



UMPQUA PUBLIC TRANSPORTATION DISTRICT

FY 26-27 Budget Hearing Meeting

Umpqua Public Transportation District

Monday, May 18, 2026, 4:30 p.m.

516 SE Jackson Street, Roseburg, OR 97470

Meeting Minutes

1. Call to Order at 4:33 pm

2. Roll Call

Doug Mendenhall – A	Michaela Hammerson – A	Jeana Beam – P	Natasha Atkinson - P
Gregg Kennerly - P	Bill Hagedorn - P	Phil Morton - P	

3. Pledge of Allegiance was recited.

4. Consent Agenda

4.1 April 29, 2026, Budget Committee Meeting Minutes

Motion to approve April 29, 2026, Budget Committee Meeting Minutes as presented made by Director Natasha Atkinson. Second by Director Bill Hagedorn. **Motion passed with 5 “Yes” and 2 “Absent”.**

Recorded votes:

Jeana Beam – **Yes**

Natasha Atkinson – **Yes**

Bill Hagedorn – **Yes**

Phil Morton – **Yes**

Doug Mendenhall – **Absent**

Gregg Kennerly – **Yes**

Michaela Hammerson - **Absent**

5. Presentation of FY 26-27 Budget

5.1 FY 26-27 Proposed Budget

Sheri Bleau presented the proposed FY 2026–2027 Budget on behalf of the Budget Committee. It was noted that Budget Committee Chair Ashley Hicks was unable to attend the meeting.



UMPQUA PUBLIC TRANSPORTATION DISTRICT

Sheri reported that the Budget Committee conducted a detailed review of all budget categories, including Administration, Operations, and Call Center functions. One minor adjustment was recommended by the committee, increasing the Administrative Advertising Budget to \$5,000.

The proposed budget includes an estimated beginning fund balance of approximately \$505,000. Total projected revenues for FY 2026–2027 were presented at \$4,093,740, including the following anticipated funding sources:

- Federal Funding: \$461,674
- State Funding: \$2,072,609
- Federal 5311 Funding: \$686,434
- Fare and Contract Revenue: \$125,000
- NEMT Revenue: \$215,000
- Miscellaneous/Advertising Revenue: \$28,000
- Interest Revenue: \$24.00

Projected expenditures were presented as follows:

- Personnel Services: \$2,439,529
- Materials and Services: \$889,132
- Capital Outlay: \$60,000
- Debt Service: \$46,280

The proposed budget results in an estimated ending fund balance of approximately \$658,799.

5.2 Budget Scenarios

Sheri reported that the proposed budget includes a 3% Cost of Living Adjustment (COLA) for employees and up to a 3% merit increase. It was further noted that benefit costs increased approximately 6.5%, including medical, dental, vision, short-term disability, long-term disability, and Oregon Paid Family Medical Leave coverage. Workers' compensation expenses also increased approximately \$9,700 annually.

Discussion occurred regarding retirement benefit calculations and the relationship between retirement contributions and total salary projections.

Board Members also reviewed the accompanying budget message, which addressed inflationary impacts, fuel cost increases, and overall fiscal planning considerations.



UMPQUA PUBLIC TRANSPORTATION DISTRICT

Personnel expenses were reported to have decreased approximately \$476,731 compared to the prior fiscal year budget due to organizational restructuring, vacancy management, and alignment of staffing levels with current service demands. Materials and Services expenditures decreased approximately \$261,971 due to reductions in service levels.

Board members discussed the electric charger debt obligations included within Capital Outlay expenditures, noting that quarterly payments to ODOT of \$15,000 were budgeted accordingly.

Discussion also occurred regarding severance payment obligations. Sheri stated those expenses were projected to be completed within the current fiscal year and therefore were not included within the proposed FY 2026–2027 budget.

5.3 Driver Safety Program follow-up

Sheri reported that during the Budget Committee meeting, Ashley Hicks inquired about potential driver safety incentive programs and whether insurance premium savings opportunities were available through the use of vehicle safety monitoring technology.

Follow-up communication with SDAO/SDIS confirmed that because SDIS operates as a risk pool rather than a privately owned insurance carrier, there are currently no premium savings or incentive programs available related to driver safety performance or vehicle safety monitoring technologies.

6. Public Comment

No public comments were received.

7. Adjournment at 4:44 p.m.