

LANE TRANSIT DISTRICT



2014 - 2023

Capital Improvements Program

Lane Transit District

CAPITAL IMPROVEMENTS PROGRAM

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SECTION 1: INTRODUCTION

Background

The Capital Improvements Program (CIP) is a 10-year framework that provides direction and guidance for LTD to satisfy regional transportation demands through capital investments. Annual revisions of the CIP consider new projects and reflect changes in strategic priorities.

LTD capital projects vary in scale in terms of size, cost, and community benefit. Some of these projects maintain existing transportation systems, while others redefine the services provided by the District. The underlying strategy of the CIP is to uphold LTD's Strategic Plan and enhance the community's quality of life through reliable, innovative, and progressive public transportation services.¹ The CIP directly supports all existing planning processes set forth by LTD.

REGIONAL PLANNING APPROACH

The dual purpose of the CIP is to facilitate the efficient use of LTD's limited financial resources while implementing regional planning priorities that anticipate the need for public transportation in the future. LTD's Long-Range Transit Plan (currently under development), Transportation Systems Plans (TSP) of the Cities of Eugene and Springfield, and the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) are examples of local and regional planning mechanisms that are supported by the CIP. A complete description of these and other guiding documents are found in Appendix A. Capital projects that align with local and regional plans are adopted within the capital improvements programs of LTD, Eugene, Springfield, Coburg, Lane County, and the Oregon Department of Transportation (ODOT). CIP projects using federal funds are then drawn into the Metropolitan Transportation Improvement Program (MTIP) list of expenditures for approval by the Central Lane Metropolitan Planning Organization (MPO).²

The FY2014-23 CIP totals approximately \$178.8 million in projects with funding secured or identified and \$129.5 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

Culture of Safety

LTD strives to provide safe, reliable, comfortable, and innovative transportation options to every member of the community by prioritizing safety in all LTD operational, planning, and strategic decisions.³ LTD is endeavoring to foster a culture of safety in all existing services and future actions by using safety as the lens for making decisions.

Capital Investment Priorities

Capital investment priorities are based on the fundamental strategic goals presented in the LTD Strategic Plan, as a way of guiding existing and future services. CIP priorities will undergo reevaluation coinciding with future updates to the Strategic Plan.

All long-term transportation capital investments will consider the following priorities:

¹ Lane Transit District. Strategic Plan, "The LTD Road Map." February 9, 2012.

² Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

³ Lane Transit District. System Safety Program Plan. 2012.

1. **Deliver Exceptional Public Transportation Service:** Provide high-quality, effective, safe, and reliable service that meets the community's mobility needs and maximizes ridership.
2. **Develop Innovative Service that Reduces Dependency on the Automobile:** Provide high-quality, convenient service that attracts new riders, including those who have access to an automobile, in order to help the community meet its current and future transportation needs. The Frequent Transit Network (FTN) is a key innovative strategy that is intended to increase the transit mode share, particularly on congested corridors.
3. **Maintain LTD's Fiscal Integrity:** Satisfy both short- and long-range operational and capital needs by balancing where, when, and how to invest.

CIP Development and Review Process

The CIP is reviewed and adopted annually. Staff creates the draft CIP that is submitted to the public for a 30-day comment period. The public can submit in writing any comments and/or questions about the program and testify at a public hearing that is scheduled within the comment period. Once the public comment period is concluded, all comments and/or questions along with staff responses are submitted to the Board of Directors. Staff then present a revised draft program to the Board for adoption.

The first year of the program becomes the basis for the next year's Capital Projects Fund budget. As the budget is developed, minor adjustments are made to the CIP to account for projects that will continue into the next fiscal year or have had small changes to cost or funding. Since these changes to the CIP are minor in nature, they are submitted to the Board for approval as an administrative amendment when the Board considers the budget for adoption.

Development and Review Schedule:

July 1	Fiscal year begins
July – June	Staff tracks progress of projects and funding
January – February	Staff develops draft CIP
March	CIP submit to public for 30-day comment period
March Board Meeting	Public hearing on CIP
April Board Packet	Public comments/staff responses published
April Board Meeting	Board adopts CIP
April – May	Staff develops budget with CIP informing Capital Projects Fund proposed budget
May	Budget Committee presented proposed budget and approves a budget
June	Board of Directors adopts a budget and approved CIP administrative amendment

PROJECT FUNDING TIERS

Projects are organized into four tiers based on the availability of funding. For the purposes of this plan, LTD has documented projects that are ongoing from the previous year and are currently in design and/or construction. For purposes of capital programming, Tier I projects are the highest priority projects in that all the funding has been clearly identified. Tier II is high-priority projects with partial funding. Projects in the remaining two tiers have funding sources that are presently unidentified and/or unknown and could move forward if funding becomes available.

Funding tiers include the following:

Tier I: Highest-priority projects with full funding identified.

Tier II: High-priority projects that are not fully funded.

Tier III: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier III projects forward.

Tier IV: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

LTD's final decision to commit funds occurs through the annual capital budget process. Although the CIP is the starting point for the annual budget, the projects actually budgeted each year can vary somewhat from those proposed in the CIP. Projects proposed in the CIP reflect the full budget for any open contract. A multi-year project will reflect the full amount budgeted in the current year. The budget for the current state of a project may change between CIP adoption and project implementation.

Project Classification

Projects are sorted by the following major classifications:

Frequent Transit Network (FTN): These projects encompass the planning, design, and construction of service that increases capacity along major travel corridors. The FTN strengthens regional circulation by tying service and investment decisions to the level of development along corridors on this network.

Fleet: These are projects related to the addition, replacement, and overhaul of service and support vehicles and equipment.

Facilities: These are projects that fund the design, purchase, installation, construction, or improvement/rehabilitation of service, maintenance, and administrative facilities.

Technology Infrastructure and Support Systems: These projects deal with the acquisition, implementation, and enhancement of technology infrastructure, communications equipment, and computer hardware and software.

Safety and Security: These projects deal with the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation service.

Other: These projects include other programs funded with grant funds including Accessible Services, Transportation Options, Preventive Maintenance, and other miscellaneous purchases.

SECTION 2: MASTER LIST OF ALL PROJECTS

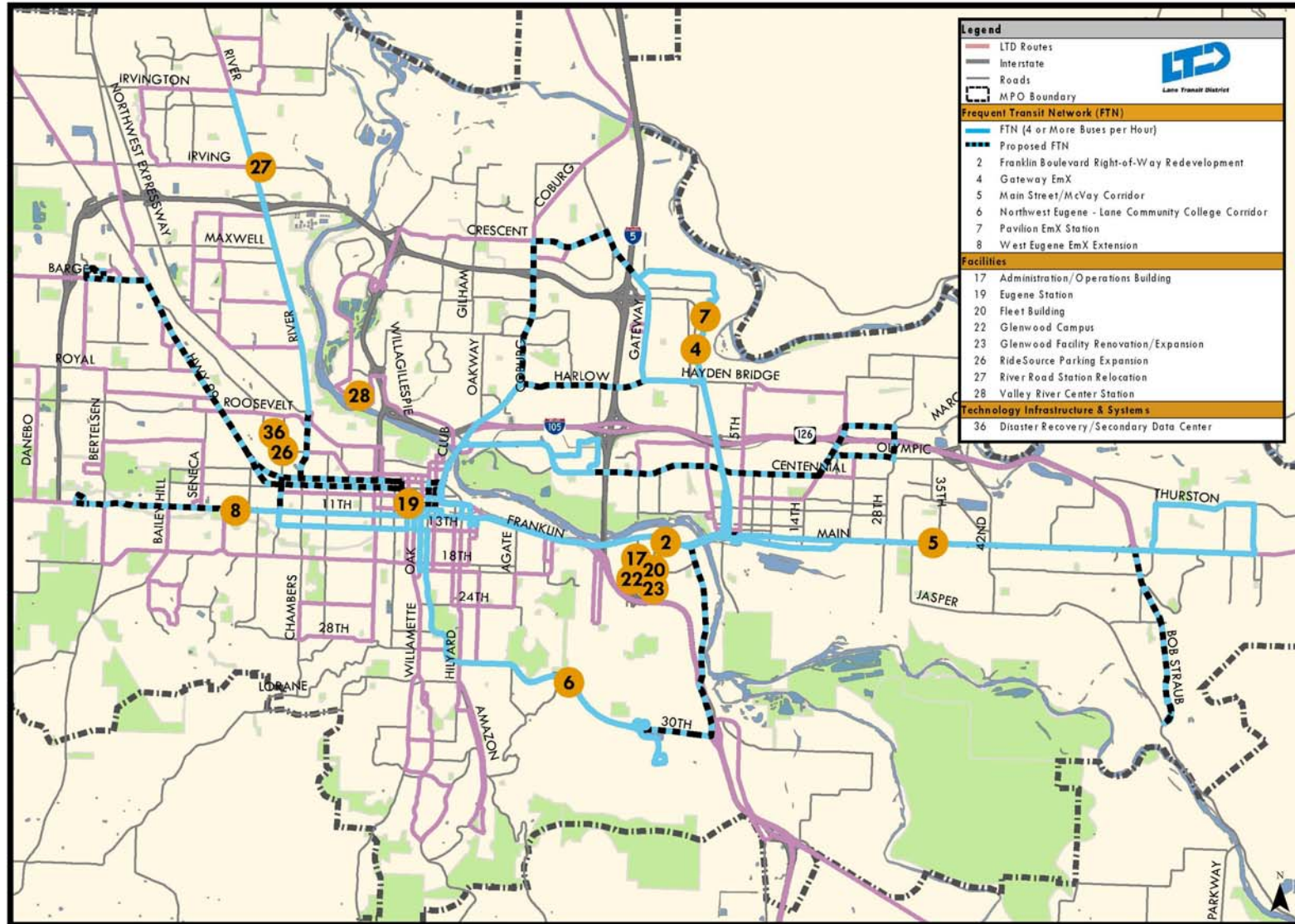
Project	Project #	Funding Tier *	Priorities Met **	Estimate		Future Year Projections					
				FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	Ten-Year Total
Frequent Transit Network				\$20,810,800	\$15,373,000	\$35,916,400	\$33,114,900	\$14,916,700	\$10,553,000	\$75,100,000	\$184,974,000
Gateway EmX	4	I	1,2,3	2,080,000							
Main Street/McVay Corridor - Transit Feasibility Planning	5	I	1,2,3	450,000	487,500						487,500
West Eugene EmX Extension - Construction	8	II	1,2,3	5,039,600	10,432,000	21,096,700	26,884,000				58,412,700
West Eugene EmX Extension - Design & Engineering	8	II	1,2,3	13,241,200	3,353,500	2,789,500	2,830,900	366,700	253,000		9,593,600
West Eugene EmX Extension - Vehicles	8	II	1,2,3			9,280,200					9,280,200
Northwest Eugene - Lane Community College Corridor - NEPA	6	III	1,2,3				500,000	1,750,000			2,250,000
Pavilion EmX Station	7	III	1,2,3		800,000						800,000
EmX Vehicle Docking System	1	IV	1,2,3			2,000,000					2,000,000
Franklin Boulevard Right-of-Way Redevelopment	2	IV	1,2,3				2,500,000	2,500,000			5,000,000
Future Corridors - Alternatives Planning	3	IV	1,2,3					300,000	300,000	600,000	1,200,000
Future Corridors - NEPA	3	IV	1,2,3							34,500,000	34,500,000
Main Street/McVay Corridor - Design & Construction	5	IV	1,2,3					10,000,000	10,000,000	10,000,000	30,000,000
Main Street/McVay Corridor - NEPA	5	IV	1,2,3			450,000	400,000				850,000
Northwest Eugene - Lane Community College Corridor - Alternatives Planning	6	IV	1,2,3		300,000	300,000					600,000
Northwest Eugene - Lane Community College Corridor - Design and Construction	6	IV	1,2,3							30,000,000	30,000,000
Fleet				\$138,500	\$3,496,500	\$6,859,050	\$585,000	\$300,000	\$455,000	\$26,650,000	\$38,345,550
Bus Engine Repower	9	I	1,3		120,000	186,000					306,000
Energy Storage System Replacement	10	I	1,3		330,000	480,000	455,000	150,000	325,000		1,740,000
Shop Equipment	13	I	1,3	78,500	30,000	94,050	30,000	50,000	30,000	150,000	384,050
Support Vehicles	14	I	1,3	60,000	100,000	100,000	100,000	100,000	100,000	500,000	1,000,000
Ten Gillig 40-foot Hybrid Buses	15	I	1,3			5,999,000					5,999,000
Three New Flyer Hybrid-Electric Articulated Buses	16	I	1,3		2,916,500						2,916,500
Revenue Vehicle Replacement 2018	11	II	1,3							13,000,000	13,000,000
Revenue Vehicle Replacement 2021	12	II	1,3							13,000,000	13,000,000

Project	Project #	Funding Tier *	Priorities Met **	Future Year Projections							
				Estimate FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	Ten-Year Total
Facilities				\$1,867,800	\$1,210,000	\$446,750	\$198,500	\$1,700,375	\$6,202,250	\$16,542,455	\$26,300,330
Administration/Operations Building	17	I	1,2,3	650,000	510,000						510,000
Bus Stops	18	I	1,3	29,700	100,000	25,000	25,000	25,000	25,000	125,000	325,000
Eugene Station	19	I	1,3		30,000						30,000
Fleet Building	20	I	1,3		220,000	250,000					470,000
Glenwood Campus	22	I	1,3	225,000	60,000			500,000			560,000
Miscellaneous Improvements	24	I	1,3	212,400	140,000	141,750	143,500	175,375	177,250	917,455	1,695,330
Neighborhood Stations	25	I	1,3	750,700	150,000	30,000	30,000				210,000
Glenwood Campus	22	III	1,3						500,000		500,000
River Road Station Relocation	27	III	1,2,3						4,500,000		4,500,000
Future Park & Rides	21	IV	1,2,3							3,000,000	3,000,000
Glenwood Campus	22	IV	1,3							500,000	500,000
Glenwood Facility Renovation/Expansion	23	IV	1,3							12,000,000	12,000,000
RideSource Parking Expansion	26	IV	1,3						1,000,000		1,000,000
Valley River Center Station Relocation	28	IV	1,3					1,000,000			1,000,000
Technology Infrastructure & Systems				\$3,122,338	\$953,660	\$568,189	\$3,262,560	\$521,729	\$619,960	\$3,543,247	\$9,469,345
Communications & Network Infrastructure	29	I	1,3	743,500	269,060	41,000	39,000	15,000	161,900	788,300	1,314,260
Computer Hardware	30	I	1,3	29,665	41,200	57,000	17,500	29,700	17,500	162,900	325,800
Computer Software	31	I	1,3	1,474,733	198,500	373,629	167,500	300,629	150,000	1,552,887	2,743,145
Computer Workstations & Peripherals	32	I	1,3	64,440	23,600	76,560	18,560	59,400	73,560	247,160	498,840
Copiers/Printers/Scanners	33	I	1,3	125,000	128,800	20,000	20,000	100,000	122,000	307,000	697,800
Data Backup Systems	34	I	1,3	70,000	17,000			17,000			34,000
Data Storage Systems	35	I	1,3	90,000			200,000		95,000	485,000	780,000
Disaster Recovery/Secondary Data Center	36	I	1,3	525,000							
TransitMaster Vehicle Upgrades	38	I	1,3		275,500						275,500
Fare Management System	37	II	1,3				2,800,000				2,800,000
Safety & Security				\$366,310	\$499,100	\$501,600	\$546,600	\$0	\$0	\$0	\$1,547,300
Facilities Security System Upgrades	40	I	1,3	200,150	87,500	90,000	135,000				312,500
Bus Security System Upgrades	39	II	1,3	166,160	411,600	411,600	411,600				1,234,800

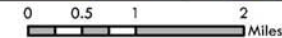
Project	Project #	Funding Tier *	Priorities Met **	Estimate	Future Year Projections						
				FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	Ten-Year Total
Other				\$5,220,027	\$5,037,800	\$5,677,800	\$5,877,800	\$5,977,800	\$5,577,800	\$19,689,000	\$47,838,000
Miscellaneous Office Equipment	42	I	1,3	40,000	40,000	40,000	40,000	40,000	40,000	200,000	400,000
Preventive Maintenance	43	I	1,3	4,482,227	3,800,000	4,300,000	4,500,000	4,600,000	4,200,000	12,800,000	34,200,000
Transportation Options	44	I	1,2,3	81,700	81,700	81,700	81,700	81,700	81,700	408,500	817,000
Accessible Services Vehicles	41	II	1,2,3	200,000	700,000	840,000	840,000	840,000	840,000	4,200,000	8,260,000
Transportation Options	44	II	1,2,3	416,100	416,100	416,100	416,100	416,100	416,100	2,080,500	4,161,000
Project Total				\$ 31,525,775	\$ 26,570,060	\$ 49,969,789	\$ 43,585,360	\$ 23,416,604	\$ 23,408,010	\$ 141,524,702	\$ 308,474,525

- * Funding Tiers:
- Tier I: Highest priority projects with full funding identified.
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- ** Capital Investment Priorities:
1. Deliver Exceptional Public Transportation Service.
 2. Develop Innovative Service that Reduces Dependency on the Automobile.
 3. Maintain LTD's Fiscal Integrity.

SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Many LTD capital projects are not site specific and are, therefore, not referenced in this map. For descriptions of these projects, refer to Appendix C. Alignments are subject to change when project-level planning is undertaken. April 2013



SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier *	Estimate	Future Year Projections						FY 2019-2023	Ten-Year Total
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018			
Federal		\$25,899,331	\$22,070,703	\$39,076,981	\$33,116,580	\$7,369,015	\$7,083,900	\$23,306,221	\$132,023,400	
5307 American Recovery & Reinvestment Act	I	69,400								
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	6,730,730	6,178,628	7,816,811	5,718,548	5,931,383	5,335,468	17,557,061	48,537,899	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	II	132,928	329,280	329,280	2,569,280				3,227,840	
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	III		640,000				400,000		1,040,000	
		6,863,658	7,147,908	8,146,091	8,287,828	5,931,383	5,735,468	17,557,061	52,805,739	
5309 Bus & Bus Facilities Program	I	120,000								
5309 Bus & Bus Facilities Program-Veterans Transportation & Community Living Initiative	I	829,920								
5309 Small Starts	I	1,636,400								
5309 Small Starts	II	14,346,500	10,818,700	26,028,700	23,320,000	287,800	198,600		60,653,800	
		15,982,900	10,818,700	26,028,700	23,320,000	287,800	198,600	0	60,653,800	
5309 State of Good Repair	I	103,750	2,420,695	3,079,383					5,500,078	
5310 Special Needs of Elderly and Disabled Individuals	II	179,460	628,110	753,732	753,732	753,732	753,732	3,768,660	7,411,698	
5339 Alternatives Analysis Program	I	360,000	390,000						390,000	
STP ODOT Flex Funds Program	I	494,143								
STP Surface Transportation Program	II	96,100	96,100	96,100	96,100	96,100	96,100	480,500	961,000	
STP-U Surface Transportation Program-Urban	I	500,000								
STP-U Surface Transportation Program-Urban	II	300,000	300,000	300,000	300,000	300,000	300,000	1,500,000	3,000,000	
STP-U Surface Transportation Program-Urban	IV		269,190	672,975	358,920				1,301,085	
		800,000	569,190	972,975	658,920	300,000	300,000	1,500,000	4,301,085	
State		\$3,934,300	\$2,966,800	\$7,137,700	\$6,839,350	\$1,634,475	\$2,746,300	\$0	\$21,324,625	
State Lottery Funds	II	3,934,300	2,966,800	7,137,700	6,394,900	78,900	54,400		16,632,700	
STIP Enhanced Program	III				444,450	1,555,575	2,691,900		4,691,925	

Lane Transit District

Funding Source	Funding Tier *	Estimate	Future Year Projections						
		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019-2023	Ten-Year Total
Local		\$1,692,144	\$1,532,557	\$1,755,108	\$1,129,430	\$613,114	\$777,810	\$1,618,481	\$7,426,500
Lane Transit District	I	1,618,372	1,167,537	1,489,495	284,212	312,421	263,442	1,087,141	4,604,248
Lane Transit District	II	58,772	159,210	173,588	733,588	91,268	91,268	456,340	1,705,262
Lane Transit District	III		160,000		55,550	194,425	408,100		818,075
Lane Transit District	IV		30,810	77,025	41,080				148,915
		<u>1,677,144</u>	<u>1,517,557</u>	<u>1,740,108</u>	<u>1,114,430</u>	<u>598,114</u>	<u>762,810</u>	<u>1,543,481</u>	<u>7,276,500</u>
Other Local Funds	II	15,000	15,000	15,000	15,000	15,000	15,000	75,000	150,000
Debt Financing		\$0	\$0	\$0	\$0	\$0	\$0	\$26,000,000	\$26,000,000
Debt Financing	II							26,000,000	26,000,000
Unidentified		\$0	\$0	\$2,000,000	\$2,500,000	\$13,800,000	\$12,800,000	\$90,600,000	\$121,700,000
Unidentified	III						1,500,000		1,500,000
Unidentified	IV			2,000,000	2,500,000	13,800,000	11,300,000	90,600,000	120,200,000
		<u>0</u>	<u>0</u>	<u>2,000,000</u>	<u>2,500,000</u>	<u>13,800,000</u>	<u>12,800,000</u>	<u>90,600,000</u>	<u>121,700,000</u>
Funding Total		\$ 31,525,775	\$ 26,570,060	\$ 49,969,789	\$ 43,585,360	\$ 23,416,604	\$ 23,408,010	\$ 141,524,702	\$ 308,474,525

- * Funding Tiers:
- Tier I: Highest priority projects with full funding identified.
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SECTION 5: APPENDICES

Appendix A: Guiding Documents

There are various federal, state, regional, and internal planning mechanisms that guide and influence land use and transportation planning. Existing planning mechanisms include federal regulations, state legislation, and local and internal plans and policies. Guiding documents already in existence have support from state authorities and regional policy makers. The Lane Transit District CIP, therefore, includes a range of adopted and budgeted projects that are consistent with other existing plans and policies. Implementing CIP projects that complement existing planning mechanisms increases the likelihood of public support and maximizes the region's resources.

All capital investments implemented by LTD and other regional and State partners must be consistent with economic, social, and environmental regulations established by federal regulatory bodies; including the United States Department of Transportation (U.S. DOT), Federal Transit Authority (FTA), and the Federal Highway Administration (FHWA).

The following are a summarization of legislation, regulations, and plans currently influencing LTD transportation planning and services.

STATE

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of airports, bicycle and pedestrian facilities, highways and roadways, public transportation, and railroads through 2030.⁴

<http://www.oregon.gov/ODOT/TD/TP/pages/otp.aspx>

Statewide Transportation Strategy

The Statewide Transportation Strategy (STS) is a long-term vision to reduce transportation-related greenhouse gas (GHG) emissions and increase our region's energy security through integrated transportation and land use planning through 2050. The STS is neither directive nor regulatory, but rather points to promising approaches that should be further considered by policymakers at the state, regional, and local levels.⁵

The STS was developed through extensive research and technical analysis, as well as policy direction and technical input from local governments, industry representatives, metropolitan planning organizations (MPOs), state agencies, and others.

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation

⁴ Oregon Transportation Plan. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁵ Oregon Sustainable Transportation Initiative. Oregon.gov. <http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>.

projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.⁶

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

Transportation Planning Rule

The Transportation Planning Rule (TPR), adopted in 1991, seeks to improve the livability of urban areas by promoting changes in land use patterns and transportation systems that make it more convenient for people to drive less to meet their daily needs.⁷

The TRP mandates consistency between the various state, regional and local community transportation plans:

- Requires the Oregon Department of Transportation (ODOT) to prepare a state transportation system plan (TSP) and identify a system of transportation facilities and services adequate to meet identified state transportation needs;
- Directs counties and metropolitan organizations to prepare regional transportation system plans that are consistent with the state TSP; and
- Requires counties and cities to prepare local transportation system plans that are consistent with the regional plans.

http://www.oregon.gov/LCD/Pages/Rulemaking_TPR_2011.aspx

LOCAL

TransPlan

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area over a 20-year planning horizon.⁸ TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect.

Regional Transportation Plan

The Regional Transportation Plan (RTP) guides planning and development of the transportation system within the Central Lane Transportation Management Area (TMA). The federally-required RTP includes provisions for meeting the transportation demand of residents over at least a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality.

The regional planning process thus ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. Projects in the RTP are initiated at the local and state

⁶ Statewide Transportation Improvement Program. Oregon.gov.

<http://www.oregon.gov/ODOT/HWY/STIP/Pages/index.aspx>. Accessed February 15, 2013.

⁷ Transportation Planning Rule. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁸ Lane Council of Governments. TransPlan. <http://lcog.org/documents/TransPlan/Jul-02/Chap%201.pdf>.

level (i.e., within the planning processes of the cities of Eugene, Springfield, and Coburg; Lane Transit District; Lane County; and the Oregon Department of Transportation).⁹

http://www.thempo.org/what_we_do/planning/rtp.cfm

Regional Transportation System Plan

The Regional Transportation System Plan (RTSP) includes policies, projects, and strategies that guide regionally significant transportation investments within the Central Lane MPO. The effort will help put into practice policies and actions to address the future needs of a growing population, while improving safety and efficiency.

The development of this plan will involve the communities of Coburg, Eugene, and Springfield, including citizens, staff, and elected officials. It will also involve Lane Transit District, Point2point at Lane Transit District, Oregon Department of Transportation, Lane County, and Lane Council of Governments.¹⁰ The plan is currently undergoing an update.

Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation. All MTIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the Regional Transportation Plan (RTP).

Federal legislation requires that the Metropolitan Planning Organization, in cooperation with the State and with transit operators, develop an MTIP that is updated and approved at least every four years. All projects within the MTIP are included in the Oregon Statewide Transportation Improvement Program (STIP).

<http://www.thempo.org/funding/mtip.cfm>

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives, and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

<http://www.lcog.org/documents/upwp/CLMPO%202012-2013%20UPWP%20-%20rev05022011.pdf>

Transportation System Plans

Transportation System Plans (TSPs) are a requirement of state land use law and are in place at the county level as well as cities within LTD's service area. The Cities of Eugene and Springfield are currently developing individual TSPs to meet the long-term (20-year) transportation needs of residents, businesses, and visitors throughout the two cities. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

⁹ Regional Transportation Plan. http://www.thempo.org/what_we_do/planning/rtp.cfm.

¹⁰ Central Lane Metropolitan Planning Organization Transportation System Plan. <http://www.centallanertsp.org/>.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan¹¹, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).¹² Both TSPs are currently in development. Once adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).¹³

City of Eugene TSP:

<http://www.centrallanertsp.org/EugeneTSP>

City of Springfield TSP:

<http://www.centrallanertsp.org/SpringfieldTSP>

Capital Improvement Program(s)

The City of Eugene, City of Springfield, Lane County, and other surrounding communities' Capital Improvement Programs (CIP) identify needs for construction of capital projects or improvements to the city's/county's infrastructure based on various adopted long-range plans, goals and policies. These CIPs seek to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.¹⁴ As noted in Eugene's CIP, "A balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth."¹⁵

City of Eugene CIP:

<http://www.eugene-or.gov/index.aspx?NID=371>

City of Springfield CIP:

<http://www.ci.springfield.or.us/Pubworks/CIP.htm>

Lane County CIP:

<http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>

Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP primarily lists projects for which application of certain federal funds will be made or projects that will require USDOT approval to proceed. In addition, the MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the Oregon Department of Transportation (ODOT). All MTIP projects are determined by the transportation needs identified in the Regional Transportation Plan (RTP); and are included in the Oregon Statewide Transportation Improvement Program (STIP).

<http://www.thempo.org/funding/mtip.cfm>

¹¹ City of Eugene Transportation System Plan. <http://www.centrallanertsp.org/EugeneTSP>.

¹² City of Springfield Transportation System Plan. <http://www.centrallanertsp.org/SpringfieldTSP/Home>.

¹³ Ibid.

¹⁴ Lane County. Capital Improvement Program. <http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>.

¹⁵ City of Eugene Capital Improvement Program. <http://www.eugene-or.gov/index.aspx?NID=371>.

INTERNAL***Strategic Plan***

The LTD Road Map, also recognized as the Strategic Plan, includes LTD's Vision and Mission Statements, Core Values, the basis of LTD's Brand (Our Position, Our Personality, and Our Promise), and Strategic Goals. The Strategic Plan sets forth short-term and long-term strategies that provide tactical direction to guide the District's activities and programs in order to achieve the desired goals and objectives. It is currently undergoing an update.

<http://www.ltd.org/pdf/aboutus/The%20LTD%20Road%20Map%202009-02-12.pdf>

Coordinated Human Services Transportation Plan

The Coordinated Human Services Transportation Plan, also referred to as the Lane Coordinated Plan, supports transportation and connections for people who depend on public transportation services in Lane County. The plan satisfies federal requirements enacted through the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU), retained under Moving Ahead for Progress in the 21st Century (MAP-21). This plan is currently under revision.

Long-Range Transit Plan

The Long-Range Transit Plan takes stock of LTD's current conditions, considers implications of the future, and identifies short- and long-term goals that can help LTD adapt to future changes and uncertainties. Traditionally, agency plans pinpoint a future goal and methodically lay out the steps to get there. Because of the current uncertainties, this long-range transit plan takes a different tack. It lays the foundation for future decisions by identifying the strategies for responding to specific trends. Recognizing that reality will likely be different than predictions, the plan also establishes a process for revisiting decisions and recalibrating actions to fulfill LTD's mission. This plan is currently in development, nearing adoption in the summer of 2013.

System Safety Program Plan

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public, and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to provide a safe environment. This plan is currently under revision.

Point2Point Strategic Plan

The Point2Point Strategic Plan is a blueprint to strengthen our area's ability to curtail the growth in vehicle miles traveled and the use of single-occupancy vehicles through innovative transportation programs and services. The plan is based upon the premise that a comprehensive, cross-jurisdictional approach to managing the demand for road use will result in more effective and innovative planning and services.

This plan highlights a course of action to further advance opportunities for commitment and collaboration from community partners. The result of these partnerships, if the course is taken, will enhance the regional transportation options network to move more people, more efficiently, in fewer vehicles. This plan is currently under revision coinciding with the development of the Regional Transportation Options Plan.

Appendix B: Funding Sources

Capital investments presented in the CIP are funded by a variety of sources. The following are a summarization of federal, state and local capital investment funding programs.

FEDERAL FUNDING PROGRAMS

Federal funding programs are enacted through a series of transportation bills. In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation and represented the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU enhanced these existing programs by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.¹⁶

SAFETEA-LU addressed many challenges facing our transportation system—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU established the framework for future transportation bills, preceding the current large-scale transportation bill: Moving Ahead for Progress in the 21st Century Act (MAP-21).

Moving Ahead for Progress in the 21st Century Act

The Moving Ahead for Progress in the 21st Century Act (MAP-21) funds surface transportation programs at over \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

Example program(s) under MAP-21:

- **Surface Transportation Program**

The Federal Surface Transportation Program (STP) is a block grant program replacing federal-aid systems and is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects are also eligible under this program.¹⁷

A secondary program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) over 200,000. In the Central Lane MPO, these funds must be matched with local or other non-federal funds at a minimum ratio 10.27 percent of the total funding. Current estimates indicate that the Central Lane MPO can anticipate approximately \$3 million per year. The overall purpose is to fund the MPO's priorities to implement the long-range

¹⁶ Federal Highway Administration. A Summary of Highway Provisions in SAFETEA-LU. <http://www.fhwa.dot.gov/safetealu/summary.htm>.

¹⁷ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

Regional Transportation Plan (RTP). STP and STP-U funding is federal funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.¹⁸

- **FTA Section 5307 Funds**

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.¹⁹

- **5307 URBANIZED AREA FORMULA FUNDS:** Section 5307 Urbanized Area Formula Funds makes funds available to urbanized areas and to states for transit capital and operating assistance in urbanized areas and for transportation related planning. Eligible activities include planning, engineering design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed-guideway systems.²⁰
- **5307 AMERICAN RECOVERY AND REINVESTMENT ACT:** Section 5307 American Recovery and Reinvestment Act implements tax cuts, funding for entitlement programs and federal contracts, grants, and loans. The Act seeks to (1) create new jobs and save existing ones, (2) spur economic activity and invest in long-term growth, and (3) foster unprecedented levels of accountability and transparency in government spending.²¹

- **FTA Section 5309 Funds**

Section 5309 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.²²

- **5309 BUS AND BUS FACILITIES:** Section 5309 Bus and Bus Facilities provides capital assistance for three primary activities: (1) new and replacement buses and facilities, (2) modernization of existing rail systems, and (3) new fixed-guideway systems.²³
- **5309 SMALL STARTS:** Section 5309 Small Starts Program provides grant funds for capital costs associated with new fixed- and non-fixed (e.g., bus rapid transit) guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in New Starts funds, and total project costs must be under \$250 million.²⁴

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides transportation services for elderly and disabled persons. The funds are allocated to ODOT for distribution to local transit agencies. The funds may go to private, nonprofit organizations or to public

¹⁸Central Lane Metropolitan Planning Organization. Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

¹⁹ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²⁰ Federal Transit Administration. Urbanized Area Formula Program (5307). http://www.fta.dot.gov/grants/13093_3561.html.

²¹ The Recovery Act. http://www.recovery.gov/About/Pages/The_Act.aspx.

²² Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²³ Federal Transit Administration. Bus and Bus Facilities (5309, 5318). http://www.fta.dot.gov/grants/13094_3557.html.

²⁴ Federal Transit Administration. Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects . http://www.fta.dot.gov/12347_5221.html.

bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. OTC will make a decision on the allocation formula when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).²⁵

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.²⁶

5339 Alternatives Analysis

5339 Alternative Analysis assists financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor. The transportation planning process of Alternatives Analysis:

- Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea.
- Provides ample information to enable the FTA to make the findings of project justification and local financial commitment.
- Supports the selection of a locally preferred alternative.
- Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.

http://www.fta.dot.gov/grants/13094_7395.html

Other example funding sources:

- Transportation Alternatives Program (TAP)
- State of Good Repair (SoGR)
- Transportation Alternatives (TA)
- Emergency Relief
- Transportation Demand Management (TDM)

STATE FUNDING PROGRAMS

Statewide Transportation Improvement Program—Enhance

Statewide Transportation Improvement Program—Enhance funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP).²⁷

Enhance projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for Enhance funds will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) as part of the metropolitan planning process.

²⁵ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²⁶ Federal Transit Administration. MAP-21. http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf.

²⁷ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

Two committees within our area—the Metropolitan Policy Committee (MPC) of the Central Lane Metropolitan Planning Organization (MPO) and the Lane Area Commission on Transportation (LaneACT)—will make recommendations to ODOT regarding prioritization of STIP funds and each body will consider public comments submitted by e-mail and at public hearings.

<http://www.oregon.gov/ODOT/HWY/STIP/Pages/index.aspx>

Oregon State Lottery

Oregon State Lottery funds are awarded for various public services throughout the state of Oregon. Oregonians vote to approve the broad categories that receive Oregon Lottery® funds. Over the years, voters have approved constitutional amendments allowing lottery funds to be used for economic development (1984), public education (1995), and natural resources (1998). Some funds are constitutionally dedicated by voters. Then, every two years, Oregon's Legislature and Governor appropriate the remainder of lottery funds within those categories approved by voters.

<http://www.oregonlottery.org/>

Appendix C: Project Descriptions

Frequent Transit Network		
1. EmX Vehicle Docking System	Funding Tier(s): IV	Priorities: 1,2,3
LTD is currently involved in a demonstration project for vehicle automated assistance technology. This technology allows for automated guidance of the bus that will allow for precision docking at EmX stations. This project is for the purchase and installation of this technology.		
2. Franklin Boulevard Right-of-Way Redevelopment	Funding Tier(s): IV	Priorities: 1,2,3
The City of Springfield is currently planning on redeveloping Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.		
3. Future Corridors	Funding Tier(s): IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along frequent transit corridors. Future corridors will be studied to determine if there is a need for transit improvements. If a need is identified, a locally preferred alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
4. Gateway EmX	Funding Tier(s): I	Priorities: 1,2,3
Completion of the Gateway EmX Extension project, including the installation of passenger information and security cameras at the stations and the completion of the Before and After Study, which is a Small Starts requirement.		
5. Main Street/McVay Corridor	Funding Tier(s): I,IV	Priorities: 1,2,3
A feasibility study is currently being performed along Main Street in Springfield to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).		
6. Northwest Eugene - Lane Community College Corridor	Funding Tier(s): III,IV	Priorities: 1,2,3
Alternatives planning, environmental work required by the National Environmental Policy Act (NEPA), design, and construction of future improvements along the Northwest Eugene-Lane Community College corridor. This corridor will be studied to determine if there is a need for transit improvements. If a need is identified, a locally preferred alternative (LPA) will be selected. NEPA analysis of the LPA will be submitted to the Federal Transit Administration (FTA) for approval. Design and construction will occur only after NEPA approval.		
7. Pavilion EmX Station	Funding Tier(s): III	Priorities: 1,2,3
Design and construction of an additional Gateway EmX station at the RiverBend Medical Center. The need for an additional station was identified at the north end of the RiverBend complex to serve the Physicians and Surgeons Building.		
8. West Eugene EmX Extension	Funding Tier(s): II	Priorities: 1,2,3
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to Commerce Street and West 11th Avenue has received a Finding of No Significant Impact (FONSI) from the Federal Transit Administration (FTA) and has been awarded funding from the FTA.		

Fleet		
9. Bus Engine Repower	Funding Tier(s): I	Priorities: 1,3
The 770-series buses may need to be repowered. The original engines in these buses are Detroit Diesel Series 50's, which Detroit Diesel no longer supports. If these engines become unserviceable, the only choice to continue operating the 770-series buses is to replace the Series 50 engines with Cummins ISL engines.		
10. Energy Storage System Replacement	Funding Tier(s): I	Priorities: 1,3
Replacement of batteries, dual parallel inverter modules, and other energy storage system components in hybrid-electric buses.		
11. Revenue Vehicle Replacement 2018	Funding Tier(s): II	Priorities: 1,3
The purchase of 23 new hybrid-electric buses (eighteen 40-foot and five articulated) to replace aging diesel-powered vehicles. These hybrid-electric buses will provide lower emissions and better fuel economy. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
12. Revenue Vehicle Replacement 2021	Funding Tier(s): II	Priorities: 1,3
The purchase of 22 new hybrid-electric buses (sixteen 40-foot and six EmX articulated) to replace aging 40-foot diesel and first generation EmX vehicles. These buses are scheduled to be purchased using debt financing that will be repaid using Urbanized Area Formula Funds (5307).		
13. Shop Equipment	Funding Tier(s): I	Priorities: 1,3
Purchase of equipment to service vehicles to keep them in a state of good repair. Purchases include a brake lathe for servicing disc brakes, a floor scrubber, a forklift, and other equipment.		
14. Support Vehicles	Funding Tier(s): I	Priorities: 1,3
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services and other operations and administrative requirements.		
15. Ten Gillig 40-foot Hybrid Buses	Funding Tier(s): I	Priorities: 1,3
Purchase of ten 40-foot, hybrid-electric, low-floor buses in 2015 to replace aging vehicles within the fleet. These hybrid-electric buses will replace diesel buses and provide lower emissions and better fuel economy.		
16. Three New Flyer Hybrid-Electric Articulated Buses	Funding Tier(s): I	Priorities: 1,3
Purchase of three hybrid-electric articulated buses in 2014 to replace aging buses in the fleet. These hybrid-electric buses will replace 40-foot diesel buses and provide lower emissions, better fuel economy, and increased capacity.		
Facilities		
17. Administration/Operations Building	Funding Tier(s): I	Priorities: 1,2,3
Improvements at the Glenwood Administration/Operations Building to keep the building functional and in a state of good repair. This building is 23 years old and many materials and systems need to be updated. Improvements include roof replacement, updating HVAC systems and controls, and energy upgrades.		

Facilities (cont'd)		
18. Bus Stops	Funding Tier(s): I	Priorities: 1,3
Improvements to bus stops including the installation of shelters and bus stop sign/pole replacements, and curb and sidewalk repair.		
19. Eugene Station	Funding Tier(s): I	Priorities: 1,3
Improvements at the Eugene Station located at 11th Avenue and Willamette Street in downtown Eugene. Improvements include the modification of the exterior doors, accessibility improvements, and updates at the Customer Service Center to improve customer contact and HVAC improvements.		
20. Fleet Building	Funding Tier(s): I	Priorities: 1,3
Improvements to the Fleet Building located on the LTD Glenwood campus. Improvements include roof replacement and the installation of vehicle lifts in two bays that currently do not have lifts.		
21. Future Park & Rides	Funding Tier(s): IV	Priorities: 1,2,3
Siting, design, and construction of new Park & Ride facilities.		
22. Glenwood Campus	Funding Tier(s): I,III,IV	Priorities: 1,3
Improvements to facilities on the Glenwood campus not related to the Administration/ Operations or Fleet Buildings. Improvements include roof replacement, parking lot light fixture safety improvements, protective storage structure for equipment, security improvements, and bus lot expansion.		
23. Glenwood Facility Renovation/Expansion	Funding Tier(s): IV	Priorities: 1,3
Major renovation/expansion of the Glenwood Administrative/ Operations Building.		
24. Miscellaneous Improvements	Funding Tier(s): I	Priorities: 1,3
Miscellaneous transit enhancements and improvements to passenger boarding and other facilities that are currently unidentified. This money is programmed to enable LTD to more nimbly respond to needs as they arise.		
25. Neighborhood Stations	Funding Tier(s): I	Priorities: 1,3
Improvements at stations other than the primary Eugene and Springfield stations. Improvements include roof replacement at Amazon Station, improvements at River Road and Lane Community College stations, and the installation of electric charging stations at Park & Ride facilities.		
26. RideSource Parking Expansion	Funding Tier(s): IV	Priorities: 1,3
Expansion of the parking lot at the RideSource Facility on Garfield Street to accommodate more vehicles.		
27. River Road Station Relocation	Funding Tier(s): III	Priorities: 1,2,3
The acquisition, design, and construction of a new River Road Station that may be sited farther north along the River Road travel corridor.		

Facilities (cont'd)		
28. Valley River Center Station Relocation	Funding Tier(s): IV	Priorities: 1,3
The relocation of the Valley River Center station to a location that improves travel time for buses and access for passengers.		
Technology Infrastructure & Systems		
29. Communications & Network Infrastructure	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of communications and network systems/equipment that support transmission of electronic signals/data necessary to perform business and operations functions. This infrastructure includes fiber optic cable plants, copper cable plants, private radio voice and data networks, cellular radio networks, telephone systems, microwave links, and external communications services from public and private partnerships.		
30. Computer Hardware	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of servers and related equipment that supports core data processing functions.		
31. Computer Software	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of computer software for data center functions (operating systems, database systems, diagnostic, management, and monitoring systems, IT security systems), enterprise-grade solutions related to business and service delivery functions (financial management, human resources management, service planning/scheduling management, operations work assignments management, computer assisted dispatching, fleet maintenance management, facilities maintenance management, facilities systems management, facility and vehicle security management, operational data collection), office productivity solutions (word processing, spreadsheets, presentations, voice, video and text-based communications, contact management, data analysis tools, reporting tools), GIS data management tools, and other software that supports the delivery of transportation services.		
32. Computer Workstations & Peripherals	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of computer workstations and peripherals (monitors, keyboards, etc.)		
33. Copiers/Printers/Scanners	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of copiers, printers, and scanners.		
34. Data Backup Systems	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data backup systems that ensure all LTD data is sufficiently protected.		
35. Data Storage Systems	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data storage systems that hold LTD's electronic data.		
36. Disaster Recovery/Secondary Data Center	Funding Tier(s): I	Priorities: 1,3
The purchase and installation of systems at the RideSource facility that will provide data center services for business units at this location while providing a secondary data center and disaster recovery location for Lane Transit District separate from the Glenwood facility.		

Technology Infrastructure & Systems (cont'd)		
37. Fare Management System	Funding Tier(s): II	Priorities: 1,3
Purchase and installation of a fare management system to implement advances in fare media and payment collection. The intent of implementing a fare management system is to simplify the purchase, verification, and accounting of fares.		
38. TransitMaster Vehicle Upgrades	Funding Tier(s): I	Priorities: 1,3
Upgrades to vehicle-based TransitMaster system equipment that replaces end-of-life components. The TransitMaster system connects the vehicle and its operator with LTD's operations dispatchers. This system provides the data streams used to present current tactical status of LTD's fixed-route service, real-time passenger information, on-board ADA announcements, automatic destination sign changes, automatic passenger counts, automatic vehicle location, and measures of service delivery performance.		
Safety & Security		
39. Bus Security System Upgrades	Funding Tier(s): II	Priorities: 1,3
The purchase and installation of bus security upgrades including video/audio surveillance systems.		
40. Facilities Security System Upgrades	Funding Tier(s): I	Priorities: 1,3
The purchase and installation of facilities security upgrades including fixed-base video/audio surveillance, access control systems, and ID badge systems.		
Other		
41. Accessible Services Vehicles	Funding Tier(s): II	Priorities: 1,2,3
The purchase of replacement and expansion vehicles for the provision of accessible services such as American with Disabilities Act complimentary paratransit service.		
42. Miscellaneous Office Equipment	Funding Tier(s): I	Priorities: 1,3
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.		
43. Preventive Maintenance	Funding Tier(s): I	Priorities: 1,3
The maintenance of LTD assets to keep those assets in a state of good repair.		
44. Transportation Options	Funding Tier(s): I,II	Priorities: 1,2,3
Point2point at Lane Transit District offers transportation demand management services to the region, promoting options to the use of single-occupancy vehicles and addressing regional congestion. Point2point accomplishes this through targeted strategic outreach, education, programming, and individualized marketing within the Central Lane Metropolitan Planning Organization (CLMPO) area.		