

# LANE TRANSIT DISTRICT



2016 - 2025

Capital Improvements Program

# Lane Transit District

**CAPITAL IMPROVEMENTS PROGRAM**  
**APPROVED MAY 20, 2015**  
**AMENDED JUNE 17, 2015**

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# SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

## CAPITAL IMPROVEMENTS FRAMEWORK

In everything Lane Transit District (LTD) does, we carry the community and its aspirations forward. Public Transportation services enable the residents of our community to connect to jobs, school, doctor's appointments, shopping, family and friends, and much more. Public transportation 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.

Capital investments allow LTD to meet operational and long-term goals. Those goals are aligned with the vision presented in the *LTD Road Map*, Lane Transit District's strategic plan. The *LTD Road Map* explains the agency's vision through a series of why, how, and what statements. LTD believes in providing people the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community. How we do this includes serving the community with respect, collaborating internally and externally, and caring for our customers, employees, and business partners. What we do includes providing safe and accessible vehicles, services, and facilities; practicing sound fiscal and sustainability management; delivering reliable, public transportation services; offering services that reduce dependency on the automobile; and providing leadership for the community's transportation needs.

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.

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 updates to the LTD Road Map and Long-Range Transit Plan.

## CAPITAL INVESTMENT 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. LTD is committed to maintaining current infrastructure while purposefully investing in new projects that allow for the District to meet the changing needs of our riders and community and to accomplish the goals outlined in our Long-Range Transit Plan.

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).<sup>1</sup>

The FY 2016-25 CIP totals approximately \$279 million in projects with funding secured or identified and \$18.2 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

## 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 LTD 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

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

<sup>1</sup> Metropolitan Transportation Improvement Program. <http://www.lcog.org/709/Metropolitan-Transportation-Improvement->

## PROJECT FUNDING DECISIONS

There are two types of projects in the CIP: 1) State of Good Repair, and 2) Community Investment. State of Good Repair projects are projects that keep the District's assets in good working order to continue providing high-quality service to the community. These include vehicle replacement, maintenance and upgrades to technology and facilities, and other projects intended to keep our current service quality high. Community Investment projects increase the investments in the community adding additional service and/or user benefits. These can include frequent transit network projects, fare management, and large technology and facility upgrades that increase benefits to the community.

Projects are reviewed by staff, and six criteria are considered when making final project funding decisions. The first three criteria are considered for all projects (State of Good Repair and Community Investment):

- 1) Project Deferral Implication – To what extent will deferring a project create unsafe conditions and/or cause noticeable disruption to the level of service or user benefits?
- 2) Feasibility of Implementation – What is the likelihood that the project will be completed within the requested budget and schedule?
- 3) Operating Budget Impact – What impact will the project have on the operating budget of the District?

Community Investment projects have three additional criteria that are considered:

- 4) Ridership/Quality of Service Delivery – What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- 5) Economic Impact – How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- 6) Environmental Impact – How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?

Following the staff review process, projects are organized into three 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.

Funding tiers include the following:

**Tier I:** Full funding identified.

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

**Tier III:** 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

Community Investment Projects	Project #	Funding Tier *	Estimate		Future Year Projections					Ten-Year Total
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021-2025	
<b>Frequent Transit Network</b>			<b>\$13,400,000</b>	<b>\$35,525,000</b>	<b>\$27,750,000</b>	<b>\$15,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$78,275,000</b>
EmX Vehicle Docking System	1	III			2,000,000					2,000,000
Franklin Boulevard Phase 1 Transit Stations	2	I		935,000						935,000
Main-McVay Transit Study	5	I	500,000	200,000						200,000
MovingAhead Project	50	I	500,000	1,650,000	750,000					2,400,000
West Eugene EmX Extension	8	I	12,400,000	32,740,000	25,000,000	15,000,000				72,740,000
<b>Fleet</b>			<b>\$150,000</b>	<b>\$466,600</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$766,600</b>
Fleet Building	20	I			300,000					300,000
Security Cameras on ADA Vehicles	51	I		366,600						366,600
Snow Vehicle/Equipment	53	I	150,000	100,000						100,000
<b>Facilities</b>			<b>\$530,000</b>	<b>\$480,000</b>	<b>\$1,370,000</b>	<b>\$1,195,000</b>	<b>\$2,155,000</b>	<b>\$4,405,000</b>	<b>\$14,775,000</b>	<b>\$24,380,000</b>
18th & Oak Patch Traffic Signal	49	III		225,000	50,000					275,000
Administration/Operations Building	17	I		100,000		40,000				140,000
Bus Stops	18	I	100,000	30,000	30,000	30,000	30,000	30,000	150,000	300,000
Eugene Station	19	I	150,000		75,000					75,000
Glenwood Campus	22	I	5,000		390,000					390,000
Glenwood Campus	22	III			700,000					700,000
Glenwood Facility Renovation/Expansion	23	III				1,000,000	2,000,000	1,000,000	8,000,000	12,000,000
Miscellaneous Improvements	24	I	125,000	125,000	125,000	125,000	125,000	125,000	625,000	1,250,000
Neighborhood Stations	25	III						250,000		250,000
RideSource Facility Improvements	47	I	150,000							
RideSource Facility Improvements	47	III						2,500,000		2,500,000
RideSource Parking Expansion	26	III						500,000		500,000
River Road Station	27	II							6,000,000	6,000,000

Community Investment Projects	Project #	Funding Tier *	Estimate	Future Year Projections						
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021-2025	Ten-Year Total
<b>Technology Infrastructure &amp; Systems</b>			<b>\$2,065,500</b>	<b>\$3,287,000</b>	<b>\$2,167,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$425,000</b>	<b>\$5,879,000</b>
Communications & Network Infrastructure	29	I	148,000	150,000						150,000
Computer Hardware	30	I	25,500							
Computer Software	31	I	167,000	217,000	2,167,000					2,384,000
Disaster Recovery/Secondary Data Center	36	I	725,000							
Fare Management System	37	I		2,900,000					425,000	3,325,000
ITS Upgrades	52	I		20,000						20,000
RideSource Call Center Software Replacement	48	I	1,000,000							
<b>Other</b>			<b>\$542,800</b>	<b>\$544,550</b>	<b>\$546,300</b>	<b>\$548,175</b>	<b>\$550,050</b>	<b>\$551,925</b>	<b>\$2,792,985</b>	<b>\$5,533,985</b>
Miscellaneous Improvements	24	I	45,000	46,750	48,500	50,375	52,250	54,125	303,985	555,985
Transportation Options	44	I	497,800	497,800	497,800	497,800	497,800	497,800	2,489,000	4,978,000

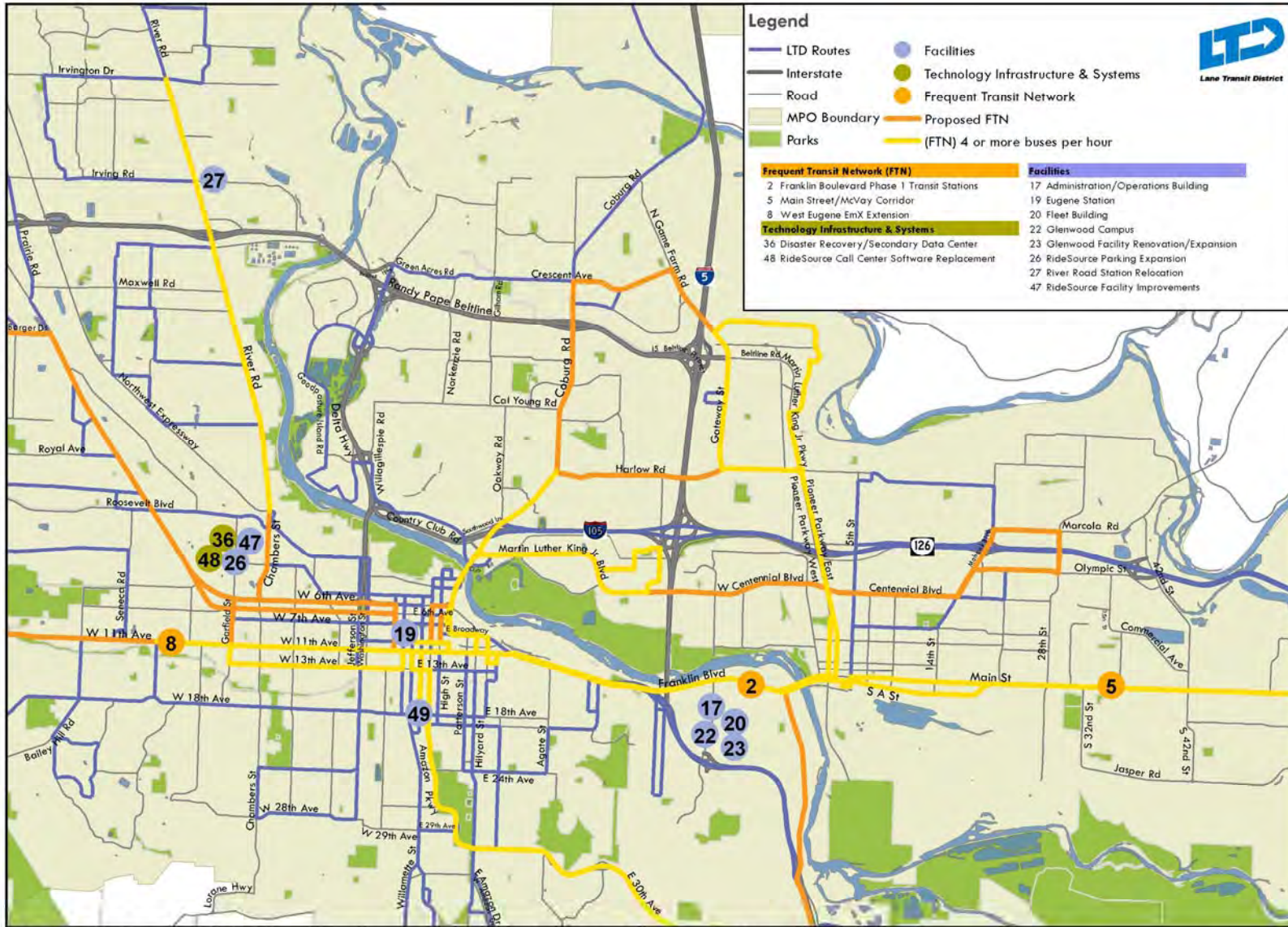


State of Good Repair Projects	Project #	Funding Tier *	Estimate		Future Year Projections					
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021-2025	Ten-Year Total
<b>Fleet</b>			<b>\$906,900</b>	<b>\$7,105,000</b>	<b>\$1,085,000</b>	<b>\$16,801,050</b>	<b>\$2,101,000</b>	<b>\$18,646,000</b>	<b>\$45,476,473</b>	<b>\$91,214,523</b>
Accessible Services Vehicles	41	I	906,900		875,000	750,000	425,000	780,000	4,120,000	6,950,000
Fleet Building	20	I		150,000						150,000
Miscellaneous Equipment	42	I				300,000				300,000
Preventive Maintenance	43	I		160,000	25,000	25,000	25,000	50,000	275,000	560,000
Revenue Vehicle Replacement 2016	56	I		6,695,000						6,695,000
Revenue Vehicle Replacement 2018	11	I				15,633,050	1,576,000	1,576,000	9,440,000	28,225,050
Revenue Vehicle Replacement 2020	54	I						16,135,000	9,021,500	25,156,500
Revenue Vehicle Replacement 2021	12	I							11,012,132	11,012,132
Revenue Vehicle Replacement 2022	55	I							11,202,841	11,202,841
Shop Equipment	13	I		25,000	45,000	18,000				88,000
Support Vehicles	14	I		75,000	140,000	75,000	75,000	105,000	405,000	875,000
<b>Facilities</b>			<b>(\$565,239)</b>	<b>\$1,645,239</b>	<b>\$0</b>	<b>\$200,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$1,100,000</b>	<b>\$3,045,239</b>
Administration/Operations Building	17	I	(605,239)	835,239		100,000				935,239
Eugene Station	19	I	40,000	150,000						150,000
Fleet Building	20	I		600,000		100,000	100,000		500,000	1,300,000
Glenwood Campus	22	I							600,000	600,000
Miscellaneous Equipment	42	I		10,000						10,000
Miscellaneous Improvements	24	I		50,000						50,000
<b>Technology Infrastructure &amp; Systems</b>			<b>\$792,900</b>	<b>\$2,161,070</b>	<b>\$1,176,458</b>	<b>\$822,985</b>	<b>\$1,010,375</b>	<b>\$1,006,960</b>	<b>\$6,182,491</b>	<b>\$12,360,339</b>
Communications & Network Infrastructure	29	I	42,000	38,500	77,700					116,200
Computer Hardware	30	I	230,000	292,500	120,000	35,000	165,000	200,000	515,000	1,327,500
Computer Software	31	I	226,500	405,000	364,500	357,000	314,500	387,000	1,682,500	3,510,500
Computer Workstations & Peripherals	32	I	50,000	50,000	50,000	50,000	50,000	50,000	250,000	500,000
Copiers/Printers/Scanners	33	I	100,000			25,000			125,000	150,000
Fare Management System	37	I							500,000	500,000
ITS Upgrades	52	I	144,400	1,375,070	564,258	355,985	480,875	369,960	3,109,991	6,256,139

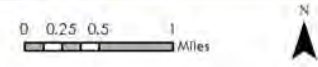
State of Good Repair Projects	Project #	Funding Tier *	Estimate	Future Year Projections						
			FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021-2025	Ten-Year Total
<b>Safety &amp; Security</b>			<b>\$12,500</b>	<b>\$1,165,041</b>	<b>\$419,066</b>	<b>\$645,335</b>	<b>\$569,413</b>	<b>\$595,659</b>	<b>\$3,436,050</b>	<b>\$6,830,564</b>
Bus Security System Upgrades	39	I		816,600	101,600	101,600	101,600	101,600	508,000	1,731,000
Facilities Security System Upgrades	40	I	12,500	348,441	317,466	100,000			2,928,050	3,693,957
Facilities Security System Upgrades	40	II				443,735	467,813	494,059		1,405,607
<b>Other</b>			<b>\$5,125,000</b>	<b>\$5,300,000</b>	<b>\$5,250,000</b>	<b>\$5,250,000</b>	<b>\$5,250,000</b>	<b>\$5,250,000</b>	<b>\$26,250,000</b>	<b>\$52,550,000</b>
Miscellaneous Equipment	42	I		50,000						50,000
Preventive Maintenance	43	I	5,125,000	5,250,000	5,250,000	5,250,000	5,250,000	5,250,000	26,250,000	52,500,000
<b>Project Total</b>			<b>\$ 22,960,361</b>	<b>\$ 57,679,500</b>	<b>\$ 40,063,824</b>	<b>\$ 40,462,545</b>	<b>\$ 11,735,838</b>	<b>\$ 30,455,544</b>	<b>\$ 100,437,999</b>	<b>\$ 280,835,250</b>

- \* Funding Tiers:
- Tier I: Full funding identified.
  - Tier II: Projects contingent upon adequate available resources. The availability of these resources could impact the ability to move Tier II projects forward.
  - Tier III: 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.

# 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 2015



## SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier*	Estimate	Future Year Projections						
		FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021-2025	Ten-Year Total
<b>Federal</b>		<b>\$19,272,849</b>	<b>\$39,371,755</b>	<b>\$30,400,619</b>	<b>\$21,473,956</b>	<b>\$8,938,230</b>	<b>\$9,205,995</b>	<b>\$62,105,421</b>	<b>\$171,495,976</b>
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	6,631,129	12,426,080	9,202,819	8,021,168	7,726,180	7,688,948	55,980,421	101,045,616
5309 Bus & Bus Facilities Program-Veterans Transportation & Community Living Initiative	I	918,400	120,000						120,000
5309 Small Starts	I	9,600,000	25,740,000	20,000,000	12,000,000				57,740,000
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	I			700,000	600,000	340,000	624,000	3,636,000	5,900,000
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	II				354,988	374,250	395,247		1,124,485
		0	0	700,000	954,988	714,250	1,019,247	3,636,000	7,024,485
5310 Ladders of Opportunity	I	725,520	293,280						293,280
5339 Alternatives Analysis Program	I	400,000	160,000						160,000
STP-U Surface Transportation Program-Urban	I	997,800	632,395	497,800	497,800	497,800	497,800	2,489,000	5,112,595
<b>State</b>		<b>\$2,800,000</b>	<b>\$9,135,000</b>	<b>\$5,600,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,735,000</b>
ConnectOregon	I		935,000						935,000
State Lottery Funds	I	2,800,000	7,000,000	5,000,000	3,000,000				15,000,000
STIP Enhanced	I		1,200,000	600,000					1,800,000
<b>Local</b>		<b>\$887,512</b>	<b>\$2,252,745</b>	<b>\$1,313,205</b>	<b>\$931,539</b>	<b>\$797,608</b>	<b>\$864,549</b>	<b>\$14,341,605</b>	<b>\$20,501,251</b>
Lane Transit District	I	887,512	2,252,745	1,313,205	842,792	704,045	765,737	8,341,605	14,220,129
Lane Transit District	II				88,747	93,563	98,812		281,122
Lane Transit District	III								
		887,512	2,252,745	1,313,205	931,539	797,608	864,549	8,341,605	14,501,251
Other Local Funds	II							6,000,000	6,000,000
<b>Debt Financing</b>		<b>\$0</b>	<b>\$6,695,000</b>	<b>\$0</b>	<b>\$14,057,050</b>	<b>\$0</b>	<b>\$16,135,000</b>	<b>\$15,990,973</b>	<b>\$52,878,023</b>
Debt Financing	I		6,695,000		14,057,050		16,135,000	15,990,973	52,878,023
<b>Unidentified</b>		<b>\$0</b>	<b>\$225,000</b>	<b>\$2,750,000</b>	<b>\$1,000,000</b>	<b>\$2,000,000</b>	<b>\$4,250,000</b>	<b>\$8,000,000</b>	<b>\$18,225,000</b>
Unidentified	III		225,000	2,750,000	1,000,000	2,000,000	4,250,000	8,000,000	18,225,000
<b>Funding Total</b>		<b>\$ 22,960,361</b>	<b>\$ 57,679,500</b>	<b>\$ 40,063,824</b>	<b>\$ 40,462,545</b>	<b>\$ 11,735,838</b>	<b>\$ 30,455,544</b>	<b>\$ 100,437,999</b>	<b>\$ 280,835,250</b>

\* Funding Tiers: Tier I: Full funding identified.

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

Tier III: 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.

## 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 Administration (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.<sup>2</sup>

<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.<sup>3</sup>

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 projects and programs. It includes projects on the federal, state, city, and county transportation systems,

<sup>2</sup> Oregon Transportation Plan, "Policies and Plans," Oregon.gov, <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

<sup>3</sup> Oregon Sustainable Transportation Initiative, Oregon.gov, <http://www.oregon.gov/ODOT/TD/OSTI/Pages/index.aspx>.

multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.<sup>4</sup>

<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.<sup>5</sup>

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](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.<sup>6</sup> 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 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).<sup>7</sup>

<http://www.lcog.org/DocumentCenter/View/693>

<sup>4</sup> Statewide Transportation Improvement Program, Oregon.gov, <http://www.oregon.gov/odot/td/stip/Pages/default.aspx>, accessed February 15, 2013.

<sup>5</sup> Transportation Planning Rule, "Policies and Plans," Oregon.gov, <http://www.oregon.gov/LCD/TGM/Pages/policies.aspx>.

<sup>6</sup> Lane Council of Governments, TransPlan, <http://www.lcog.org/564/Regional-Transportation-Planning>.

<sup>7</sup> Regional Transportation Plan, <http://www.lcog.org/DocumentCenter/View/693>.

### **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.<sup>8</sup> 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.lcog.org/709/Metropolitan-Transportation-Improvement->

### **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/707/Unified-Planning-Work-Program>

### **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 City of Eugene is currently developing its individual TSP to meet the long-term (20-year) transportation needs of residents, businesses, and visitors throughout the city. The City of Springfield adopted its TSP in 2014. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan<sup>9</sup>, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).<sup>10</sup> Once both TSPs are adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).<sup>11</sup>

<sup>8</sup> Central Lane Metropolitan Planning Organization Transportation System Plan. <http://www.centallanertsp.org/>.

<sup>9</sup> City of Eugene Transportation System Plan. <http://www.centallanertsp.org/EugeneTSP>.

<sup>10</sup> "City of Springfield Transportation System Plan," <http://www.centallanertsp.org/SpringfieldTSP/Home>.

<sup>11</sup> Ibid.

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 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.<sup>12</sup> 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."<sup>13</sup>

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>

### **The Lane Coordinated Public Transit-Human Services Transportation Plan**

The Lane Coordinated Public Transit-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 21<sup>st</sup> Century (MAP-21).

<https://www.ltd.org/pdf/accessibility/FINAL%202013%20transportation%20coordinated%20plan%20update.pdf>

### **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

<sup>12</sup> Lane County, "Capital Improvement Program," [www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx](http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx).

<sup>13</sup> "City of Eugene Capital Improvement Program," <http://www.eugene-or.gov/index.aspx?NID=371>.



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.

[http://www.ltd.org/pdf/reports%20and%20publications/LTD\\_L RTP\\_Final.pdf](http://www.ltd.org/pdf/reports%20and%20publications/LTD_L RTP_Final.pdf)

### ***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.

## 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 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> 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.<sup>14</sup>

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 21<sup>st</sup> Century Act (MAP-21).

#### ***Moving Ahead for Progress in the 21<sup>st</sup> Century Act***

The Moving Ahead for Progress in the 21<sup>st</sup> 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.<sup>15</sup>

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

<sup>14</sup> Federal Highway Administration, "A Summary of Highway Provisions in SAFETEA-LU," [www.fhwa.dot.gov/safetealu/summary.htm](http://www.fhwa.dot.gov/safetealu/summary.htm).

<sup>15</sup> 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.<sup>16</sup>

- **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.<sup>17</sup>

- 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.<sup>18</sup>
- 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.<sup>19</sup>

- **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.<sup>20</sup>

- 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.<sup>21</sup>
- 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.<sup>22</sup>

- **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 the Eugene-Springfield Urbanized Area. The funds may go to private, nonprofit organizations or to

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<sup>16</sup>Central Lane Metropolitan Planning Organization, "Metropolitan Transportation Improvement Program," <http://www.lcog.org/709/Metropolitan-Transportation-Improvement->

<sup>17</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

<sup>18</sup> Federal Transit Administration. Urbanized Area Formula Program (5307), [http://www.fta.dot.gov/grants/13093\\_3561.html](http://www.fta.dot.gov/grants/13093_3561.html).

<sup>19</sup> The Recovery Act, <https://www.whitehouse.gov/recovery>.

<sup>20</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

<sup>21</sup> Federal Transit Administration, "Bus and Bus Facilities (5309, 5318)," [http://www.fta.dot.gov/grants/13094\\_3557.html](http://www.fta.dot.gov/grants/13094_3557.html).

<sup>22</sup> Federal Transit Administration, "Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects," <http://www.fta.dot.gov/12304.html>.

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).<sup>23</sup>

- **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.<sup>24</sup>

## 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).<sup>25</sup>

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/>

<sup>23</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

<sup>24</sup> Federal Transit Administration, "MAP-21," [http://www.fta.dot.gov/documents/MAP-21\\_Fact\\_Sheet\\_-\\_Bus\\_and\\_Bus\\_Facilities.pdf](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities.pdf).

<sup>25</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

## APPENDIX C: PROJECT DESCRIPTIONS

Frequent Transit Network	
EmX Vehicle Docking System (1)	Funding Tier(s): III
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 Phase 1 Transit Stations (2)	Funding Tier(s): I
The City of Springfield is currently planning to redevelop Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.	
Main-McVay Transit Study (5)	Funding Tier(s): I
A feasibility study is currently being performed along Main Street to Thurston in Springfield and from Springfield Station 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).	
MovingAhead Project (50)	Funding Tier(s): I
MovingAhead is a cooperative effort of the city of Eugene, Lane transit district, regional partners in the community to determine what improvements are needed on some of our most important transportation corridors. This effort will be carried out through multiple phases over the next several years. The first phase of effort will lead to the identification up to 4 priority corridors which would then undergo further development work leading to capital investments related to the transit system as well as other modes of travel.	
West Eugene EmX Extension (8)	Funding Tier(s): I
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 West 11th Avenue west of Commerce Street is scheduled to open for service in 2017.	
Fleet	
Accessible Services Vehicles (41)	Funding Tier(s): I
The purchase of replacement and expansion vehicles for the provision of accessible services such as American with Disabilities Act complementary paratransit service.	
Fleet Building (20)	Funding Tier(s): I
Improvements to the Fleet Building located on the LTD Glenwood campus. Improvements include roof replacement and energy upgrades.	
Miscellaneous Equipment (42)	Funding Tier(s): I
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.	

Fleet (cont'd)	
Preventive Maintenance (43)	Funding Tier(s): I
The maintenance of LTD assets to keep those assets in a state of good repair.	
Revenue Vehicle Replacement 2016 (56)	Funding Tier(s): I
The purchase of 10 new hybrid-electric, 40-foot buses to replace aging vehicles that have exceeded their useful life.	
Revenue Vehicle Replacement 2018 (11)	Funding Tier(s): I
The purchase of 14 new hybrid-electric, 40-foot buses and 3 new hybrid-electric, 60-foot buses. 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 2020 (54)	Funding Tier(s): I
The purchase of 20 new hybrid-electric, 40-foot buses to replace aging vehicles that have exceeded their useful life. 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): I
The purchase of six new BRT hybrid-electric, 60-foot buses to replace aging vehicles that have exceeded their useful life. 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 2022 (55)	Funding Tier(s): I
The purchase of six new hybrid-electric, 60-foot buses to replace aging vehicles that have exceeded their useful life. 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).	
Security Cameras on ADA Vehicles (51)	Funding Tier(s): I
Install security cameras on vehicles used for ADA complementary paratransit service.	
Shop Equipment (13)	Funding Tier(s): I
Purchase of equipment to service vehicles to keep them in a state of good repair.	
Snow Vehicle/Equipment (53)	Funding Tier(s): I
Purchase equipment to better manage snow events to provide safer service to the community.	
Support Vehicles (14)	Funding Tier(s): I
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services, and other operations and administrative requirements.	

Facilities	
18th & Oak Patch Traffic Signal (49)	Funding Tier(s): III
Construct new traffic signal at 18th Avenue and Oak Patch Road to enable service in that area to safely make left turns from Oak Patch to 18th. Facilitates increased service to areas north and south of 18th Avenue.	
Administration/Operations Building (17)	Funding Tier(s): I
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
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
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
Improvements to the Fleet Building located on the LTD Glenwood campus. Improvements include roof replacement and energy upgrades.	
Glenwood Campus (22)	Funding Tier(s): I,III
Improvements to facilities on the Glenwood campus not related to the Administration/Operations or Fleet Buildings. Improvements include security improvements, office configuration updates, and bus lot expansion.	
Glenwood Facility Renovation/Expansion (23)	Funding Tier(s): III
Major renovation/expansion of the Glenwood Administrative/Operations Building.	
Miscellaneous Equipment (42)	Funding Tier(s): I
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
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.	

<b>Facilities (cont'd)</b>	
Neighborhood Stations (25)	Funding Tier(s): III
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,III
Remodel and/or expansion of the RideSource facility located on Garfield Street.	
RideSource Parking Expansion (26)	Funding Tier(s): III
Expansion of the parking lot at the RideSource Facility on Garfield Street to accommodate more vehicles.	
River Road Station (27)	Funding Tier(s): II
The acquisition, design, and construction of a new River Road Station that may be sited farther north along the River Road travel corridor.	
<b>Technology Infrastructure &amp; Systems</b>	
Communications & Network Infrastructure (29)	Funding Tier(s): I
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.	
Computer Hardware (30)	Funding Tier(s): I
Purchase and installation of servers and related equipment that supports core data processing functions.	
Computer Software (31)	Funding Tier(s): I
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
Purchase and installation of computer workstations and peripherals (monitors, keyboards, etc.).	



<b>Technology Infrastructure &amp; Systems (cont'd)</b>	
<b>Copiers/Printers/Scanners (33)</b>	<b>Funding Tier(s): I</b>
Purchase and installation of copiers, printers, and scanners.	
<b>Disaster Recovery/Secondary Data Center (36)</b>	<b>Funding Tier(s): I</b>
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.	
<b>Fare Management System (37)</b>	<b>Funding Tier(s): I</b>
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.	
<b>ITS Upgrades (52)</b>	<b>Funding Tier(s): I</b>
Purchase and installation of Intelligent Transportation System software and equipment. ITS systems include automated vehicle location/automatic passenger counting system, traveler information, and fare management systems.	
<b>RideSource Call Center Software Replacement (48)</b>	<b>Funding Tier(s): I</b>
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.	
<b>Safety &amp; Security</b>	
<b>Bus Security System Upgrades (39)</b>	<b>Funding Tier(s): I</b>
The purchase and installation of bus security upgrades including video/audio surveillance systems.	
<b>Facilities Security System Upgrades (40)</b>	<b>Funding Tier(s): I,II</b>
The purchase and installation of facilities security upgrades including fixed-base video/audio surveillance, access control systems, and ID badge systems.	
<b>Other</b>	
<b>Miscellaneous Equipment (42)</b>	<b>Funding Tier(s): I</b>
The purchase of miscellaneous equipment required for the administration/operation of transportation services. This could include replacement of office furniture and non-computer equipment.	

Other (cont'd)	
Miscellaneous Improvements (24)	Funding Tier(s): I
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.	
Preventive Maintenance (43)	Funding Tier(s): I
The maintenance of LTD assets to keep those assets in a state of good repair.	
Transportation Options (44)	Funding Tier(s): I
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.	