



Chair McLain, Vice Chairs Boshart Davis and Gamba,

On behalf of Lane Transit District I am writing in support of House Bill 4008. While the statewide payroll tax, referred to as STIF, has been an essential tool to provide transit across Oregon, it is apparent that the people of Oregon need to come together and explore other opportunities to fund transit.

By bringing together members of both chambers, and parties, as well as labor, transit, and business leaders, this bill highlights a statewide effort to study and understand the ways transit in Oregon can be funded.

During the 2025 long session, transit agencies highlighted the importance of identifying additional, sustainable, and long-term funding options. While LTD has not had to make significant cuts to our services, we have identified growing operational costs and have begun to implement short and long term financial solutions that protect our reserve. Like other agencies, LTD has an aging fleet of buses, and we are scheduled to replace over 30% of our fleet in the coming years. As our population leaves the metro city center, but continues to commute to work and receive healthcare in Eugene and Springfield, LTD is faced with creating new, innovative routes that connect our community.

Through the STIF program, LTD was able to apply for funding for a two-year pilot. We have already seen success with an on-demand program in south Lane County, that is being expanded to also serve parts of East and West Lane County that have never had transit services before. These pilot programs are critical to ensuring efficient and effective transit service that meets the needs of the individuals who rely on our services. Without the payroll taxes funding the STIF Program, LTD would not have been able to expand so far and so thoroughly outside of the Eugene Springfield Metro area. Rural Lane County has benefited greatly from the STIF program and additional funding will continue to support their transit needs.

In partnership with local businesses and non-profits, LTD has implemented new outcome-based success measures for our routes. We are measuring the real ways transit helps people access healthcare, the workforce, education, and housing. These performance measures better quantify the direct benefits to our communities when weighing costs of running service. This is especially important in our rural communities where providing transit is often more expensive.

Thank you for the opportunity to share about the services LTD provides and I urge you to support House Bill 4008 so that this great work can continue in Lane County, and across Oregon.

