

LANE TRANSIT DISTRICT



2015 - 2024

Capital Improvements Program

Lane Transit District

CAPITAL IMPROVEMENTS PROGRAM

TABLE OF CONTENTS

TABLE OF CONTENTS	1
SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS	2
Creating a Livable Community	2
LTD's Capital Improvements Program	2
Capital Investment Priorities	3
CIP Development and Review Process	3
Development and Review Schedule	4
Project Funding Tiers	5
Project Classification	5
SECTION 2: MASTER LIST OF ALL PROJECTS	6
SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP	10
SECTION 4: FUNDING SUMMARY	11
SECTION 5: APPENDICES	13
Appendix A: Guiding Documents.....	13
Appendix B: Funding Sources.....	18
Appendix C: Project Descriptions.....	21

SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

Creating a Livable Community

In everything Lane Transit District does, we carry the community and its aspirations forward. Transit services enable the residents of our community to connect to jobs, school, doctor's appointments, shopping, family and friends, and much more. Transit makes a significant contribution towards establishing a community identity, supporting vibrant commercial and social exchanges, improving physical health, and guiding sustainable neighborhood and regional development. In that context, we take responsibility for joining with our regional partners to create a livable community.

Coordinating and collaborating with our partners enables us to better leverage the significant investments we make in our service and capital infrastructure. As Eugene, Springfield, and surrounding communities continue to grow and regional transportation demands diversify, there is a need for LTD to connect effectively to the economic development, social equity, and environmental stewardship goals of the broader community. Integrating LTD's plans for growth and development with the goals of the communities that we serve ensures that we fully leverage our investments and are contributing most effectively to the growth and prosperity of the region's residents.

LTD'S CAPITAL IMPROVEMENTS PROGRAM

The Capital Improvements Program (CIP) is a 10-year framework that provides direction and guidance for LTD's 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 systems, while others redefine the services provided by LTD. The underlying purpose of the CIP is to provide a structure for the implementation of LTD's long-range planning and strategies. The CIP supports all existing planning processes set forth by LTD and is intended to enhance the community's quality of life through reliable, innovative, and progressive public transportation services.¹

The CIP has two fundamental objectives: 1) to facilitate the efficient use of LTD's limited financial resources, and 2) to implement regional priorities that anticipate the need for public transportation in the future. LTD's Long-Range Transit Plan, the Transportation Systems Plans (TSP) of the Cities of Eugene and Springfield, and the Central Lane MPO Regional Transportation Plan (RTP) 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. LTD's projects using federal funds are programmed into the Metropolitan Transportation Improvement Program (MTIP) list of expenditures for approval by the Central Lane Metropolitan Planning Organization (MPO).²

The FY2015-24 CIP totals approximately \$208.4 million in projects with funding secured or identified and \$127.0 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

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>.

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. **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 create the draft CIP that is submitted to the public for a 30-day comment period. The public can submit in writing any comments 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 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 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 track progress of projects and funding
January – February	Staff develop draft CIP
March	Submit CIP 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 develop 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 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 transportation corridors. The FTN strengthens regional connectivity by tying service and investment decisions to the level of development along corridors.

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 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Frequent Transit Network				\$10,007,500	\$22,490,000	\$48,120,000	\$37,390,000	\$10,750,000	\$20,500,000	\$54,600,000	\$193,850,000
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						500,000	34,000,000	34,500,000
Gateway EmX	4	I	1,2,3	100,000	600,000						600,000
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
Main Street/McVay Corridor - Transit Feasibility Planning	5	I	1,2,3	487,500							
Northwest Eugene - Lane Community College Corridor - Alternatives Planning	6	I	1,2,3	300,000	350,000						350,000
Northwest Eugene - Lane Community College Corridor - Design and Construction	6	IV	1,2,3						10,000,000	20,000,000	30,000,000
Northwest Eugene - Lane Community College Corridor - NEPA	6	III	1,2,3			500,000	1,750,000				2,250,000
Pavilion EmX Station	7	I	1,2,3	800,000							
West Eugene EmX Extension - Construction	8	I	1,2,3	500,000	11,540,000	27,200,000	15,160,000	250,000			54,150,000
West Eugene EmX Extension - Design & Engineering	8	I	1,2,3	7,820,000	7,550,000	9,120,000	7,680,000	200,000			24,550,000
West Eugene EmX Extension - Vehicles	8	I	1,2,3			8,400,000					8,400,000

Project	Project #	Funding Tier *	Priorities Met **	Estimate	Future Year Projections						
				FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Fleet				\$3,496,500	\$9,929,000	\$649,050	\$5,900,000	\$12,855,000	\$1,130,000	\$25,650,000	\$56,113,050
Bus Engine Repower	9	I	1,3	120,000	120,000						120,000
Energy Storage System Replacement	10	I	1,3	330,000	480,000	455,000	150,000	325,000			1,410,000
No Emission Bus Conversion	46	III	1,2,3		3,200,000						3,200,000
Revenue Vehicle Replacement 2017	45	II	1,3				5,600,000				5,600,000
Revenue Vehicle Replacement 2018	11	II	1,3					11,400,000			11,400,000
Revenue Vehicle Replacement 2018-Debt Service	11	I	1,3					1,000,000	1,000,000	5,000,000	7,000,000
Revenue Vehicle Replacement 2021	12	II	1,3							16,000,000	16,000,000
Revenue Vehicle Replacement 2021-Debt Service	12	I	1,3							4,000,000	4,000,000
Shop Equipment	13	I	1,3	30,000	30,000	94,050	50,000	30,000	30,000	150,000	384,050
Support Vehicles	14	I	1,3	100,000	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							

Project	Project #	Funding Tier *	Priorities Met **	Future Year Projections							
				Estimate FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Facilities				\$980,000	\$831,750	\$1,183,500	\$835,375	\$2,207,250	\$7,859,125	\$15,978,985	\$28,895,985
Administration/Operations Building	17	I	1,3		160,000	110,000		500,000			770,000
Bus Stops	18	I	1,3	100,000	30,000	30,000	30,000	30,000	30,000	150,000	300,000
Eugene Station	19	I	1,3	125,000	50,000						50,000
Fleet Building	20	I	1,3	565,000		700,000	100,000				800,000
Fleet Building	20	IV	1,3						120,000		120,000
Future Park & Rides	21	IV	1,2,3						3,000,000		3,000,000
Glenwood Campus	22	I	1,3	50,000	125,000		500,000				625,000
Glenwood Campus	22	III	1,3							400,000	400,000
Glenwood Facility Renovation/Expansion	23	IV	1,3							12,000,000	12,000,000
Miscellaneous Equipment	42	I	1,3		100,000						100,000
Miscellaneous Improvements	24	I	1,3	140,000	191,750	143,500	175,375	177,250	179,125	928,985	1,795,985
Neighborhood Stations	25	I	1,3			200,000	30,000		30,000		260,000
RideSource Facility Improvements	47	I	1,3		100,000						100,000
RideSource Facility Improvements	47	IV	1,3							2,500,000	2,500,000
RideSource Parking Expansion	26	IV	1,3					1,500,000			1,500,000
River Road Station Relocation	27	IV	1,2,3						4,500,000		4,500,000
Valley River Center Station Relocation	28	I	1,3		75,000						75,000
Technology Infrastructure & Systems				\$1,402,150	\$3,218,514	\$3,220,060	\$592,029	\$692,160	\$556,689	\$3,076,018	\$11,355,470
Communications & Network Infrastructure	29	I	1,3	568,000	389,100	20,000	15,000	20,000	15,000	90,000	549,100
Communications & Network Infrastructure	29	II	1,3		77,625						77,625
Computer Hardware	30	I	1,3	231,750	233,600	56,500	37,500	191,600	47,000	521,100	1,087,300
Computer Software	31	I	1,3	190,000	341,129	325,000	385,129	200,000	378,129	1,392,758	3,022,145
Computer Workstations & Peripherals	32	I	1,3	23,600	76,560	18,560	59,400	73,560	21,560	250,160	499,800
Copiers/Printers/Scanners	33	I	1,3	188,800				207,000			389,000
Data Storage Systems	35	I	1,3		200,000		95,000		95,000	390,000	780,000
Disaster Recovery/Secondary Data Center	36	I	1,3		525,000						525,000
Fare Management System	37	I	1,3		100,000					250,000	350,000
Fare Management System	37	II	1,3			2,800,000					2,800,000
RideSource Call Center Software Replacement	48	I	1,2,3	200,000	1,000,000						1,000,000
TransitMaster Vehicle Upgrades	38	I	1,3		275,500						275,500

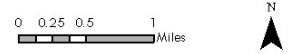
Project	Project #	Funding Tier *	Priorities Met **	Future Year Projections							
				Estimate FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Safety & Security				\$494,100	\$723,600	\$543,600	\$0	\$0	\$0	\$0	\$1,267,200
Bus Security System Upgrades	39	II	1,3	411,600	411,600	411,600					823,200
Data Storage Systems	35	I	1,3			95,000					95,000
Facilities Security System Upgrades	40	I	1,3	82,500	312,000	37,000					349,000
Other				\$5,437,800	\$5,577,800	\$5,577,800	\$5,577,800	\$5,577,800	\$5,577,800	\$27,049,000	\$54,938,000
Accessible Services Vehicles	41	II	1,2,3	700,000	840,000	840,000	840,000	840,000	840,000	3,360,000	7,560,000
Miscellaneous 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	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	4,200,000	21,000,000	42,000,000
Transportation Options	44	I	1,2,3	497,800	497,800	497,800	497,800	497,800	497,800	2,489,000	4,978,000
Project Total				\$ 21,818,050	\$ 42,770,664	\$ 59,294,010	\$ 50,295,204	\$ 32,082,210	\$ 35,623,614	\$ 126,354,003	\$ 346,419,705

- * Funding Tiers:
- 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.
- ** 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 2014



SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier *	Estimate	Future Year Projections						
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Federal		\$19,270,715	\$36,119,276	\$53,657,068	\$28,682,023	\$6,393,628	\$5,296,751	\$25,792,502	\$155,941,248
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	5,749,320	6,603,711	5,299,688	4,773,923	4,875,528	4,132,651	20,804,002	46,489,503
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	II	329,280	391,380	2,569,280					2,960,660
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	III							320,000	320,000
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	IV						96,000		96,000
		<u>6,078,600</u>	<u>6,995,091</u>	<u>7,868,968</u>	<u>4,773,923</u>	<u>4,875,528</u>	<u>4,228,651</u>	<u>21,124,002</u>	<u>49,866,163</u>
5309 Bus & Bus Facilities Program-Veterans Transportation & Community Living Initiative	I	398,400	800,000						800,000
5309 Small Starts	I	8,398,810	19,562,860	44,720,000	22,840,000	450,000			87,572,860
5309 State of Good Repair	I	2,420,695	4,979,170						4,979,170
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	II	560,000	672,000	672,000	672,000	672,000	672,000	2,688,000	6,048,000
5339 Alternatives Analysis Program	I	390,000							
LoNo Low or No Emission Vehicle Deployment Program	III		2,400,000						2,400,000
STP-U Surface Transportation Funds-Urban	I	628,110	314,055						314,055
STP-U Surface Transportation Program-Urban	I	396,100	396,100	396,100	396,100	396,100	396,100	1,980,500	3,961,000
State		\$65,360	\$65,360	\$465,360	\$1,465,360	\$65,360	\$65,360	\$326,800	\$2,453,600
STIP Enhanced	I	65,360	65,360	65,360	65,360	65,360	65,360	326,800	653,600
STIP Enhanced	III			400,000	1,400,000				1,800,000
		<u>65,360</u>	<u>65,360</u>	<u>465,360</u>	<u>1,465,360</u>	<u>65,360</u>	<u>65,360</u>	<u>326,800</u>	<u>2,453,600</u>
Local		\$2,481,975	\$4,136,028	\$2,271,582	\$1,747,821	\$1,423,222	\$1,261,503	\$6,134,701	\$16,974,857
Lane Transit District	I	2,244,655	3,055,183	1,346,262	1,214,821	1,240,222	1,054,503	5,307,701	13,218,692
Lane Transit District	II	222,320	265,845	810,320	168,000	168,000	168,000	672,000	2,252,165
Lane Transit District	III		800,000	100,000	350,000			80,000	1,330,000
Lane Transit District	IV						24,000		24,000
		<u>2,466,975</u>	<u>4,121,028</u>	<u>2,256,582</u>	<u>1,732,821</u>	<u>1,408,222</u>	<u>1,246,503</u>	<u>6,059,701</u>	<u>16,824,857</u>
Other Local Funds	I	15,000	15,000	15,000	15,000	15,000	15,000	75,000	150,000

Funding Source	Funding Tier *	Estimate	Future Year Projections						
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020-2024	Ten-Year Total
Debt Financing		\$0	\$0	\$0	\$5,600,000	\$11,400,000	\$0	\$16,000,000	\$33,000,000
Debt Financing	II				5,600,000	11,400,000		16,000,000	33,000,000
Unidentified		\$0	\$2,450,000	\$2,900,000	\$12,800,000	\$11,800,000	\$28,000,000	\$69,100,000	\$127,050,000
Unidentified	IV		2,450,000	2,900,000	12,800,000	11,800,000	28,000,000	69,100,000	127,050,000
Funding Total		\$ 21,818,050	\$ 42,770,664	\$ 59,294,010	\$ 50,295,204	\$ 31,082,210	\$ 34,623,614	\$ 117,354,003	\$ 335,419,705

- * 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 2030.³

<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.⁴

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

³ Oregon Transportation Plan. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁴ 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.⁵

<http://www.oregon.gov/ODOT/TD/STIP/Pages/about.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.⁶

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.⁷ 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

⁵ Statewide Transportation Improvement Program. Oregon.gov.

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

⁶ Transportation Planning Rule. Policies and Plans. Oregon.gov. <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

⁷ 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).⁸

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 also will involve Lane Transit District, Point2point, Oregon Department of Transportation, Lane County, and Lane Council of Governments.⁹ 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.

⁸ Regional Transportation Plan. http://www.thempo.org/what_we_do/planning/rtp.cfm.

⁹ Central Lane Metropolitan Planning Organization Transportation System Plan. <http://www.centrallanertsp.org/>.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan¹⁰, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).¹¹ Once both TSPs are adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).¹²

City of Eugene TSP:

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

City of Springfield TSP:

<http://www.centallanertsp.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 cities' or 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.¹³ 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."¹⁴

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>

INTERNAL

Strategic Plan

The *LTD Road Map* serves as LTD's Strategic Plan and 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- 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

¹⁰ City of Eugene Transportation System Plan. <http://www.centallanertsp.org/EugeneTSP>.

¹¹ City of Springfield Transportation System Plan. <http://www.centallanertsp.org/SpringfieldTSP/Home>.

¹² Ibid.

¹³ Lane County. Capital Improvement Program. <http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx>.

¹⁴ City of Eugene Capital Improvement Program. <http://www.eugene-or.gov/index.aspx?NID=371>.

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 vision.

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 create 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.¹⁵

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 more than \$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>

Programs 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 also are eligible under this program.¹⁶

A sub-program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) of more than 200,000. These funds are allocated by the Central Lane MPO and must be matched with local or other non-federal funds at a minimum ratio of 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 Regional Transportation Plan (RTP). STP and STP-U funding is federal

¹⁵ Federal Highway Administration. A Summary of Highway Provisions in SAFETEA-LU. <http://www.fhwa.dot.gov/safetealu/summary.htm>.

¹⁶ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.¹⁷

- **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.¹⁸

- **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.¹⁹
- **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.²⁰

- **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.²¹

- **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.²²
- **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 Small Starts funds, and total project costs must be under \$250 million.²³

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides funding to enhance the mobility of seniors and persons with disabilities. The funds are allocated to ODOT for all areas under 200,000 in population and to Lane Transit District as a direct recipient for

¹⁷Central Lane Metropolitan Planning Organization. Metropolitan Transportation Improvement Program. <http://www.thempo.org/funding/mtip.cfm>.

¹⁸ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

¹⁹ Federal Transit Administration. Urbanized Area Formula Program (5307). http://www.fta.dot.gov/grants/13093_3561.html.

²⁰ The Recovery Act. http://www.recovery.gov/About/Pages/The_Act.aspx.

²¹ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²² Federal Transit Administration. Bus and Bus Facilities (5309, 5318). http://www.fta.dot.gov/grants/13094_3557.html.

²³ Federal Transit Administration. Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects. http://www.fta.dot.gov/12347_5221.html.

the Eugene/Springfield Urbanized Area. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. The Oregon Transportation Commission (OTC) will make a decision on the allocation formula for the funds to be distributed for all areas under 200,000 in population when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).²⁴

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a fairly new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.²⁵

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).²⁶

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.

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) make recommendations to ODOT regarding prioritization of STIP funds and each body considers public comments submitted by e-mail and at public hearings.

<http://www.oregon.gov/odot/td/stip/Pages/default.aspx>

Oregon State Lottery Funds

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/>

²⁴ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

²⁵ Federal Transit Administration. MAP-21. http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf.

²⁶ Lane Council of Governments. Metropolitan Transportation Improvement Program. 2012.

Appendix C: Project Descriptions

Frequent Transit Network		
EmX Vehicle Docking System (1)	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.		
Franklin Boulevard Right-of-Way Redevelopment (2)	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.		
Future Corridors (3)	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.		
Gateway EmX (4)	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.		
Main Street/McVay Corridor (5)	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).		
Northwest Eugene - Lane Community College Corridor (6)	Funding Tier(s): I,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.		
Pavilion EmX Station (7)	Funding Tier(s): I	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.		

Frequent Transit Network (cont'd)		
West Eugene EmX Extension (8)	Funding Tier(s): I	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		
Bus Engine Repower (9)	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, engines will be exchanged for a rebuilt engine or have an in frame overhaul performed.		
Energy Storage System Replacement (10)	Funding Tier(s): I	Priorities: 1,3
Replacement of batteries, dual parallel inverter modules, and other energy storage system components in hybrid-electric buses.		
No Emission Bus Conversion (46)	Funding Tier(s): III	Priorities: 1,2,3
Remanufacture of five 40-foot low-floor diesel buses to Zero Emission Propulsion System (ZEPS) buses. The buses will be reconditioned to a like new condition with an all battery electric powered drivetrain system.		
Revenue Vehicle Replacement 2017 (45)	Funding Tier(s): II	Priorities: 1,3
Purchase of five hybrid-electric articulated buses to replace the 770 series articulated buses that have met their useful life expectancy.		
Revenue Vehicle Replacement 2018 (11)	Funding Tier(s): II	Priorities: 1,3
The purchase of 18 new hybrid-electric 40-foot buses 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).		
Revenue Vehicle Replacement 2021 (12)	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).		
Shop Equipment (13)	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.		

Fleet (cont'd)		
Support Vehicles (14)	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.		
Ten Gillig 40-foot Hybrid Buses (15)	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.		
Three New Flyer Hybrid-Electric Articulated Buses (16)	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		
Administration/Operations Building (17)	Funding Tier(s): I	Priorities: 1,3
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.		
Bus Stops (18)	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.		
Eugene Station (19)	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 the customer experience.		
Fleet Building (20)	Funding Tier(s): I,IV	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.		
Future Park & Rides (21)	Funding Tier(s): IV	Priorities: 1,2,3
Siting, design, and construction of new Park & Ride facilities.		
Glenwood Campus (22)	Funding Tier(s): I,III	Priorities: 1,3
Improvements to facilities on the Glenwood campus not related to the Administration/Operations or Fleet Buildings. Improvements include roof replacement, security improvements, and bus lot expansion.		

Facilities (cont'd)		
Glenwood Facility Renovation/Expansion (23)	Funding Tier(s): IV	Priorities: 1,3
Major renovation/expansion of the Glenwood Administrative/ Operations Building.		
Miscellaneous Equipment (42)	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.		
Miscellaneous Improvements (24)	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.		
Neighborhood Stations (25)	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.		
RideSource Facility Improvements (47)	Funding Tier(s): I,IV	Priorities: 1,3
Remodel and/or expansion of the RideSource facility located on Garfield Street		
RideSource Parking Expansion (26)	Funding Tier(s): IV	Priorities: 1,3
Expansion of the parking lot at the RideSource Facility on Garfield Street to accommodate more vehicles.		
River Road Station Relocation (27)	Funding Tier(s): IV	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.		
Valley River Center Station Relocation (28)	Funding Tier(s): I	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		
Communications & Network Infrastructure (29)	Funding Tier(s): I,II	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.		

Technology Infrastructure & Systems (cont'd)		
Computer Hardware (30)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of servers and related equipment that supports core data processing functions.		
Computer Software (31)	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.		
Computer Workstations & Peripherals (32)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of computer workstations and peripherals (monitors, keyboards, etc.)		
Copiers/Printers/Scanners (33)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of copiers, printers, and scanners.		
Data Storage Systems (35)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data storage systems that hold LTD's electronic data.		
Disaster Recovery/Secondary Data Center (36)	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.		
Fare Management System (37)	Funding Tier(s): I,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.		
RideSource Call Center Software Replacement (48)	Funding Tier(s): I	Priorities: 1,2,3
The purchase and installation of replacement software for the RideSource Call Center. Funds for this project were provided by the Federal Transit Administration's Veterans Transportation and Community Living Initiative (VTCLI) which funds improvements at one call/one ride call centers that support transportation for veterans.		

Technology Infrastructure & Systems (cont'd)		
TransitMaster Vehicle Upgrades (38)	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		
Bus Security System Upgrades (39)	Funding Tier(s): II	Priorities: 1,3
The purchase and installation of bus security upgrades including video/audio surveillance systems.		
Data Storage Systems (35)	Funding Tier(s): I	Priorities: 1,3
Purchase and installation of data storage systems that hold LTD's electronic data.		
Facilities Security System Upgrades (40)	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		
Accessible Services Vehicles (41)	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.		
Miscellaneous Equipment (42)	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.		
Preventive Maintenance (43)	Funding Tier(s): I	Priorities: 1,3
The maintenance of LTD assets to keep those assets in a state of good repair.		
Transportation Options (44)	Funding Tier(s): I	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.		