



Lane Transit District

ADOPTED Budget
FY 2026-2027

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Budget Message

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

Operating Budget

Revenue

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

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

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

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

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

Expenditures

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

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

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

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

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

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

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

Conclusion

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

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

Sincerely,

Pamela Strutz, Chief Financial Officer

Annual Budget Calendar

August

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

September/October

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

November/December

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

January/February

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

March/April

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

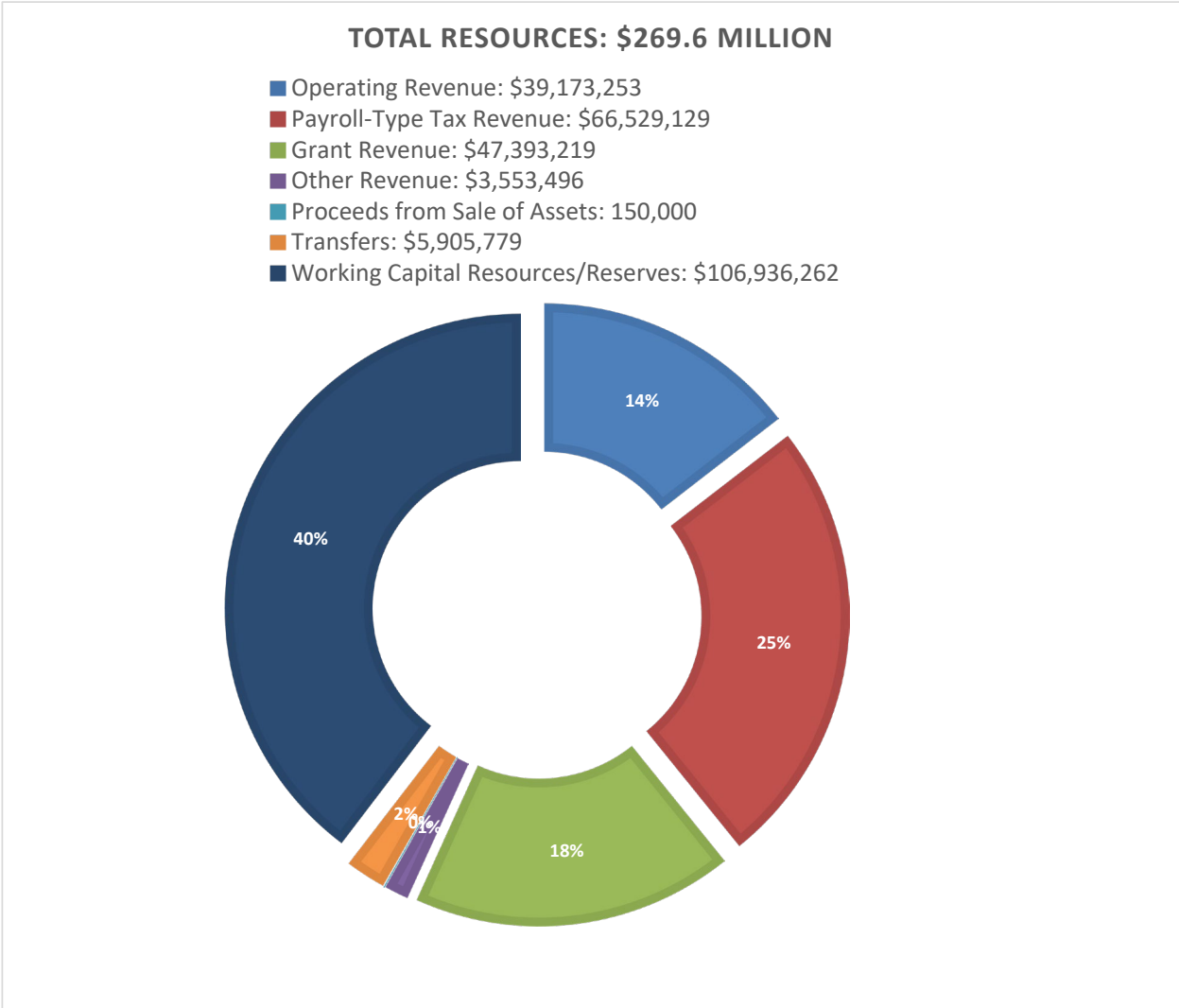
May/June

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

July

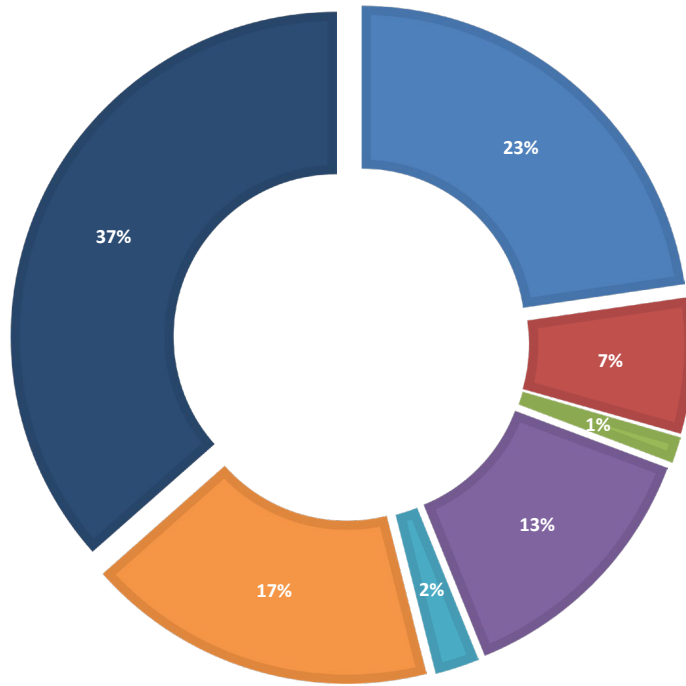
- Preliminary year-end financial report for year ended June 30 to the Board of Directors.

Budget Highlights



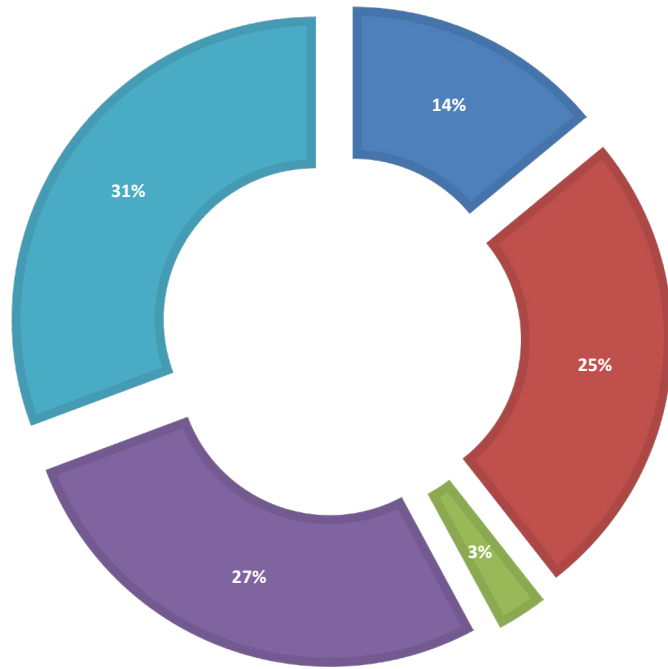
TOTAL REQUIREMENTS: \$269.6 MILLION

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



TOTAL RESERVES & RESTRICTED FUNDS: \$98.5 MILLION

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



Budget Committee Members

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

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

Board Members:

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

Budget Committee Members:

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

Adopted Budget

Budget Summary

District Wide Resources	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Adopted	Change from FY26 Budget	Percent Change
Operating Revenues	\$22,586,882	\$27,408,458	\$39,622,547	\$39,173,253	(\$449,294)	-1%
Cash Fares & Passes	2,321,033	2,056,381	2,467,065	2,667,890	\$200,825	8%
Group Passes	2,019,126	2,012,303	1,959,760	2,018,553	\$58,793	3%
Advertising	0	0	0	100,000	\$100,000	100%
Event Services	142,517	111,885	131,222	138,000	\$6,778	5%
MS, P2P & MC	18,104,206	23,227,889	35,064,500	34,248,810	(\$815,690)	-2%
Nonoperating Revenues	\$86,851,652	\$103,634,383	\$101,306,016	\$117,625,844	\$16,319,828	16%
Payroll Taxes	54,857,787	55,022,717	58,826,480	63,109,510	\$4,283,030	7%
Self-employment Taxes	2,416,284	2,539,145	2,400,000	2,623,904	\$223,904	9%
State-in-Lieu	928,822	918,017	735,000	795,715	\$60,715	8%
Federal Assistance	18,932,442	36,383,278	24,333,485	27,605,805	\$3,272,320	13%
State Assistance	6,287,106	4,676,909	11,184,671	19,757,414	\$8,572,743	77%
Local Assistance	0	0	180	30,000	\$29,820	0%
Miscellaneous	351,302	406,929	391,200	209,500	(\$181,700)	-46%
Interest	3,077,909	3,624,841	2,435,000	3,343,996	\$908,996	37%
Proceeds from sale of asset	0	62,547	1,000,000	150,000	(850,000)	100%
Total Revenues	\$109,438,534	\$131,042,841	\$140,928,563	\$156,799,097	\$15,870,534	11%
Interfund Transfers	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	(\$899,971)	-13%
Total Resources before Reserves	\$117,641,781	\$151,046,226	\$147,734,313	\$162,704,876	\$14,970,563	10%
Working Capital Resources/Reserves	\$89,721,379	\$89,195,404	\$89,194,765	\$106,936,262	\$17,741,497	20%
General Fund	44,278,158	43,751,544	43,751,544	49,878,759	\$6,127,215	14%
Mobility Services Fund	2,649,255	2,649,255	2,649,255	2,029,809	(\$619,446)	-23%
Medicaid Fund	196,697	196,697	196,697	354,018	\$157,321	80%
Point2point Fund	304,576	304,576	304,576	270,367	(\$34,209)	-11%
Capital Fund	31,006,926	31,006,926	31,006,926	30,245,282	(\$761,644)	-2%
Sustainable Services Reserve Fund	11,285,767	11,286,406	11,285,767	24,158,027	\$12,872,260	114%
Total Resources	\$207,363,160	\$240,241,630	\$236,929,078	\$269,641,138	\$32,712,060	14%

District Wide Requirements	FY24 Actual	FY25 Actual	FY26 Adopted	FY27 Adopted	Change from FY26 Budget	Percent Change
Operating Requirements	\$79,932,632	\$93,704,436	\$113,678,003	\$118,305,404	\$4,627,401	4%
Personnel Services	43,577,118	54,723,330	57,262,704	61,149,205	\$3,886,501	7%
Materials & Services	11,808,355	12,627,227	17,526,378	18,207,534	\$681,156	4%
Insurance & Risk Services	2,303,857	1,601,905	2,896,671	3,425,052	\$528,381	18%
Mobility Services	7,750,870	8,902,029	16,318,716	16,320,715	\$1,999	0%
Medicaid	14,043,963	15,760,495	19,410,269	18,659,200	(\$751,069)	-4%
P2P	448,469	89,450	263,265	543,698	\$280,433	107%
Capital Fund Investments	\$23,249,761	\$19,966,262	\$31,096,336	\$46,927,187	\$15,830,851	51%
Interfund Transfers	\$8,203,247	\$20,003,385	\$6,805,750	\$5,905,779	(\$899,971)	-13%
Transfer to Specialized Services Fund	3,500,000	650,000	500,000	500,000	\$0	0%
Transfer to Medicaid Fund	327,750	327,750	327,750	300,000	(\$27,750)	-8%
Transfer to Point2point Fund	120,000	50,000	50,000	48,000	(\$2,000)	-4%
Transfer to the Sustainable Services Reserve Fund	238,919	12,300,000	300,000	300,000	\$0	0%
Transfer to Capital Projects Fund	4,016,578	6,675,635	5,628,000	4,757,779	(\$870,221)	-15%
Total Requirements before Reserves	\$111,385,640	\$133,674,083	\$151,580,089	\$171,138,370	\$19,558,281	13%
Reserves & Restricted Funds	\$95,977,520	\$106,567,547	\$86,247,552	\$98,502,768	\$12,255,216	14%
Cash Flow Operating reserve	9,614,888	11,492,077	12,947,626	13,796,965	\$849,339	7%
Sustainable Services Reserve	11,285,767	11,286,406	12,684,330	25,058,027	\$12,373,697	98%
Unrestricted working capital	40,919,411	51,258,303	26,508,142	26,748,300	\$240,158	1%
Capital restricted for by source	3,150,528	2,654,193	3,100,528	2,654,194	(\$446,334)	-14%
Capital restricted for grant match	31,006,926	29,876,568	31,006,926	30,245,282	(\$761,644)	-2%
Total Requirements	\$207,363,160	\$240,241,630	\$237,827,641	\$269,641,138	\$31,813,497	13%

General Fund

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

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

Personnel Profile

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

Description of FTE changes

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

8	Total change in FTE
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Open positions as of March, 2026

Transit Operations	19
Fleet Management	4
Public Safety	2

Mobility Services Fund

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

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

Medicaid Fund

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

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

Point2Point Fund

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

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

Capital Projects Fund

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

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

Capital Projects Fund Continued

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

Sustainable Services Reserve Fund

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

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