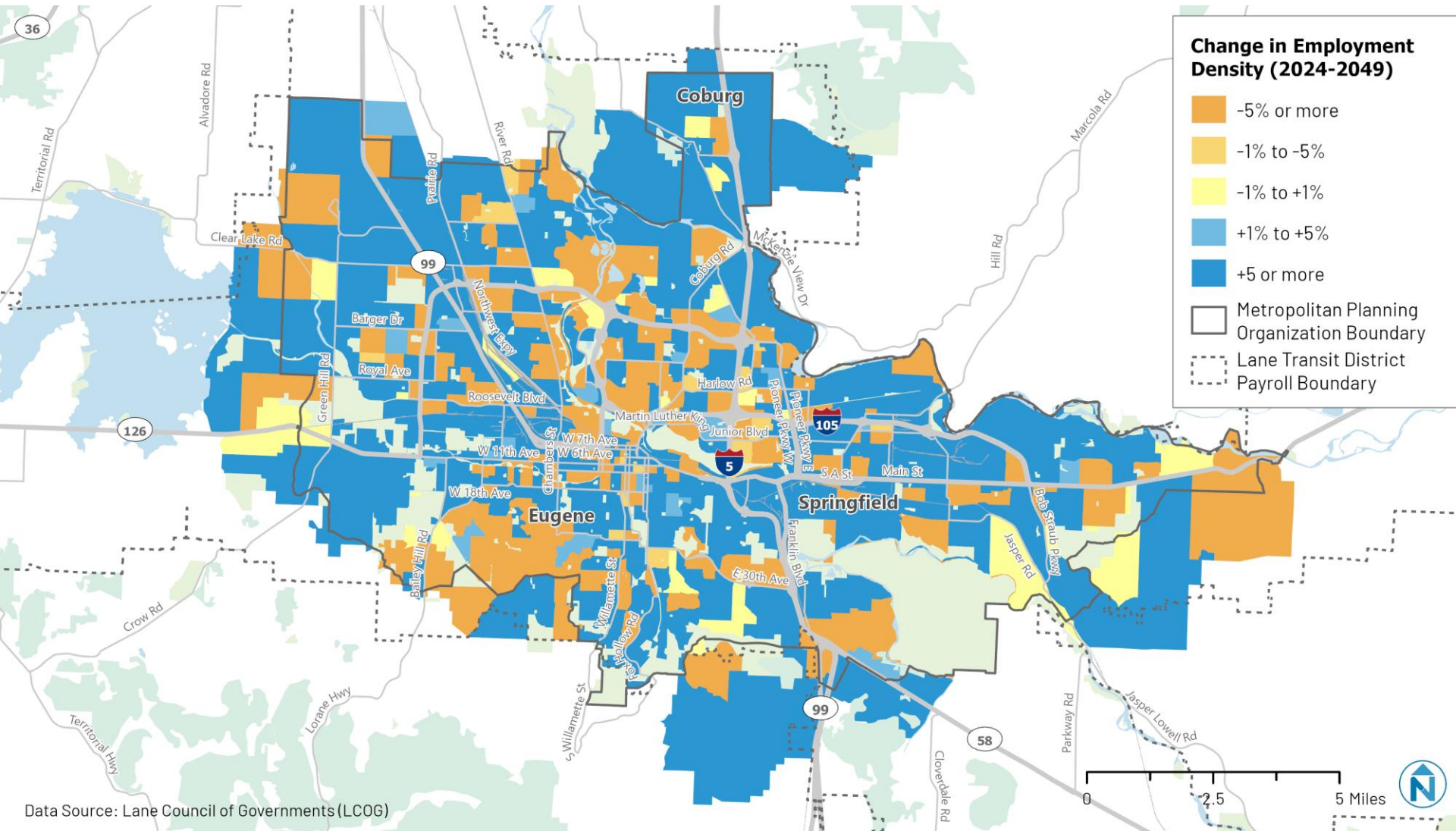
Highest employment densities are in downtown Eugene and in the University of Oregon area, along with job pockets in west and northeast Eugene, the Gateway area in Springfield, and North Springfield. Many of the job pockets outside of downtown Eugene and the University of Oregon area are associated with industrial, manufacturing, retail, and medical jobs.

Employment 2049



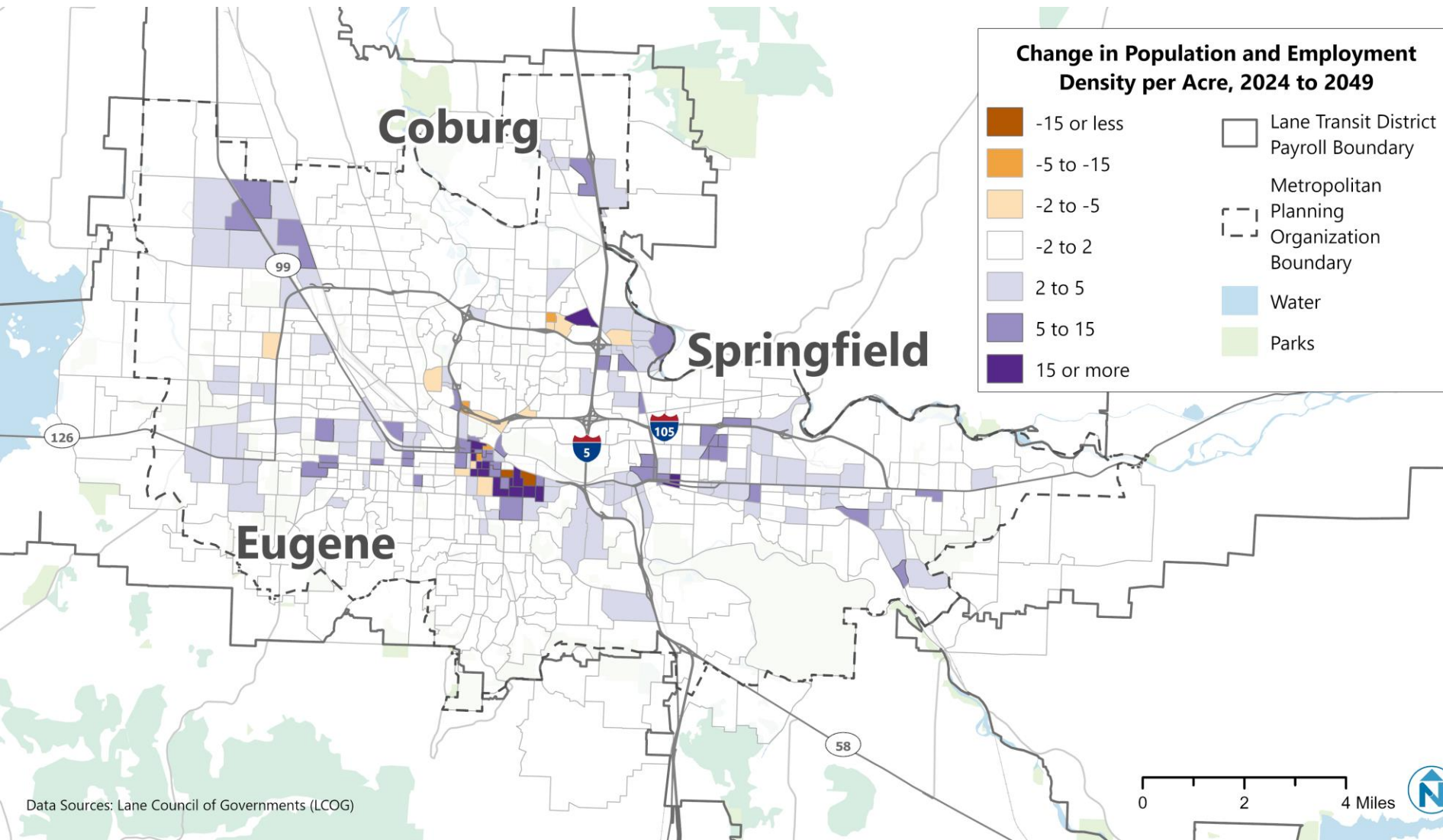
Employment density is greatest around downtown Eugene. Other notable employment centers include the area around PeaceHealth Sacred Heart Medical Center, downtown Springfield, and western portions of W 11th Ave in Eugene.

Change in Employment Density (2024-2049)



Pockets of significant projected employment growth are expected in northwest Eugene along Highway 99, in west Eugene along 11th Avenue, in and around downtown Eugene and the University of Oregon, and in several neighborhoods in Springfield (Gateway, East Main, and North Springfield).

Change in Combined Population and Employment Density (2024-2049)



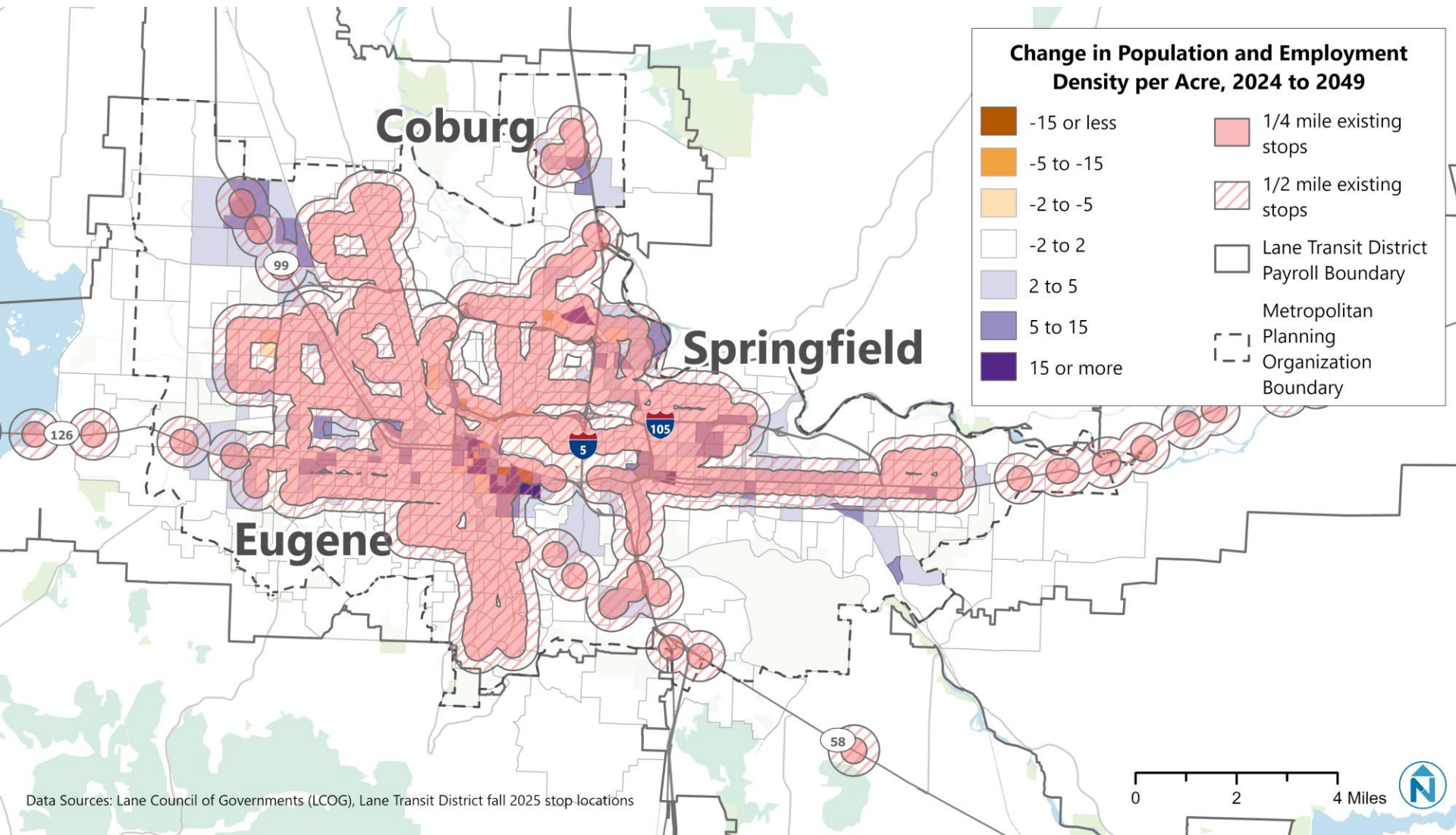
Population is projected to increase by about 14% and employment by about 30% across the MPO. The combined population and employment per acre change shows **growth is dispersed throughout central Eugene and Springfield with pockets of greater change.**

Primary areas of growth are near the Airport, along River Road, Laurel Hill area, the Gateway District, Glenwood-Springfield Junction, downtown Eugene, south along Bob Straub Parkway, the area around Lane Community College, and areas of Coburg including the southeastern portion.

Data notes: Population is LCOG household data using an average 2.5 hh size, reduction in density near the University of Oregon is an artifact of job placement per TAZ from the RTDM. Data is only available at the TAZ level within the MPO.

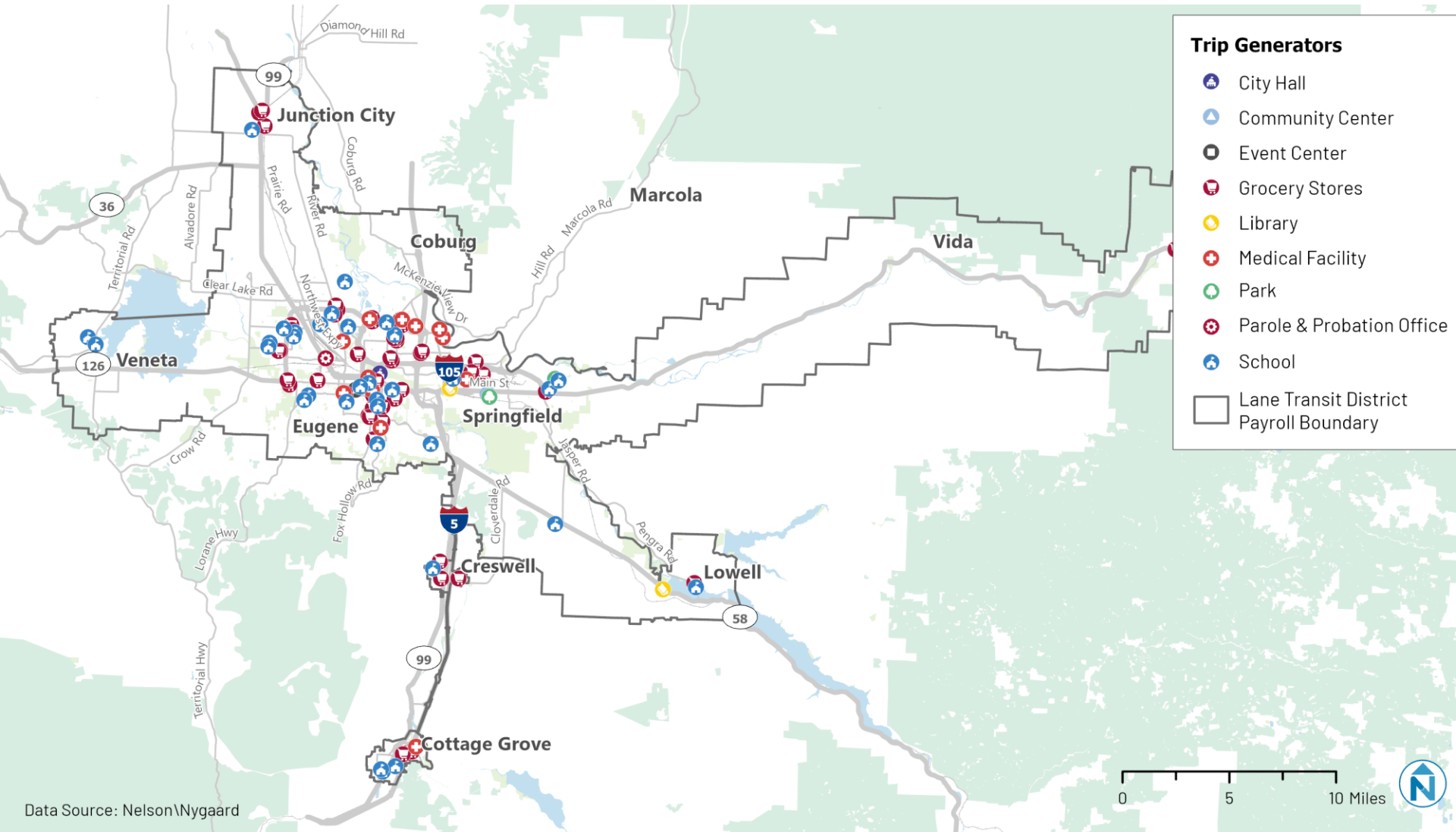
Change in Combined Population and Employment Density (2024-2049)

Access to Existing Stations



Areas with increasing population and employment density outside of current fixed route service (within $\frac{1}{4}$ to $\frac{1}{2}$ straight line miles from existing stations) should be given special attention when looking towards 2045. Areas within the threshold distance from existing stops but expecting growth are also important to analyze to understand if more service will be needed.

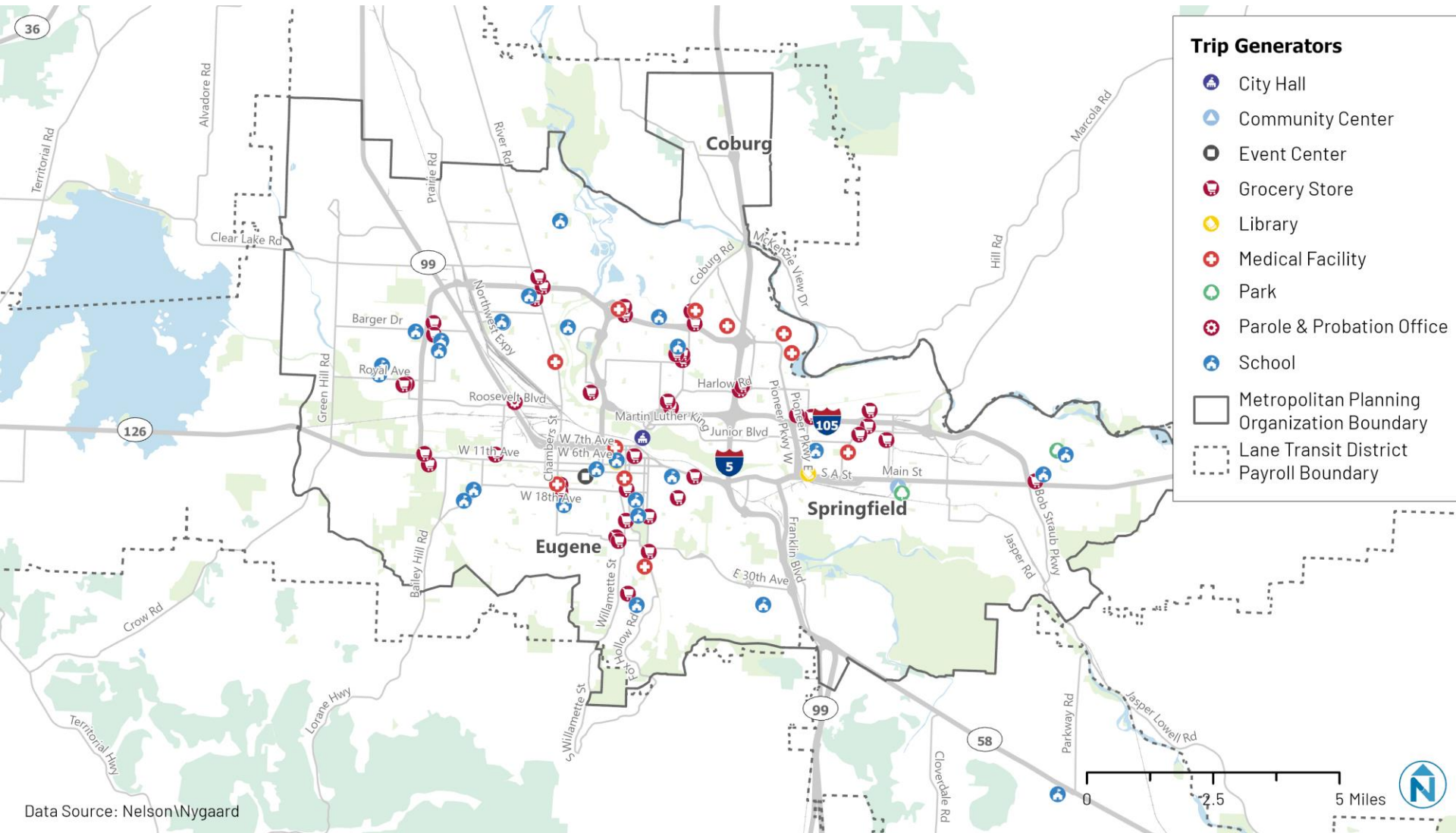
Trip Generators



Major trip generators like schools, shopping, community centers, and medical facilities are vital to be connected to transit services.

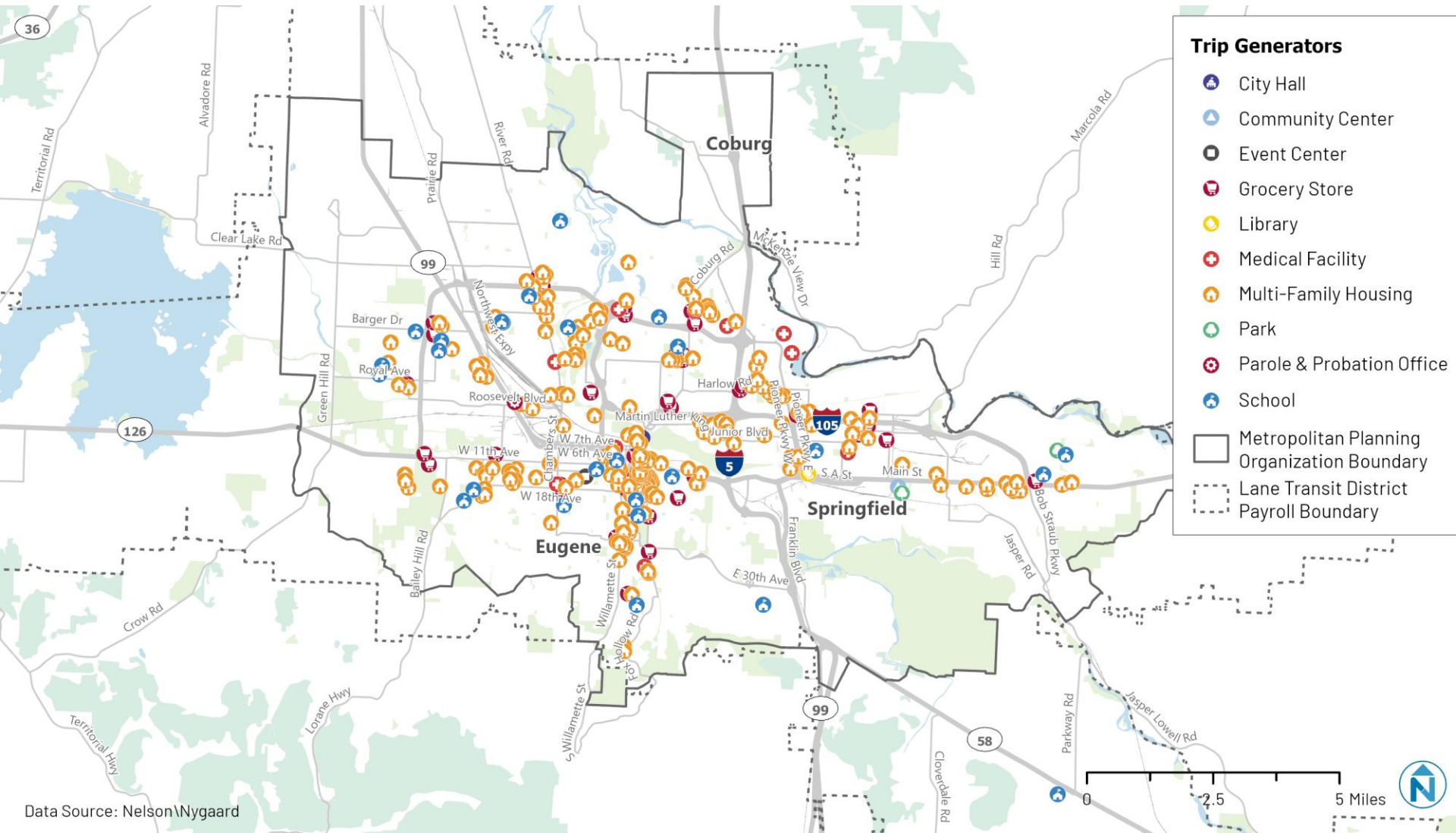
While trip generators are well distributed within the LTD service area, the rural communities like Veneta, Lowell, Coburg and communities along the McKenzie River corridor, have fewer trip generators that often require travel to Eugene and Springfield for basic services.

Trip Generators



Within the MPO planning area, trip generators are generally concentrated in downtown Eugene and south Eugene, in North Springfield along Mohawk Boulevard, and along Beltline Road between Gateway and West Eugene.

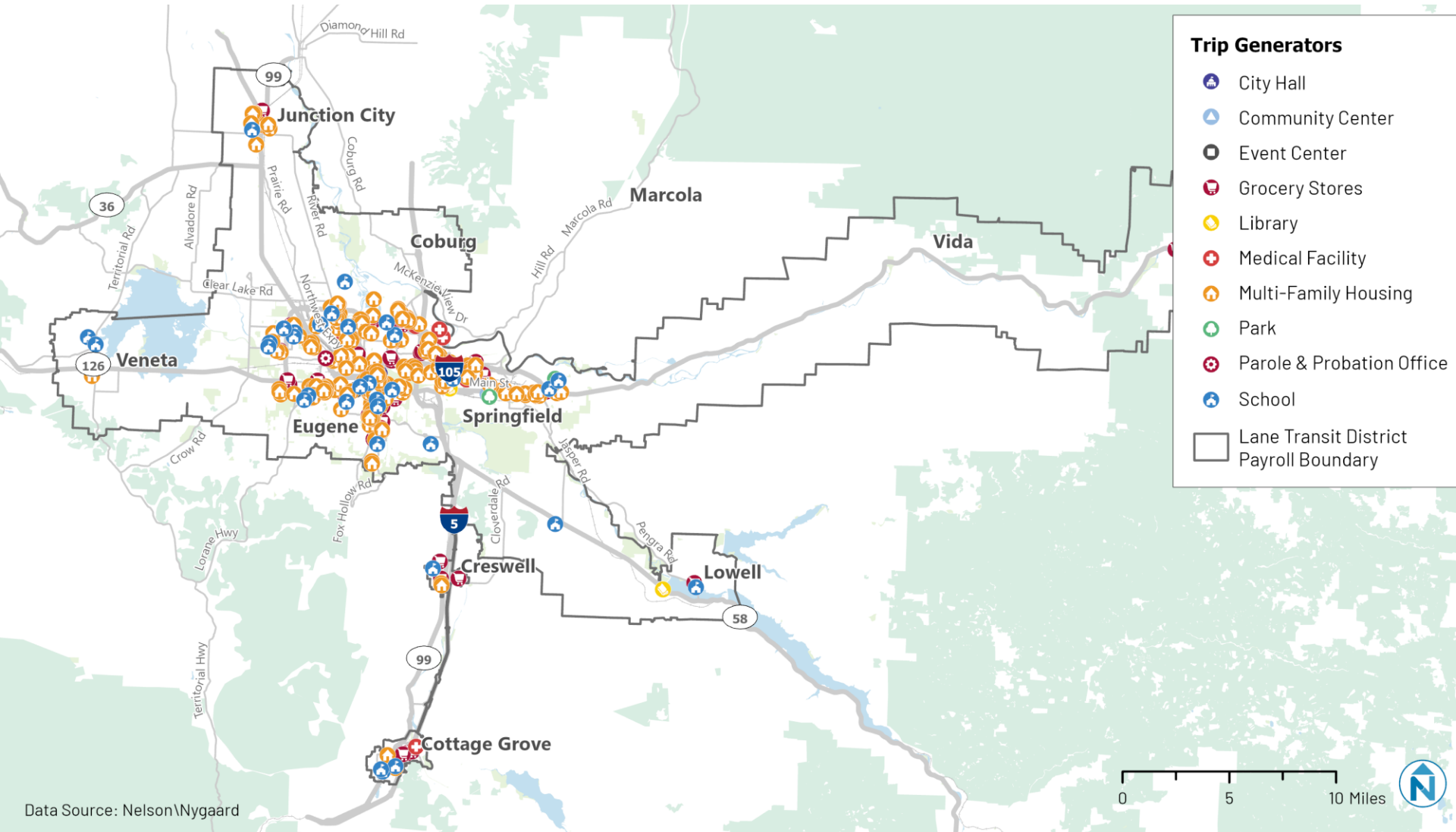
Trip Generators



Concentrations of multi-family housing are also important trip generators.

While heavily clustered in downtown Eugene and around the University of Oregon, other concentrations of multi-family housing include along River Road, northeast of Autzen Stadium, along East Main in Springfield, and in the North Springfield and Gateway areas.

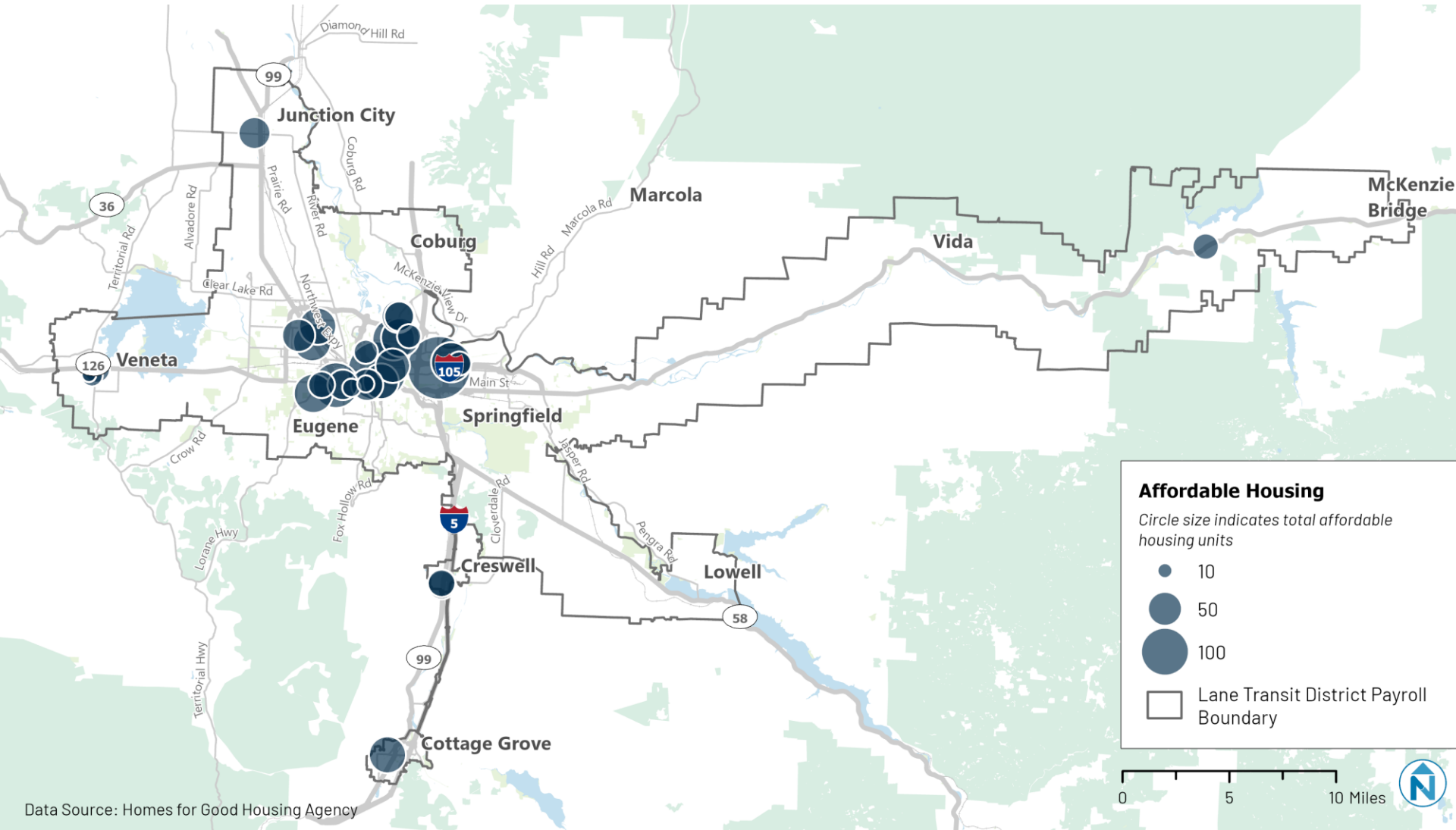
Trip Generators



There are many kinds of trip generators, including some that serve as origins and others as destinations.

Trip generators across the service area are concentrated in Eugene and Springfield but are spread across the region.

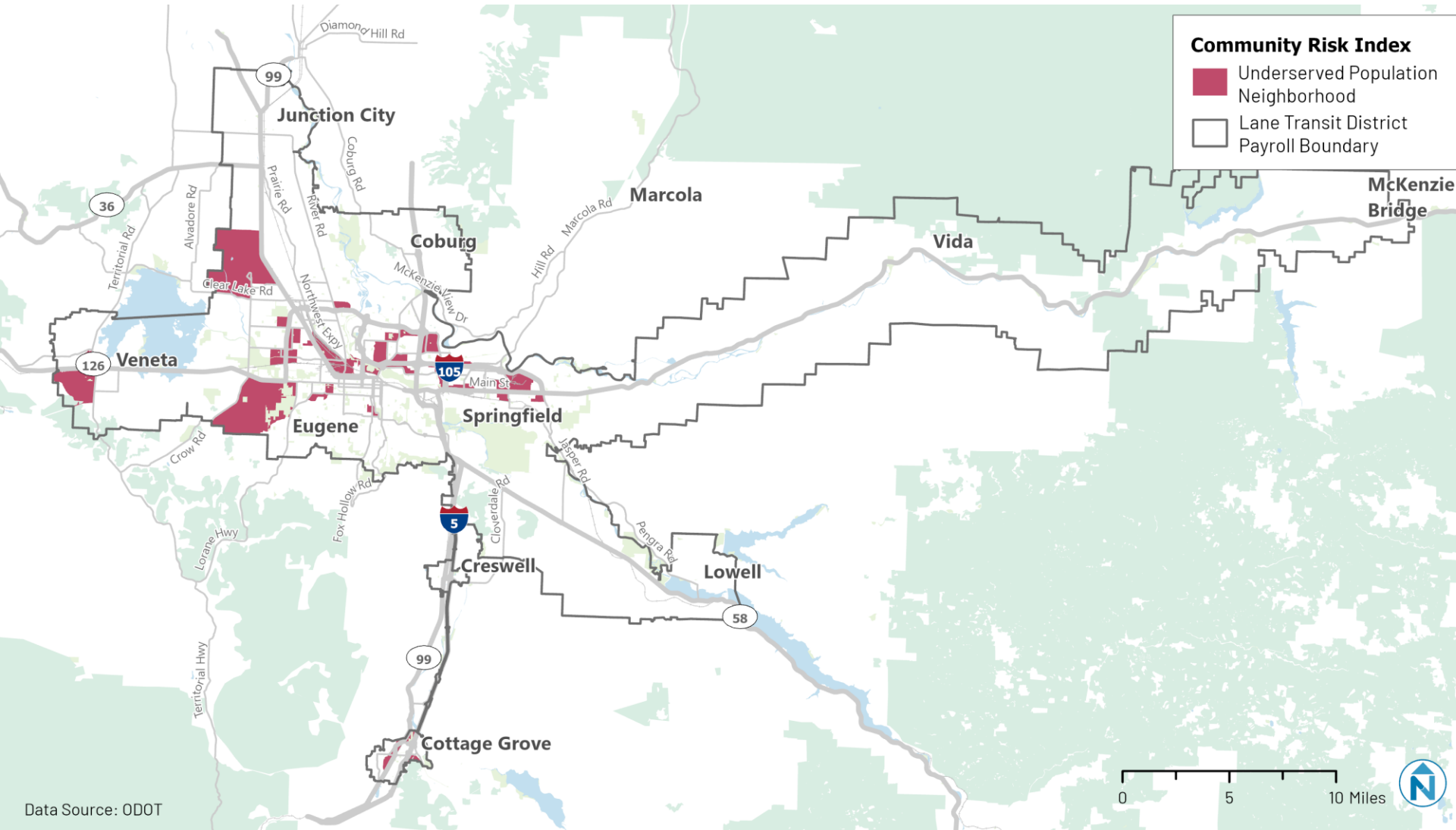
Affordable Housing



Affordable housing is vital for helping local workers, families, students, and seniors remain in the community – especially as housing costs rise.

Affordable housing locations are well distributed in the region, though heavily concentrated in downtown and north Eugene, along River Road, and in downtown and north Springfield.

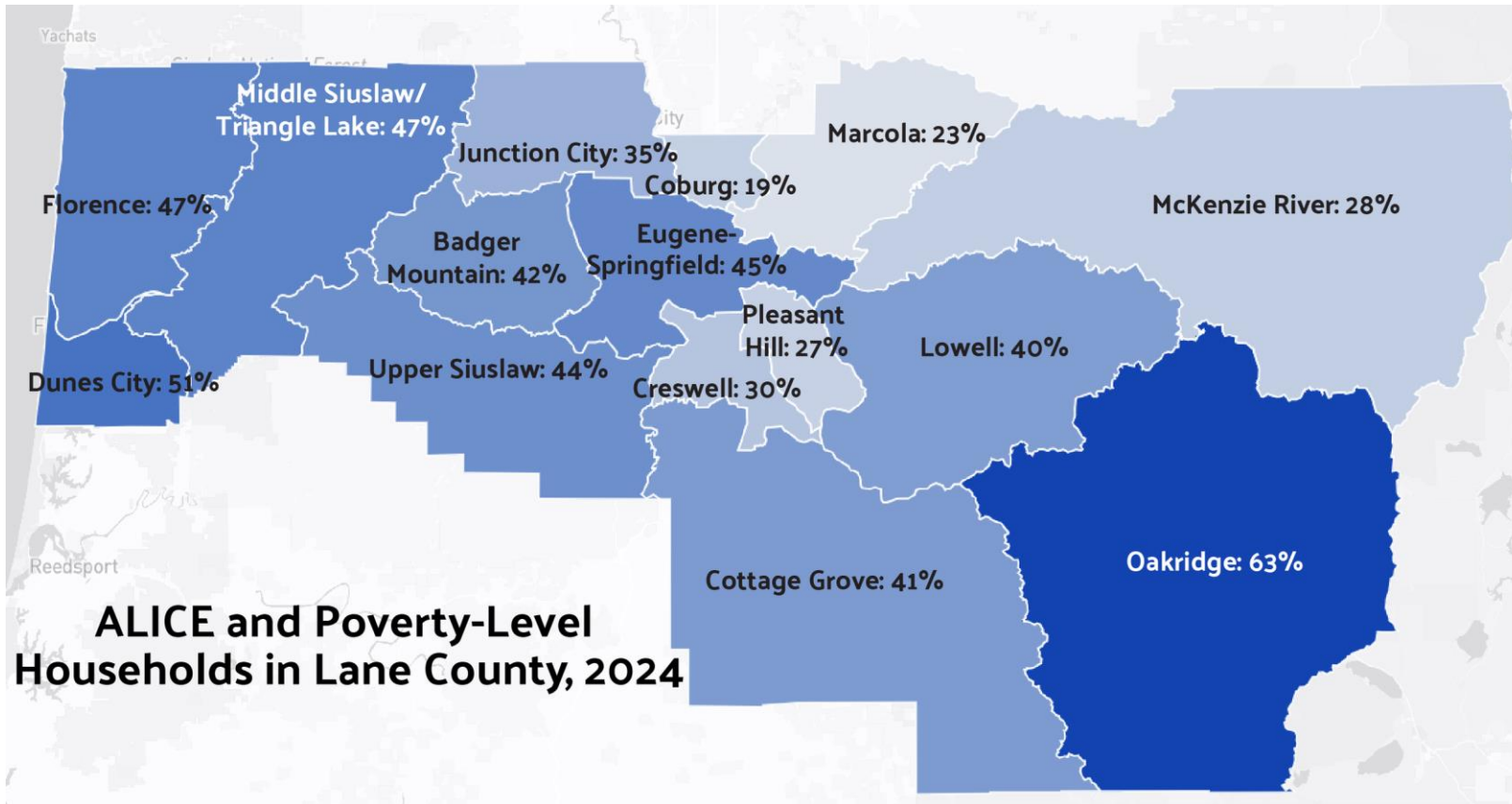
Community Risk Index



The ODOT Community Risk Index measures social disparities across Oregon and ensure that underserved populations and vulnerable communities receive fair access to services.

These areas are generally located along major corridors in central Eugene and Springfield, but also in areas of southwest Eugene, Veneta, Cottage Grove, and around the Eugene airport.

ALICE: Asset-Limited, Income-Constrained, Employed

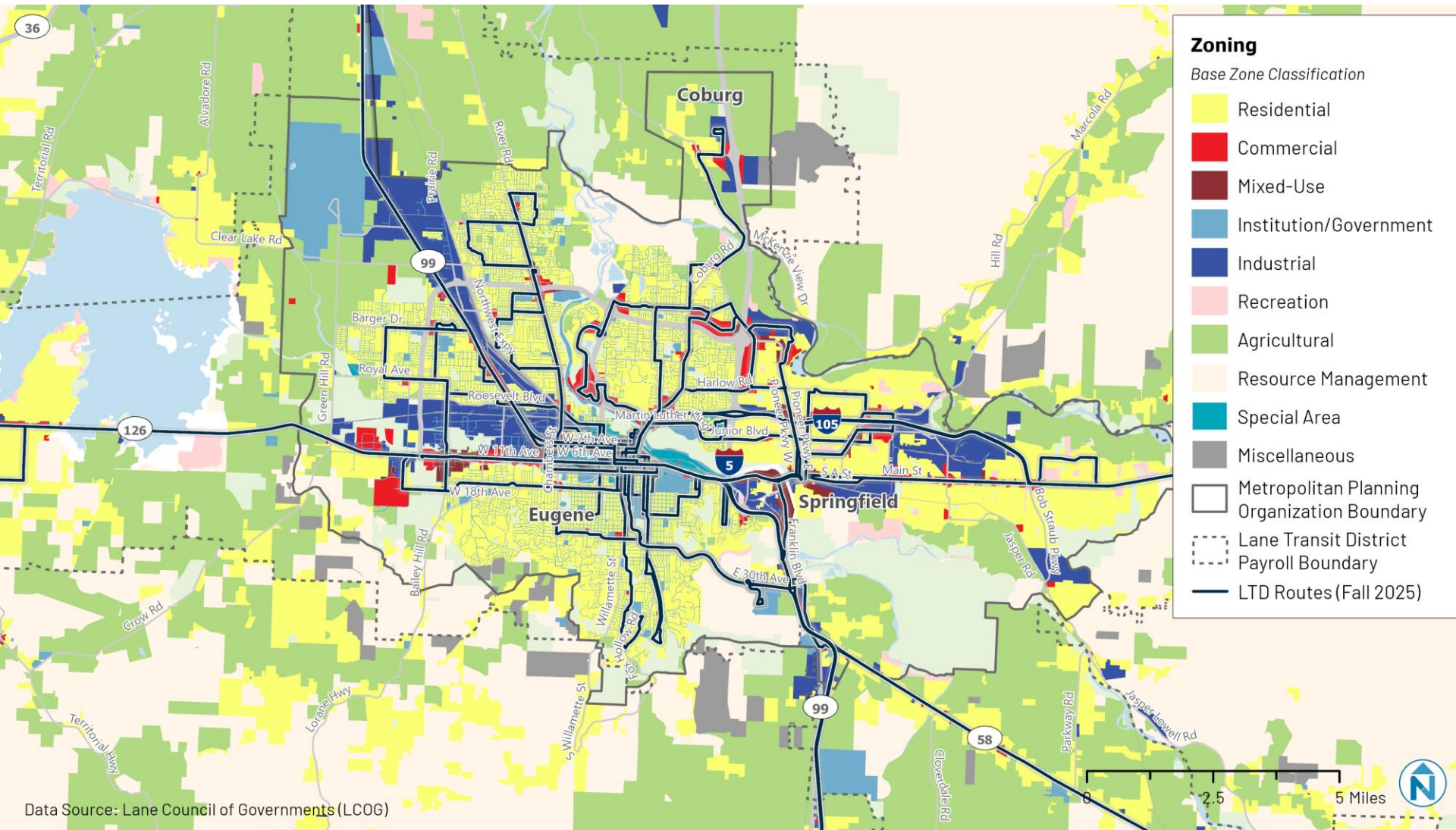


Map credit: United Way of Lane County, <https://www.unitedwaylane.org/alice>

As of 2024, **42% of households in Lane County live below the ALICE threshold**; this includes 16% of households in poverty and 26% ALICE households. The statewide average is 41%.

ALICE households earn an income above the Federal Poverty Level but still don't make enough to afford the basics of what they need.

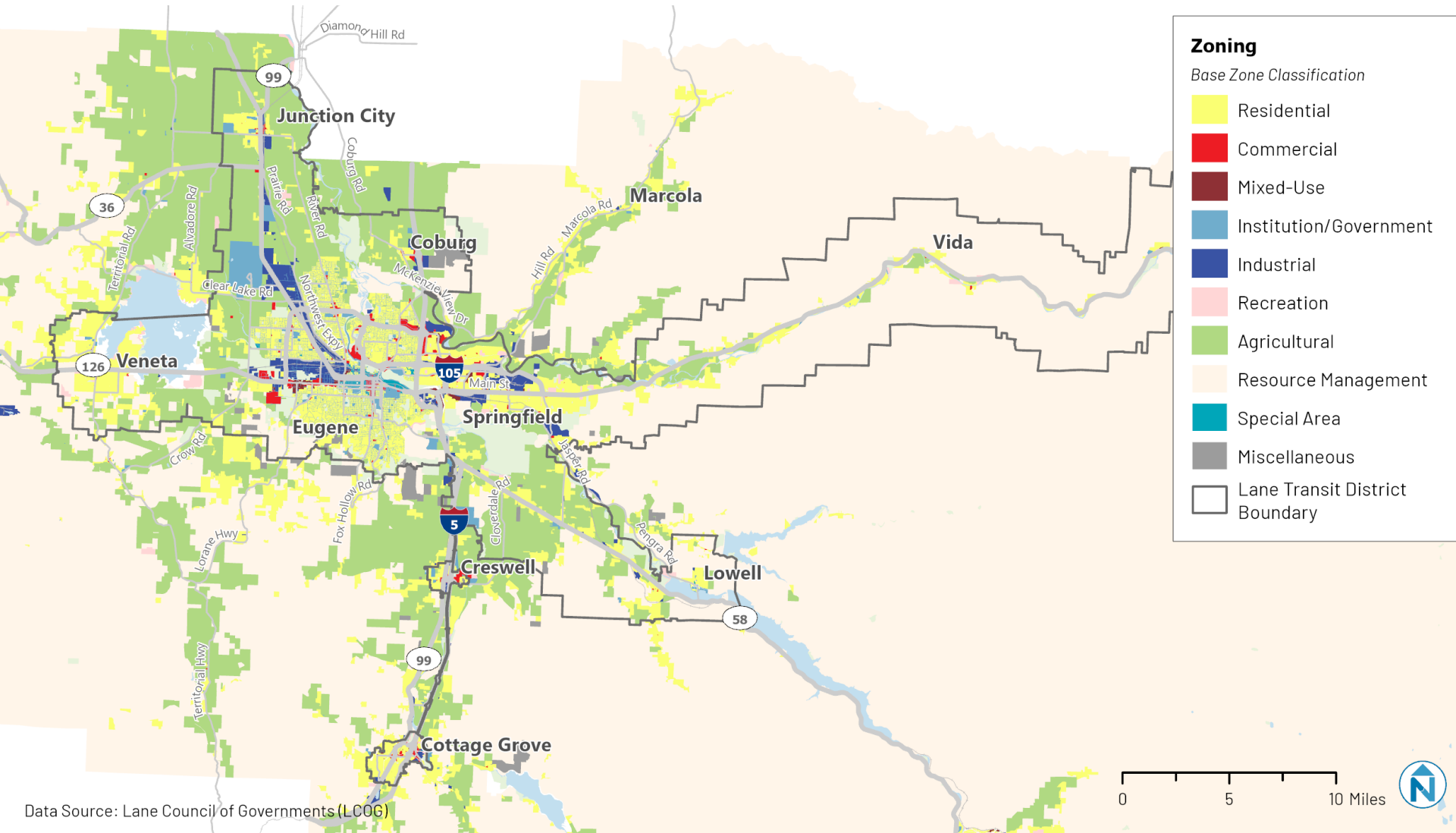
Zoning



Zoning is a valuable planning tool because it helps guide where transit can best support land use patterns and long-term growth.

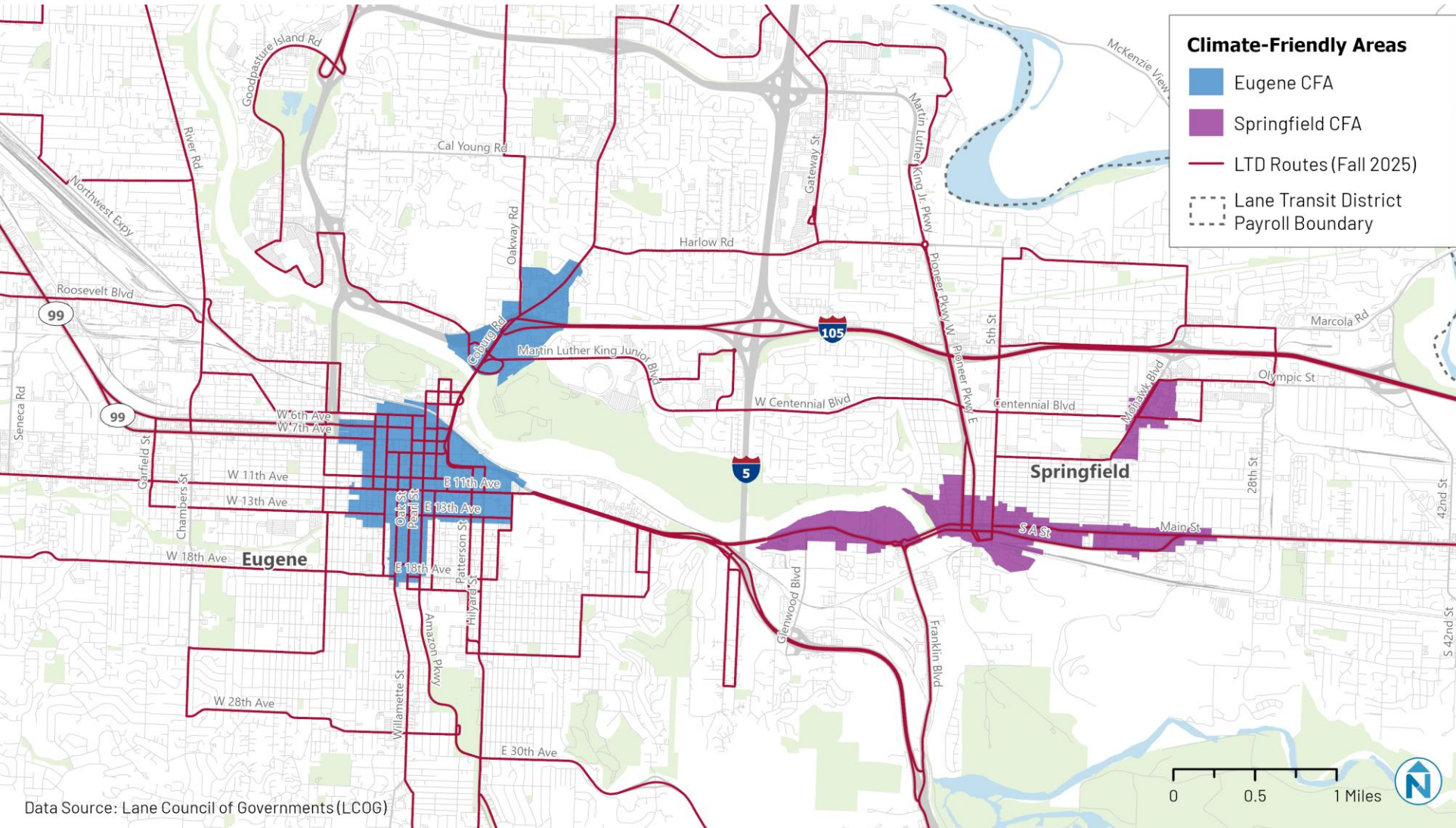
The industrial and commercial areas are largely concentrated along the major rail and highway corridors and stand in contrast to the residential areas interspersed with pockets of commercial and mixed use zoning.

Zoning



Outside of Eugene and Springfield, most of the rural communities include a mix of agricultural and recreation zoning. Smaller pockets of commercial and industrial areas also exist in Cottage Grove, Coburg, Creswell, and Junction City.

Climate-Friendly Areas (CFAs)



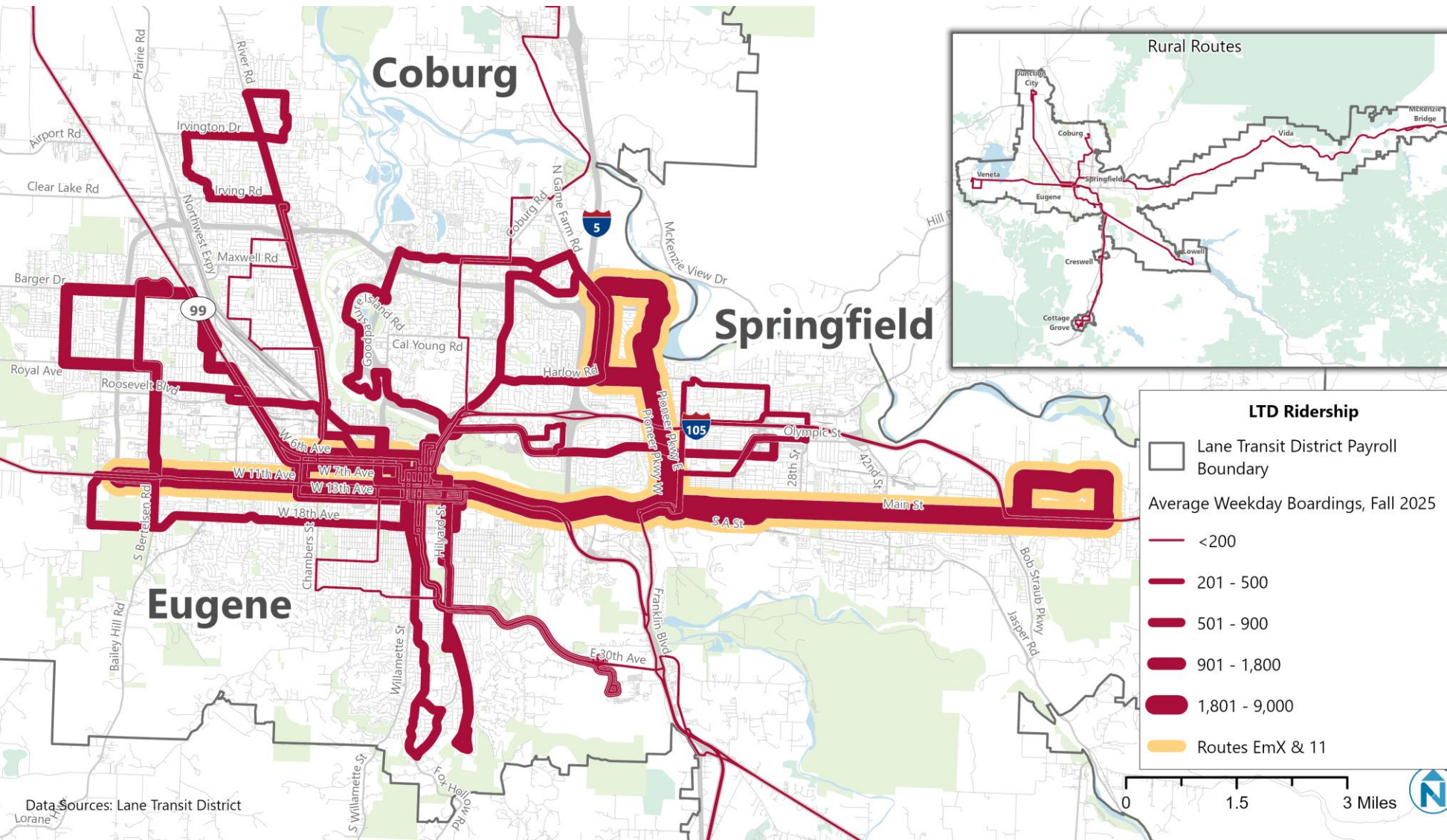
CFAs focus on increased density, mixed uses, and high-quality transit & active transportation.

Eugene's CFAs are in the Greater Downtown Area and along lower Coburg Road.

Springfield's CFAs are located along the Glenwood Riverfront, Downtown and along Mohawk Boulevard in North Springfield.

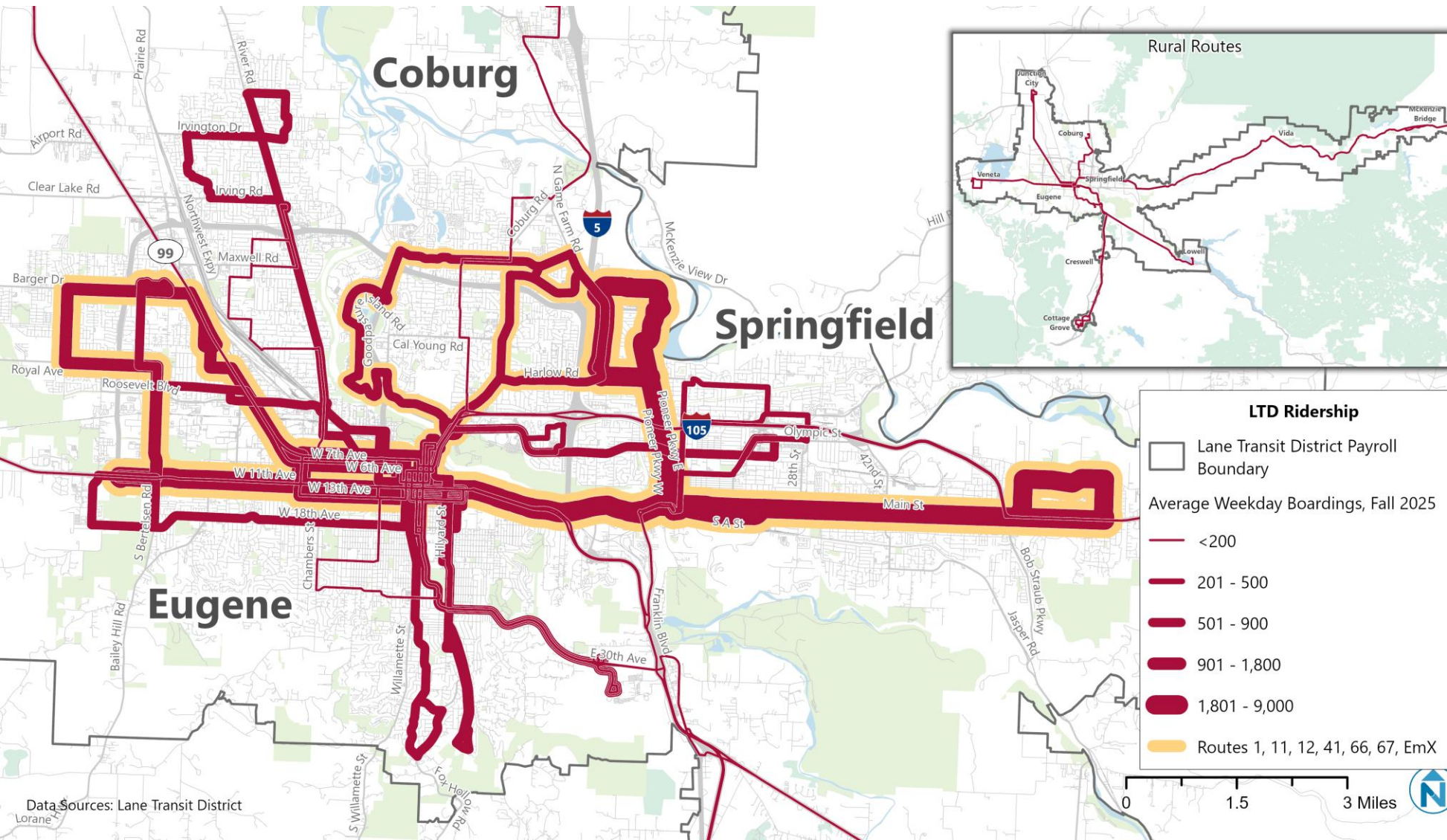
What We Know: Ridership

Ridership: Fixed Routes within LTD Payroll Boundary



The EmX had the highest weekday (8,900) and weekend boardings (4,900), **making up 40% of all LTD's weekday boardings** and 47% of weekend boardings. **Route 11 Thurston** has the next highest ridership with 1,800 weekday boardings (8% of total) and 900 weekend boardings (9%) of total.

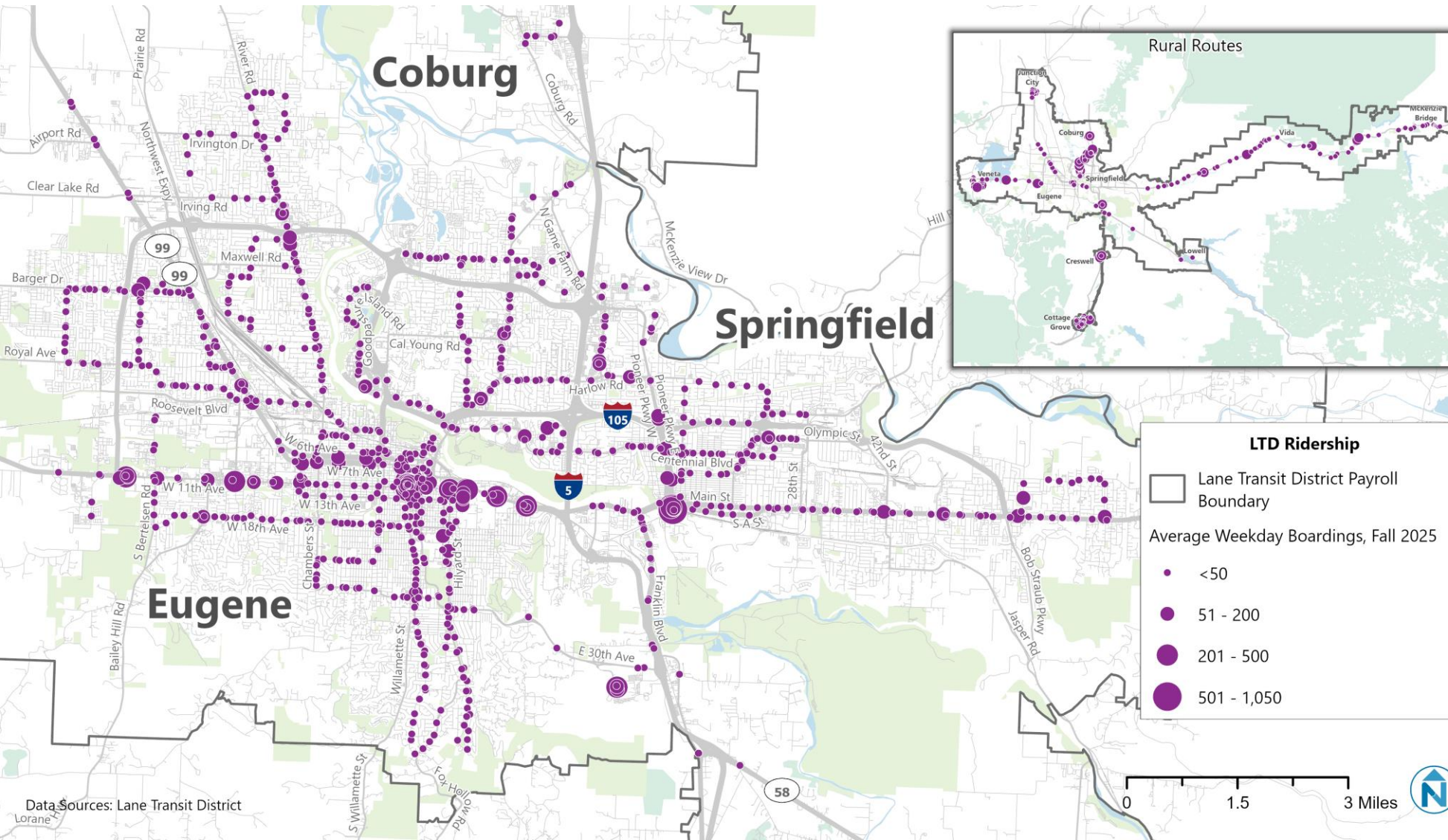
Ridership: Fixed Routes within LTD Payroll Boundary



Overall, LTD has a weekend to weekday ridership ratio of 0.46, meaning **that average weekend ridership is about 46% of weekday ridership.**

Routes with weekend to weekday ratios that are 0.5 or higher are routes 1, 11, 12, 41, 66, 67, and EmX. **Route 1 has the highest ratio at 0.7,** meaning it retains 70% of its ridership on weekends.

Ridership: Fixed Routes within LTD Payroll Boundary

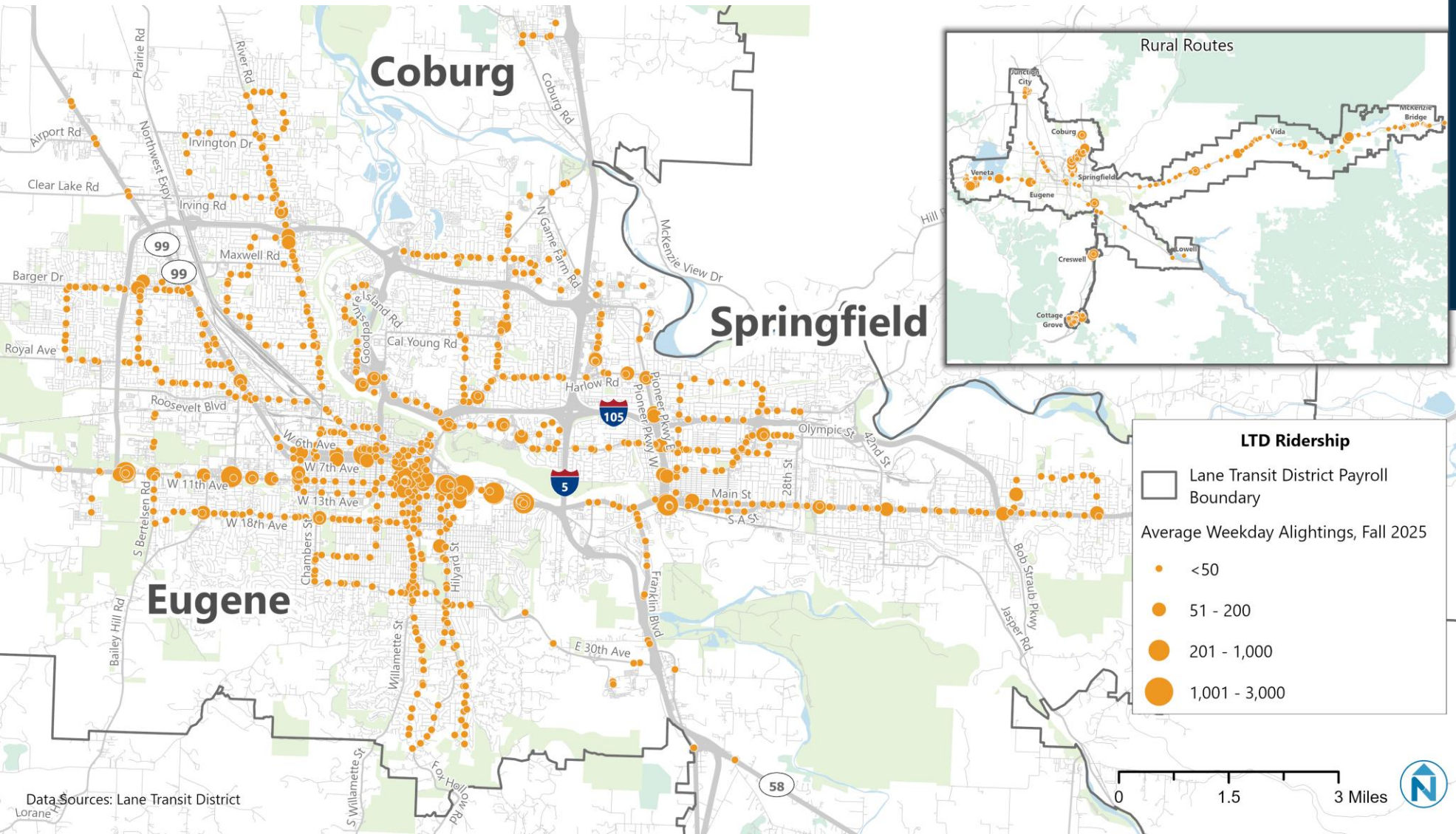


The highest average weekday and weekend daily boardings are at Eugene Station transit center and Springfield Station transit center.

The average weekday daily boardings per stop across all stations is 20 and average weekend daily boardings is 10.

Ridership: Fixed Routes within LTD Payroll Boundary

The trends for average daily alightings are the same as boardings with Eugene and Springfield stations having the highest weekday and weekend alightings.



Shifting trip patterns

LOCUS has developed an interactive app to explore the projected 2045 trips and compare them with the 2025 baseline. This is in addition to the standard features available on the LTD Platform. The data is for trips of all modes and is based on information from the LCOG regional travel demand model along with LOCUS analysis.

The app includes filters by day of week and time of day, multiple map metrics, and Top N origin, destination, and OD pair charts, with the ability to highlight selected results directly on the map. The app is available at: <https://ltd-future-trips.streamlit.app/>. Password: locus_ltdfutureyear

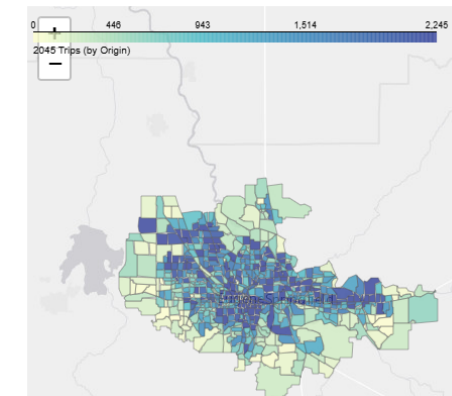
The screenshot shows the 'Filters' section of the app. Under 'Day of Week', 'Weekday' is selected. Under 'Time of Day', 'AM', 'AM Peak', 'Midday', 'PM Peak', 'Evening', and 'Overnight' are all selected. The 'Map' section shows 'Aggregate TAZ by' set to 'Origin' and 'Map metric' set to '2045 Trips'.

LTD 2045 Future Year Trip Estimates

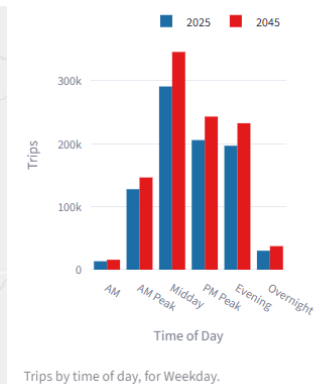
TAZ-level internal-internal trips, Lane County. Filter by Day of Week / Time of Day in the sidebar.

2025 Trips	2045 Trips	Absolute Change	% Change
865,400	1,021,555	156,155	+18%

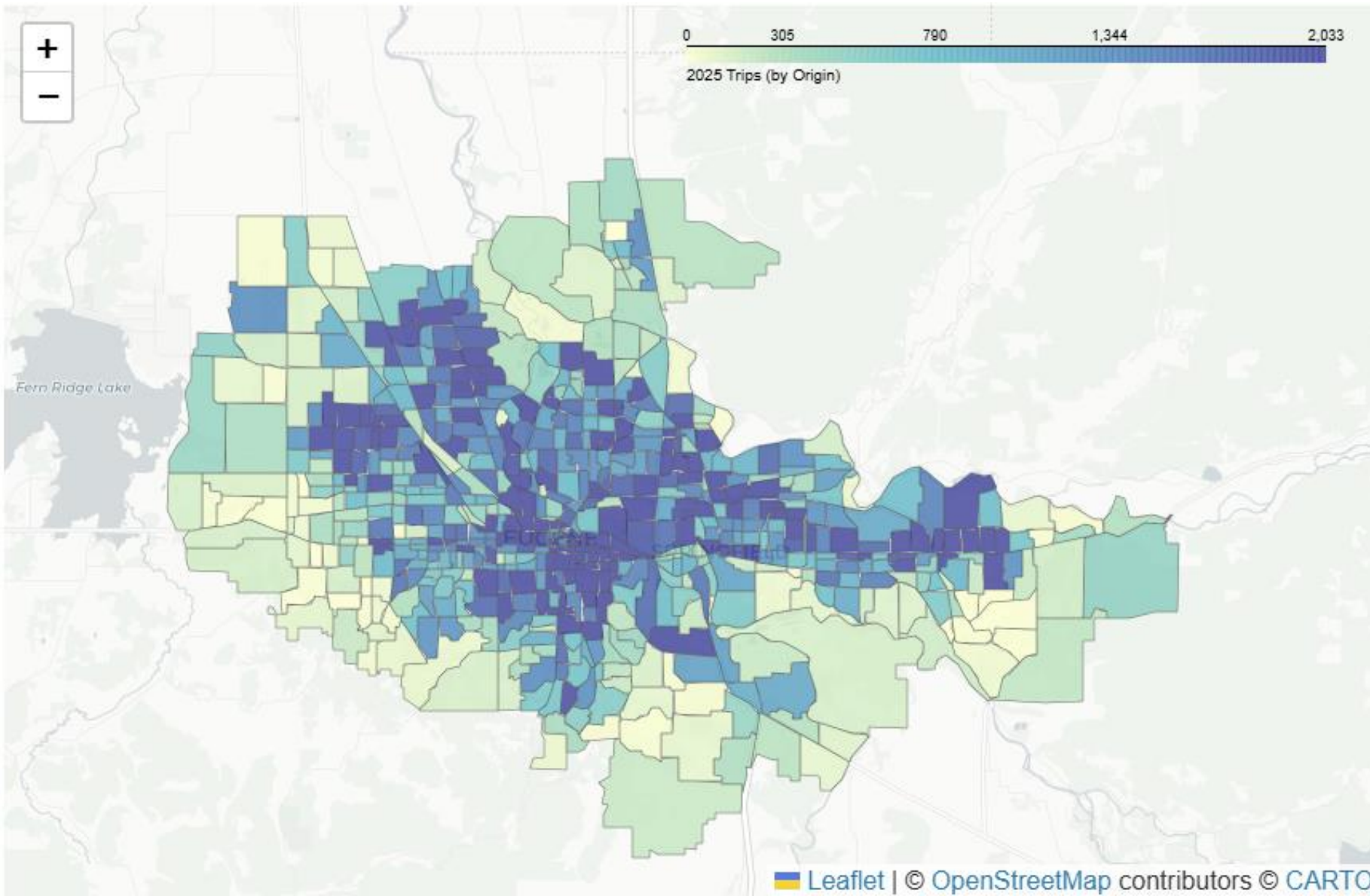
Map



Time-of-Day Profile



2025 Trips All Modes: Origins

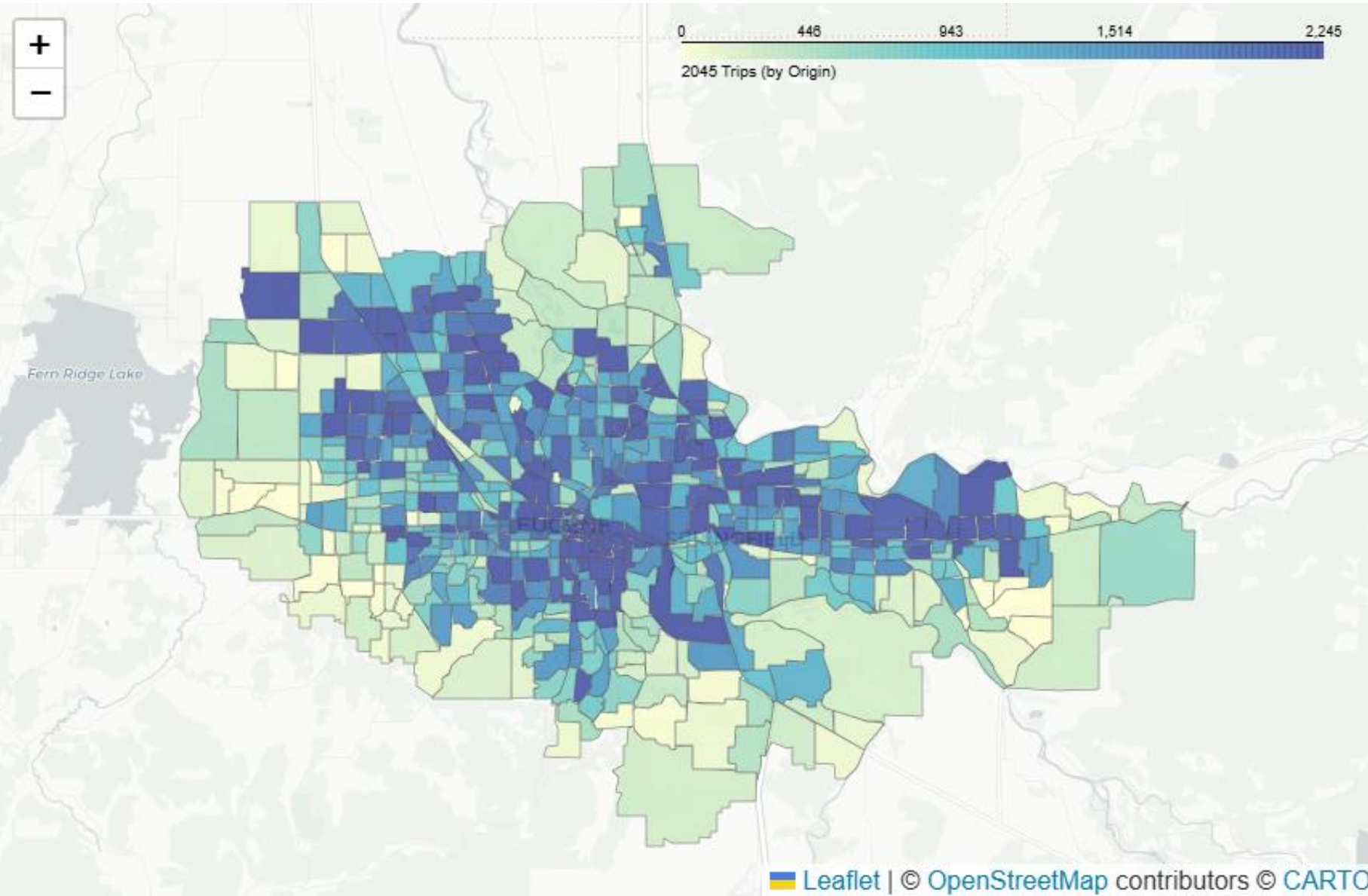


LOCUS Analysis

The 2025 baseline weekday trip distribution at the TAZ level shows trips concentrated in downtown Eugene.

The total weekday daily trips are 865K.

2045 Trips All Modes: Origins



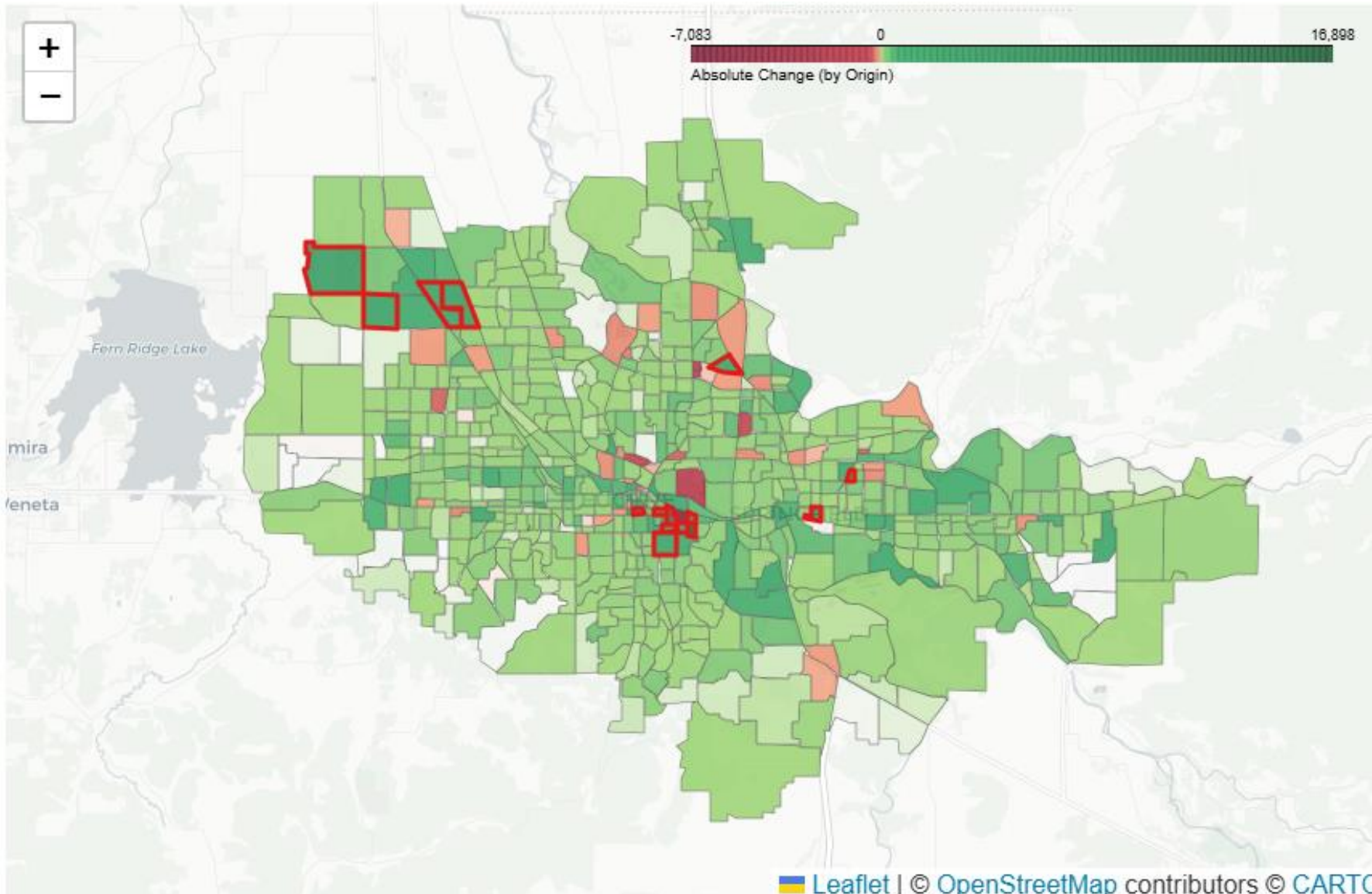
LOCUS Analysis

The projected 2045 weekday daily trips total 1.0M, an 18% increase from 2025.

Growth is widespread across the region, with notable increases outside downtown, including the airport area and Thurston.

These patterns are consistent with the projected employment shift.

2025-2045 Trip Changes All Modes: Origins



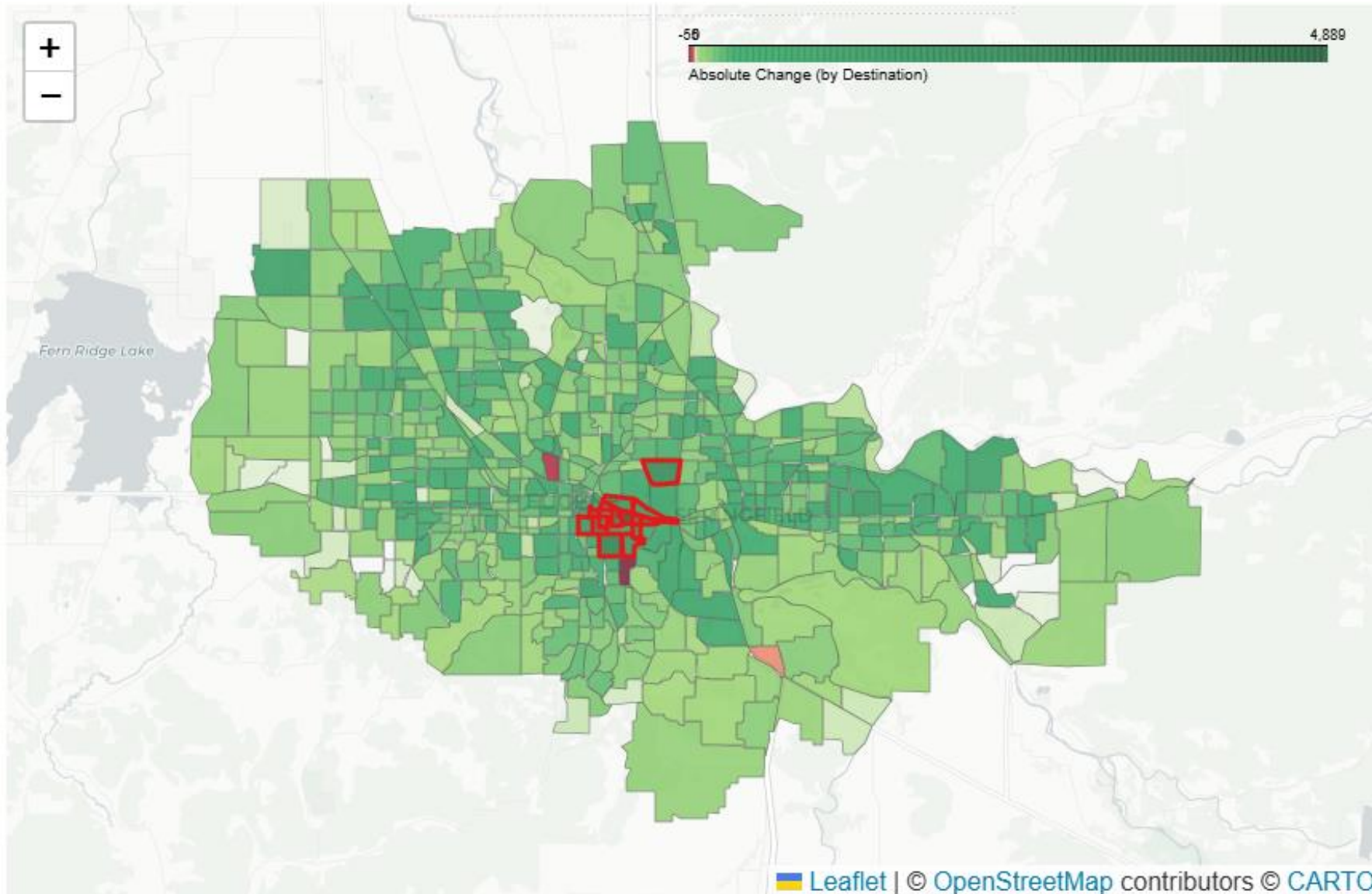
LOCUS Analysis

This map shows the absolute change in trips by origin between 2025 and 2045.

The airport area, Irving, and the University of Oregon show the largest increases in trip origins.

Some areas also show declines, including Alton Baker Park and several TAZs along the I-105 corridor. These patterns are consistent with the projected employment shift.

2025-2045 Trip Changes All Modes: Destinations

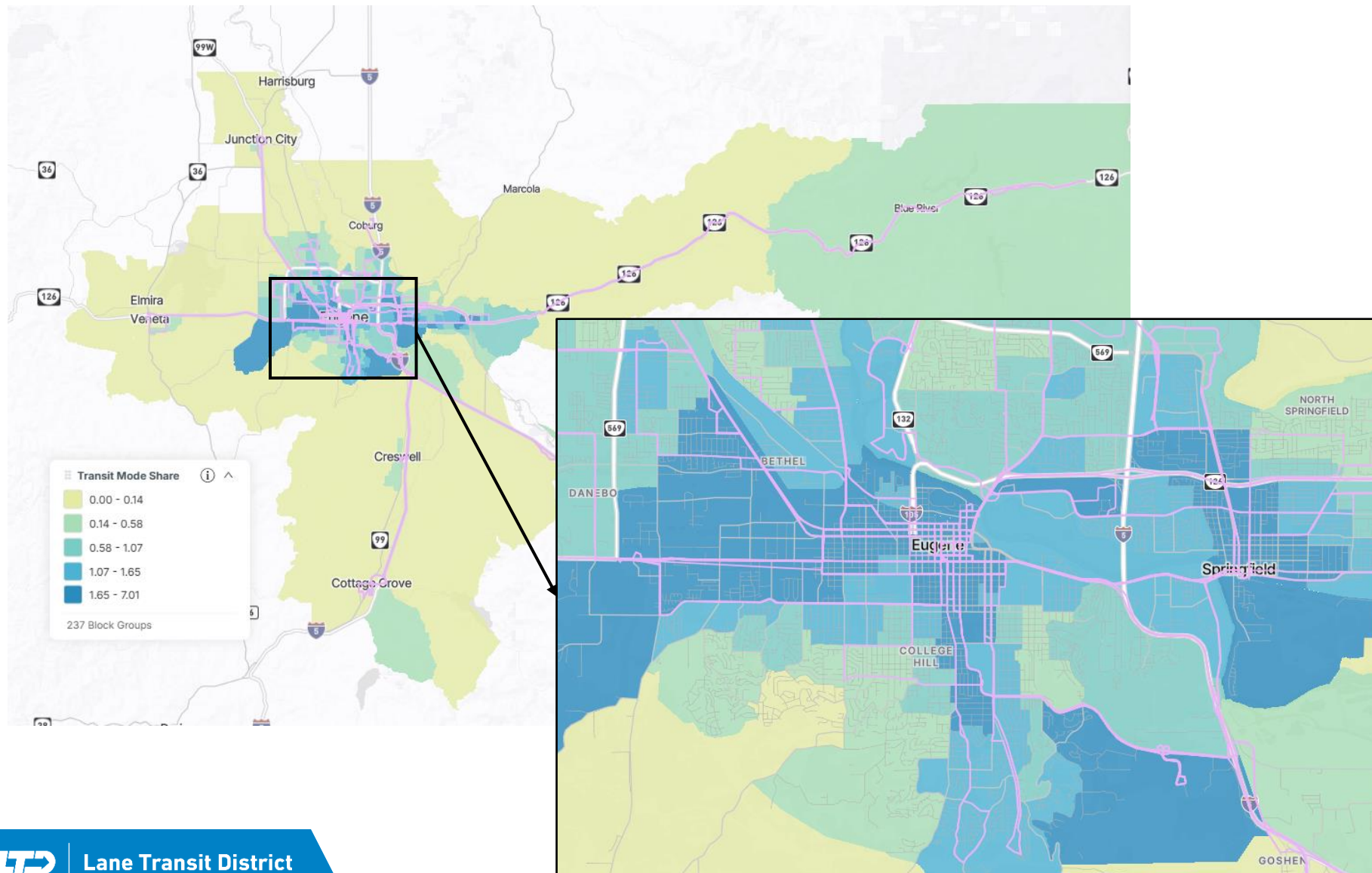


LOCUS Analysis

Destination-side trip growth is more consistent than origin-side growth, with increases across most TAZs.

The largest increases in trip destinations are concentrated around the University of Oregon, which is also the primary driver of the growth observed on the origin side.

LOCUS Transit Mode Share



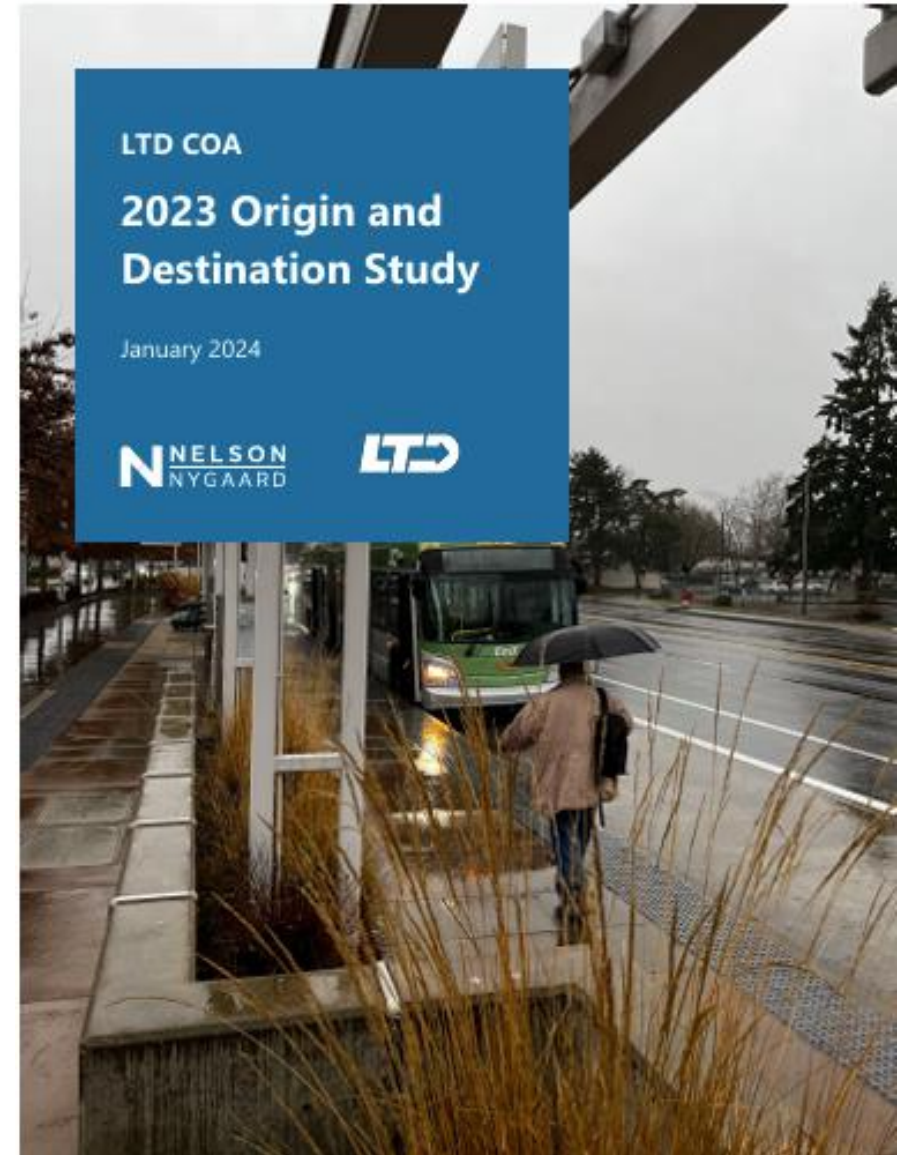
LOCUS Analysis

The transit mode share distribution from LOCUS aligns well with the transit network in the region. **Downtown Eugene has the highest transit mode share**, generally above 3%. Springfield and western Eugene (South Bethel) also show relatively high transit mode share.

Date note: After processing the ridership data, LOCUS converted unlinked ridership into linked trips and matched them with LOCUS trips to generate this origin-based transit mode share map.

Customer and Trip Characteristics

- LTD performed an on-board survey in Oct/Nov 2022 to find out who their riders are and learn how service can be improved.
- Input was gathered from 2,401 LTD riders on fixed routes (buses and EmX) and the report was completed January 2023.
- Riders indicated a desire for more frequent weekday and weekend service as well as later evening service.

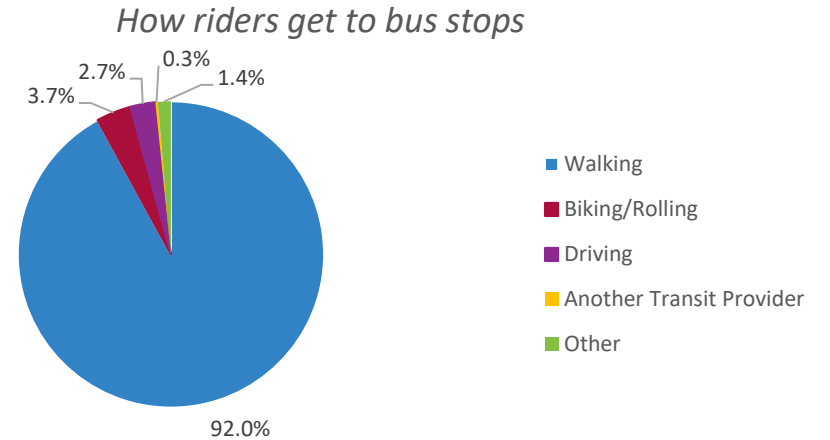


Customer and Trip Characteristics

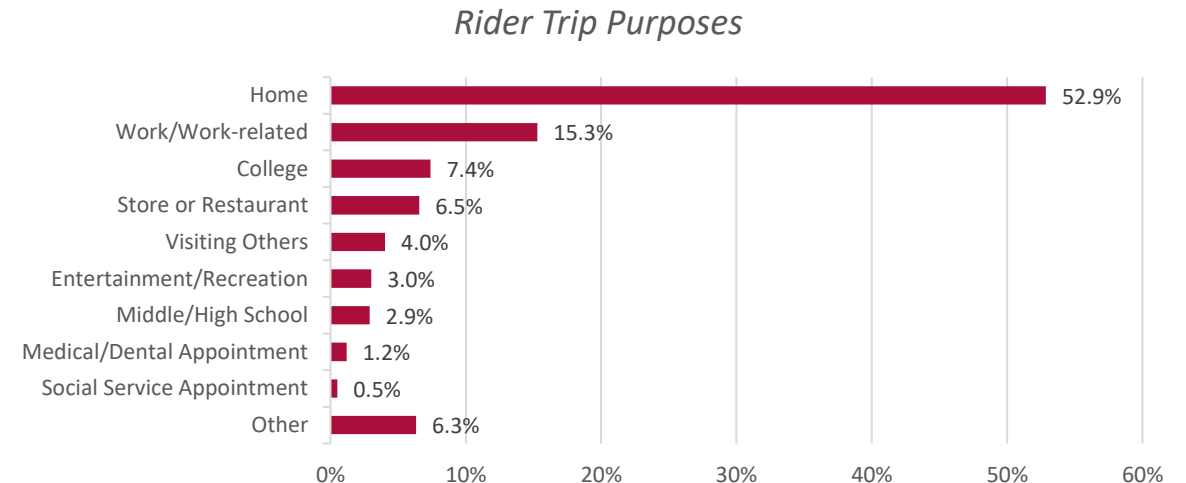
Key takeaway

Most **riders are accessing LTD transit stops on foot** (92%) and while many trips are one-seat rides, **45% of trips require a transfer.**

- Top trip purposes for LTD riders include home, work, and college.
 - Other purposes mentioned by LTD riders include volunteer work, military, library, and church.
- Home-to work is the most common trip beginning and ending pair (21%).
- 49% of trips are roundtrips on a given day and 55% don't require a transfer.



**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023. N = 2,339.*



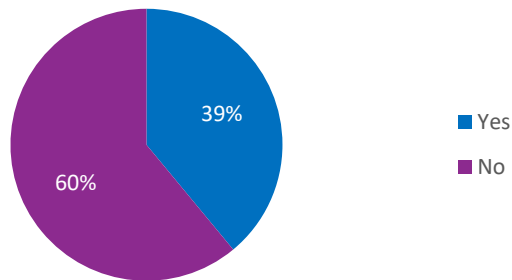
**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023. N = 2,288.*

Customer and Trip Characteristics

LTD riders reported riding the bus frequently and based on other responses, may not have many transportation options.

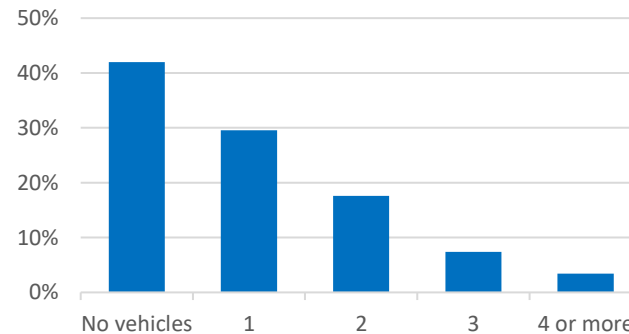
- Most riders are frequent riders, with 58% riding 5 days or more.
- Most riders do not have access to a valid driver's license (60%).
- Many riders are part of households without owned or leased vehicles (42%).

Riders with valid driver's license



**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023. N = 2,221.*

Rider access to vehicles

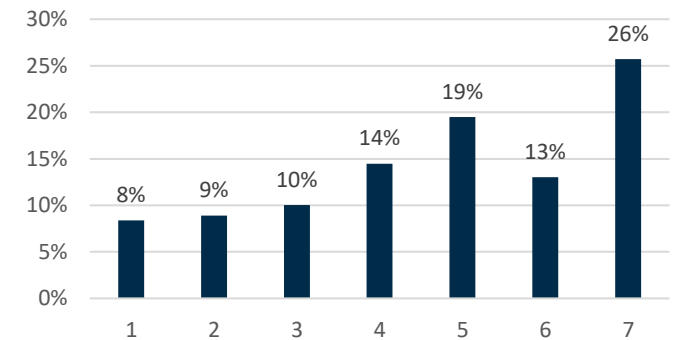


**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023. N = 2,241.*

Key takeaway

Many LTD riders are **transit dependent** and **ride the system frequently** throughout the week.

How many days of the week riders are riding LTD



**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023. N = 2,244.*

Customer and Trip Characteristics

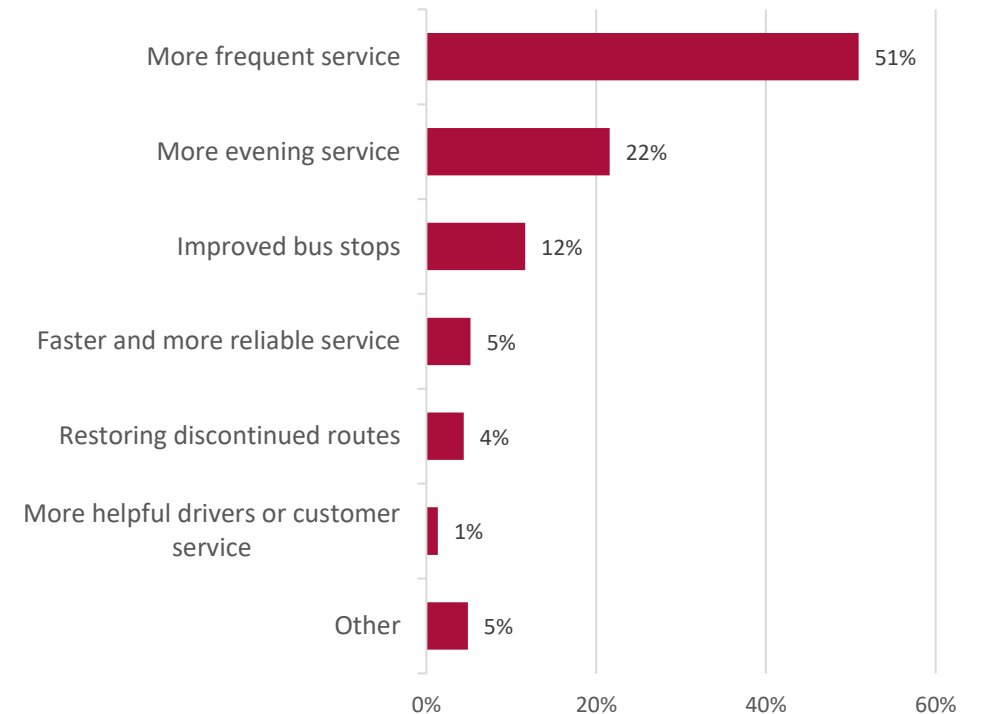
Key takeaway

The majority of LTD riders want **more frequent weekday and weekend service** (51%) and many others want **evening service to be extended** (22%).

Other ideas from riders include:

- Improved rider amenities including restrooms, covered transit shelters, Wi-Fi, outlets/device charging, lighting.
- Ability to pay with credit card.
- Earlier morning service (this was not an answer option).
- Better information about detours and cancellations.
- Service to Eugene Airport.
- Free or discounted fares.

Rider improvement priorities



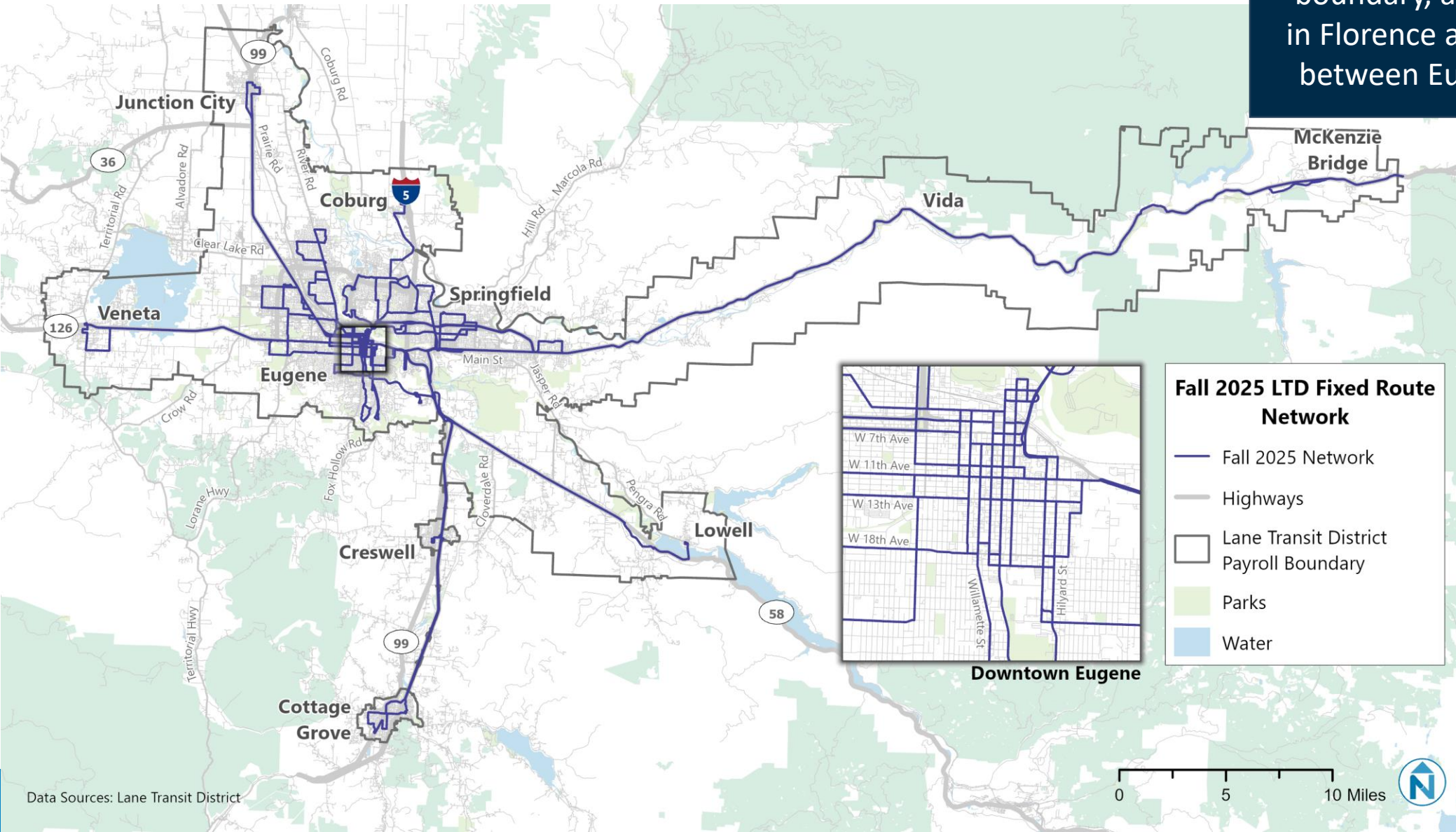
**Data from 2023 LTD Origin and Destination Study. Data collected in October and November 2023.*

N = 2,131.

What We Know: Service

System Map: Fixed Routes within LTD Payroll Boundary - Existing

As of fall 2025, LTD fixed route transit service included the routes within the LTD payroll boundary, as well a local service in Florence and an intercity route between Eugene and Oakridge.



Fixed-Route Service within LTD Payroll Boundary - Existing

- Most local routes have 30-minute headways during the day on weekdays and 60 minutes in the evening.
- All but 2 local routes run 7 days a week with at least some service on weekends.
- EmX and route 11 offer the most service, with 10- to 20-minute headways during the day and 15- to 30-minute headways in the evening. Both routes operate 15-minute headways all day on weekends.
- Rural routes, 79X, 2 LCC routes, and local routes 1, 33, 52, and 55 do not offer service later in the evening, with service ending by 6:30 pm.

**28 fixed routes
in fall 2025 and
future network**

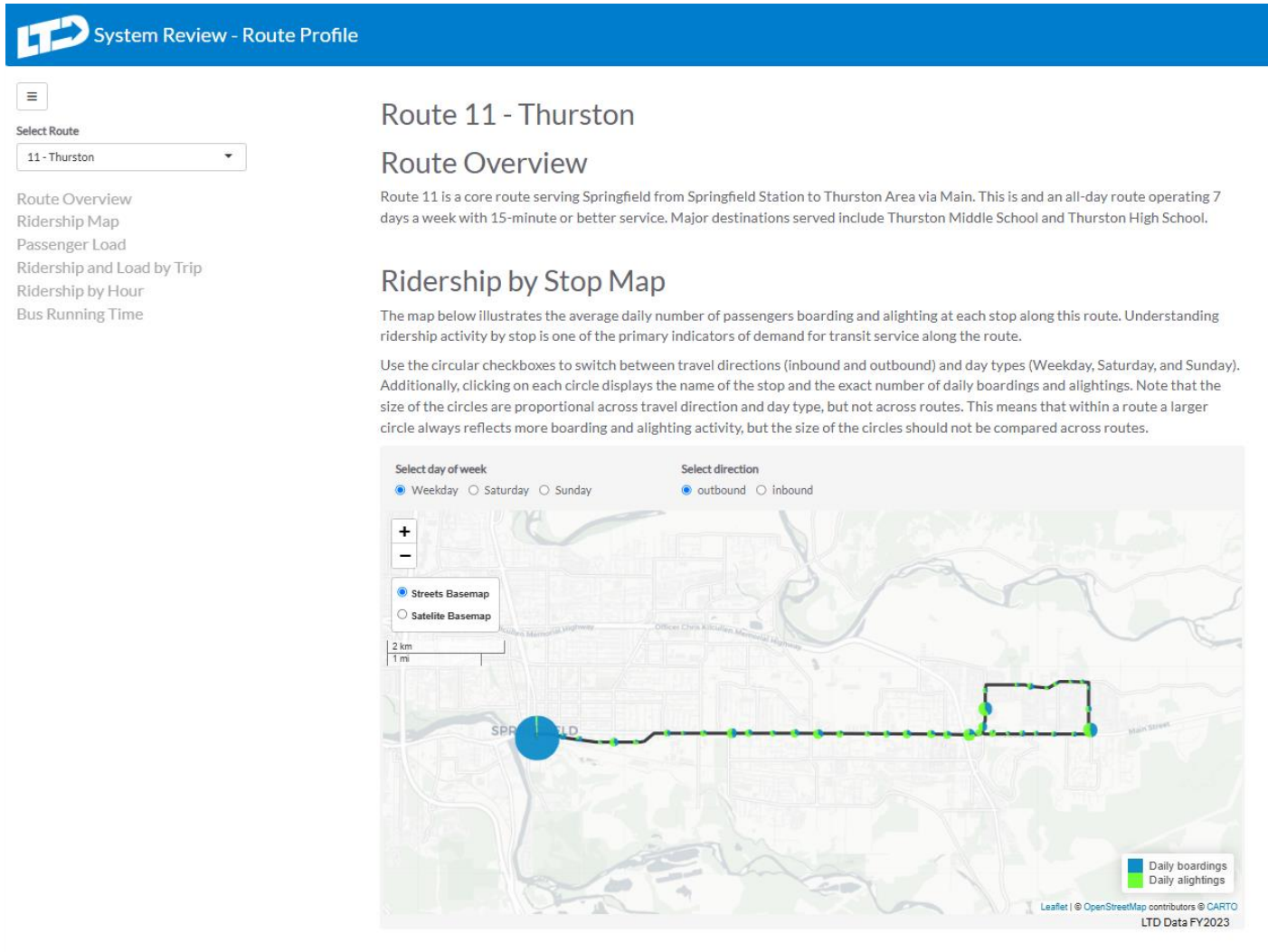
1 BRT (EmX)	17 Local Routes
3 Serving LCC*	1 Express to U of O
6 Rural Routes	

Fixed-Route Service within LTD Payroll Boundary - Existing

Type*	Routes	Weekday span of service	Weekday Headways (Daytime / Evening)
BRT	EmX	5:30 am – about 11:30 pm	10 / 15-30 182 one-way trips a day
Local: Community Core	11	5:30 am – 11:59 pm	10-20 / 30 118 one-way trips a day
	12, 13, 17, 18, 24, 28, 36, 40, 41, 51, 66, 67	5:30 to 6 am - 9:30 to 11 pm	30 / 60 Average 62 one-way trips a day
	33, 55	7 am – 8 am 12:30 pm – 6 pm	6-8 one-way trips a day
	1, 52	6:30-8:30 am – about 6:40 pm	30 / - Average 45 one-way trips a day
College: UO LCC	79X	7:20 am* – 6:30 pm *Trips until 10:50 am are inbound to U of O only, and operate only when school is in session	30 / - 34 one-way trips a day
	81, 82, 85	6:30 am – 9 pm (81) 7:00 am – 6 pm (82) 7:40 am – 5 pm (85)	15-60* / - Avg 25 one-way trips a day for 81 & 85, 60 per day for 82 *Route 82 runs every 15-30 minutes; 81 & 85 run every 60
Rural Routes	91, 92, 93, 95, 96, 98	Varies, typically 1 to 3 morning and 1 to 3 evening round trips.	4 to 8 one-way trips a day except route 98 which is 14 one-way trips a day

* Type includes current and April 2026 LTD Fixed Route Service Policy Categories

Route Profiles

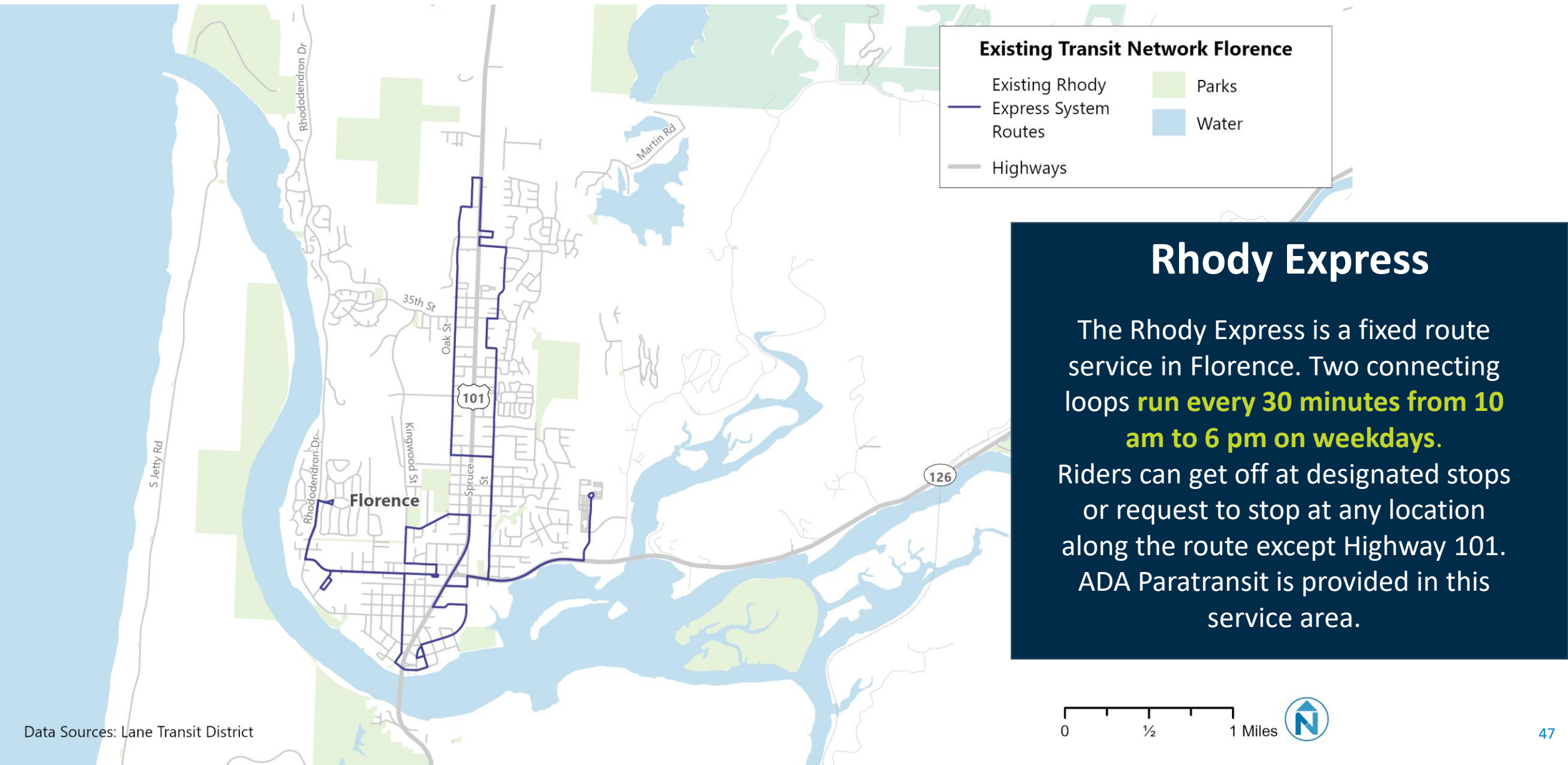


The [LTD System Review](#) developed detailed route profiles for each route within the LTD Service Boundary to understand current performance. Each route included boarding maps by stop by day of week, load charts to determine when the buses are most utilized, and maps that show where each route is most productive given ridership and service levels.

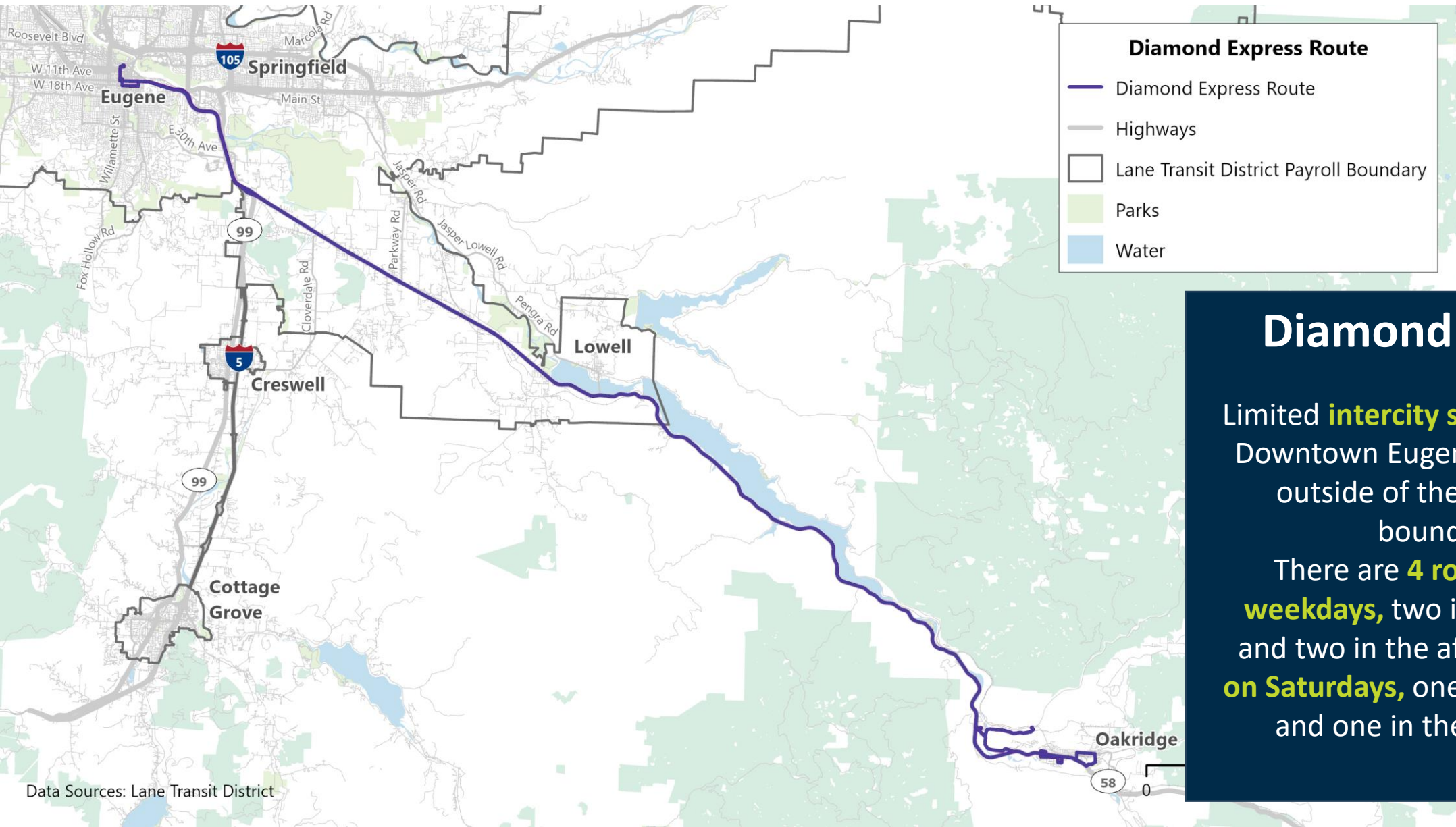
The route profiles can be accessed at the following link:

[LTD Route Profiles](#)

System Map: Rhody Express



System Map: Diamond Express



Diamond Express

Limited **intercity service** connects Downtown Eugene to Oakridge, outside of the LTD payroll boundary.

There are **4 roundtrips on weekdays**, two in the morning and two in the afternoon **and 2 on Saturdays**, one in the morning and one in the afternoon.

Paratransit and Demand Response Services

In addition to fixed route service, LTD offers paratransit and demand response services in the Eugene/Springfield area and surrounding communities.

Services	Type	Eligibility	Service Description	Operator
RideSource - Paratransit	ADA Paratransit	People who are unable to use fixed-route bus service due to a disability may access the paratransit services provided in the Eugene/Springfield Metropolitan area and in Florence.	Paratransit service for riders that are unable to use fixed-route transit due to a disability.	Contracted
RideSource - Medicaid	Demand response	People with Oregon Health Plan going to and from Medicaid-covered medical services.	On-demand non-emergency medical transportation (NEMT).	Contracted
LTD Connector	Demand response/ Microtransit	All riders	On-demand shuttle service operated within Cottage Grove city limits.	LTD
Rural Shuttle Pilot	Deviated Fixed Route	Residents in the one of the three rural shuttle pilot service areas.	Scheduled service that allows for deviations from three routes in Cottage Grove, Mohawk Valley, and Highway 36 between Mapleton and Deadwood. The shuttle operates in each community on different days of the week. Deviations are booked on-demand, and is therefore considered a hybrid shuttle. This pilot will sunset in September 2026.	LTD

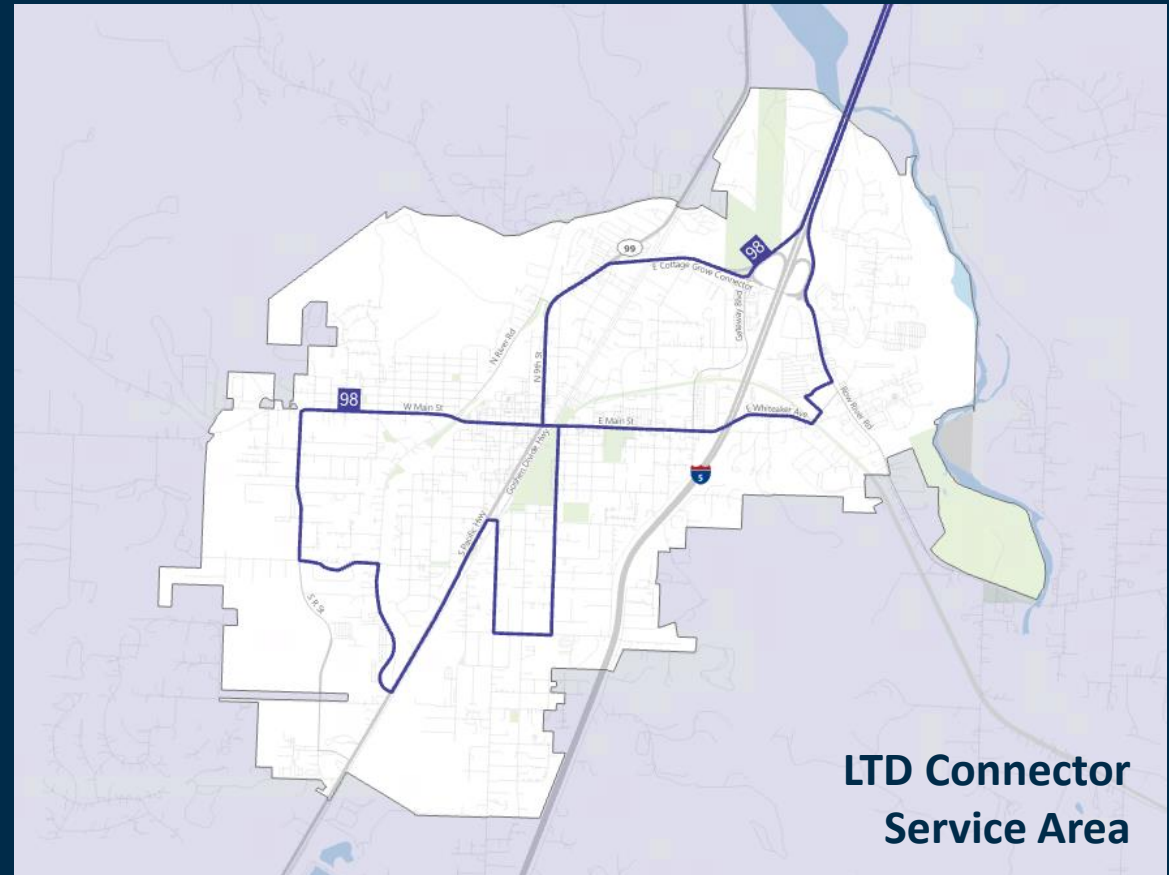
System Map: LTD Connector

LTD Connector

The LTD Connector is **an on-demand shuttle service** that operates within the Cottage Grove city limits. It is available on **weekdays from 7 am – 6 pm and costs \$1 per ride**.

There are no eligibility requirements to access this service. Each Connector vehicle can seat up to 10 riders and includes two wheelchair securement areas. Wait times generally do not exceed 30 minutes.

Route 98 is a fixed route that operates in Cottage Grove and connects riders to downtown Eugene. The LTD Connector can help close the first/last mile gap to connect to route 98 stations along with bringing riders to destinations within Cottage Grove.



Other LTD Services:

Additional and Forthcoming Services

Services	Type	Eligibility	Service Description	Operator
Regional Mobility-Enabling Service Hub (MESH)	Non-Fixed Route	To be determined	Future project that combines multi-operator planning and management tool, expansion of existing Transit app for trip planning, and mobility-on-demand services in Bethel School District.	To be determined
Food Delivery Pilot	Other	RideSource paratransit riders	Subsidized food delivery service memberships for RideSource members to alleviate demand on paratransit services.	To be determined
DD53	Non-Fixed Route	Persons with developmental disabilities	Work trips for people with developmental disabilities, subsidized by the State's Office of Developmental Disabilities Services.	LTD
Senior and Disability Services Waivered (SDSW)	Non-Fixed Route	Seniors and persons with disabilities who are K-plan members.	Waivered non-medical transportation service is required by the Oregon Department of Human Services	LTD

Other Service in the Region

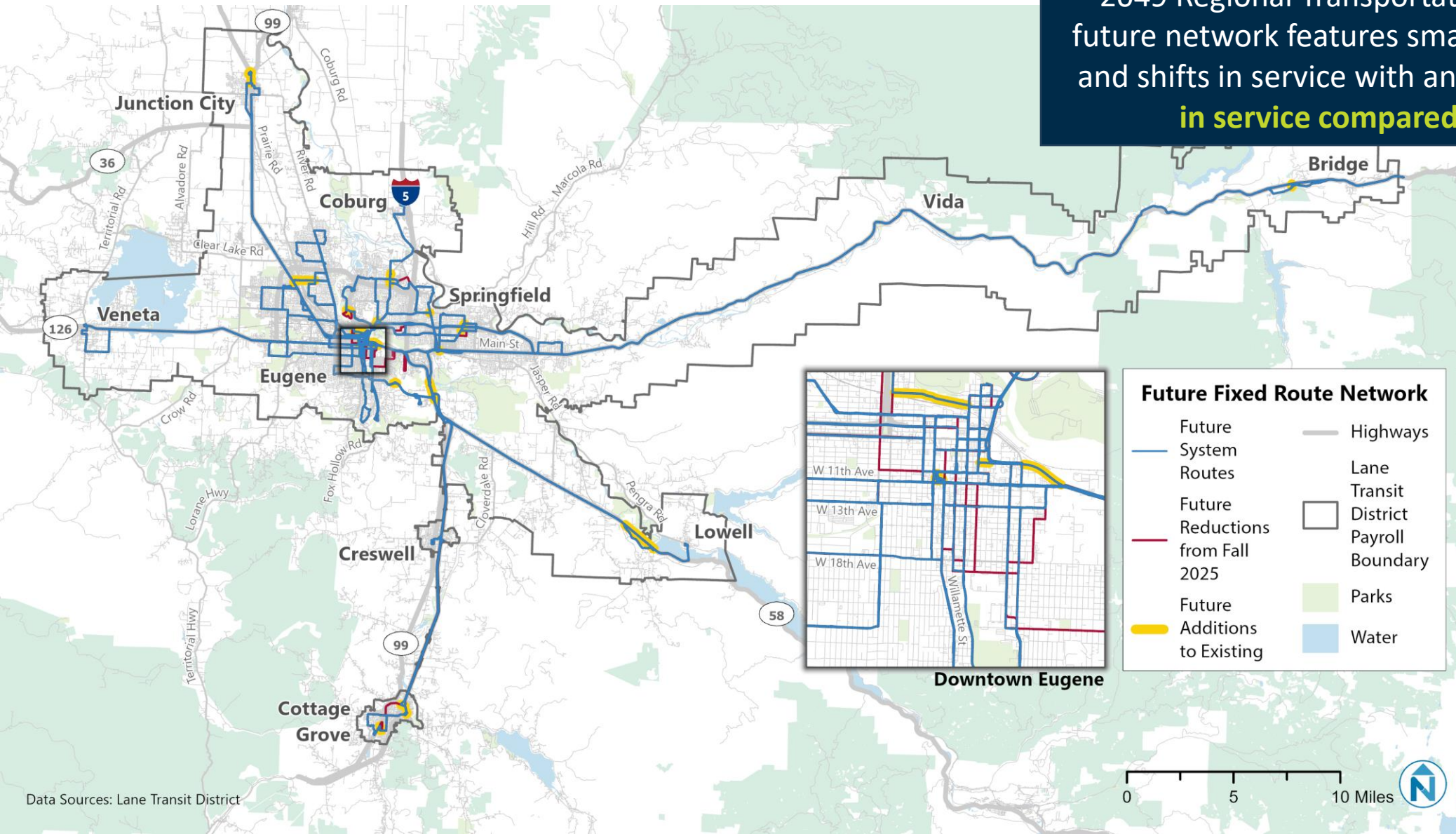
The following services are fixed-route bus and train services, contracted and operated by agencies apart from LTD, that connect to the LTD network.

Additional intercity services, not operated by LTD, are available to connect riders throughout the region.

Services	Description	Operator
Link Lane	Intercity bus service from Eugene to Florence and Florence to Yachats. Riders can get on and off the bus at designated stops or any location along the route.	Lane Council of Governments, contracted with Pacific Crest Bus Lines
Point	Intercity bus service with routes connecting Eugene and Portland.	ODOT, contracted with Pacific Crest Bus Lines
FlixBus & Greyhound	National intercity bus services with service to Eugene.	FlixBus & Greyhound
99 Vine	Intercity bus service between McMinnville and Eugene, operating weekdays.	Pacific Crest Bus Lines
Pacific Crest Bus Lines	Intercity and charter bus service connecting Eugene to Bend and Medford.	Pacific Crest Bus Lines
Amtrak	National train service with service to Eugene via the Cascades and Coast Starlight routes.	Amtrak
NW Connector	Intercity bus service operating along the Oregon coast. This bus service does not directly connect to the LTD network but connects to other regional services.	Partnership of Columbia County Rider, Sunset Empire Transportation District, Tillamook County Transportation District, Benton County Transit, & Lincoln County Transit
Coos County Area Transit	Local bus service in Coos Bay, which includes an intercity route to Florence. This bus service does not directly connect to the LTD network but connects to other regional services.	Coos County Area Transit

System Map: Fixed Routes within LTD Payroll Boundary - Future

The future network and service was **developed as a part of the 2024 LTD System Review**. It was incorporated into the regional model for the 2049 Regional Transportation Plan (RTP). The future network features small alignment changes and shifts in service with an **overall net increase in service compared to Fall 2025**.



Fixed-Route Service within LTD Service Boundary - Future

Type	Routes	Summary of Future Changes
BRT	EmX	No planned changes for EmX
Local	11	Route 11 has 10 minute headways extended to 5:30 am – 6 pm, one-way trips per day increase to 184.
	12, 13, 17, 18, 24, 28, 36, 40, 41, 51, 66, 67	- Route 13 increases to 15 minute headways until 6:30 pm - Route 17 span for 30 minute service increases - Route 18 service increases to 30 minutes in the AM peak - Route 24 increases to 30 minute service with 15 minute peak service - Route 28 mid-morning and evening service reduces to 60 minute headways. - Route 36 will have 15 minute peak service, 30 midday, but service ends at 7 pm. - Route 40 will extend to Santa Clara Station and increase evening service to 30 minute headways - Route 41 increases to 15 minute service in the AM peak - Routes 12, 51, 66, and 67 had small decreases in trips per day
	33, 55	Route 55 reduces from 6 one-way trips a day to 4 (3 round trips to 2).
	1, 52	- Route 1 alignment changes, service after 9:30 am reduces to 60 minute headways and ends at 5:30 pm. - Route 52 reduces to 60 minute service mid-morning.

Key takeaway

Total weekday future service increases almost **140 one-way trips per day, or an increase of 87 service hours. Service miles increases 12.5%** from 9,691 to 10,899 miles. There are minimal changes in weekend service.

Fixed-Route Service Future

Type	Routes	Summary of Future Changes
Express	79X	Extended evening service to 10 pm, one-way trips per day increases to 50.
LCC Routes	81, 82, 85	- Route 81 daytime service increases to 30 minutes - Route 82 service reduces span and headway to 30 mins
Rural Routes	91, 92, 93, 95, 96, 98	- Route 91 has an additional pattern that serves Franklink Blvd and Main St. - Route 95 will have one more roundtrip per day and extend to W 18th Ave and Highway 99. - Route 98 will have one less roundtrip per day and an adjusted alignment in Cottage Grove.

Transit Competitiveness

Transit Service Metrics	Fall 2025 Network
Avg. Transit Times Auto Time	56mins 12 mins
Avg. Travel Time Ratio	4.6
% of Total Daily Trips with Competitive Itineraries (TTR < 3.5)	20%
Early AM(5a-6a)	8%
AM Peak (6a-9a)	15%
Midday (9a-3p)	23%
PM Peak (3p-6p)	24%
Evening(6p-12a)	16%
% of Total Daily Trips with Viable Transit Options	68%
% of Avg. Transit Time Spent Out-of-Vehicle	62%

* LOCUS Weekday travel in 2025 Q3/Q4 between 5am-12am, trips > 1mi

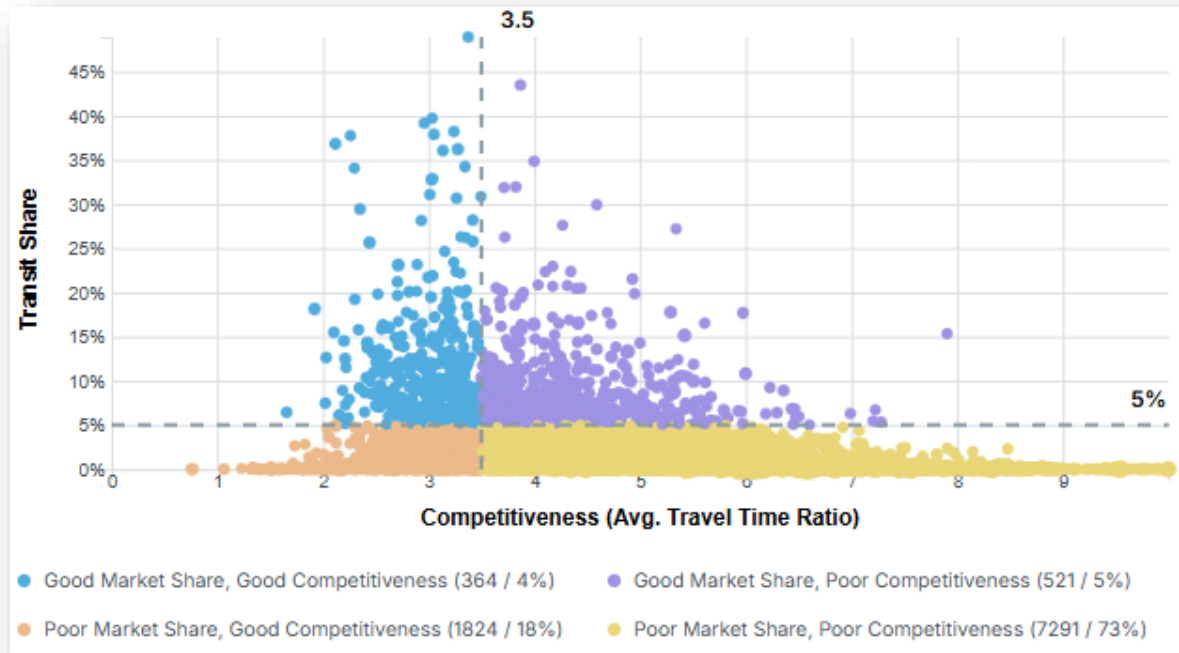
LOCUS Analysis

This analysis looks at weekday trips that are greater than one mile and occur during the day (5 am – 12 am, excluding overnight trips). Of these **890,00 trips, 68% have a viable transit itinerary**, meaning they could be completed via transit.

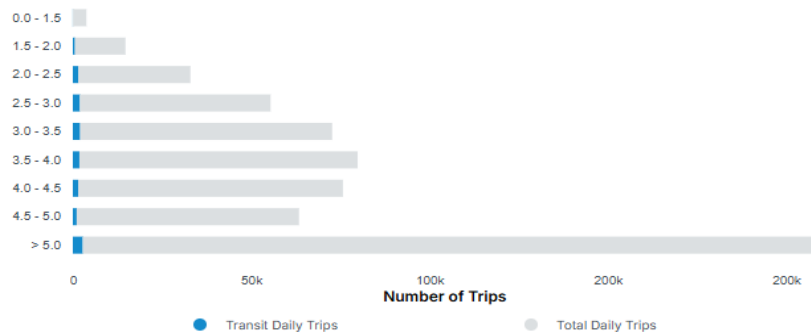
The average Travel Time Ratio (TTR), the ratio of transit travel time to auto travel time, is 4.6 across Lane County. For this analysis, a competitive TTR is better than 3.5. **20% of trips that have viable transit itineraries are competitive.** Trips with competitive transit itineraries are highest during midday and the PM peak, and lower during the morning.

Out-of-vehicle time accounts for 62% of average transit travel time, making it a major factor limiting transit competitiveness.

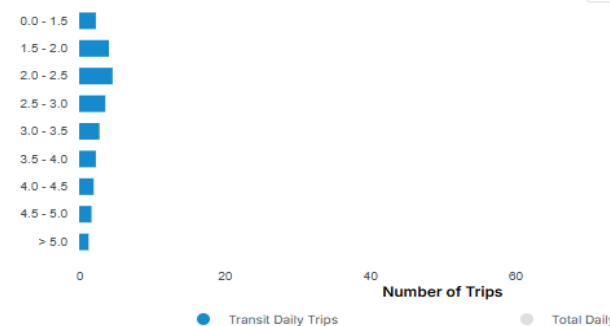
Transit Competitiveness



Travel Time Competitiveness ⓘ



Travel Time Competitiveness ⓘ



LOCUS Analysis

Using a TTR threshold of 3.5 to define competitive transit and a 5% transit mode share threshold to define a strong market, **73% of OD pairs fall into the “Poor market share, Poor competitiveness” segment.** “Good market share, poor competitiveness” and “poor market share, good competitiveness” are segments that may also warrant further analysis to better understand trends that influence ridership.

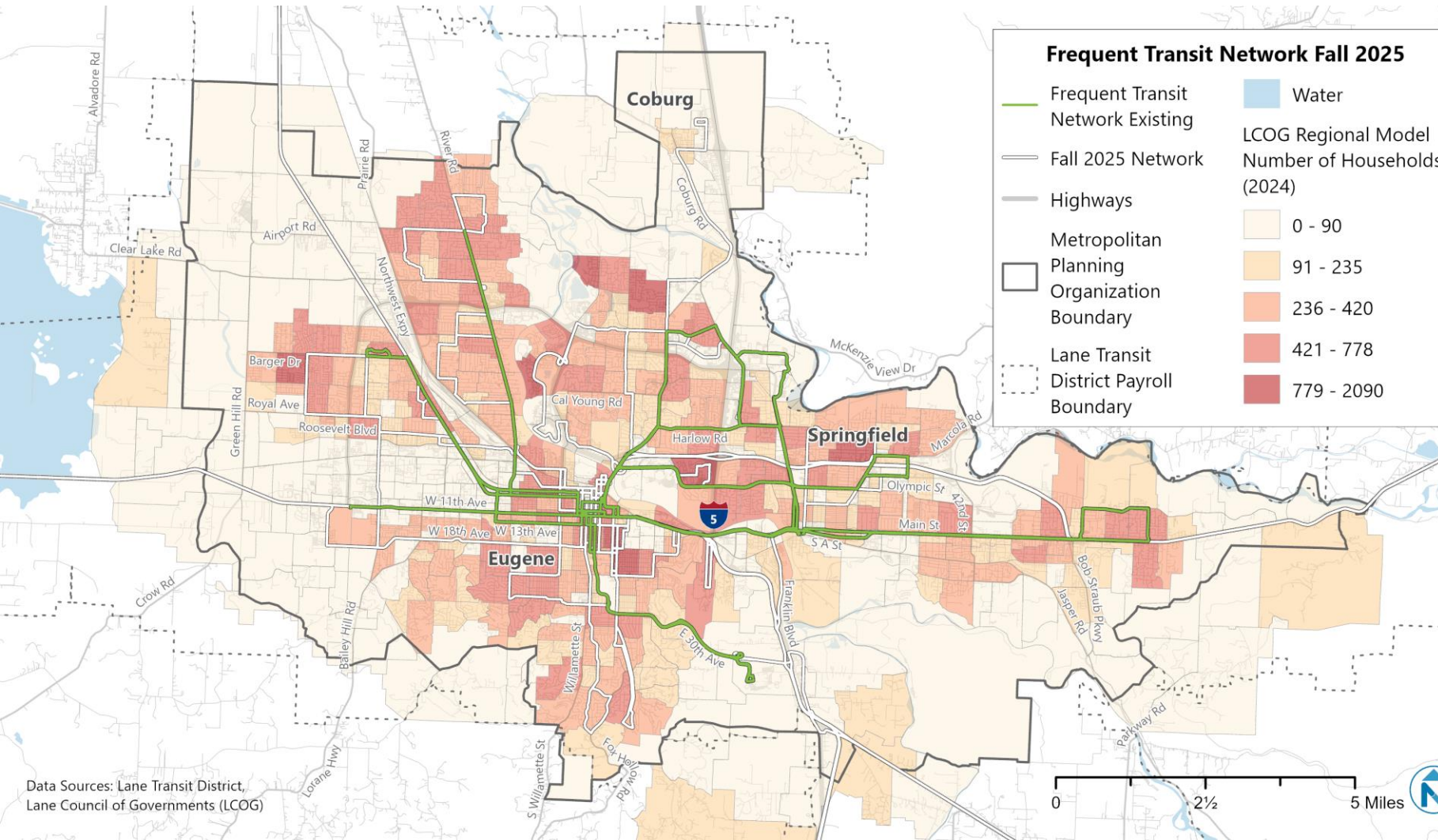
The distribution also shows a **clear relationship between competitiveness and transit share**: OD pairs with lower TTR generally have higher transit mode share. This suggests that improving transit competitiveness can help increase transit ridership.

LOCUS Weekday travel in 2025 Q3/Q4 between 5am-12am, trips > 1milie. Census block groups are used in this analysis for OD geographies.

Frequent Transit Network: Existing

Key takeaway

Over 44,000 households* are within 0.25 miles of the existing frequent transit network. That is **37% of all 2024 households** within the MPO boundary.



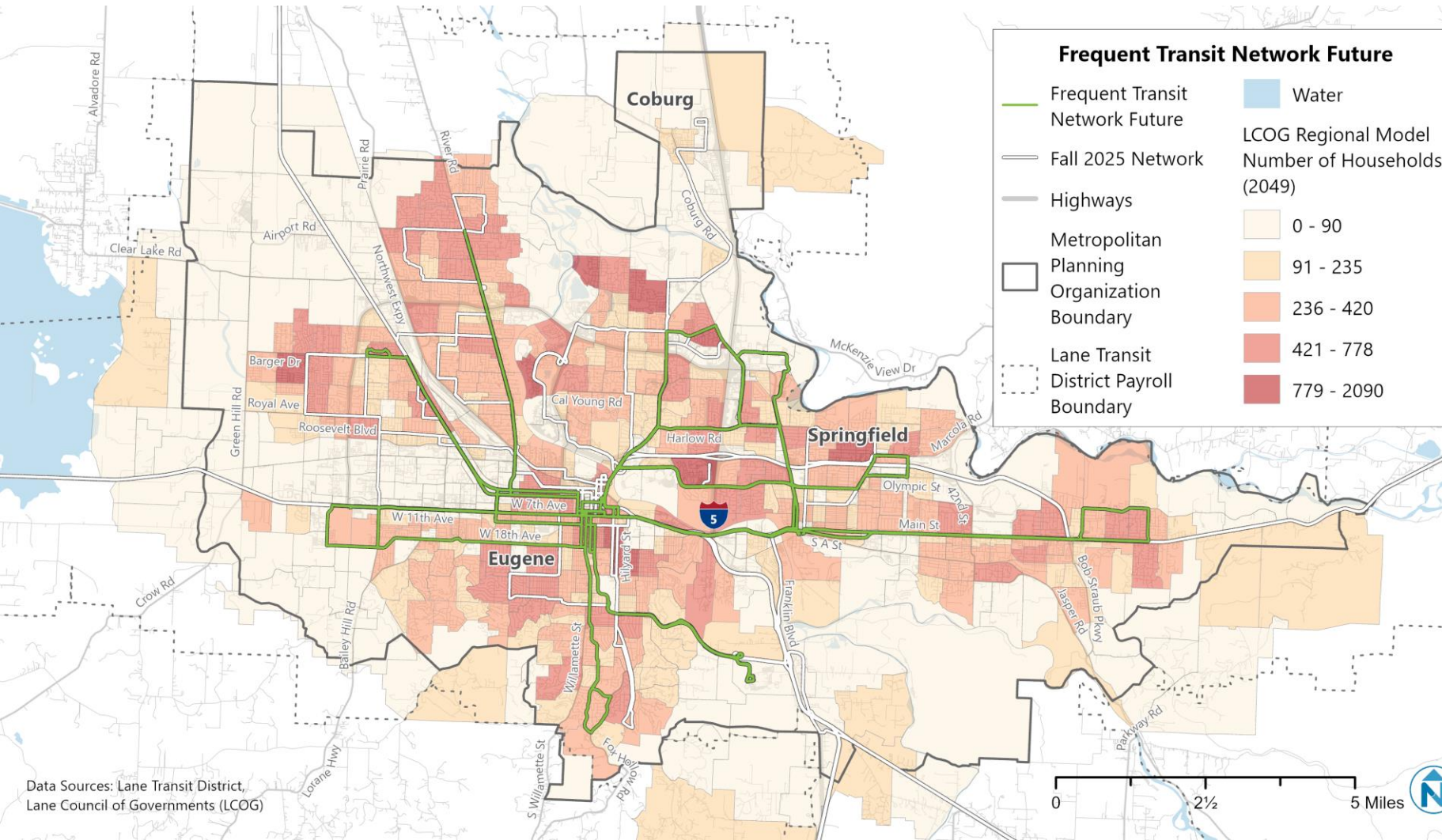
**Existing households for this calculation relies on the 2024 households from the RTP Regional Travel Demand Model provided by LCOG. This data is consistent with the 2049 households and allows a direct comparison.*

Frequent Transit Network: Future

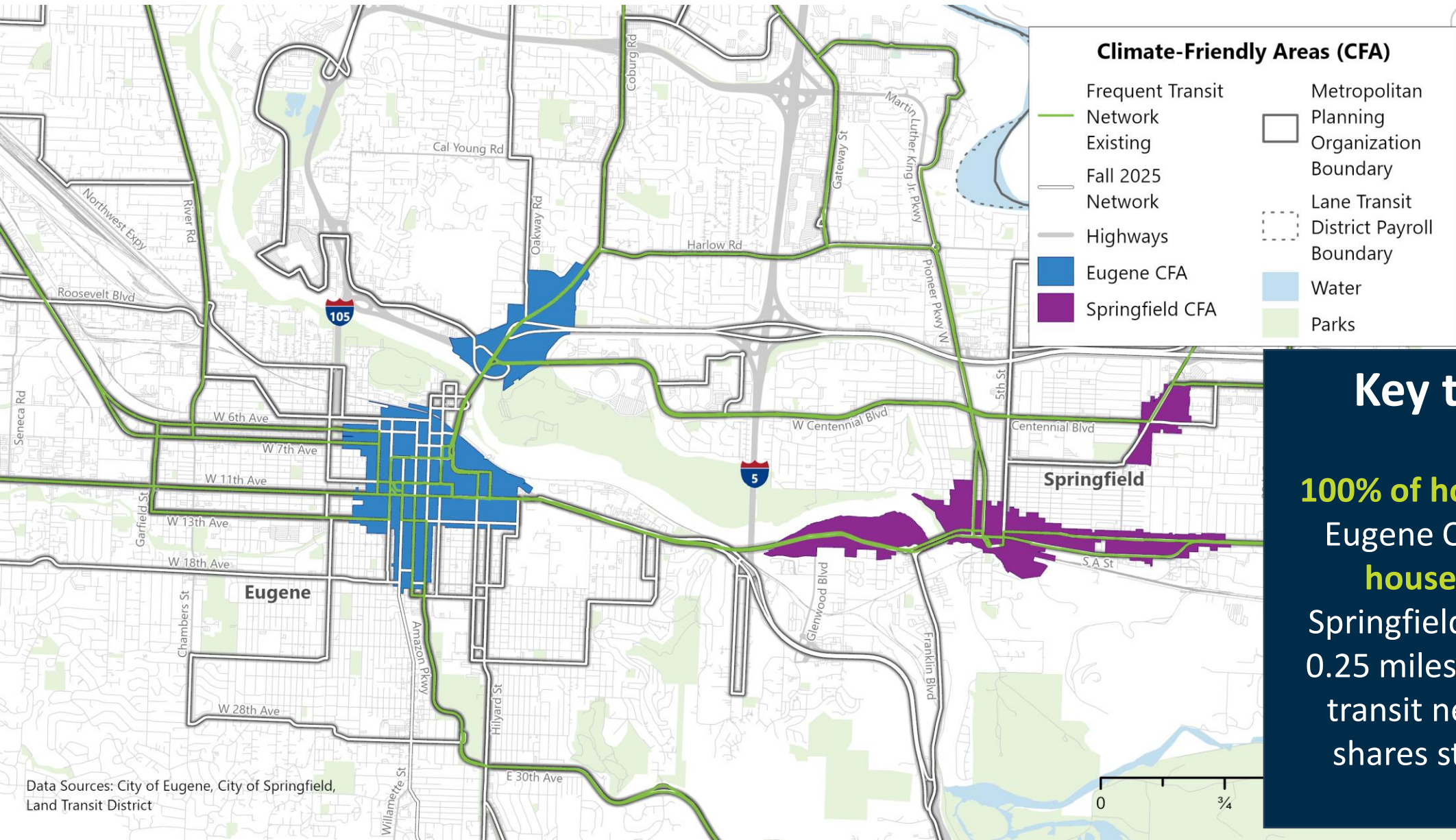
Key takeaway

Over 59,000 households* in 2049 are within 0.25 miles of the future frequent transit network. That is **44% of all 2049 households** within the MPO boundary. That is an increase of over 15,000 households or **an increased share of 7% of all households**. The increase can be attributed to more households in 2049 near frequent transit and an expansion of the network.

** Future households for this calculation relies on the 2049 households from the RTP Regional Travel Demand Model provided by LCOG.*



Climate-Friendly Areas (CFAs)

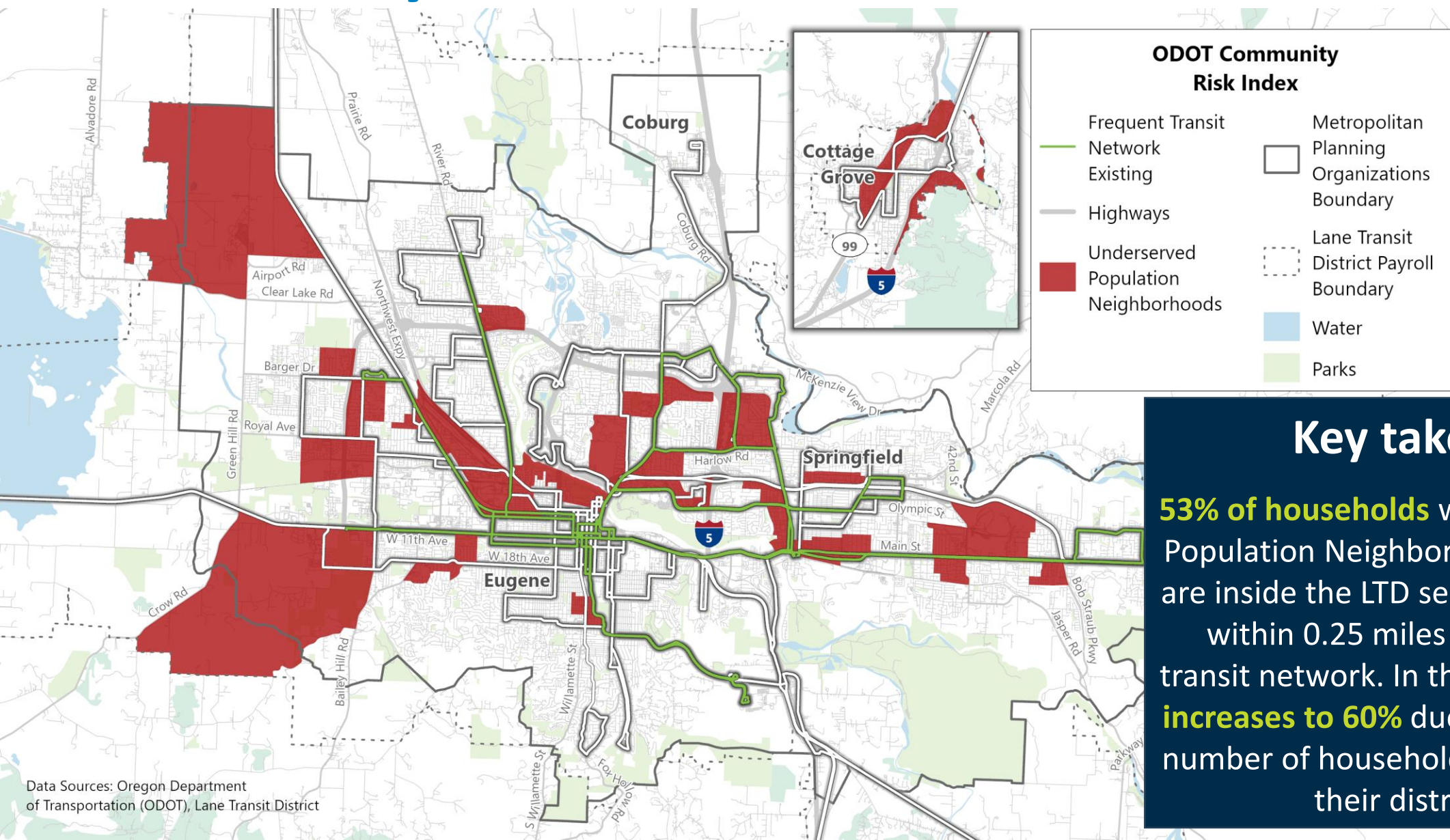


Data Sources: City of Eugene, City of Springfield, Land Transit District

Key takeaway

100% of households in the Eugene CFA and **99% of households** in the Springfield CFA are within 0.25 miles of the frequent transit network. Future shares stay consistent.

Community Risk Index

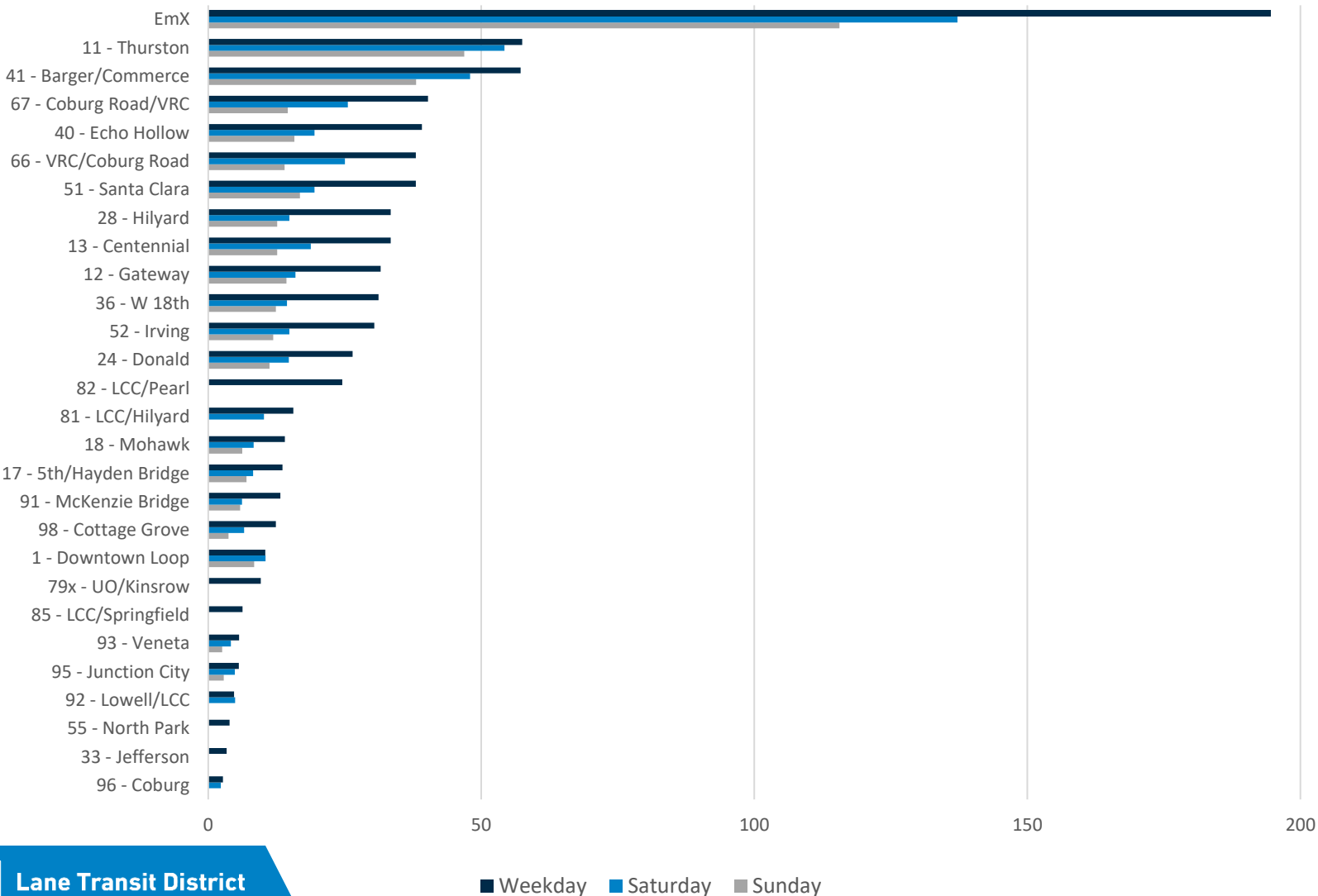


Key takeaway

53% of households within Underserved Population Neighborhoods (UPNs) that are inside the LTD service boundary are within 0.25 miles of the frequent transit network. In the future this **share increases to 60%** due to changes in the number of households in the UPNs and their distribution.

Fixed-Route Revenue Hours within LTD Service Boundary

Average Daily Revenue Hours by Route and Day (October 2025)



Key takeaways

Daily revenue hours represent the amount of service operated on each route and accounts for the frequency of the route and the daily service span.

The EmX BRT route offers the greatest level of service in the LTD system by a large margin. All routes operate less service on weekends, and several rural routes or routes that primarily serve schools operate less often.

PeaceHealth Rides

- Bike share program consisting of **450 electric bikes** and **167 hubs** around the central Eugene and central Springfield service area.
- A piece of the first-last mile solution to connect users to the LTD transit network.
- Operated by **Cascadia Mobility**, an Oregon public benefit non-profit.
 - Cascadia Mobility works with LTD and other regional transportation partners to continue finding active transportation solutions.
 - Cascadia Mobility also provides community engagement: enhanced bike access at community events, school bike bus programs, and a youth summer program aimed at biking and transit education.
 - In 2026, Cascadia Mobility began a regional shared mobility planning effort in partnership with the cities of Eugene and Springfield, LTD, University of Oregon, EWEB, and LCOG, funded by ODOT.

Key takeaway

PeaceHealth Rides has seen **bikeshare growth every year** with nearly 280,000 trips in 2025.



Source: Cascadia Mobility Programs Report 2025-26

Transportation Options

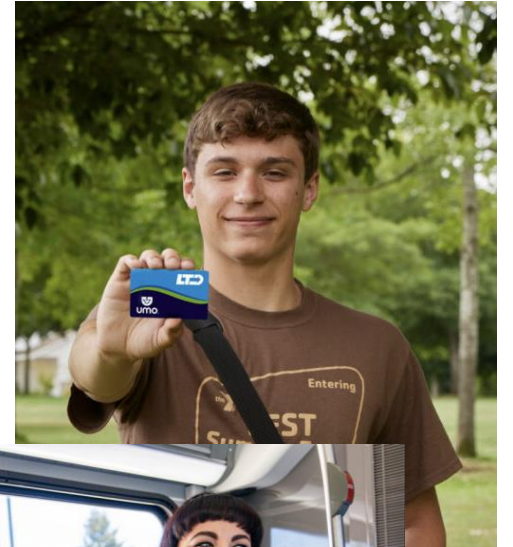
LTD offers a range of transportation options (TO) programs. These can be grouped into employer-based and non-employer-based programs.

Employer-Based Programs

- Group pass program
- Vanpool

Non-Employer-Based Programs

- College student pass
- K-12 student pass
- Travel training
- Non-Profit Pass Program



Transportation Options: Employer-Based

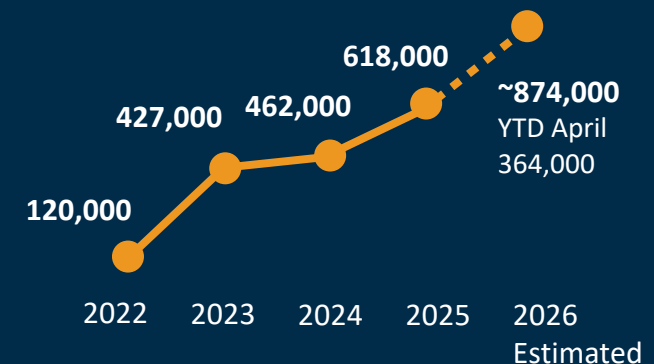
- The **group pass program** is provided by employers to 100% of employees. They are monthly passes at a discounted rate based on whether the organization pays payroll taxes or not.
- **Vanpool** is a group of 5-15 co-workers who organize to commute to work together. LTD provides a subsidy for the van lease and fuel.

Key takeaway

The **group pass program** has **seen year over year increases in ridership** even as the number of issued passes has declined or remained constant.

Ridership increased 34% between 2024 and 2025 and is on track to increase 41% from 2025 through 2026. **Lane Community College and the University of Oregon Student Program are the biggest contributors to ridership.**

Group Pass Program Ridership



Transportation Options:

Non-Employer-Based

- **College student pass** is available to all UO students and employees, Lane Community College students, and Pacific University students free of charge.
- The **K-12 student pass** is available to all K-12 students in Lane County.
- **Travel training** is a program from LTD to provide free one-on-one training to help older adults and people with disabilities learn to ride the bus independently.
- In addition to providing connections to social service agencies, **non-profits provide passes** and services to help get people housed, educated/trained, and employed.
- The **Emergency Ride Home (ERH) Program** provides up to 4 free taxi rides home to employees who commuted to work via bus, bike, walking, carpool, or vanpool. The program is available free of charge to businesses in the greater Eugene/Springfield metropolitan area.

Key takeaway

The K-12 student pass has had increasing program participation from 2022 through 2025.

2025 had 90 participating programs and issued over 48,000 student passes, a 7% increase over 2024 programs and 3% increase over 2024 passes.

Jan-April 2026 data shows 26 programs and almost 15,000 passes issued. If the monthly average holds steady, 2026 may see a slight decline in both values.

What We Know: Park & Rides and Bus Stops

Park & Rides (PNR)

Total capacity of
590 spaces*

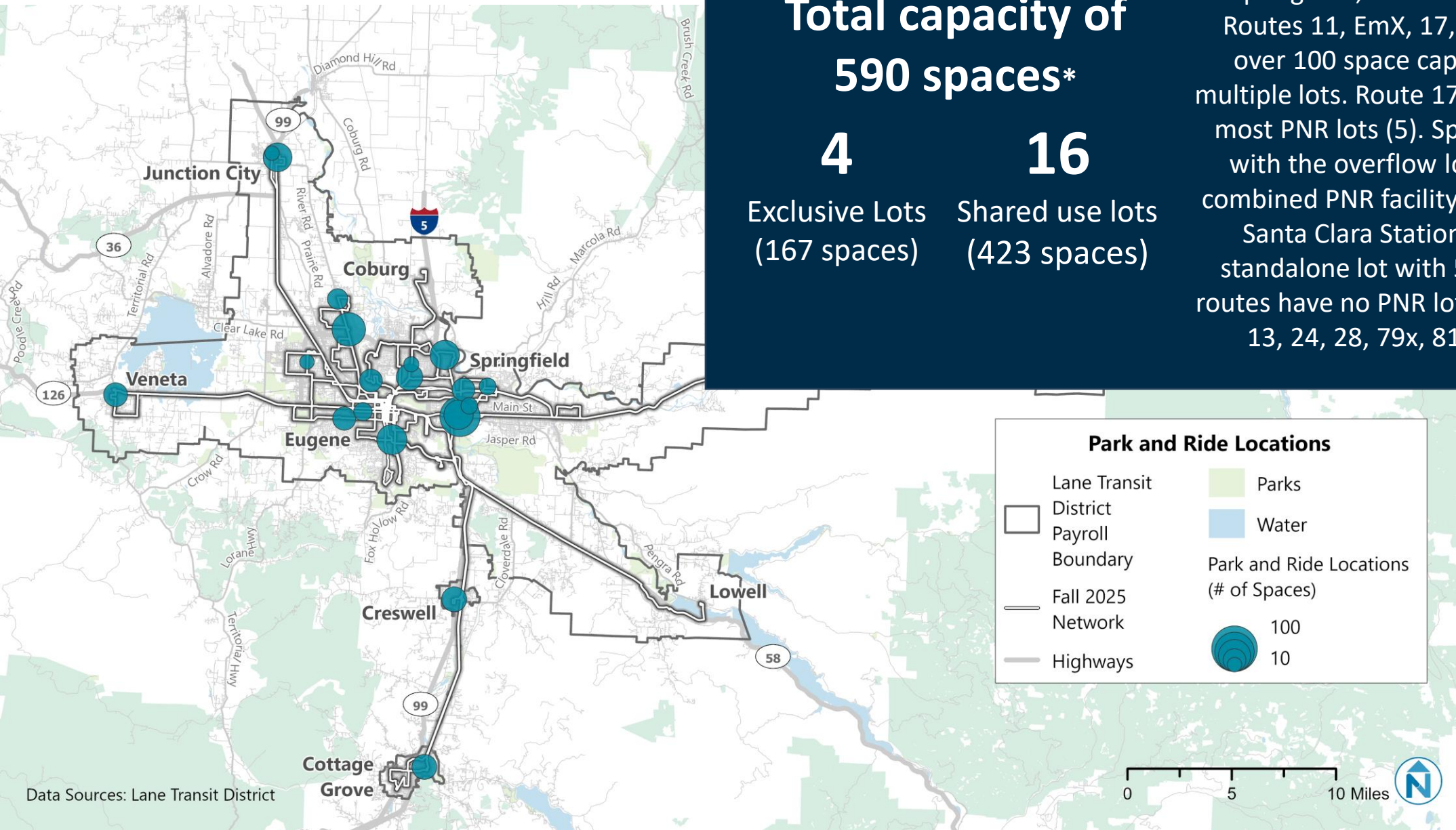
4

Exclusive Lots
(167 spaces)

16

Shared use lots
(423 spaces)

There are 239 spaces in Eugene, 214 in Springfield, and 137 in rural areas. Routes 11, EmX, 17, and 18 all have over 100 space capacity split over multiple lots. Route 17 has access to the most PNR lots (5). Springfield Station with the overflow lot is the largest combined PNR facility with 120 spaces. Santa Clara Station is the largest standalone lot with 54 spaces. Eight routes have no PNR lot access (routes 1, 13, 24, 28, 79x, 81, 91, and 96).



Bus Stop Standards and Assessment

- Fixed route bus stop standards created (2022)
- Fixed Route ADA Bus Stop Assessment (Fall 2025 - Ongoing)
 - Assessing 1,012 active fixed-route bus stops across the County to evaluate accessibility, condition, and establish ADA/Prowag compliance baseline.
 - Deficiencies include missing or undersized boardings/alighting areas, excessive cross slopes, deteriorated pavement, inaccessible transitions, and noncompliant signage.
 - Includes improvement feasibility so projects can be phased by complexity and funding availability.

Fixed Route Bus Stop ADA Assessment

Active

Date Created:
Fall 2025

Budget:
\$355,000



LTD is launching a systemwide review of all 1,020+ bus stops to ensure they meet current ADA accessibility standards. The project will document existing conditions, identify challenges, recommend improvements, and develop a prioritized plan to improve safety and accessibility for all riders. This work will support mobility across Lane County and guide future investments in stop amenities, shelters, lighting, and pedestrian access.

What We Know: Funding

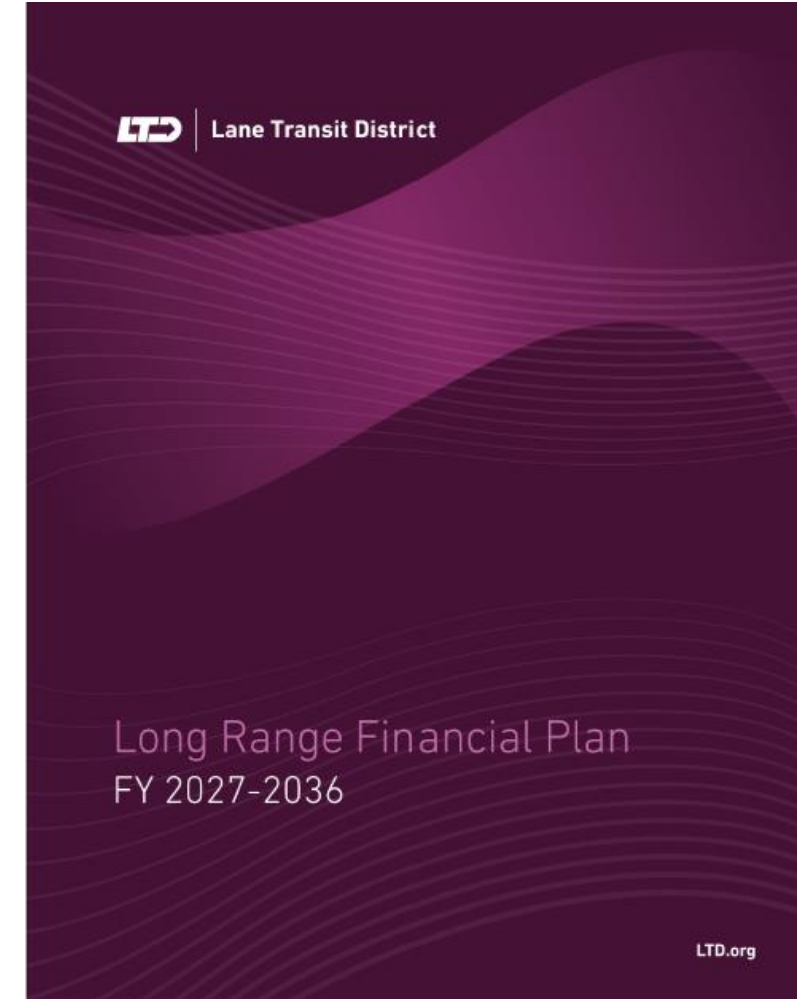
Funding Overview

- LTD has five budgetary funds.
 - All operating activities flow through the **General Fund**
- LTD's other four funds are:
 - **Specialized Services Fund** for receiving federal and state grants that have restricted uses, such as complementary paratransit, and State of Oregon Transportation Fund (STF) projects.
 - **Medicaid Fund** for federal and state Medicaid programs specific to non-emergency medical transportation services. LTD is the countywide broker for all NEMT trips.
 - **Point2Point Fund:** for federal, state, and local resources to provide transportation options projects and programs for LTD and Lane Metropolitan Planning Organization
 - **Capital Projects Fund** is used to account for financial resources related to the acquisition or construction of capital assets.
- The LTD Adopted Budget for FY 2025 – 2026 was published in fall 2025.



Funding Overview

- The LTD Long-Range Financial Plan for Fiscal Years 2027 – 2036 was published in June 2026.
- Expenses are outpacing revenue sources in the long-term.
 - Funding sources that LTD relied on during the COVID-19 pandemic, such as ARPA, are phasing out in 2026.
- LTD seeks to add service and staff, but the increased expenditure must be strategic to account for changing population demographics, development patterns, and how people travel.
- Resources needed to provide service are impacted by:
 - **Cost of providing service:** Inflation, contractual ATU (Amalgamated Transit Union) wage and benefits increases
 - **Capital needs:** Replacement needs for aging fleet, facility for RideSource operations
 - **Size and reliability of state and federal funds:** STIF funded projects, Federal funds that are sunseting
 - **Uncertainty of future ballot and legislative transportation packages**
 - **Implementation of an updated reserve policy**



Funding: Operating Revenue

Operating revenue accounted for nearly 78% of the total budget in FY 2024.

Most of LTD's funding comes from non-operating directly generated revenue (79%) with the greatest slice of that coming from the payroll tax (74%).

Funding Source	Resource	% FY 2024 Operating Budget
Federal Grants	- CRRSA Act Urbanized area Program (5307) - American Rescue Plan Act of 2021 (ARPA 5307) - FTA Enhanced Mobility of Seniors and Individuals (5310) - FTA Formula Grants for Rural Areas (5311) - CARES Act Rural Area Program Funds (5311) - US DOT TDM Grant - US DOT Community Project Funding (CPF) - DHS Grant	10.0%
State	- Revenue from General Fund - State Transportation Funds (STIF)	1.7%
Local	Revenue from General Fund	0.2%
Directly Generated Revenue	- LTD Operations: Passenger fares - Non-operating: Payroll Tax, Self Employment Tax, State-in-Lieu Tax	5.3% 78.8%
Miscellaneous and Interest	- Interest - Reimbursements, restitutions, recoveries - Rebates - Insurance premium refunds - Rent - Scrap Sale	4.0%

* Source: LTD Annual Comprehensive Financial Report FY 2024 and National Transit Database (NTD) 2024 Revenue Sources

Funding: Capital Revenue

Just over half of LTD's capital funding comes from federal sources (54.9%).

Funding Source	Resource	% of FY 2024 Capital Budget
Federal	- State of Good Repair Program (5337) - Bus and Bus Facilities Formula Program (5339) - FTA Urbanized Area Formula Program (5307) - American Rescue Plan Act of 2021 (5307 ARPA) - FTA Enhanced Mobility of Seniors and Individuals (5310) - FTA Formula Grants for Rural Areas (5311) - CARES Act Rural Area Program Funds (5311 CARES)	54.9%
State	- Revenue from General Fund - State Transportation Funds (STIF)	26.1%
Transfers	Transfer from LTD General Fund	19.0%

* Source: LTD Annual Comprehensive Financial Report FY 2024 and National Transit Database (NTD) 2024 Revenue Sources

Community Investment Plan

- Community Investment Plan (CIP) goal is to:
 - Make efficient use of LTD's financial resources
 - Implement regional priorities that anticipate future needs to public transportation by supporting local and regional transportation plans



Funding: Community Investment Fund Projects

Project Category	Project Name	Estimated Cost
Facilities	Amazon Station	\$3,050,000
	Eugene Station Sitework Upgrades	\$3,580,000
	Fixed Route Infrastructure Rehabilitation	\$4,200,000
	Fleet Mechanical, Electrical & Hoist Rehabilitation	\$5,800,000
	Franklin & Gateway EmX Corridors	\$1,015,000
	Gateway & UO North Site Rehab	\$235,000
	Glenwood Admin Roof Replacement	\$850,000
	Glenwood Mechanical & Electrical Rehabilitation	\$2,270,000
	Glenwood Site Rehabilitation	\$1,400,000
	Passenger Boarding & System Facilities	\$1,750,000
	Springfield Station Rehabilitation	\$2,500,000
	Transit Facilities State of Good Repair	\$2,525,000
	Bus Stop Signs Updates	\$120,000
	Baldy View Lane Asphalt Replacement	\$165,000
	Glenwood Admin Modifications	\$1,000,000
	Eugene Station Metal Roof/Skylight Replacement	\$3,983,820
	Bus Paint and Body Booth	\$1,500,000

Funding: Community Investment Plan Projects

Project Category	Project Name	Estimated Cost
Fleet	Major Bus Components	\$10,467,228
	Ten-Year Fixed Route Fleet Replacement	\$111,580,000
	Ten-Year Special Services Fleet Replacement	\$16,290,000
	Ten-Year Non-Revenue Fleet	\$3,788,300