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# PROPOSED BUDGET BOOK

## FY 2024 - 2025





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## Table of Contents

BUDGET MESSAGE .....	3
Operating Budget.....	3
Long Range Financial Plan (LRFP).....	4
Community Investment Plan (CIP).....	4
Conclusion.....	4
ANNUAL BUDGET CALENDAR.....	6
BUDGET HIGHLIGHTS.....	7
BUDGET COMMITTEE MEMBERS.....	9
PROPOSED BUDGET .....	10
Budget Summary.....	10
General Fund.....	11
EXECUTIVE OFFICE SUMMARY.....	12
ADMINISTRATION SUMMARY.....	13
FINANCE SUMMARY .....	14
BUSINESS INTELLIGENCE SUMMARY .....	15
OPERATIONS SUMMARY.....	16
PLANNING AND DEVELOPMENT SUMMARY.....	17
Specialized Services Fund .....	18
Medicaid Fund .....	19
Point2Point Fund .....	20
Capital Projects Fund .....	21
Sustainable Services Reserve Fund.....	23

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# BUDGET MESSAGE

As we prepare this budget, the public transit industry is adjusting to the post-COVID, new normal. Now four years out from the start of the pandemic, LTD and our community have confronted the ever-evolving challenges of COVID-19 and its associated aftereffects.

The District is proud of meeting its commitment of providing essential trips to our riders while maintaining the health and safety of our employees and passengers during this extraordinary time.

The District is encouraged that ridership continues to increase with a projected 5.3% increase over FY23 actuals. This is especially interesting given that we decreased service hours this year to relieve the overtime pressure on our operators. Although growing, ridership is still only at 62% (annually) of pre-pandemic levels. Remote work, safety concerns, and competition from 3rd parties are a few factors driving this change. Pre-pandemic, fares generated approximately 10 percent of our general fund operating budget. Post-pandemic fares only comprise 4% of our general fund operating budget.

## Operating Budget

Historically, payroll-type taxes make up the single greatest source of revenue for the General Fund. In FY25, payroll taxes are budgeted to increase 6.7% from the FY24 adopted budget. Budgeting for payroll taxes has reflected a conservatively cautious scenario in the last 3 years given the ever-changing COVID-19 variants and associated impacts. As we move forward, we return to a wage-based economic forecasting model for payroll tax growth. The FY25 budget for payroll taxes is in alignment with forecasts from the Oregon State Office of Economic Forecasting.

The top challenge in the FY25 budget is the increase in budgeted expenditures. We have made a commitment to increase staffing in our Operations areas. We are on track to hire 50 additional bus operators and 10 additional Public Safety Officers. We recently completed bargaining with the Technology ATU unit, and are currently bargaining with the Public Safety ATU unit. On the Admin side we just completed a market survey that will result in adjustments to the salary schedules. We budgeted each group independently, based on contract and market requirements, resulting in an overall average annual wage increase of 6.1%. For benefits all rates were stable other than Medical Insurance which we estimated at a 7% increase, the maximum set in the bargaining agreement.

In the FY25, budget Materials and Service costs increased 18% over the current year budget. The impact of the recent high inflation and supply chain issues are driving this increase. In addition, we are bringing on a fleet of new buses that will require stocking updated parts in order to keep our fleet maintenance operating as efficiently as possible. Increases in Operations areas comprise 81% of the cost increases.

One additional challenge for this budget and into the future is increasing insurance costs. Property and liability insurance premiums have increased by double-digits for 3 years in a row. In addition, we have contracted with a benefits insurance firm to pay and manage our Paid Leave Oregon costs. In the initial year of this contract we have budgeted \$300,000. The actual cost may be higher.

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Federal rescue and relief funding provided a lifeline that has helped to address these revenue-to-expenditure gaps. The District put Federal relief funds to good use to sustain transit operations at a time when individuals in our communities relied on LTD to access critical services. After FY25 we will have approximately \$7 million remaining from COVID-era legislation grants.

We have also adjusted our budgeted use of the State Transportation Improvement Fund to better align with increased costs for ADA metro and rural services. This has provided a decrease in the amount of General Fund resources being transferred to those services.

Finally, we will be allocating additional Federal funds toward supporting our day to day operations. Over the last three years we have directed more of these funds toward needed, large capital projects. As these projects are completed, we will utilize a higher amount of Federal 5307 funding toward operations.

## **Long Range Financial Plan (LRFP)**

The annual budget provides the spending authority for the District's operations and capital plan. It is based on assumptions developed over several months using historical information, and is refined in January through March each year as departments submit their requests and needs for the next fiscal year. The next step in the FY25 financial planning process is to take the information from the approved budget and update the 2025-2034 Long Range Financial Plan. The Board and committee members reviewed estimated Long Range Financial Plans in November and again in March. The final proposed plan will be presented for Board approval in June, and will include updated economic estimates and FY25 budget information.

## **Community Investment Plan (CIP)**

The third leg of LTD financial planning is the Community Investment Plan (CIP). This plan outlines essential investments that support LTD's commitment to create and maintain quality facilities, services, and customer experiences today while preparing for tomorrow. The CIP provides a foundation for the projects and programs presented in our annual budget. This plan also went through similar discussions in November and March. It is updated throughout the year as project timing and priorities change. The final proposed 2025-2034 CIP will be presented for adoption in June.

These three documents balance short-term costs to deliver service with our long term District financial health and investments that are needed to maintain high-quality, sustainable, and equitable services to the community.

## **Conclusion**

Although we must recognize and account for many challenges, we look forward to forging a new financial future for a Mobility Management path in a post-pandemic landscape that better connects our community in a safe, reliable, sustainable, and equitable way.

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The adopted FY25 budget has been developed to serve as a foundation to the District’s vision of creating a more connected, sustainable, and equitable community with respect, integrity, innovation, equity, safety, and collaboration. We thank the Board of Directors, Budget Committee, and District staff for their continued commitment to serve the public. The strong leadership from the District’s Board, advisory bodies, partners, taxpayers, and riders have allowed the District to serve as a trailblazer in the transit industry and as a public agency of which our community can be proud.

Sincerely,

Pamela Strutz

Director of Finance

For frequently used terms and definitions please go here to view LTD’s glossary – <https://www.LTD.orgGlossary>

To view LTD’s Organizational Charts please visit the following link - [https://www.ltd.org/file\\_viewer.php?id=6711](https://www.ltd.org/file_viewer.php?id=6711)

To view LTD’s Pay Tables and Salary Schedule please visit the following link - [https://www.ltd.org/file\\_viewer.php?id=6712](https://www.ltd.org/file_viewer.php?id=6712)

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# ANNUAL BUDGET CALENDAR

## AUGUST

- > Previous year's performance analysis begins.
- > Preparation of materials for independent audit begins.

## 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

- > Annual Report prepared for previous fiscal year.

## DECEMBER

- > Budget calendar for coming fiscal year prepared.

## JANUARY/FEBRUARY

- > Current fiscal year mid-year revenue and expenditure projections begin. New fiscal year revenue and expenditure projections begin.
- > Annual Report with report of independent auditor presented to Board of Directors. Key issues from auditor's report reviewed with Board.

## 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.
- > Proposed Budget completed and released for public comment.

## MAY/JUNE

- > Budget Committee meets to discuss the Proposed Budget and make changes.
- > Budget Committee approves Budget and sends to the Board for adoption.
- > 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.

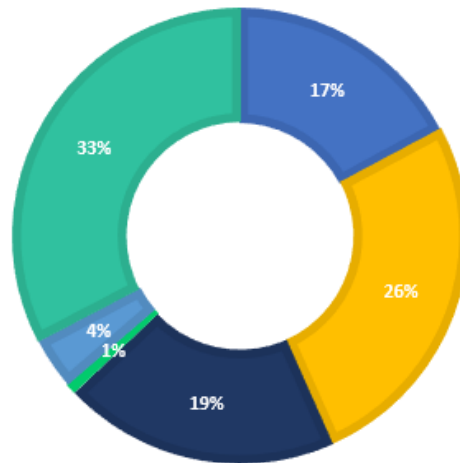
## JULY

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

# BUDGET HIGHLIGHTS

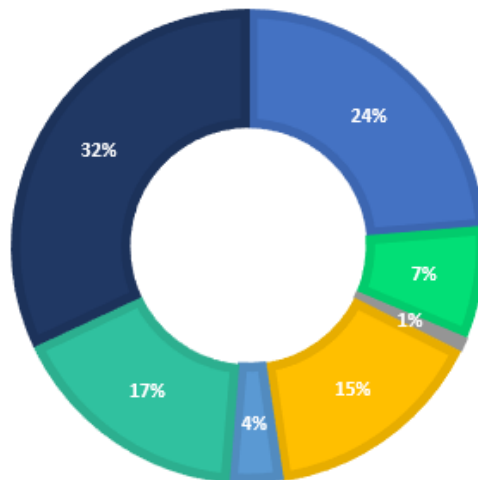
## TOTAL REVENUE: \$219.5 MILLION

- Operating Revenue: \$37,684,114
- Payroll-Type Tax Revenue: \$57,400,425
- Grant Revenue: \$42,964,985
- Other Revenue: \$1,720,000
- Transfers: \$8,018,285
- Working Capital Resources/Reserves: \$71,687,321



## TOTAL EXPENDITURES: \$219.5 MILLION

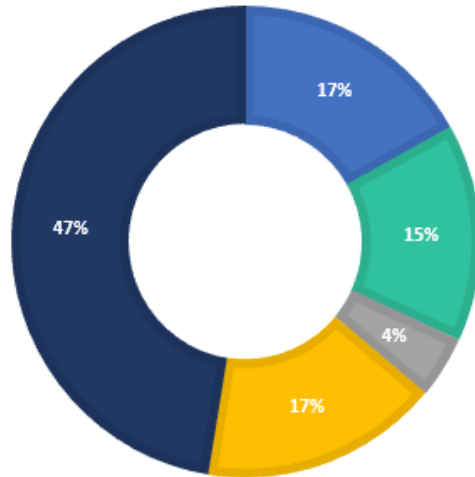
- Personnel Services: \$51,987,902
- Materials & Services: \$16,778,662
- Insurance & Risk Services: \$2,280,058
- Non-Fixed Route Services: \$33,572,864
- Transfers: \$8,018,285
- Capital Fund Investments: \$36,640,620
- Reserves & Restricted Funds: \$70,196,739



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## TOTAL RESERVES & RESTRICTED FUNDS: \$70.2 MILLION

- Cash Flow Operating Reserve: \$11,841,104
- Sustainable Services Reserve: \$ 10,516,940
- Capital Restricted by Source: \$2,972,280
- Unrestricted Working Capital: \$11,575,670
- Capital Restricted for Grant Match: \$33,290,745





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# BUDGET COMMITTEE MEMBERS

LTD's Budget Committee is comprised of fourteen members: 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 sub-district. 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 12/31/2025
- District 2 – Michelle Webber – Term Expiration 12/31/2024
- District 3 – Heather Murphy – Term Expiration 12/31/2026
- District 4 – Kelly Sutherland – Term Expiration 12/31/2026
- District 5 – Pete Knox – Term Expiration 12/31/2025
- District 6 – Lawrence Green – Term Expiration 12/31/2026
- District 7 – Susan Cox – Term Expiration 12/31/2024

## Budget Committee Members:

- District 1 – Steven Wheeler – Term Expiration 12/31/2024
- District 2 – Carl Yeh – Term Expiration 12/31/2025
- District 3 – Vacant
- District 4 – Darwin Fowler – Term Expiration 12/31/2025
- District 5 – Gary Wildish – Term Expiration 12/31/2024
- District 6 – Vacant
- District 7 – Linda Lynch – Term Expiration 12/31/2026

# PROPOSED BUDGET

## Budget Summary



### Lane Transit District Combined Funds - REVISED Fiscal Year 2024-2025

District Wide Resources	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percent Change
<b>Operating Revenues</b>	<b>\$14,976,572</b>	<b>\$20,875,732</b>	<b>\$27,719,430</b>	<b>\$37,684,114</b>	<b>\$9,964,684</b>	<b>36%</b>
Cash Fares & Passes	2,313,837	2,792,277	2,688,420	2,839,500	151,080	6%
Group Passes	1,753,550	1,889,271	1,921,925	2,137,000	215,075	11%
Advertising	31,125	0	0	50,000	50,000	100%
Special Services	1,180	31,300	27,383	127,400	100,017	365%
AS, P2P & MC	10,876,880	16,162,884	23,081,702	32,530,214	9,448,512	41%
<b>Nonoperating Revenues</b>	<b>\$79,718,573</b>	<b>\$96,464,489</b>	<b>\$107,127,182</b>	<b>\$102,085,410</b>	<b>(\$5,041,772)</b>	<b>-5%</b>
Payroll Taxes	47,048,331	49,019,822	50,841,071	53,873,247	3,032,176	6%
Self-employment Taxes	2,323,671	2,434,645	2,142,737	2,685,256	542,519	25%
State-in-Lieu	646,016	521,887	789,450	841,922	52,472	7%
Federal Assistance	22,550,214	36,571,558	43,103,323	36,636,987	(6,466,336)	-15%
State Assistance	6,159,706	5,786,446	9,015,187	6,327,998	(2,687,189)	-30%
Local Assistance	211,996	0	105,756	0	(105,756)	-100%
Miscellaneous	596,803	356,494	400,000	320,000	(80,000)	-20%
Interest	181,836	1,773,637	729,658	1,400,000	670,342	92%
<b>Total Revenues</b>	<b>\$94,695,145</b>	<b>\$117,340,221</b>	<b>\$134,846,612</b>	<b>\$139,769,524</b>	<b>\$4,922,912</b>	<b>4%</b>
<b>Working Capital Resources/Reserves</b>	<b>\$64,518,901</b>	<b>\$64,518,901</b>	<b>\$38,215,780</b>	<b>\$71,687,321</b>	<b>\$33,966,341</b>	<b>89%</b>
General Fund	36,546,728	36,546,728	2,777,221	24,907,356	\$22,130,135	797%
Specialized Services Fund	2,408,252	2,408,252	0	2,464,216	\$2,464,216	100%
Medicaid Fund	996,433	996,433	0	508,064	\$508,064	100%
Point2point Fund	140,669	140,669	0	297,289	\$297,289	100%
Capital Fund	24,426,819	24,426,819	24,426,819	32,993,456	\$8,566,637	35%
Sustainable Services Reserve Fund		0	11,011,740	10,516,940	(\$494,800)	-4%
<b>Interfund Transfers</b>	<b>\$15,035,316</b>	<b>\$22,980,990</b>	<b>\$9,915,180</b>	<b>\$8,018,285</b>	<b>(\$1,896,895)</b>	<b>-19%</b>
<b>Total Resources with Beginning Working Capital</b>	<b>174,249,362</b>	<b>204,840,112</b>	<b>182,977,572</b>	<b>219,475,130</b>	<b>36,992,358</b>	<b>20%</b>
District Wide Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percent Change
<b>Operating Requirements</b>	<b>\$63,565,851</b>	<b>\$76,405,100</b>	<b>\$90,585,656</b>	<b>\$104,619,486</b>	<b>\$14,033,830</b>	<b>15%</b>
Personnel Services	37,160,588	42,771,943	47,693,055	51,987,902	4,294,847	9%
Materials & Services	9,871,874	12,305,700	14,165,587	16,778,662	2,613,075	18%
Insurance & Risk Services	524,679	1,380,383	649,598	2,280,058	1,630,460	251%
Specialized Services	4,802,532	6,678,944	11,598,951	14,893,989	3,295,038	28%
Medicaid	11,038,806	12,978,739	15,723,595	17,979,000	2,255,405	14%
P2P	167,372	289,391	754,870	699,875	(54,995)	-7%
<b>Capital Fund Investments</b>	<b>\$6,626,461</b>	<b>\$23,249,761</b>	<b>\$40,768,294</b>	<b>\$36,640,620</b>	<b>(\$4,127,674)</b>	<b>-10%</b>
<b>Transfers</b>	<b>\$15,035,316</b>	<b>\$22,980,990</b>	<b>\$9,915,180</b>	<b>\$8,018,285</b>	<b>(\$1,896,895)</b>	<b>-19%</b>
Transfer to Specialized Services Fund	2,100,000	2,900,000	4,485,186	500,000	(3,985,186)	-89%
Transfer to Medicaid Fund	400,200	327,750	327,750	327,750	0	0%
Transfer to Point2point Fund	115,000	280,655	182,778	214,900	32,122	18%
Transfer to the Sustainable Services Reserve Fund	0	10,348,740	238,919	300,000	61,081	26%
Transfer to Capital Projects Fund	12,420,116	9,123,845	4,680,547	6,675,635	1,995,088	43%
<b>Reserves &amp; Restricted Funds</b>	<b>\$57,052,515</b>	<b>\$82,204,261</b>	<b>\$41,708,442</b>	<b>\$70,196,739</b>	<b>\$28,488,297</b>	<b>68%</b>
Cash Flow Operating reserve	10,594,309	13,239,836	11,250,659	11,841,104	590,445	5%
Sustainable Services Reserve	0	10,516,940	240,118	10,516,940	10,276,822	4280%
Unrestricted working capital	18,486,033	21,752,055	5,790,846	11,575,670	5,784,824	100%
Capital restricted for by source	3,404,685	3,404,685	0	2,972,280	2,972,280	100%
Capital restricted for grant match	24,567,488	33,290,745	24,426,819	33,290,745	8,863,926	36%
<b>Total Requirements</b>	<b>\$142,280,143</b>	<b>\$204,840,112</b>	<b>182,977,572</b>	<b>219,475,130</b>	<b>\$36,497,558</b>	<b>20%</b>

# General Fund

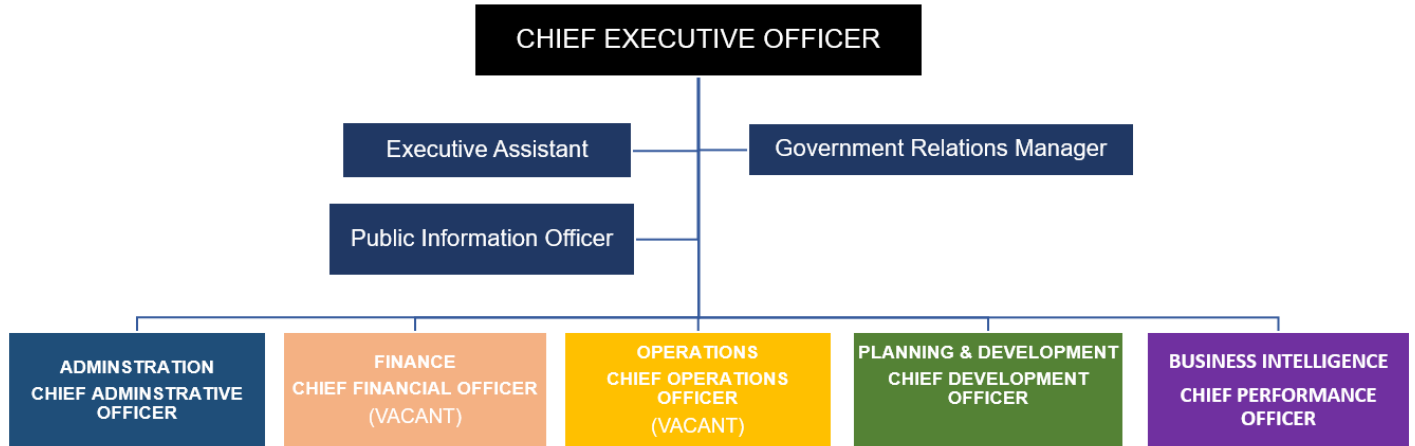


## Lane Transit District General Fund Fiscal Year 2024-2025

Resources	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Revenues</b>	<b>\$3,830,049</b>	<b>\$4,712,848</b>	<b>\$4,357,728</b>	<b>\$5,153,900</b>	<b>\$796,172</b>	<b>18%</b>
Cash Fares & Passes	2,044,194	2,792,277	2,408,420	2,839,500	431,080	18%
Group Passes	1,753,550	1,889,271	1,921,925	2,137,000	215,075	11%
Advertising	31,125	0	0	50,000	50,000	100%
Special Services	1,180	31,300	27,383	127,400	100,017	365%
<b>Nonoperating Revenues</b>	<b>\$68,771,108</b>	<b>\$73,603,736</b>	<b>\$69,312,916</b>	<b>\$71,920,425</b>	<b>\$2,607,509</b>	<b>4%</b>
Payroll Taxes	47,048,331	49,019,822	50,841,071	53,873,247	3,032,176	6%
Self-employment Taxes	2,323,671	2,434,645	2,142,737	2,685,256	542,519	25%
State-in-Lieu	646,016	521,887	789,450	841,922	52,472	7%
Federal Assistance	16,907,812	18,496,627	13,300,000	9,650,000	(3,650,000)	-27%
State Assistance	1,066,639	1,168,824	1,110,000	3,350,000	2,240,000	202%
Miscellaneous	596,803	388,294	400,000	320,000	(80,000)	-20%
Interest	181,836	1,573,637	729,658	1,200,000	470,342	64%
<b>Total Revenues</b>	<b>\$72,601,157</b>	<b>\$78,316,584</b>	<b>\$73,670,644</b>	<b>\$77,074,325</b>	<b>\$3,403,681</b>	<b>5%</b>
<b>Other Resources</b>						
Working capital from prior years			10,003,435	13,831,686	3,828,251	38%
<b>Total Resources</b>	<b>\$72,601,157</b>	<b>\$78,316,584</b>	<b>\$83,674,079</b>	<b>\$90,906,011</b>	<b>\$7,231,932</b>	<b>8.6%</b>

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>	<b>\$47,557,141</b>	<b>\$56,458,026</b>	<b>\$62,508,240</b>	<b>\$71,046,622</b>	<b>\$8,538,382</b>	<b>14%</b>
Personnel Services	37,160,588	42,771,943	47,693,055	51,987,902	4,294,847	9%
Materials & Services	9,871,874	12,305,700	14,165,587	16,778,662	2,613,075	18%
Insurance & Risk Services	524,679	1,380,383	649,598	2,280,058	1,630,460	251%
Operating Contingency	0	0	0	0	0	0%
<b>Transfers</b>	<b>\$15,035,316</b>	<b>\$22,980,990</b>	<b>\$9,915,180</b>	<b>\$8,018,285</b>	<b>(\$1,896,895)</b>	<b>-19%</b>
Transfer to Special Services Fund	2,100,000	2,900,000	4,485,186	500,000	(3,985,186)	-89%
Transfer to Medicaid Fund	400,200	327,750	327,750	327,750	0	0%
Transfer to Point2point Fund	115,000	280,655	182,778	214,900	32,122	18%
Transfer to Sustainable Services Reserve	0	10,348,740	238,919	300,000	61,081	26%
Transfer to Capital Projects Fund	12,420,116	9,123,845	4,680,547	6,675,635	1,995,088	43%
<b>Reserves</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,250,659</b>	<b>\$11,841,104</b>	<b>\$590,445</b>	<b>5%</b>
Cash Flow Reserve (historically 2 months of operating)			11,250,659	11,841,104	590,445	5%
<b>Total Requirements</b>	<b>\$62,592,457</b>	<b>\$79,439,016</b>	<b>\$83,674,079</b>	<b>\$90,906,011</b>	<b>\$7,231,932</b>	<b>8.6%</b>

## EXECUTIVE OFFICE SUMMARY

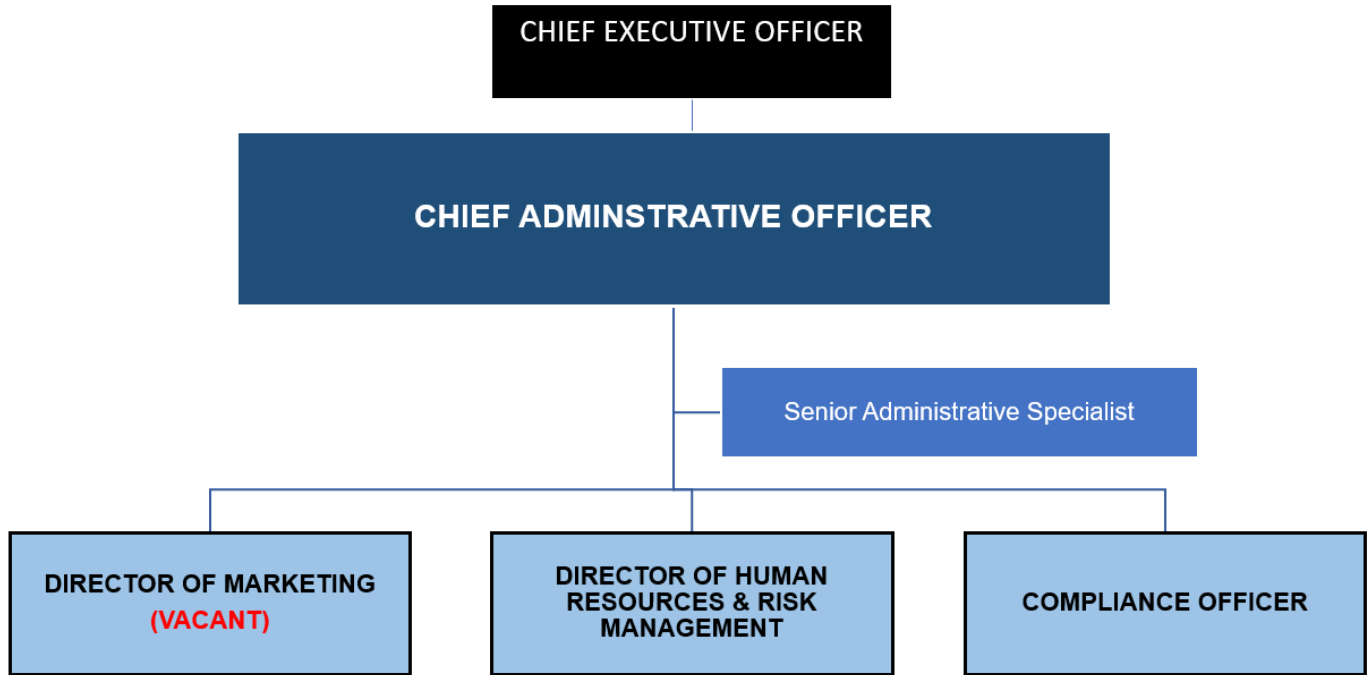


### Lane Transit District Executive Office Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	727,652	1,109,605	1,531,395	2,131,785	600,390	39.21%
Materials & Services	429,672	387,935	482,303	492,335	10,032	2.08%
<b>Total Requirements</b>	<b>\$1,157,324</b>	<b>\$1,497,540</b>	<b>\$2,013,698</b>	<b>\$2,624,120</b>	<b>\$610,422</b>	<b>30.30%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Executive Office	9	9.25	0.25	2.78%

## ADMINISTRATION SUMMARY



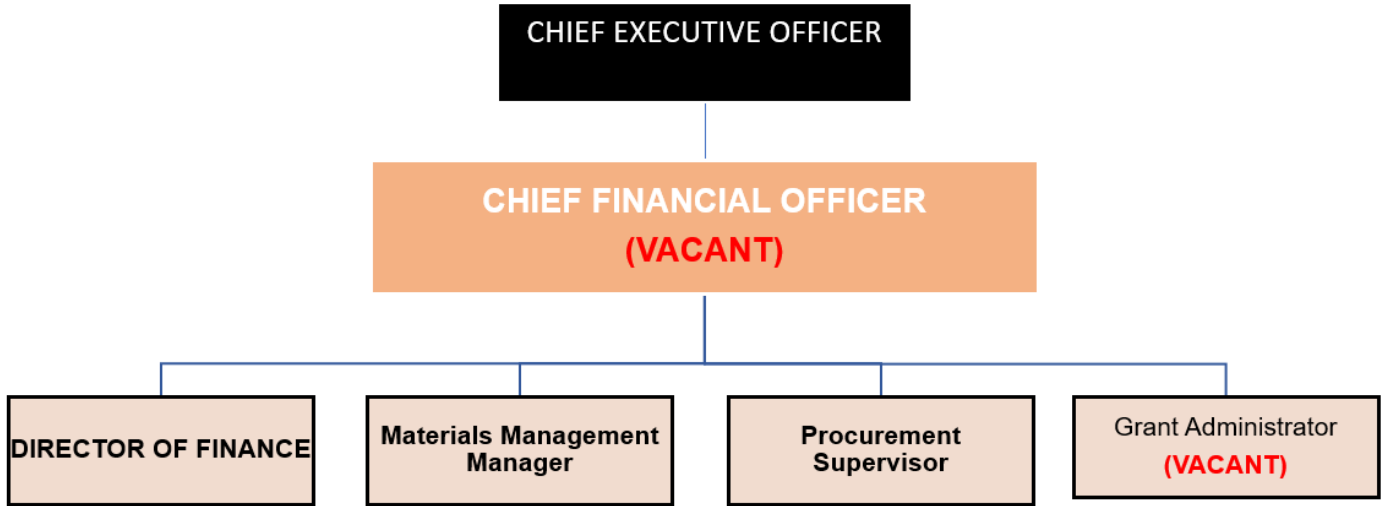
### Lane Transit District Administration Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	2,416,518	3,004,717	3,597,473	4,194,255	596,782	17%
Materials & Services	1,294,015	1,175,469	2,174,567	2,178,782	4,215	0%
Insurance & Risk Services	513,271	878,287	639,598	977,858	338,260	53%
<b>Total Requirements</b>	<b>\$4,223,804</b>	<b>\$5,058,473</b>	<b>\$6,411,638</b>	<b>\$7,350,895</b>	<b>\$939,257</b>	<b>15%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Marketing	7	7.75	0.75	10.71%
Human Resources & Risk Management	9	9	0	0.00%
Compliance	3	3	0	0.00%



## FINANCE SUMMARY

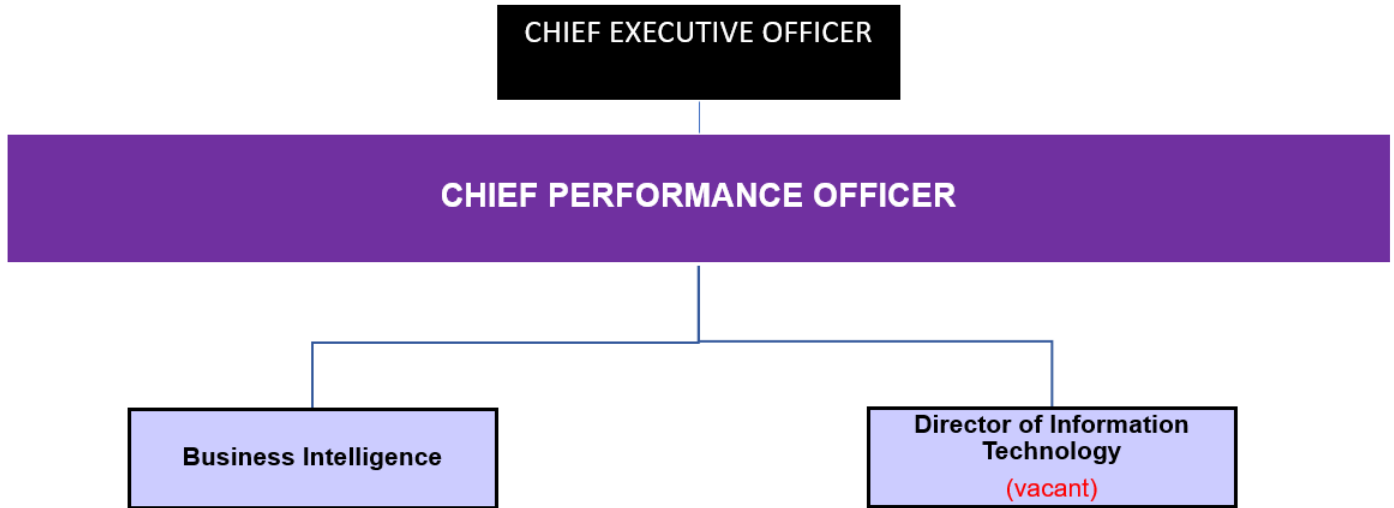


### Lane Transit District Finance Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	2,220,540	2,487,365	2,800,946	2,533,838	(267,108)	-10%
Materials & Services	4,346,534	5,995,481	6,062,303	6,980,143	917,840	15%
<b>Total Requirements</b>	<b>\$6,567,074</b>	<b>\$8,482,846</b>	<b>\$8,863,249</b>	<b>\$9,513,981</b>	<b>\$650,732</b>	<b>7%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Finance	7	7	0	0.00%
Grant Administrator	0	1	1	100.00%
Materials Management	6	6	0	0.00%
Procurement	4	4	0	0.00%

## BUSINESS INTELLIGENCE SUMMARY

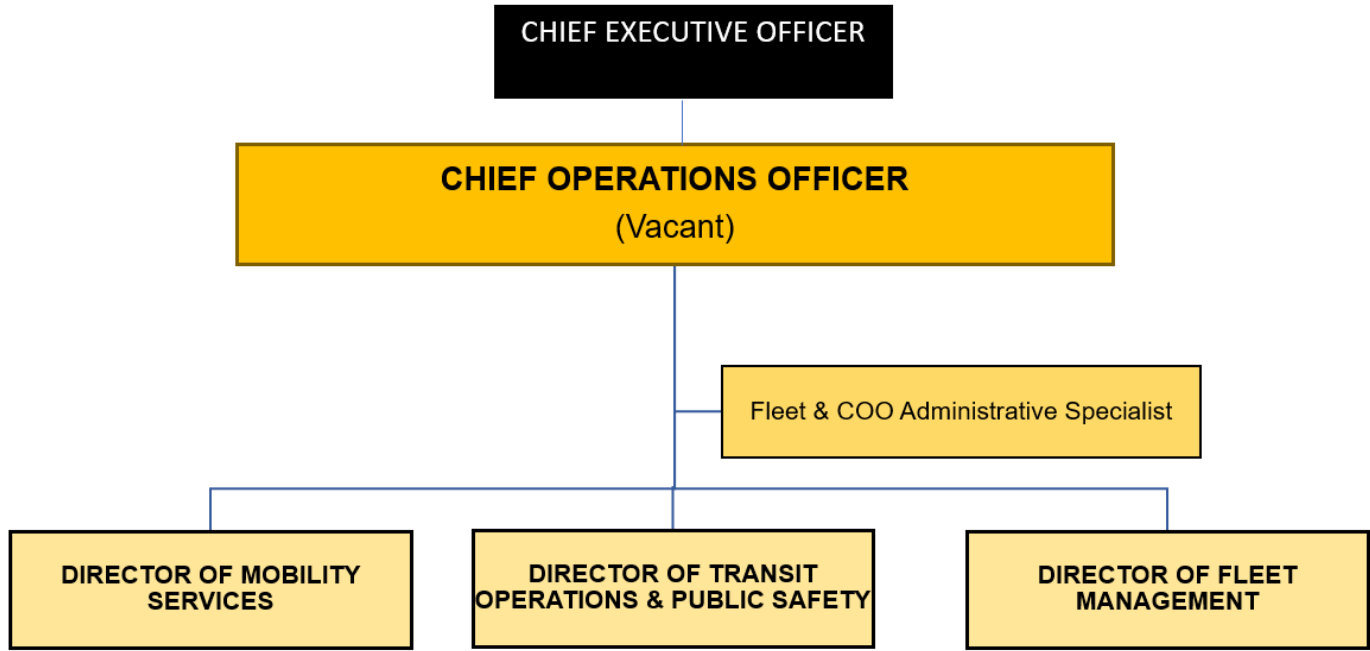


### Lane Transit District Business Intelligence Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	925,425	1,072,174	1,143,001	2,042,532	899,531	79%
Materials & Services	1,520,170	1,958,695	2,929,700	3,482,196	552,496	19%
<b>Total Requirements</b>	<b>\$2,445,595</b>	<b>\$3,030,869</b>	<b>\$4,072,701</b>	<b>\$5,524,728</b>	<b>\$1,452,027</b>	<b>36%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Business Intelligence	2	2	0	0.00%
Information Technology & Intelligent Transportation Systems (ITS)	7	10.75	3.75	53.57%
Intelligent Transportation Systems	2	2	0	0.00%

## OPERATIONS SUMMARY



### Lane Transit District Operations Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	28,608,366	30,774,153	36,115,447	39,891,900	3,776,453	10%
Materials & Services	596,569	597,071	1,211,886	1,610,462	398,576	33%
<b>Total Requirements</b>	<b>\$29,204,935</b>	<b>\$31,371,224</b>	<b>\$37,327,333</b>	<b>\$41,502,362</b>	<b>\$4,175,029</b>	<b>11%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Mobility Services	11	12	1	9.09%
Transit Operations	207	236	29	14.01%
Public Safety	16	27	11	68.75%
Fleet Management	42	47	5	11.90%

## PLANNING AND DEVELOPMENT SUMMARY



### Lane Transit District Planning & Development Fiscal Year 2024-2025

Requirements	FY2021-22 Actual	FY2022-23 Actual	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Personnel Services	2,249,751	2,421,322	2,833,721	2,448,591	(385,130)	-14%
Materials & Services	1,696,323	1,844,195	1,908,300	2,081,944	173,644	9%
<b>Total Requirements</b>	<b>\$3,946,074</b>	<b>\$4,265,517</b>	<b>\$4,742,021</b>	<b>\$4,530,535</b>	<b>(\$211,486)</b>	<b>-4%</b>

Personnel Profile	FY2023-24 Budget	FY2024-25 Budget	Change from FY24 Budget	Percentage Change
Service Planning	4	5	1	25.00%
Facilities	12	12	0	0.00%

# Specialized Services Fund



## Lane Transit District Specialized Services Fund Fiscal Year 2024-2025

Resources	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Revenues</b>	<b>\$2,741,279</b>	<b>\$3,834,908</b>	<b>\$7,113,765</b>	<b>\$14,393,989</b>	<b>\$7,280,224</b>	<b>102%</b>
Passenger Fares	269,643	306,550	280,000	330,000	50,000	18%
Federal Assistance	1,036,501	1,160,244	3,682,646	3,439,336	(243,310)	-7%
State Assistance	1,287,089	2,100,850	3,057,687	10,539,177	7,481,490	245%
Local Assistance	147,996	267,214	93,432	85,476	(7,956)	-9%
Miscellaneous	50	50	0	0	0	0%
<b>Other Sources</b>	<b>\$2,100,000</b>	<b>\$2,900,000</b>	<b>\$4,485,186</b>	<b>\$500,000</b>	<b>(\$3,985,186)</b>	<b>-89%</b>
Transfer from General Fund *	2,100,000	2,900,000	4,485,186	500,000	(3,985,186)	-89%
<b>Total Revenues</b>	<b>\$4,841,279</b>	<b>\$6,734,908</b>	<b>\$11,598,951</b>	<b>\$14,893,989</b>	<b>\$3,295,038</b>	<b>28%</b>

Requirements	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
<b>Eugene-Springfield Services</b>	<b>\$3,491,575</b>	<b>\$4,595,484</b>	<b>\$8,574,000</b>	<b>\$11,664,750</b>	<b>\$3,090,750</b>	<b>36%</b>
ADA RideSource	3,374,609	4,478,518	8,149,000	10,314,750	2,165,750	27%
Transit Training and Hosts	13,780	13,780	175,000	175,000	0	0%
Mental Health Transportation	103,186	103,186	125,000	175,000	50,000	40%
Preschool Transportation	0	0	125,000	0	(125,000)	-100%
DD53 Transportation	0	0	0	1,000,000	1,000,000	100%
<b>Rural Lane County Services</b>	<b>\$707,289</b>	<b>\$718,418</b>	<b>\$1,004,112</b>	<b>\$1,161,200</b>	<b>\$157,088</b>	<b>16%</b>
South Lane Services	143,107	143,107	296,120	380,620	84,500	29%
Oakridge Diamond Express	270,033	285,119	278,200	297,900	19,700	7%
Florence Rhody Express	220,060	213,866	279,792	261,530	(18,262)	-7%
Florence/Yachats	0	0	0	70,600	70,600	100%
Volunteer Coordination	74,089	76,326	150,000	150,550	550	100%
<b>Other Services</b>	<b>\$109,582</b>	<b>\$118,346</b>	<b>\$464,339</b>	<b>\$488,939</b>	<b>\$24,600</b>	<b>5%</b>
Mobility Management	104,235	111,615	339,339	363,339	24,000	7%
Crucial Connections	4,019	4,785	25,000	25,300	300	1%
Veterans Transportation	1,328	1,946	100,000	100,300	300	0%
<b>Statewide Transportation Improvement</b>	<b>\$494,086</b>	<b>\$1,246,696</b>	<b>\$1,556,500</b>	<b>\$1,579,100</b>	<b>\$22,600</b>	<b>1%</b>
Cottage Grove MOD	0	0	305,000	0	(305,000)	-100%
Fare Collection Integration	0	0	175,000	0	(175,000)	-100%
Florence/Eugene Connector	0	0	118,000	165,200	47,200	40%
Florence/Yachats	0	0	63,500	88,900	25,400	40%
Oakridge STIF Expansion	0	0	150,000	150,000	0	0%
Rhody Express Expansion	0	0	220,000	220,000	0	0%
Lane County STIF Program Overview	0	0	0	200,000	200,000	100%
STIF Transit Demand Plan	0	6,315	0	0	0	0%
STIF Grant Administration	7,363	1,240,381	200,000	305,000	105,000	53%
RideSource Shopper Expansion	486,723	0	225,000	450,000	225,000	100%
Cottage Grove Discretionary	0	0	0	0	0	0%
CG & Creswell ADA Paratransit Expansion	0	0	100,000	0	(100,000)	-100%
<b>Total Requirements</b>	<b>\$4,802,532</b>	<b>\$6,678,944</b>	<b>\$11,598,951</b>	<b>\$14,893,989</b>	<b>\$3,295,038</b>	<b>28%</b>



# Medicaid Fund



## Lane Transit District Medicaid Fund Fiscal Year 2024-2025

Resources	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Revenues</b>	<b>\$10,876,880</b>	<b>\$12,162,620</b>	<b>\$15,395,845</b>	<b>\$17,651,250</b>	<b>\$2,255,405</b>	<b>15%</b>
Medicaid Medical Services	6,947,755	7,908,085	10,580,670	11,190,000	609,330	6%
Medicaid Brokerage Administration	3,929,125	4,254,535	3,493,200	5,179,000	1,685,800	48%
Medicaid Waivered Transportation	0	0	1,321,975	1,282,250	(39,725)	-3%
<b>Other Sources</b>	<b>\$400,200</b>	<b>\$327,750</b>	<b>\$327,750</b>	<b>\$327,750</b>	<b>\$0</b>	<b>0%</b>
Transfer from General Fund *	400,200	327,750	327,750	327,750	0	0%
<b>Total Revenues</b>	<b>\$11,277,080</b>	<b>\$12,490,370</b>	<b>\$15,723,595</b>	<b>\$17,979,000</b>	<b>\$2,255,405</b>	<b>14%</b>

Requirements	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>	<b>\$10,382,649</b>	<b>\$12,232,763</b>	<b>14,073,870</b>	<b>16,301,250</b>	<b>2,227,380</b>	<b>16%</b>
Medicaid Medical Services						
Services	7,382,433	9,255,401	10,180,000	11,366,000	1,186,000	12%
Mobility Management	63,793	134,363	168,000	402,200	234,200	139%
Program Administration	2,936,423	2,842,999	3,725,870	4,533,050	807,180	22%
<b>Medicaid Waivered Transportation</b>	<b>\$656,157</b>	<b>\$745,976</b>	<b>\$1,649,725</b>	<b>\$1,677,750</b>	<b>28,025</b>	<b>2%</b>
Services	628,540	731,146	880,000	946,000	66,000	8%
Mobility Management	20,852	6,704	41,975	21,750	(20,225)	-48%
Program Administration	6,765	8,126	400,000	380,000	(20,000)	-5%
Grant Program Match Requirements	0	0	327,750	330,000	2,250	1%
<b>Total Requirements</b>	<b>\$11,038,806</b>	<b>\$12,978,739</b>	<b>15,723,595</b>	<b>17,979,000</b>	<b>2,255,405</b>	<b>14%</b>

# Point2Point Fund



## Lane Transit District Point2point Fund Fiscal Year 2024-2025

Resources	FY2021-22 Actuals	FY2022 - 23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Revenues</b>	\$359,908	\$165,356	\$572,092	\$484,975	(\$87,117)	-15%
Federal Assistance	359,908	165,356	559,768	484,975	(74,793)	-13%
State Assistance	0	0	0	0	0	0%
Local Assistance	0	0	12,324		(12,324)	-100%
<b>Other Sources</b>	\$115,000	\$280,655	\$182,778	\$214,900	\$32,122	18%
Transfer from General Fund for operations *	115,000	280,655	182,778	214,900	32,122	18%
<b>Total Revenues</b>	<b>\$474,908</b>	<b>\$446,011</b>	<b>\$754,870</b>	<b>\$699,875</b>	<b>(\$54,995)</b>	<b>-7%</b>

Requirements	FY2021-22 Actuals	FY2022 - 23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Operating Requirements</b>						
Point2point Administrative	71,273	77,290	188,247	50,000	(138,247)	-73%
Emergency Ride Home	177	0	7,700	0	(7,700)	-100%
Safe Routes to Schools	65,673	148,532	0	0	0	
Vanpool	30,037	61,935	131,033	175,875	44,842	34%
<b>Projects</b>						
SRTS Regional	0	0	232,890	225,000	(7,890)	-3%
SRTS Bike Ped Safety Program	0	0	55,000	55,000	0	0%
Driveless Connect/Get There	121	0	0	0	0	
SmartTrips	91	1,634	20,000	64,000	44,000	220%
City of Eugene Bike Share program	0	0	120,000	130,000	10,000	8%
<b>Total Operating Requirements</b>	<b>\$167,372</b>	<b>\$289,391</b>	<b>\$754,870</b>	<b>\$699,875</b>	<b>(\$54,995)</b>	<b>-7%</b>

# Capital Projects Fund



## Lane Transit District Capital Projects Fund Fiscal Year 2024-2025

Resources	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Grants</b>	\$8,115,971	\$22,692,553	\$30,408,409	\$29,964,985	(\$443,424)	-1%
Federal Assistance	4,245,993	18,074,931	25,560,909	26,986,987	1,426,078	6%
State Assistance	3,805,978	4,617,622	4,847,500	2,977,998	(1,869,502)	-39%
Local Assistance	64,000	0	0			
Miscellaneous	0	0	0			
<b>Other Sources</b>	\$12,420,116	\$9,123,845	\$4,680,547	\$6,675,635	\$1,995,088	43%
Transfer from General Fund	12,420,116	9,123,845	4,680,547	6,675,635	1,995,088	43%
<b>Working Capital Resources</b>	\$0	\$31,816,398	\$5,679,338	\$0	\$0	0%
Working Capital Resources utilized	0	0	5,679,338	0		
<b>Total Resources with Beginning Working Capital</b>	<b>20,536,087</b>	<b>31,816,398</b>	<b>40,768,294</b>	<b>36,640,620</b>	<b>(4,127,674)</b>	<b>-10%</b>

Requirements	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Improvement Projects (IP)</b>	\$2,370,048	\$1,573,456	\$23,463,090	\$16,215,549	(\$7,247,541)	-31%
<b>Frequent Transit Network</b>						
Franklin Raise Project Grant Match	0	0	2,500,000	0	(2,500,000)	-100%
MovingAhead Design Refinement	29,835	384	600,000	0	(600,000)	-100%
West Eugene EmX Extension	657	3,240	0	0	0	0%
Safety & Amenity Improvements				1,561,090	1,561,090	100%
River Road Transit Disposal	1,734	0	0	25,000	25,000	100%
Planning Studies	163,999	146,244	525,000	780,000	255,000	49%
<b>Facilities</b>						
Santa Clara Transit Center	6,544	0	0	0	0	0%
OCC/Training/Lounge	0	0	10,500,000	9,500,000	(1,000,000)	-10%
Eugene Station Modernization	61,151	363,917	4,600,000	810,000	(3,790,000)	-82%
Fleet Crane and Fall Protection	0	0	750,000	825,000	75,000	10%
Hunsaker Development Project	6,934	0	10,000		(10,000)	-100%
Passenger Boarding & System Facility Improvements	152,989	141,316	200,000	200,000	0	0%
<b>Technology Infrastructure &amp; Systems</b>						
Fare Management System	2,937	0	0	0	0	0%
Novus Modules	56,625	203,506	0	0	0	0%
Regional Mobility Enabling Technologies	0	0	697,000	1,864,459	1,167,459	167%
Website	0	0	450,000	650,000	200,000	44%
<b>Safety &amp; Security</b>						
FTN Safety and Amenity Improvements	1,886,643	714,849	2,331,090		(2,331,090)	-100%
System Security Improvements	0	0	300,000		(300,000)	-100%

Requirements	FY2021-22 Actuals	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>State of Good Repair (SGR)</b>	\$4,160,727	\$21,125,124	\$17,305,204	\$20,425,071	\$3,119,867	18%
<b>Frequent Transit Network</b>						
none						
<b>Fleet</b>						
Ten Yr. Fixed Route Fleet Replacement	1,477,981	16,965,646	12,500,000	11,400,000	(1,100,000)	-9%
Ten-Year Non-Rev Fleet	213,715	284,235	146,880	488,250	341,370	232%
Ten Yr. Spec Svc Fleet Replacement	0	0	1,353,550	1,411,200	57,650	4%
Spare Parts for Vehicles	99,946	0	0	0	0	0%
Major bus components	0	0	304,774	548,429	243,655	80%
Replacement Parts	0	0	0	0	0	0%
Fleet Procurement Plan	74,550	105,659	0	0	0	0%
<b>Facilities</b>						
OCC/Training /Lounge facility	86,564	404,504	0	0	0	100%
Glenwood Petroleum Fuel Sys. Improvements	0	0	900,000	100,000	(800,000)	-89%
Glenwood Admin Roof Replacement				1,500,000	1,500,000	100%
Bus Wash Improvements	81,481	688,083	10,000	135,000	125,000	1250%
Passenger Boarding & System Facilities SGR				200,000	200,000	100%
Transit facilities state of good repairs	362,627	463,795	515,000	285,000	(230,000)	-45%
<b>Technology Infrastructure &amp; Systems</b>						
Computer Hardware & Software	240,580	110,624	0	0	0	0%
NTD software	85,685	0	0	0	0	0%
Scheduling software	51,984	20,619	0	0	0	0%
Administrative software	10,872	2,429	0	0	0	0%
CAD/AVL	538	1,412	25,000	210,000	185,000	740%
Data Warehouse	28,178	35,812	100,000		(100,000)	-100%
ERP	68,982	558,268	600,000	400,000	(200,000)	-33%
Microsoft 365	62,298	8,900	100,000		(100,000)	-100%
Mobile Gateways	2,689	1,483	260,000		(260,000)	-100%
Operations Software/Midas Replacement	20,622	70,450	225,000	837,192	612,192	272%
VMWare	0	0	100,000		(100,000)	-100%
Disaster recovery preparedness	208,636	183,766	0	0	0	0%
IT Hardware/Software Replacement	0	0	165,000	885,000	720,000	436%
<b>Safety &amp; Security</b>						
System security improvements	982,799	1,219,439	0	25,000	25,000	100%
ITS Video Systems Replacement	0	0	0	2,000,000	2,000,000	100%
<b>Other Projects</b>						
COVID-19	95,686	0	0	0	0	0%
<b>Total Capital Outlay</b>	<b>\$ 6,626,461</b>	<b>\$ 22,698,580</b>	<b>\$ 40,768,294</b>	<b>\$ 36,640,620</b>	<b>\$ (4,127,674)</b>	<b>-10%</b>

# Sustainable Services Reserve Fund

To be used for the purpose of maintaining consistent, reliable services.



## Lane Transit District Sustainable Services Fund Fiscal Year 2024-2025

Resources	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Other Sources</b>					
Interest	168,200	0	200,000	200,000	100%
Transfer from General Fund *	10,348,740	238,919	300,000	61,081	26%
<b>Total Resources</b>	<b>\$10,516,940</b>	<b>\$238,919</b>	<b>\$500,000</b>	<b>\$261,081</b>	<b>109%</b>

Requirements	FY2022-23 Actuals	FY2023-24 Adopted	FY2024-25 Proposed	Change from FY24 Budget	Percentage Change
<b>Reserve Requirements</b>					
Fixed Route Sustainable Service Reserve	10,516,940	238,919	500,000	261,081	109%
STIF Sustainable Service Reserve	-	0			
<b>Total Requirements</b>	<b>10,516,940</b>	<b>238,919</b>	<b>500,000</b>	<b>\$261,081</b>	<b>109%</b>

Resolution No. 2022-02-16-010

Adopted February 16, 2022

To be reviewed by the Board of Directors no later than February 16, 2032