



# LANE TRANSIT DISTRICT BOARD OF DIRECTORS BUDGET COMMITTEE MEETING

Wednesday, October 07, 2020  
5:30 – 7:30 p.m.

**VIRTUAL MEETING**

Zoom details will be provided on the web calendar at [www.LTD.org](http://www.LTD.org).

## AGENDA

| Time      | ITEM   | Page |
|-----------|--|------|
| 5:30 p.m. | I. CALL TO ORDER   |      |
| 5:31 p.m. | II. ROLL CALL<br><input type="checkbox"/> Carl Yeh <input type="checkbox"/> Kathryn Bruebaker (Chair) <input type="checkbox"/> Don Nordin <input type="checkbox"/> Pat Walsh <input type="checkbox"/> Emily Secord<br><input type="checkbox"/> Jody Cline <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Vacant <input type="checkbox"/> Joshua Skov <input type="checkbox"/> Gary Wildish<br><input type="checkbox"/> Steven Yett <input type="checkbox"/> Kim Thompson <input type="checkbox"/> Kate Reid <input type="checkbox"/> William "Bill" Whalen   |      |
| 5:32 p.m. | III. COMMENTS FROM THE GENERAL MANAGER   |      |
| 5:35 p.m. | IV. AUDIENCE PARTICIPATION<br><br><u>Public Comment Note:</u> <i>This part of the agenda is reserved for members of the public to address the Budget Committee.</i> <b><u>Please note the following instructions:</u></b> <ol style="list-style-type: none"> <li>To indicate that you would like to provide testimony, please use the raise your hand button.</li> <li>For those attending via phone only, press *9 on your phone to raise your hand.</li> <li>When it is your time to speak, your name will be called. <ul style="list-style-type: none"> <li>For those attending via phone only, the last four (4) digits of your phone number will be called.</li> </ul> </li> <li>Please state your name, city of residence, and who you are representing for the audio record.</li> <li>Once you have provided testimony, your hand will be lowered. Please do not raise your hand again. Only one opportunity to speak is provided.</li> <li>For those unable or not wanting to speak publicly, testimony may be provided via e-mail at <a href="mailto:clerk@ltd.org">clerk@ltd.org</a>.</li> <li>Public testimony is limited to three (3) minutes per community member. A timer will be displayed on the screen and will beep when the three (3) minutes is up.</li> </ol> |      |
|           | V. ITEMS FOR ACTION  |      |
| 5:40 p.m. | A. APPROVAL OF MINUTES<br><br><b>Action Needed:</b> Approval<br><i>Approve minutes from the May 18, 2020, meeting.</i>   | 2    |
| 5:45 p.m. | VI. BOARD FINANCE TRAINING - <i>Materials Included</i><br>[Christina Shew]<br><br><b>Action Needed:</b> None. Information Only   | 8    |
| 6:00 p.m. | VII. FY2021-2030 PROPOSED COMMUNITY INVESTMENT PLAN (CIP) - <i>Materials Included</i><br>[Christina Shew]<br><br><b>Action Needed:</b> Board Recommendation  | 18   |
| 7:30 p.m. | VIII. ADJOURNMENT<br><br><i>To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).</i>  |      |

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Wednesday, May 18, 2020

Pursuant to notice provided in accordance with Oregon Revised Statute 192.640, the Budget Committee of the Lane Transit District Board of Directors held a virtual Meeting on Monday, May 18, 2020, beginning at 3:00 p.m., via ZOOM online.

Present: Kathryn Bruebaker, Chair  
Kate Reid  
Brandon Rogers  
Joshua Skov  
Kim Thompson  
Caitlin Vargas  
Pat Walsh  
Gary Wildish  
Carl Yeh  
Aurora Jackson, General Manager  
Camille Straub, Clerk of the Board

Absent: Jody Cline  
Don Nordin  
Emily Secord  
William Whalen  
Steven Yett

**CALL TO ORDER/ROLL CALL** — Ms. Bruebaker called the meeting of the Lane Transit District Budget Committee to order and called the roll.

Ms. Bruebaker thanked members of the Budget Committee, LTD Board and staff for their time. She stressed the importance of the meeting during unprecedented times with COVID-19. LTD staff worked hard to keep employees and riders safe as the need to transit could not stop as the community worked together to beat the pandemic. She said important decisions had to be made so LTD continued to thrive for the many people who relied on transit to meet their daily transportation needs.

**COMMENTS FROM THE GENERAL MANAGER** — Ms. Jackson thanked the Ms. Bruebaker for her comments. She also thanked the committee for making time to work with the District to review the proposed budget. She said committee input was valuable and helped staff make better decisions because of those contributions. She acknowledged that the budget was gone through several iterations as economic conditions had changed over the past several months and what was being proposed reflected the financial restrictions LTD faced as well as opportunities provided by the federal funds it had received.

**AUDIENCE PARTICIPATION** — Ms. Gandolfi explained the procedures for providing public comment during the virtual meeting.

**Bill Bradley**, Springfield, representing Amalgamated Transit Union (ATU) 757, requested that the Budget Committee examine the proposed budget as thoroughly as possible, recognize there was a difficult summer ahead with the pandemic and the need to find a way to attract riders to transit again. He encouraged strategies to inform the public about efforts to maintain a safe transit system and avoid creating a gap in ridership to an extent riders would be lost to other modes of transportation. He said ATU was in full support of operating a public health first style of transit over the summer to ensure operators and riders were safe. The union would constantly communicate with LTD management to



assure that happened and that transit was ready to respond to an increased demand for service in the fall from students. He said LTD employees were doing their best job in the community to assure safe transit services during the COVID-19 pandemic, particularly for essential workers who needed to get to their jobs. ATU was willing to engage with LTD in any conversation it wished to have.

### ITEMS FOR ACTION

**MOTION** **Approval of Minutes** — Mr. Yeh moved to approve the minutes of the October 2, 2019, Budget Committee Meeting as presented. Mr. Skov provided the second.

**VOTE** The motion was approved as follows:  
 AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (9)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Jody Cline, Don Nordin, Emily Secord, William Whalen, Steven Yett (5)

### ITEMS FOR BOARD RECOMMENDATION

**Fiscal Year 2019-2020 Budget Update** — Ms. Jackson explained that this information item would help frame the committee's discussion of the proposed budget and the impact of COVID-19 on LTD's finances and the development of that budget. She said Oregon's state of emergency beginning in early March brought about drastic changes with stay at home orders, closure of businesses and schools, and cancelation of major events. She said the LTD Board was meeting weekly during this time to receive updates on how those actions had affected transit operations. She described LTD's efforts to maintain safe transit services for essential workers and those who were transit dependent.

Director of Finance Christina Shew reviewed a series of slides that illustrated LTD's financial resources, including federal CARES Act funds, and the impacts of COVID-19 by comparing current data to data from the same period last year. She reviewed resources and requirements for the General Fund, Capital Projects Fund, Specialized Services Fund, Medicaid Fund and Point2point Fund. She explained how CARES Act funds would be used to sustain LTD and offset revenue shortfalls.

Mr. Skov pointed out that LTD would expend approximately \$21 million in CARES Act funds in the current and next fiscal years, leaving about \$4.2 million for use after July 1, 2021. He asked how capital expenditures should be viewed at this time, compared to the operating portion of the budget that would experience the financial impacts of COVID-19. Assistant General Manager Service Delivery Mark Johnson said while operating funds were falling short because of the lack of payroll taxes, capital funds were not significantly affected and this gave LTD a unique opportunity to focus on some things that were important in the long-term, such as the purchase of buses, modernizing the system and continuing with construction projects. He said grant opportunities for capital projects were still available and LTD should take advantage of them for the future success of the District.

Mr. Skov said that message should be communicated to the public.

**Proposed Fiscal Year 2019-2020 Supplemental Budget - Medicaid Fund** — Accessible Services Specialist John Ahlen stated that the Medicaid Fund was expected to have an increase in expenditures related to changes in the state regulatory requirements, which would be largely offset by additional revenues received from Trillium. He said a similar General Fund transfer increase was required to account for the change in beginning working capital from original estimates.

Mr. Ahlen explained that Medicaid services were a part of RideSource, which served as LTD's Call Center for paratransit and non-emergency medical trips. LTD anticipated that in response to COVID-19 the number of Medicaid trips would be substantially decreased in quantity, but that would not fully offset the additional costs incurred because of new state regulations. It was expected that expenses would be lower at fiscal year end than the full supplemental budget request, it was difficult to estimate that

amount and therefore a full budget request was being made to avoid the need to return for another supplemental budget request. He noted that a supplemental budget request required approval by the LTD Board of Directors and with the Budget Committee's approval the supplemental budget would be presented to the Board for a public hearing on May 27, 2020.

**MOTION** Ms. Reid moved that the LTD Budget Committee approve the proposed Fiscal Year 2019-2020 Supplemental Budget-Medicaid Fund as presented and forward it to the LTD Board of Directors with a recommendation for adoption. Mr. Wildish provided the second.

**VOTE** The motion was approved as follows:  
 AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (9)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Jody Cline, Don Nordin, Emily Secord, William Whalen, Steven Yett (5)

**Proposed Fiscal Year 2020-2021 Budget** — Ms. Shew said the proposed budget had been developed amidst a global economic instability driven by the COVID-19 pandemic. She reviewed economic conditions in Lane County that were impacting the budget and future transit operations. She said the proposed budget was developed with the best information currently available and guidance from the LTD Board.

Ms. Shew reviewed three scenarios projecting various unemployment and economic recovery assumptions. Impacts from those scenarios ranged from a decline in payroll taxes between \$6 million and \$15 million for the current and next fiscal years. The LTD Board's responses to the scenarios drove assumptions for development of the FY 20-21 budget, which was to utilize the multi-peak scenario. She said \$20.8 million of the \$25 million in CARES Act grant funds would be used by the end of FY 20-21. She said the budget provided a constraint of 254,000 service hours in order to align expenditures with the projected resources for the year and challenged the District to find alternative models in order to provide safe and affordable essential services. She explained how CARES Act funds would be used.

Ms. Shew presented an overview of the proposed budget. She noted that an error in the Capital Projects Fund had been corrected and updated versions were included in the slide presentation. She reviewed anticipated total resources and total requirements for the District and said the required policy of two months reserves would be met.

Ms. Jackson presented details of the five funds within the proposed budget: General Fund, Capital Projects Fund, Specialized Services Fund, Medicaid Fund, and Point2point Fund. In the General Fund, she said the proposed budget included a reduction in personnel services of about 40,000 hours. Contractual pay increases for ATU were included, along with reductions in administrative staff costs to help balance personnel expenses. She also reviewed administrative and ATU pension funds and associated adjustments. She continued with highlights of the remaining funds and noted the correction to Capital Fund information. She described the next steps in the budget process, beginning with the committee's approval of the proposed budget or an amended version, a public hearing and public comment period, and consideration of the public input by the Board before it made a final decision.

Ms. Bruebaker asked for further explanation of corrections to the Capital Fund. Ms. Jackson said the amount shown as restricted for grant match was \$10,827,898, not the \$12,615,654 shown on an earlier version of the pie chart for that fund.

Ms. Bruebaker called for questions from committee members

Mr. Wildish asked how efforts with the Oregon Department of Revenue to obtain accurate tax receipt information were progressing. Ms. Shew replied that information was now begin provided on a quarterly basis and the Department was working on reports for LTD that would provide high level data

and had agreed to conduct more auditing of its records. LTD was in the process of revising its intergovernmental agreement (IGA) with the Department, including a request for more oversight and self-review to assure the privacy of taxpayer information. Due to COVID-19 there had been some delays in updating the IGA.

Mr. Wildish asked for clarification of pension trust losses. Ms. Shew said the pension data included in the budget was not the entire amount of losses described in the budget presentation; those were paper losses. She said increases in pension funding were based on what the Pension Trust Committee had recommended and was intended to reach a fully funded pension in 20 years.

Regarding the reduction of 40,000 in service hours, Mr. Wildish said because the future was so uncertain with regard to riders returning to transit, it was important to reduce the frequency on routes instead of eliminating routes. That would erode the public's confidence in the dependability of transit; less frequent service on a route was understandable under current conditions. Mr. Johnson said 254,000 hours was the maximum for the next year; currently, on an annualized basis, only 142,000 hours were being used. Current service levels were seriously restricted because of a 70 percent drop in ridership and while full routes were not being eliminated, overall the frequency of service was being reduced. He hoped to return to about 200,000 hours of service on an annualized basis by the fall, depending on community response.

Ms. Reid asked for clarification of the \$800,000 identified as "other" in the pie chart of all funds total resources. Ms. Shew replied that special services advertising interest and miscellaneous items too small to be broken out separately within the budget were included in the "other" category.

Ms. Reid commented that it did not appear any special services operating revenues coming into the General Fund were not anticipated. Ms. Shew said that was because many of the special events, such as football games and Country Fair, that generated that revenue were canceled due to COVID-19.

Ms. Reid asked if there were advertising commitments for FY 2020-2021 in place to avoid a drop in those revenues. Ms. Jackson said staff was working with the contractor, but did expect to see a drop in advertising revenue. Under the agreement there was a minimum guarantee, but the contractor was struggling to meet that because of current economic conditions and the reductions in LTD's levels of service. She said updates on that situation would be provided to the Board in the monthly department reports.

Ms. Reid asked for an explanation of the large decrease in the insurance and risk services requirement in the General Fund. Mr. Johnson said the decreases reflected the fact that there were fewer buses on the street and fewer employees.

Mr. Skov commended Ms. Shew and LTD staff for developing the proposed budget under very challenging circumstances. He urged that the budget presentation slides be posted on LTD's website. He asked about assumptions related to both revenues and expenditures, including state assistance and group pass and other fare assumptions. He also questioned why there had been an extremely modest change in the average age of fleet vehicles when 10 or 11 new buses had been ordered. With regard to group passes, Ms. Shew said it was expected to increase because more people were moving to group passes under the new fare management system, although the amount in the proposed budget was lower than in the adopted FY 2019-2020 budget because currently fare were not being collected. Ms. Jackson added that a drop in passes was also assumed because of the unknown status of University of Oregon and Lane Community College classes in the fall.

Mr. Skov felt the group pass assumption were too optimistic and was concerned because it was a \$4 million revenue item that could be off by a significant amount. Ms. Jackson agreed and said that issue would be closely monitored; more information about employers and schools use of the pass and the Board would be updated.

Director of Fleet Management Matthew Imlach said the average fleet age had only increased slightly, even though new buses had been ordered, because of the number of vehicles in the fleet; once some of the older vehicles were disposed of there would be a large decrease in the average age of the fleet.

Mr. Yeh emphasized the importance of having a healthy reserve in order to prepare for situations that resulted in a significant decline in revenue sources and other unknowns in the future. He was pleased with the budget that was proposed and the efforts of staff to present it to the committee.

Mr. Skov expressed concern that some of the revenue assumptions could be off by a significant amount and struggled with approving the budget as proposed. He also worried that the projected drop in service hours was too low. He could only feel comfortable with the budget if he believed both of those assumptions were wrong, but would be offsetting. Mr. Johnson said budgets were always built on a set of assumptions and the proposed budget assumptions were being made in very uncertain times. All staff could do was make those assumptions based on the best information available at the time. He said committee members could question those assumptions and make other recommendations. He noted the budget would not be approved until the Board's regular meeting in June, following opportunities for public input. He said changes could be made prior to the Board's action to approve a budget. He pointed out that 254,000 service hours was a maximum that was unlikely to be reached during the fiscal year.

Mr. Skov said he would like the issues and questions he raised to be addressed during the time prior to Board action on the budget. Ms. Shew asked what level of reduction to that type of operating revenue would be more appropriate.

Mr. Skov said he was interested in understanding the rationale for some of the revenue assumptions, such as the level of state assistance, advertising and group passes and cash fares. He recognized the difficulty in predicting what would happen over the next year but remained concerned with projections that could be too high.

Mr. Wildish agreed with Mr. Skov's concerns about revenue projections.

Mr. Rogers asked what would happen if ridership did not increase. He agreed there was a certain level of capital projects needed to sustain District operations, but was not certain enough information was currently available about the future to be confident the proposed level was appropriate. He asked if there were milestones related to ridership and economic conditions that could be used to determine if projects should proceed. Ms. Jackson said projects currently under construction, such as the Santa Clara Transit Station, had funds obligated and would proceed. Another project that would move forward was bus replacement, for which a purchase contract was in place; other projects were less certain. She said technology projects were important because they upgrade old technology and would save the District money and improve efficiency. If there was uncertainty about how a project would fit into the new service model it would not move forward, but those were included in the budget to provide that opportunity if appropriate. She said new contracts over \$150,000 were reviewed by the LTD Board's Contract Committee and forwarded to the Board with recommendations before the Board considered approval of moving forward with a project.

Ms. Secord asked if there would be any benchmarking of expenses compared to other transit agencies. She also asked for information about the current cash reserve policy. Mr. Johnson said he could provide to the Board whatever information Ms. Secord would like to see. Ms. Shew said some benchmarking information related to pension funds and fleet were included in the agenda materials and she would provide other information as requested.

Ms. Jackson said because anticipated General Fund revenue was insufficient to allow an increase in the cash reserve and CARES Act funds could not be used, the reserve was maintained at the minimum level in the proposed budget. She recognized that increasing the reserve was a priority for the Board. Ms. Shew said initial budget development did include an increase in reserves, but that was prior to COVID-19, but that would need to occur incrementally over time.

Mr. Skov commented that this was not a year to try to increase reserves. He said it was important to monitor ridership and scale service to it, while at the same time accepting low productivity because of the need to operate buses with fewer riders due to public health concerns. He remained concerned about over budgeting for ridership and requested the explicit assumptions underlying the \$4.1 million in cash fares, passes and group passes prior to the Board's consideration of the budget.

Ms. Shew stated that in accordance with budget law LTD's budgets must balance and if the original amounts for expenditures or revenues changed a revised budget would need to be presented to the Board. Staff had done its best to develop a budget with the information available and as conditions changed updated information would be shared with the Board. LTD was required to have an adopted budget by June 30, 2020.

Mr. Wildish pointed out that the fleet needed to be updated as earlier technology was proving very expensive to maintain and many buses had reached their expected life cycle. He thanked Mr. Rogers for raising the issue as maintenance costs and aging technology were aspects of the District operations that the committee needed to understand.

Mr. Skov asked if the proposed motion could be amended. Ms. Jackson said the language provided was a suggestion and committee members could use it or offer their own language.

MOTION Mr. Walsh moved that the LTD Budget Committee approve the proposed Fiscal Year 2020-2029 Community Investment Plan as presented and forward it to the LTD Board of Directors with a recommendation for adoption. Ms. Vargas provided the second.

MOTION Mr. Skov moved to amend the motion to require additional information and consideration of the cash fares, passes and group passes revenue categories before the proposed budget was presented to the Board for approval.

Mr. Walsh and Ms. Vargas accepted the amendment.

Mr. Yeh asked what type of information was being requested. Mr. Skov said the revenue categories totaled \$4.1 million and he was not confident about that amount. It could make a serious difference in the budget and he wanted more information about how those numbers were developed.

VOTE The amendment to the motion was approved as follows:  
AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Emily Secord, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (10)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Jody Cline, Don Nordin, William Whalen, Steven Yett (4)

VOTE The motion as amended was approved as follows:  
AYES: Kathryn Bruebaker, Kate Reid, Brandon Rogers, Emily Secord, Joshua Skov, Kim Thompson, Caitlin Vargas, Pat Walsh, Gary Wildish, Carl Yeh (10)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Jody Cline, Don Nordin, William Whalen, Steven Yett (4)

**ADJOURNMENT** — Ms. Bruebaker adjourned the meeting at 5:15 p.m.



## AGENDA ITEM SUMMARY

**DATE OF MEETING:** October 7, 2020

**ITEM TITLE:** BOARD FINANCE TRAINING

**PRESENTER:** Christina Shew, Director of Finance

**DIRECTOR:** Christina Shew, Director of Finance

**ACTION REQUESTED:** None. Information Only

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**PURPOSE:** To fulfill a request made by the LTD Board of Directors at the December 18, 2019, Board retreat that the Director of Finance provide a Board finance training.

**HISTORY:** The LTD Board holds an important role in ensuring the financial health of the District through policies, ordinances, and financial oversight.

**Policies:**

The Board is responsible for adopting policies to guide District staff in managing the fiscal integrity of the District. Current fiscal policies are: 1) Investment, 2) Fund Balance 3) Procurement, and 4) Pension Plan Funding.

**Ordinances:**

Ordinances are enforceable by law and provide funding sources for the District. These ordinances have broad community impact and therefore are not adoptable without strong community and elected official support. Ordinances are adopted by resolution. Ordinances and other District financing within the Board's purview are: 1) Payroll tax rates, 2) District boundary changes, 3) fare changes, 4) registration fees for vehicles, and 5) bond or other financing arrangements.

**Financial Oversight:**

The Board provides oversight of the District's short- and long-term financial health as well as ensuring proper use of public funds. There are a number of tools that help the Board to achieve this responsibility: 1) Annual Budget, 2) monthly Board finance updates, 3) audited Comprehensive Annual Financial Report, 4) Community Investment Plan, 5) Long-range Financial Plan, and 6) Transit Asset Management Plan.

**SUPPORTING DOCUMENTATION:**

- 1) Board Finance Training v2 presentation

**PROPOSED MOTION:** N/A



# Board Finance Training



## Why are we doing this training?

- Board requested Finance training – Dec 2019 Board retreat
- Clarity of finance-related roles:
  - Policies
  - Ordinances & Financing
  - Compliance & oversight
  - Planning
  - Committee recommendations & public hearings
  - Questions



# Clarity of finance-related roles: GM & Board

## Board of Directors:

### *District's Policies & ordinances:*

- Provide General Manager direction through District Policy & ordinance setting
- Approve any significant departures from established plans or policies

### *Financial compliance & oversight*

- Adopt budget & supplemental budgets
- Monitor compliance
- Provide guidance and approve plans and goals
- Receive committee and planning body recommendations
- Approve contracts binding LTD

# Board role: Policies

Adopt Policies that ensure LTD's fiscal integrity:

- Investment Policy
- Fund Balance Policy
- Procurement Policy
- Pension Plan Funding Policies





# Board role: Ordinances & Financing

Adopt ordinances & financing resolutions that ensure LTD's fiscal health:

- Payroll-type taxes (ORS 267.530)
- Boundary changes (ORS 308.225)
- Fare changes ORS 198.510- 198.600)
- Registration fees for vehicles (ORS 801.042)
- Bonds or financing agreements (ORS 267.650, 267.390)

## Board role: Financial compliance & oversight



**Adopt** an annual budget on or before June 30 (ORS 294.458)

**Monitor** that expenditures do not exceed budget appropriations or purpose (ORS 294.100)

- **Accept** the annual preliminary financial result report (ORS 267.140)
- **Review** monthly board financial report & commentary

**Accept** the audit & CAFR (ORS 297.425) & **take action/set policy** based on results as needed:

- Financial transactions & reporting follow the principles of accounting
- Financial transactions are legal & accurate
- Financial operations are in compliance with requirements

# Board Role: Planning



Provide Guidance on planning & goal setting

- **Guide & approve:** Long-range financial plan (informed by the long-range strategic plan)
- **Guide & approve:** Community Investment Plan
  - Quarterly board grant report
- **Accept:** Transit Asset Management Plan

## Considerations:

- Are taxpayer dollars being spent responsibly?
- Are we delivering on transportation services to the community?
- Are we meeting Federal & State minimum standards of performance for projects & service delivery?
- How does LTD compare to other agencies?

## Board Role: Committee recommendations & public hearings



### Amend & accept committee recommendations & conduct public hearings

- Budget Committee
  - Accept/Amend approved Budget
  - Accept/Amend approved CIP
  - Conduct public hearings
- STIF Committee
  - Accept/Amend approved 3 year proposal
- SPC Committee
  - Accept/Amend SPC recommendations
- Finance Committee:
  - Approve contracts binding LTD (ORS 198.611)

## Questions



How do I learn more about specific expenditures?

- Make a request for information to the GM
- Bring any patterns of concern to the general Board
- Coordinate specific requests with the board to minimize disruption and provide for efficient oversight

Other questions?



## AGENDA ITEM SUMMARY

|                          |   |
|--------------------------|---|
| <b>DATE OF MEETING:</b>  | October 7, 2020                                 |
| <b>ITEM TITLE:</b>       | FISCAL YEAR 2021-2030 COMMUNITY INVESTMENT PLAN |
| <b>PRESENTER:</b>        | Christina Shew, Director of Finance             |
| <b>DIRECTOR:</b>         | Christina Shew, Director of Finance             |
| <b>ACTION REQUESTED:</b> | Information and Discussion                      |

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### **PURPOSE:**

To request that the Budget Committee approve the proposed fiscal year 2021-2030 Community Investment Plan (CIP) and refer it to the LTD Board of Directors for adoption

### **HISTORY:**

The proposed fiscal year 2021-2030 Community Investment Plan is a 10-year framework that provides direction and guidance for LTD's capital and other investments. Annual revisions of the CIP are developed with input from riders, community partners and the general public. The CIP prioritizes resources to achieve improvements in the context of the District's long-term transportation and livability goals.

Projects included in our CIP vary in size, cost and community benefit. Some projects are to maintain existing capital assets while others assist LTD in making the delivery of its service more efficient, safe and attractive. All projects either maintain our current infrastructure or respond to the changing needs of our riders and our community

The CIP has two fundamental objectives: 1) to make efficient use of LTD's financial resource, and 2) to implement regional priorities that anticipate the need for public transportation in the future. The CIP supports the collaborative efforts of the local and regional transportation plans. In that context, all projects are vetted against 7 criteria:

- 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 and/or put the District out of compliance with legal, compliance or regulatory mandates?
- 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 and will the ongoing costs be sustainable given the projected incoming revenue sources?
- 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 Contribution:** How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- 6) **Environmental Stewardship:** How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?
- 7) **Other Benefits:** What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g. data insight, better transparency)?

All projects are also organized into three tiers based on their funding status as follows:

**Tier I:** Full funding has been secured.

**Tier II:** Funding is in the application process and/or funding source has been identified.

**Tier III:** Funding source has not yet been identified



The CIP has no spending authority. LTD’s final decision to commit funds occurs through the annual budget process. Although the CIP is the starting point for the annual budget, the projects budgeted each year vary from those proposed in the CIP as a result of available funding and the funding needs of existing projects already underway. Projects proposed in the CIP reflect the planned project cost. The budget for the current state of a project may change between CIP adoption and project implementation

**Posting for public comment:** The proposed fiscal year 2021-2030 Community Investment Plan for was posted for public comment on Wednesday, September 16, 2020.

**Approval by the Budget Committee:**

The Budget Committee last met on May 18, 2020, to review and approve the FY2020-2021 (FY21) Budget and on October 2, 2019, to review the proposed FY2020-2029 Community Investment Plan. The proposed FY21 Budget and FY2020-2029 CIP were approved and forwarded to the LTD Board of Directors with a recommendation for adoption.

**CONSIDERATIONS:**

Staff recommends that the Budget Committee approve the proposed fiscal year 2021-2030 Community Investment Plan (CIP) as presented. Proposed fiscal year 2021-2030 Community Investment Plan (CIP) details are posted on the LTD website at [www.LTD.org](http://www.LTD.org).

**ALTERNATIVES:**

- The Budget Committee may hold additional public hearings and/or additional Budget Committee meetings and/or postpone approval of the proposed fiscal year 2021-2030 Community Investment Plan to an alternate date.
- The Budget Committee may amend and approve the proposed fiscal year 2021-2030 Community Investment Plan as amended.

**NEXT STEPS:**

A public hearing on the proposed fiscal year 2021-2030 Community Investment Plan (CIP) will be held at the October 21, 2020 regular LTD Board of Director’s meeting. Staff will update the proposed fiscal year 2021-2030 CIP based on Board direction which is based on input from 1) the Budget Committee and 2) written and verbal public comments received. Staff will be requesting Board adoption of the fiscal year 2021-2030 CIP as presented or amended at the November 18, 2020 LTD Board of Directors meeting. Adoption by the Board of Directors does not create any authority to spend public money; however it does provide staff planning and project direction.

**SUPPORTING DOCUMENTATION:**

- 1) Proposed fiscal year 2021-2030 Community Investment Plan <https://www.ltd.org/community-investment-plan/>
- 2) Proposed fiscal year 2021-2030 Community Investment Plan presentation

**PROPOSED MOTION:** I move that the LTD Budget Committee approve the proposed Fiscal Year 2021-2030 proposed Community Investment Plan as presented [as amended] and forward it to the LTD Board of Directors with a recommendation for adoption

2021 - 2030

# COMMUNITY INVESTMENT PLAN



Lane Transit District





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SECTION 1:

# CONTEXT FOR LTD'S COMMUNITY INVESTMENTS

A COMMUNITY IS AT ITS BEST WHEN WE HAVE ACCESS TO THE PLACES AND SERVICES THAT ARE IMPORTANT TO US ALL. EVERY YEAR, MILLIONS OF RIDERS DEPEND ON LTD TO GET TO WORK, GO TO SCHOOL, GO TO MEDICAL APPOINTMENTS, SHOP, OR FOR A STRESS-FREE RIDE TO A UO GAME.

## COMMUNITY INVESTMENTS 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 toward 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.



Community Investments allow LTD to meet operational and long-term goals. LTD believes in providing people the independence to achieve their goals while 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, LTD must 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 we serve ensures we fully leverage our investments and are contributing most effectively to the growth and prosperity of the region's residents.

The Community Investment Plan (CIP) is a 10-year framework that provides direction and guidance for LTD's

capital and other investments. Annual revisions of the CIP are developed with input from riders, community partners, and the general public. The CIP prioritizes resources to achieve improvements in the context of the District's long-term transportation and livability goals.







## COMMUNITY INVESTMENT PRIORITIES

LTD's projects vary in size, cost, and community benefit. These projects maintain existing capital assets and assist LTD in making the delivery of its services more efficient, safe and attractive, including investments in innovation. LTD is committed to maintaining current infrastructure while purposefully investing in new projects that position the District to respond to the changing needs of its riders and community.

The CIP has two fundamental objectives: 1) to make efficient use of LTD's financial resources, and 2) to implement regional

priorities that anticipate the need for public transportation in the future. The CIP supports the collaborative efforts of the local and regional transportation plans.

The FY 2021-2030 CIP totals approximately \$152 million in projects. Of that, \$22 million represents future projects for which funding has not yet been secured.

**LTD CONTINUOUSLY QUESTIONS IF THERE ARE BETTER WAYS TO SERVE THE COMMUNITY. THROUGH COLLABORATION WITH LOCAL GOVERNMENTS, PASSENGERS AND BUSINESS PARTNERS, WE PLAN FOR A SAFE, FINANCIALLY SUSTAINABLE FUTURE THAT REFLECTS THE DISTRICT'S VALUES AND SERVES OUR PASSENGERS.**

| PROJECT CATEGORY     | TIER 1 FUNDING            | TIER 2 FUNDING                            | TIER 3 FUNDING                | TOTAL COST  |
|----------------------|---------------------------|---|-------------------------------|-------------|
|                      | FUNDING SECURED/SECURABLE | FUNDING IDENTIFIED IN APPLICATION PROCESS | FUNDING SOURCE NOT IDENTIFIED |             |
| State of Good Repair | 19,014,554                | 96,050,163                                | 15,362,855                    | 130,427,572 |
| Improvements         | 12,055,595                | 2,958,420                                 | 7,450,000                     | 22,464,015  |
| Totals               | 31,070,149                | 99,008,583                                | 22,812,855                    | 152,891,587 |



## CIP DEVELOPMENT AND REVIEW PROCESS

The CIP is reviewed and adopted annually. The draft CIP is submitted to the public for a minimum 30-day comment period. The public can submit in writing any comments or questions about the plan 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 LTD responses are submitted to the LTD Board of Directors. The Board of Directors considers all public comment prior to adoption of the Plan.





## DEVELOPMENT AND REVIEW SCHEDULE

JUL      AUG      SEP      OCT      NOV      DEC      JAN      FEB      MAR      APR      MAY      JUN

STAFF TRACK PROGRESS OF PROJECTS AND FUNDING THROUGHOUT THE FISCAL YEAR

FISCAL YEAR BEGINS

STAFF DEVELOPS DRAFT CIP

SUBMIT CIP TO PUBLIC FOR 30-DAY COMMENT PERIOD

PUBLIC HEARING ON CIP; PUBLIC COMMENTS/STAFF RESPONSES PUBLISHED

BOARD ADOPTS CIP

STAFF DEVELOP BUDGET. CIP PRIORITIES ARE MATCHED WITH LIMITED RESOURCES INTO THE PROPOSED BUDGET

BUDGET COMMITTEE IS PRESENTED DRAFT PROPOSED BUDGET AND APPROVES A BUDGET

BOARD OF DIRECTORS ADOPT A BUDGET



## PROJECT FUNDING CONSIDERATIONS

There are two types of projects in the CIP: 1) State of Good Repair and 2) Improvement. 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. Improvement 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.

Community and organizational needs are reviewed utilizing the following seven criteria when making final project funding decisions:

### 01 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 and/or put the District out of compliance with legal, compliance, or regulatory mandates?

### 02 FEASIBILITY OF IMPLEMENTATION

What is the likelihood that the project will be completed within the requested budget and schedule?

### 03 OPERATING BUDGET IMPACT

What impact will the project have on the operating budget of the District and will the ongoing costs be sustainable given the projected incoming revenue sources?

### 04 RIDERSHIP/QUALITY OF SERVICE DELIVERY

What impact will this project have on ridership, quality of service delivery, and benefits to the community?

### 05 ECONOMIC CONTRIBUTION

How will a project increase the District's revenue, create jobs, and/or improve the local economy?

### 06 ENVIRONMENTAL STEWARDSHIP

How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?

### 07 OTHER BENEFITS

What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?







Following the staff review process, projects are organized into three tiers based on their funding status. Funding tiers include the following:

**Tier 1:** Full funding has been secured.

**Tier 2:** Funding is in the application process and/or funding source has been identified.

**Tier 3:** Funding source has not yet been identified.

LTD's final decision to commit funds occurs through the annual budget process. Although the CIP is the starting point for the annual budget, the projects budgeted each year vary from those proposed in the CIP as a result of available funding and the funding needs of existing projects already underway. Projects proposed in the CIP reflect the planned project cost. 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 include the acquisition, implementation, and enhancement of technology infrastructure, communications/network equipment, hardware and software.

**Safety and Security:** These projects include the acquisition, implementation, and enhancement of security and safety programs that support the delivery of transportation services.

**BASED ON AVAILABLE FUNDING AND THE NEEDS OF THE PROJECTS ALREADY UNDERWAY, ALL PROJECTS FIT INTO ONE OF FIVE CLASSIFICATIONS AND THEN ARE RANKED ANNUALLY AS A TIER 1, TIER 2 OR TIER 3 PRIORITY.**

SECTION 2:

# LTD'S PROJECT DESCRIPTIONS

**"DELIVERING SAFE, RELIABLE AND CONVENIENT SERVICE IS LTD'S TOP PRIORITY. CONTINUED IMPROVEMENTS AND CAREFUL PLANNING FOR THE FUTURE ENSURES OUR COMMUNITY WILL ALWAYS BE WELL-SERVED IN THEIR MOBILITY NEEDS."**

*Caitlin Vargas, Vice President, LTD Board of Directors*



Projects from all five classifications are represented across the three tiers. Projects such as new buses and fleet maintenance, new construction and facility improvements, software upgrades, and other infrastructure are needed every year to maintain and to improve LTD's service for bus operators to safely pick up and deliver passengers to the essential places they need to go.

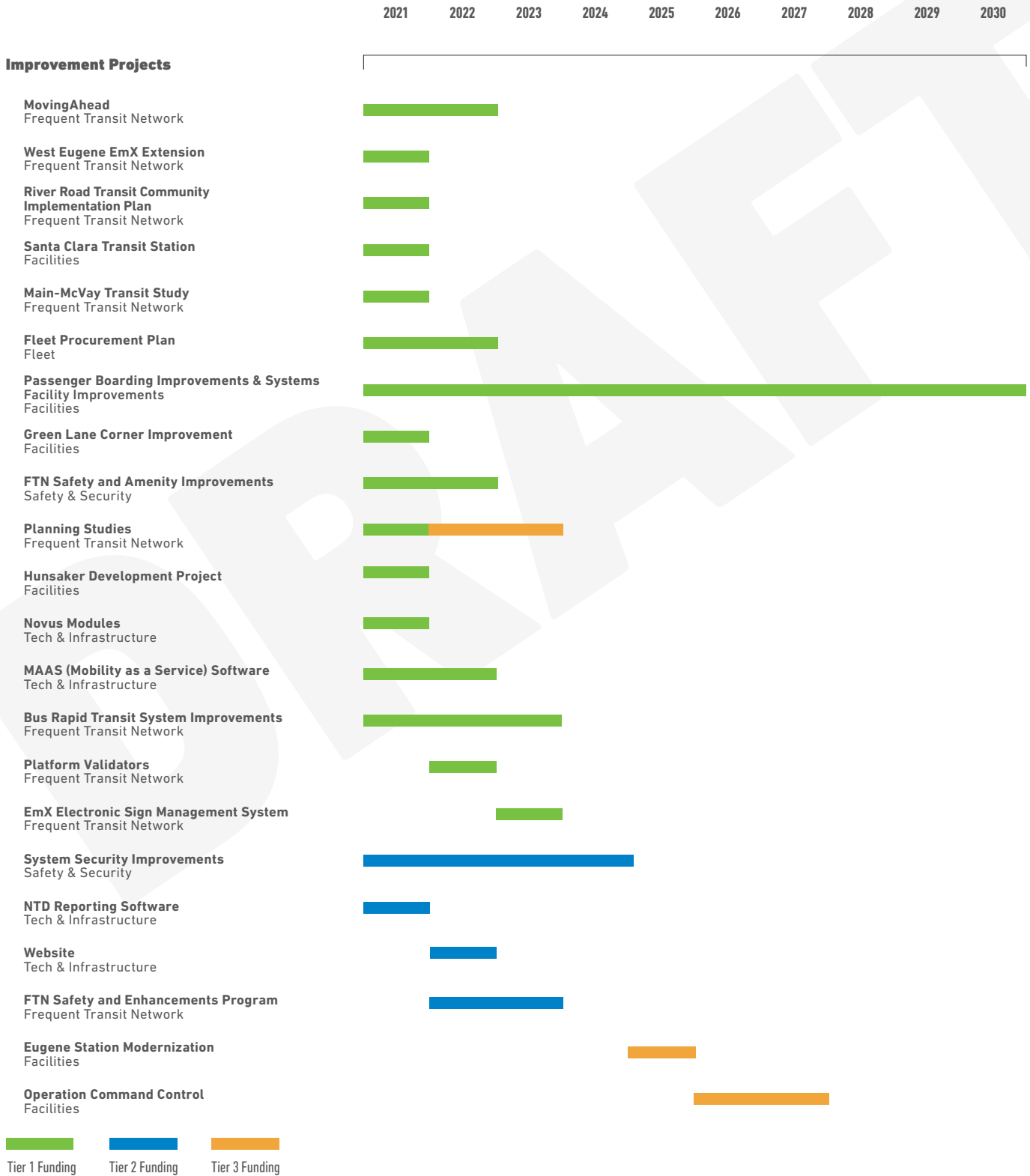




Kate Brown, Governor of Oregon and  
Michael H. Schill, President of University of Oregon.



## IMPROVEMENTS PROJECTS MASTER SCHEDULE\*



\*For the fiscal year

# STATE OF GOOD REPAIR MASTER SCHEDULE\*



\*For the fiscal year



**PROJECT DESCRIPTION**

**Santa Clara Transit Station** Construct new station near Hunsaker Lane and Green Lane off River Road in Eugene, including a Park & Ride as well as bike lockers. The Transit Station will accommodate both regular and EmX service, reducing operational delays and improving the customer experience.

**Category:** Improvement | **Classification:** Facilities  
**Timeline:** Pre-2021, FY2021

**Green Lane Corner Improvement** Purchase corner lot adjacent to Santa Clara Transit Station, remove building on property and construct landscaping and sidewalk to allow for additional safety security at the Santa Clara Transit Station.

**Category:** Improvement | **Classification:** Facilities  
**Timeline:** Pre-2021, FY2021

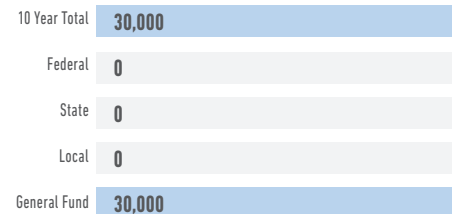
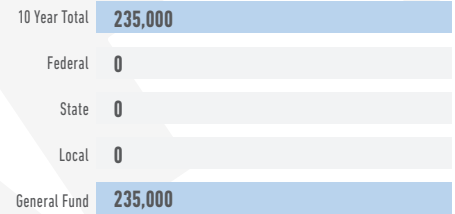
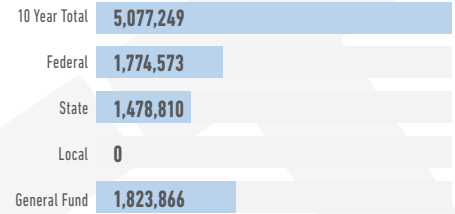
**Passenger Boarding Improvements & System Facility Improvements** Improve amenities and support infrastructure at passenger boarding areas such as accessible pathway, shelter, furniture, and/or signage. Continued improvement of transit facilities and support infrastructure primarily comprised of projects that respond to changes in internal and external needs.

**Category:** Improvement | **Classification:** Facilities |  
**Timeline:** Pre-2021, FY2021-2030

**Hunsaker Development Project** Disposition of remaining property adjacent to the Santa Clara Transit Station to allow for future development of vacant land around the Transit Station.

**Category:** Improvement | **Classification:** Facilities | **Timeline:** FY2021

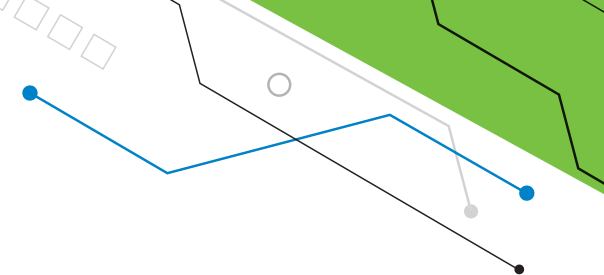
**FUNDING SOURCE - BUDGET**











**PROJECT DESCRIPTION**

**FUNDING SOURCE - BUDGET**

**Eugene Station Modernization** Improvements and maintenance at the Eugene Station located at 11th Avenue and Willamette Street in downtown Eugene. Improvements to the site are broken into two categories: exterior and building improvements. These improvements are to improve the customer experience in the station as well as maintaining and update the station's components to keep it in a state of good repair.

**Category:** Improvement | **Classification:** Facilities | **Timeline:** FY2025

|               |           |
|---------------|-----------|
| 10 Year Total | 3,000,000 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

**Operation Command Control** Expand administrative building to include modern operations dispatch, operator report area, training classrooms, restrooms/showers, and recovery areas.

**Category:** Improvement | **Classification:** Facilities | **Timeline:** FY2026-2027

|               |           |
|---------------|-----------|
| 10 Year Total | 3,500,000 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

**Fleet Procurement Plan** Transit vehicles have a lifespan of approximately 12 years. As LTD considers further electrification of its fleet, as well as other fuel types, it will need to determine how to make that transition and what types of vehicles will allow it to continue to provide high-quality service to the community while lowering its environmental impact and controlling operating and maintenance costs. This plan will assist LTD invest strategically in its fleet during this transition period and to gain an understanding of what mix of vehicle types will maximize operational capacity in the long run. The Fleet Procurement Plan will also help LTD to understand when the capital cost of replacing transit vehicles is more cost effective than maintaining older vehicles.

**Category:** Improvement | **Classification:** Fleet  
**Timeline:** Pre-2021, FY2021-2022

|               |         |
|---------------|---------|
| 10 Year Total | 130,307 |
| Federal       | 117,276 |
| State         | 0       |
| Local         | 0       |
| General Fund  | 13,031  |

**MovingAhead** MovingAhead is a cooperative effort of the City of Eugene, Lane Transit District and regional partners in the community to determine what improvements are needed on some of our most important transportation corridors. This effort has been carried out through multiple phases over several years and is in the final decision-making process.

**Category:** Improvement | **Classification:** FTN  
**Timeline:** Pre-2021, FY2021-2022

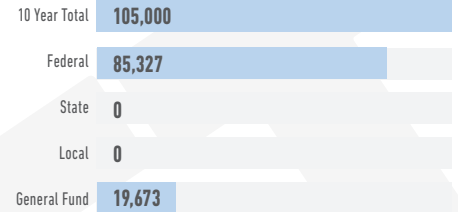
|               |         |
|---------------|---------|
| 10 Year Total | 453,677 |
| Federal       | 407,084 |
| State         | 0       |
| Local         | 0       |
| General Fund  | 46,593  |

**PROJECT DESCRIPTION**

**Main-McVay Transit Study** The Main-McVay Transit Study is evaluating the feasibility of transit alternatives (mode and route) to connect Springfield Station via Main Street to Thurston in Springfield and to Lane Community College via McVay Highway. This project is currently on hold to allow the Main Street Safety Study sponsored by ODOT and the City of Springfield to complete their work to inform the transit study. Once that study is complete, the Main-McVay Transit Study will resume; the timeline is to be determined.

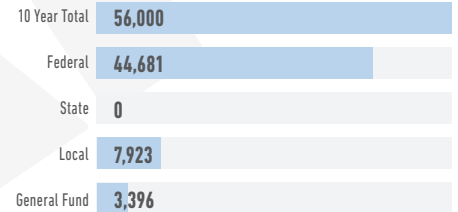
**Category:** Improvement | **Classification:** FTN  
**Timeline:** Pre-2021, FY2021

**FUNDING SOURCE - BUDGET\***



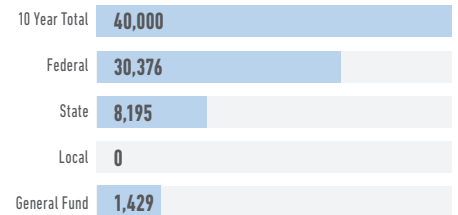
**River Road Transit Community Implementation Plan** Being developed within the context of the MovingAhead project, this project is a collaboration between the City of Eugene and LTD to facilitate transit-oriented development along the River Road Corridor. While the FTA grant was secured by LTD, the project is being managed by the City of Eugene. The Study will examine ways to increase density, mixed-use development and bicycle and pedestrian access while maintaining desired aspects of neighborhood character.

**Category:** Improvement | **Classification:** FTN  
**Timeline:** Pre-2021, FY2021



**West Eugene EmX Extension** The WEEE Project is an 8.8-mile (round trip) westerly extension of the highly successful Franklin/Gateway EmX Bus Rapid Transit line. This EmX Line links residential and commercial activity centers in the West 11th Avenue Corridor with the region's two central business districts (Eugene and Springfield) and the region's two largest employers (the University of Oregon and Peace Health Hospital). A requirement of the FTA Small Starts grant is the completion of a Before and After Study, The Study will provide an assessment of how, after two years of operation, the project is meeting the goals established as part of the project's development process.

**Category:** Improvement | **Classification:** FTN  
**Timeline:** Pre-2021, FY2021









**PROJECT DESCRIPTION**

**FUNDING SOURCE - BUDGET\***

**Planning Studies** Strategic Planning Studies comprise interrelated planning studies that will advise the strategic direction of the organization. The suite of projects that fall within "Strategic Planning Studies" will be reassessed/built upon each year as part of the CIP process. The FY21 to FY22 strategic planning studies include:

**Strategic Business Plan (SBP)** - To assure alignment with community needs, LTD actions should be based on a clear strategic business plan. The SBP will provide a 10-year strategic approach to implement and advance both short- and long-term projects within the limits of LTD's long-range financial plan. The SBP will be revisited every three years. The SBP will serve to align other LTD agency documents and processes such as the annual budget, CIP, Long Range Financial Plan and Long Range Transportation Plan.

**Lane Council of Governments (LCOG) Planning Assistance** - Establish an agreement with LCOG to provide development planning support on LTD's strategic planning projects.

**Comprehensive Operations Analysis (COA)** - The COA entails a detailed study of LTD's transit service, including an assessment of existing strengths, areas for improvements, and options to better serve the community.

**Marketing and Brand Plans** – Incorporating the priorities of the SBP and the COA, the agency will update and create a communication plan and a branding plan. These plans will assist LTD in providing effective, consistent and responsive public-facing information to LTD's riders, stakeholders and the general public.

**Category:** Improvement | **Classification:** FTN | **Timeline:** FY2020-2023

|               |           |
|---------------|-----------|
| 10 Year Total | 1,843,908 |
| Federal       | 350,000   |
| State         | 0         |
| Local         | 0         |
| General Fund  | 543,908   |

**Bus Rapid Transit System Improvements** This project facilitates improvements to the region's BRT system. These improvements are focused on increasing the overall safety of the BRT system, LTD's fixed route network, and the overall safety of the regional transportation system. In addition, these improvements will address operational issues related to travel time and improvements to passenger amenities on the EmX system.

**Category:** Improvement | **Classification:** FTN | **Timeline:** FY2021-2023

|               |           |
|---------------|-----------|
| 10 Year Total | 5,000,000 |
| Federal       | 0         |
| State         | 5,000,000 |
| Local         | 0         |
| General Fund  | 0         |

**Platform Validators** Purchase platform validators for the TouchPass electronic fare collection system. This will allow customers to access their fare accounts prior to board resulting in increased operational efficiency and rider convenience.

**Category:** Improvement | **Classification:** FTN | **Timeline:** FY2022

|               |         |
|---------------|---------|
| 10 Year Total | 500,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 500,000 |

**PROJECT DESCRIPTION**

**FTN Safety and Enhancements** This project facilitates improvements to the region's FTN system. These improvements are focused on increasing the overall safety of the FTN system, LTD's fixed route network, and the overall safety of the regional transportation system. In addition, these improvements will address operational issues related to travel time and improvements to passenger amenities on the FTN system.

**Category:** Improvement | **Classification:** FTN | **Timeline:** FY2022-2023

**EmX Electronic Sign Management System** Purchase a system to remotely manage content on EmX platform electronic signs, increasing efficiency and accuracy of information.

**Category:** Improvement | **Classification:** FTN | **Timeline:** FY2023

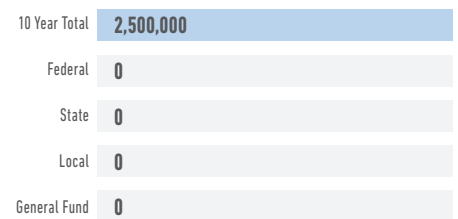
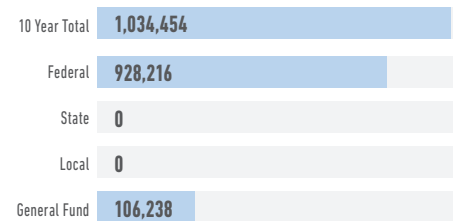
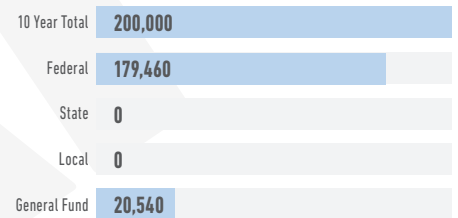
**FTN Safety and Amenity Improvements** Using results of the Pedestrian Network Analysis, implement various safety and amenity improvements along the Frequent Transit Network (FTN).

**Category:** Improvement | **Classification:** Safety & Security  
**Timeline:** Pre-2021, FY2021-2022

**System Security Improvements** Install System Security improvements at locations vulnerable to vandalism and other criminal activity. This project will occur over several phases.

**Category:** Improvement | **Classification:** Safety & Security  
**Timeline:** FY2021-2024

**FUNDING SOURCE - BUDGET**



**PROJECT DESCRIPTION**

**FUNDING SOURCE - BUDGET\***

**NOVUS Modules** NOVUS Modules to increase efficiency, bring us into contractual compliance, and improve the overall customer experience for passengers. 1) Passenger Portal - Allows passengers to access and manage their ride information through a web portal, including requesting a trip, modifying/canceling a trip, and confirming their trip. 2) Notifications - Pushes out notifications to customers to remind them of their trip, and to provide updates regarding their trip, i.e., snow & ice impacts, trip specifics. It also allows the passenger to respond to reminders to confirm and cancel their trip. 3) Provider Mobile - Creates an interface with third party providers to capture information electronically. This includes time of pick-up, time of drop-off, status of trip (i.e., no-show), etc. This also includes funding to help with the initial purchase of tablets. Includes purchase, implementation services, and 1st year maintenance.

|               |         |
|---------------|---------|
| 10 Year Total | 400,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 400,000 |

**Category:** Improvement | **Classification:** Tech & Infrastructure | **Timeline:** FY2021

**NTD Reporting Software** Business intelligence software specifically designed to assist with the complexities of NTD reporting.

|               |         |
|---------------|---------|
| 10 Year Total | 208,420 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 0       |

**Category:** Improvement | **Classification:** Tech & Infrastructure | **Timeline:** FY2021

**MAAS (Mobility as a Service) Software** An inter-agency project to create software that enables local customers to plan a trip in the Eugene-Springfield area using a variety of transportation modes (transit, bike share, scooter share, walking, parking, car sharing, van pooling, etc.), and then to pay for that trip using an integrated "mobile wallet".

|               |         |
|---------------|---------|
| 10 Year Total | 900,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 0       |

**Category:** Improvement | **Classification:** Tech & Infrastructure  
**Timeline:** FY2021-2022

**Website** Select and implement a website that allows LTD to utilize current technologies to efficiently communicate our services; integrate with other mobility services; create a more seamless and useful experience to connect our community. Position the organization for expansion as we partner with and connect with current and future mobility providers.

|               |         |
|---------------|---------|
| 10 Year Total | 250,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 0       |

**Category:** Improvement | **Classification:** Tech & Infrastructure | **Timeline:** FY2022



**PROJECT DESCRIPTION**

**River Road Transit Station Disposal** Remove existing River Road Transit Station. Santa Clara Transit Station will be replacing the River Road Station and is planned to be operational February 7, 2021. Expenses that are anticipated include 1) Appraisal 2) Appraisal Review 3) Legal counsel for property sale 4) Facilities cost to remove LTD items, and 5) temporary fencing around the site.

**Category:** State of Good Repair | **Classification:** Facilities | **Timeline:** FY2021

**Bus Wash Improvements** Remove existing bus wash equipment and replace with new. The current manufacturer of our existing system is out of business which doesn't allow us to find replacement parts for their proprietary parts. We're on our last set of brushes and are anticipating another three years of useful life.

**Category:** State of Good Repair | **Classification:** Facilities | **Timeline:** FY2022

**Transit Facilities State of Good Repair** Repair and rehabilitation of various building mechanical systems, fire and life safety components, building envelope integrity, and functional space rehabilitation (ongoing).

**Category:** State of Good Repair | **Classification:** Facilities  
**Timeline:** FY2022-2030

**Glenwood Facilities Assessment** Provide expert assessment of existing infrastructure and systems and predict required/recommended upgrades/replacements/overhauls.

**Category:** State of Good Repair | **Classification:** Facilities | **Timeline:** FY2026

**FUNDING SOURCE - BUDGET**

|               |        |
|---------------|--------|
| 10 Year Total | 25,000 |
| Federal       | 0      |
| State         | 0      |
| Local         | 0      |
| General Fund  | 25,000 |

|               |         |
|---------------|---------|
| 10 Year Total | 750,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 0       |

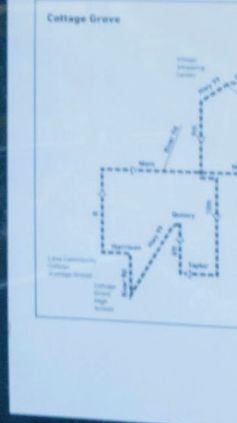
|               |           |
|---------------|-----------|
| 10 Year Total | 4,500,000 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

|               |         |
|---------------|---------|
| 10 Year Total | 150,000 |
| Federal       | 0       |
| State         | 0       |
| Local         | 0       |
| General Fund  | 0       |



98

| Monday - Friday |      | Saturday |      | Sunday |      |
|-----------------|------|----------|------|--------|------|
| AM              | PM   | AM       | PM   | AM     | PM   |
| 6:00            | 3:30 | 8:00     | 5:00 | 9:00   | 5:00 |
| 7:00            | 3:35 |          |      |        |      |
| 8:00            | 4:35 |          |      |        |      |
| 9:00            | 5:35 |          |      |        |      |
| 10:00           | 6:35 |          |      |        |      |

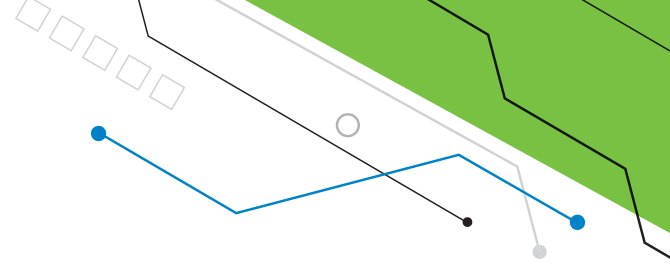


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**LTD** | LTD 54

**LTD** | Connect  
YOUR NEIGHBORHOOD SHUTTLE  
The LTD





**PROJECT DESCRIPTION**

**FY 2021 Associated Capital Maintenance (ACM) Replacement Parts**

Replace failing and/or unreliable parts to extend the life and improve reliability of District assets.

**Category:** State of Good Repair | **Classification:** Fleet

**Timeline:** FY2021

**Major Bus Component Replacement** Replace major bus components, including hybrid system, engine overhauls, etc.

**Category:** State of Good Repair | **Classification:** Fleet

**Timeline:** FY2021, FY2023-2024, FY2026

**Fixed Route Fleet Replacement Plan** The FY 2021 Fixed Route Fleet Replacement Plan represents investments made to replace eleven 40' buses and five 60' buses. FY 2021 is part of a ten-year plan to identify fleet needs. Years two through ten are reviewed annually to determine the appropriate investment level based on available resources and updated fleet condition assessments.

**Category:** State of Good Repair | **Classification:** Fleet | **Timeline:** FY2021

**Non-Revenue Fleet Replacement Plan** FY 2021 includes the purchase of one non-revenue vehicle to support the business of the District. The full plan includes vehicles replaced during years two through ten, and will be reviewed annually to determine the appropriate investment level based on an updated fleet condition and needs assessment.

**Category:** State of Good Repair | **Classification:** Fleet | **Timeline:** FY2021

**FUNDING SOURCE - BUDGET**

|               |         |
|---------------|---------|
| 10 Year Total | 131,750 |
| Federal       | 105,400 |
| State         | 26,350  |
| Local         | 0       |
| General Fund  | 0       |

|               |           |
|---------------|-----------|
| 10 Year Total | 2,157,830 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

|               |            |
|---------------|------------|
| 10 Year Total | 98,815,000 |
| Federal       | 13,760,000 |
| State         | 1,150,000  |
| Local         | 0          |
| General Fund  | 2,290,000  |

|               |           |
|---------------|-----------|
| 10 Year Total | 2,197,800 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 463,085   |

PROJECT DESCRIPTION

FUNDING SOURCE - BUDGET\*

**ADA Paratransit Fleet Replacement Plan** FY 2021 includes the replacement of eleven cutaway-type vehicles and one modified minivan to operate the RideSource ADA Paratransit and other specialized programs. The full plan includes vehicles replaced during years two through ten, and will be reviewed annually to determine the appropriate investment level based on an updated fleet condition and needs assessment.

**Category:** State of Good Repair | **Classification:** Fleet | **Timeline:** FY2021

|               |            |
|---------------|------------|
| 10 Year Total | 11,830,000 |
| Federal       | 944,000    |
| State         | 236,000    |
| Local         | 0          |
| General Fund  | 0          |

**Onboard Security System** Replacement of video surveillance systems that are approaching the end of their useful life.

**Category:** State of Good Repair | **Classification:** Safety & Security  
**Timeline:** FY2022-2024, FY2027-2029

|               |           |
|---------------|-----------|
| 10 Year Total | 1,029,440 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

**Disaster Recovery Plan** Several integrated and overlapping projects outlined in the IT Disaster Recovery Study to move the District toward a position of full recoverability from a variety of disaster scenarios.

**Category:** State of Good Repair | **Classification:** Tech & Infrastructure  
**Timeline:** FY2021-2024, FY2030

|               |           |
|---------------|-----------|
| 10 Year Total | 1,672,750 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 14,719    |

**IT Hardware-Software Improvements** Hardware and software infrastructure updates including but not limited to network, communications, servers, power supplies, workstations, tablets, and agency software.

**Category:** State of Good Repair | **Classification:** Tech & Infrastructure  
**Timeline:** FY2021-2025

|               |           |
|---------------|-----------|
| 10 Year Total | 2,378,002 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

**ITS Hardware-Software Improvements** On-vehicle hardware and software systems, network, servers, maintenance system, and other vehicle related hardware and software infrastructure updates.

**Category:** State of Good Repair | **Classification:** Tech & Infrastructure  
**Timeline:** FY2021-2023, FY2027

|               |           |
|---------------|-----------|
| 10 Year Total | 4,790,000 |
| Federal       | 0         |
| State         | 0         |
| Local         | 0         |
| General Fund  | 0         |

SECTION 3:

# PROJECT MASTER LIST IN TABLE FORMAT

**"THROUGH THOUGHTFUL COLLABORATION, LTD WORKS WITH COMMUNITIES TO MEET THEIR TRANSIT NEEDS FOR TODAY AND TOMORROW. COORDINATION BETWEEN LTD AND ITS PUBLIC AND PRIVATE PARTNERS CREATES A TRANSIT SYSTEM THAT CONNECTS PEOPLE TO WHERE THEY NEED TO GO THROUGHOUT THE REGION."**

*Greg Evans, Eugene City Councilor, former LTD board member, current member of the LTD Strategic Planning Committee*

With support from volunteer community members of the District's Budget Committee and Strategic Planning Committee, the LTD Board of Directors identifies and prioritizes a list of investments to serve the needs of our community during the next ten years and position LTD to be prepared to meet the changing transportation needs of the region.









## FUTURE YEAR PROJECTIONS: IMPROVEMENTS\*

|   | Pre-2021           | 2021              | 2022             | 2023             | 2024           | 2025             | 2026           | 2027             | 2028           | 2029           | 2030           | 10 Year Total     | Project Total      |
|---|--------------------|-------------------|------------------|------------------|----------------|------------------|----------------|------------------|----------------|----------------|----------------|-------------------|--------------------|
| <b>IMPROVEMENTS YEAR TOTALS</b>                                 | <b>110,587,682</b> | <b>11,387,416</b> | <b>5,626,600</b> | <b>4,150,000</b> | <b>600,000</b> | <b>3,200,000</b> | <b>700,000</b> | <b>3,200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>29,464,016</b> | <b>140,051,698</b> |
| <b>FACILITIES</b>   | <b>6,042,751</b>   | <b>5,542,249</b>  | <b>200,000</b>   | <b>200,000</b>   | <b>200,000</b> | <b>3,200,000</b> | <b>700,000</b> | <b>3,200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>13,842,248</b> | <b>19,885,000</b>  |
| Eugene Station Modernization                                    |                    |                   |                  |                  |                | 3,000,000        |                |                  |                |                |                | 3,000,000         | 3,000,000          |
| Green Lane Corner Improvement                                   | 515,000            | 235,000           |                  |                  |                |                  |                |                  |                |                |                | 235,000           | 750,000            |
| Hunsaker Development Project                                    |                    | 30,000            |                  |                  |                |                  |                |                  |                |                |                | 30,000            | 30,000             |
| Operation Command Control                                       |                    |                   |                  |                  |                |                  | 500,000        | 3,000,000        |                |                |                | 3,500,000         | 3,500,000          |
| Passenger Boarding Improvements & Systems Facility Improvements | 305,000            | 200,000           | 200,000          | 200,000          | 200,000        | 200,000          | 200,000        | 200,000          | 200,000        | 200,000        | 200,000        | 2,000,000         | 2,305,000          |
| Santa Clara Transit Station                                     | 5,222,751          | 5,077,249         |                  |                  |                |                  |                |                  |                |                |                | 5,077,249         | 10,300,000         |
| <b>TECH &amp; INFRASTRUCTURE</b>                                | <b>0</b>           | <b>653,420</b>    | <b>505,000</b>   | <b>600,000</b>   | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>1,758,420</b>  | <b>1,758,420</b>   |
| MAAS (Mobility as a Service) Software                           |                    | 75,000            | 225,000          | 600,000          |                |                  |                |                  |                |                |                | 900,000           | 900,000            |
| NOVUS Modules   |                    | 400,000           |                  |                  |                |                  |                |                  |                |                |                | 400,000           | 400,000            |
| NTD Reporting Software  |                    | 178,420           | 30,000           |                  |                |                  |                |                  |                |                |                | 208,420           | 208,420            |
| Website   |                    |                   | 250,000          |                  |                |                  |                |                  |                |                |                | 250,000           | 250,000            |
| <b>FLEET</b>  | <b>9,000</b>       | <b>110,000</b>    | <b>20,307</b>    | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>130,307</b>    | <b>139,307</b>     |
| Fleet Procurement Plan  | 9,000              | 110,000           | 20,307           |                  |                |                  |                |                  |                |                |                | 130,307           | 139,307            |
| <b>SAFETY &amp; SECURITY</b>                                    | <b>80,000</b>      | <b>1,260,000</b>  | <b>1,174,454</b> | <b>700,000</b>   | <b>400,000</b> | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>3,534,454</b>  | <b>3,614,454</b>   |
| FTN Safety and Amenity Improvements                             | 80,000             | 560,000           | 474,454          |                  |                |                  |                |                  |                |                |                | 1,034,454         | 1,114,454          |
| System Security Improvements                                    |                    | 700,000           | 700,000          | 700,000          | 400,000        |                  |                |                  |                |                |                | 2,500,000         | 2,500,000          |
| <b>FTN</b>  | <b>104,455,931</b> | <b>3,821,747</b>  | <b>3,726,839</b> | <b>2,650,000</b> | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>10,198,586</b> | <b>114,654,517</b> |
| Bus Rapid Transit System Improvements                           |                    | 2,500,000         | 1,500,000        | 1,000,000        |                |                  |                |                  |                |                |                | 5,000,000         | 5,000,000          |
| EmX Electronic Sign Management System                           |                    |                   |                  | 200,000          |                |                  |                |                  |                |                |                | 200,000           | 200,000            |
| FTN Safety and Enhancements Program                             |                    |                   | 1,000,000        | 1,000,000        |                |                  |                |                  |                |                |                | 2,000,000         | 2,000,000          |
| Main-McVay Transit Study  | 1,205,542          | 105,000           |                  |                  |                |                  |                |                  |                |                |                | 105,000           | 1,310,542          |
| MovingAhead   | 2,782,389          | 226,839           | 226,839          |                  |                |                  |                |                  |                |                |                | 453,678           | 3,236,067          |
| Planning Studies  |                    | 893,908           | 5,000,000        | 450,000          |                |                  |                |                  |                |                |                | 1,843,908         | 1,843,908          |
| Platform Validators   |                    |                   | 500,000          |                  |                |                  |                |                  |                |                |                | 500,000           | 500,000            |
| River Road Transit Community Implementation Plan                | 508,000            | 56,000            |                  |                  |                |                  |                |                  |                |                |                | 56,000            | 564,000            |
| West Eugene EmX Extension                                       | 99,960,000         | 40,000            |                  |                  |                |                  |                |                  |                |                |                | 40,000            | 100,000,000        |

\*All values in the table above are expressed in US Dollars (\$)





## FUTURE YEAR PROJECTIONS: STATE OF GOOD REPAIR\*

|   | 2021              | 2022              | 2023              | 2024              | 2025              | 2026              | 2027             | 2028             | 2029             | 2030             | 10 Year Total      |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|--------------------|
| <b>STATE OF GOOD REPAIR YEAR TOTALS</b> | <b>20,667,955</b> | <b>25,255,581</b> | <b>13,888,779</b> | <b>16,655,704</b> | <b>12,478,200</b> | <b>12,385,860</b> | <b>9,525,908</b> | <b>6,572,207</b> | <b>5,624,153</b> | <b>7,373,225</b> | <b>130,427,572</b> |
| <b>FACILITIES</b>                       | <b>25,000</b>     | <b>1,250,000</b>  | <b>500,000</b>    | <b>500,000</b>    | <b>500,000</b>    | <b>650,000</b>    | <b>500,000</b>   | <b>500,000</b>   | <b>500,000</b>   | <b>500,000</b>   | <b>5,425,000</b>   |
| Bus Wash Improvements                   |                   | 750,000           |                   |                   |                   |                   |                  |                  |                  |                  | 750,000            |
| Glenwood Facilities Assessment          |                   |                   |                   |                   |                   | 150,000           |                  |                  |                  |                  | 150,000            |
| River Road Transit Station Disposal     | 25,000            |                   |                   |                   |                   |                   |                  |                  |                  |                  | 25,000             |
| Transit facilities State of Good Repair |                   | 500,000           | 500,000           | 500,000           | 500,000           | 500,000           | 500,000          | 500,000          | 500,000          | 500,000          | 4,500,000          |
| <b>TECH &amp; INFRASTRUCTURE</b>        | <b>1,101,000</b>  | <b>2,603,900</b>  | <b>3,652,350</b>  | <b>833,502</b>    | <b>100,000</b>    | <b>0</b>          | <b>500,000</b>   | <b>0</b>         | <b>0</b>         | <b>50,000</b>    | <b>8,840,752</b>   |
| Disaster Recovery Plan                  | 821,000           | 241,900           | 72,350            | 487,500           |                   |                   |                  |                  |                  | 50,000           | 1,672,750          |
| IT Hardware-Software Improvements       | 260,000           | 1,592,000         | 80,000            | 346,002           | 100,000           |                   |                  |                  |                  |                  | 2,378,002          |
| ITS Hardware-Software Improvements      | 20,000            | 770,000           | 3,500,000         |                   |                   |                   | 500,000          |                  |                  |                  | 4,790,000          |
| <b>SAFETY &amp; SECURITY</b>            | <b>0</b>          | <b>298,301</b>    | <b>332,919</b>    | <b>65,747</b>     | <b>0</b>          | <b>0</b>          | <b>107,013</b>   | <b>78,007</b>    | <b>147,453</b>   | <b>0</b>         | <b>1,029,440</b>   |
| Onboard Security system                 |                   | 298,301           | 332,919           | 65,747            |                   |                   | 107,013          | 78,007           | 147,453          |                  | 1,029,440          |
| <b>FLEET</b>                            | <b>19,541,955</b> | <b>21,103,380</b> | <b>9,403,510</b>  | <b>15,256,455</b> | <b>11,878,200</b> | <b>11,735,860</b> | <b>8,418,895</b> | <b>5,994,200</b> | <b>4,976,700</b> | <b>6,823,225</b> | <b>115,132,380</b> |
| FY 2021 ACM Replacement Parts           | 131,750           |                   |                   |                   |                   |                   |                  |                  |                  |                  | 131,750            |
| Major bus component replacement         | 567,120           |                   | 846,520           | 616,280           |                   | 127,910           |                  |                  |                  |                  | 2,157,830          |
| Fixed Route Fleet Replacement Plan      | 17,200,000        | 19,380,000        | 7,210,000         | 13,340,000        | 10,500,000        | 10,500,000        | 7,350,000        | 4,620,000        | 3,465,000        | 5,250,000        | 98,815,000         |
| Non-Revenue Fleet Replacement Plan      | 463,085           | 223,380           | 136,990           | 140,175           | 88,200            | 197,950           | 158,895          | 64,200           | 331,700          | 393,225          | 2,197,800          |
| ADA Paratransit Fleet Replacement Plan  | 1,180,000         | 1,500,000         | 1,210,000         | 1,160,000         | 1,290,000         | 910,000           | 910,000          | 1,310,000        | 1,180,000        | 1,180,000        | 11,830,000         |

\*All values in the table above are expressed in US Dollars (\$)



**"IT IS AMAZING TO THINK HOW LTD WILL BE SERVING THE MOBILITY NEEDS OF OUR COMMUNITIES 10 YEARS FROM NOW. PARTICIPATING IN THE LONG-TERM PLANNING PROCESS UNDERSCORES THE IMPORTANCE A VIBRANT TRANSIT SYSTEM PLAYS IN THE SOCIAL AND ECONOMIC FUTURE OF OUR COMMUNITIES."**

*Marianne Notte, Vice Chair, Strategic Planning Committee*

SECTION 4:

# PROJECT FUNDING IN TABLE FORMAT

**"THE BUSINESS COMMUNITY VALUES LTD'S INITIATIVE TO STRETCH LOCAL DOLLARS. LTD WORKS DILIGENTLY TO ENSURE HIGH VALUE ON INVESTMENTS WHILE CREATING A TRANSPORTATION SYSTEM THAT OUR COMMUNITY DESERVES."**

*Vonnie Mikkelsen, President and CEO, Springfield Area Chamber of Commerce*

LTD projects are funded from local employer and employee payroll taxes, Oregon Department of Transportation, and from the various divisions in the Federal Department of Transportation. Through strategic planning, LTD is required to fund only a small percentage of a project with the remaining funding coming in the form of a match from the state or federal government.







## PROJECT FUNDING: IMPROVEMENTS\*

|   | Tier        | Federal   | State     | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|---|-------------|-----------|-----------|-------|--------------|--------------|------------|---------------|
| <b>FACILITIES</b>   |             |           |           |       |              |              |            |               |
| Green Lane Corner Improvement                                   | 1           |           |           |       | 235,000      |              | 235,000    | 235,000       |
| Hunsaker Development Project                                    | 1           |           |           |       | 30,000       |              | 30,000     | 30,000        |
| Passenger Boarding Improvements & Systems Facility Improvements | 1           |           |           |       | 2,000,000    |              | 2,000,000  | 2,000,000     |
| Santa Clara Transit Station                                     | 1           | 1,774,573 | 1,478,810 |       | 1,823,866    |              | 5,077,249  | 5,077,249     |
| Eugene Station Modernization                                    | 3           |           |           |       |              | 3,000,000    | 3,000,000  | 3,000,000     |
| Operation Command Control                                       | 3           |           |           |       |              | 3,500,000    | 3,500,000  | 3,500,000     |
| <b>FTN</b>  |             |           |           |       |              |              |            |               |
| Bus Rapid Transit System Improvements                           | 1           |           | 5,000,000 |       |              |              | 5,000,000  | 5,000,000     |
| EmX Electronic Sign Management System                           | 1           | 179,460   |           |       | 20,540       |              | 200,000    | 200,000       |
| Main-McVay Transit Study  | 1           | 85,327    |           |       | 19,673       |              | 105,000    | 105,000       |
| MovingAhead   | 1           | 407,084   |           |       | 46,593       |              | 453,677    | 453,677       |
| Planning Studies  | 1           |           | 350,000   |       | 543,908      |              | 893,908    |               |
|   | 3           |           |           |       |              | 950,000      | 950,000    |               |
|   | Tier Totals |           | 350,000   |       | 543,908      | 950,000      |            | 1,843,908     |
| Platform Validators   | 1           |           |           |       | 500,000      |              | 500,000    | 500,000       |
| River Road Transit Community Implementation Plan                | 1           | 44,681    |           | 7,923 | 3,396        |              | 56,000     | 56,000        |
| West Eugene EmX Extension                                       | 1           | 30,376    | 8,195     |       | 1,429        |              | 40,000     | 40,000        |
| FTN Safety and Enhancements Program                             | 2           | 1,600,000 |           |       | 400,000      |              | 2,000,000  | 2,000,000     |
| <b>TECH &amp; INFRASTRUCTURE</b>                                |             |           |           |       |              |              |            |               |
| MAAS (Mobility as a Service) Software                           | 1           | 480,000   | 300,000   |       | 120,000      |              | 900,000    | 900,000       |
| NOVUS Modules   | 1           |           |           |       | 400,000      |              | 400,000    | 400,000       |
| NTD Reporting Software  | 2           | 166,736   |           |       | 41,684       |              | 208,420    | 208,420       |
| Website   | 2           |           |           |       | 250,000      |              | 250,000    | 250,000       |
| <b>SAFETY &amp; SECURITY</b>                                    |             |           |           |       |              |              |            |               |
| FTN Safety and Amenity Improvements                             | 1           | 928,216   |           |       | 106,238      |              | 1,034,454  | 1,034,454     |
| <b>FLEET</b>  |             |           |           |       |              |              |            |               |
| Fleet Procurement Plan  | 1           | 117,276   |           |       | 13,031       |              | 130,307    | 130,307       |
| <b>SAFETY &amp; SECURITY</b>                                    |             |           |           |       |              |              |            |               |
| System Security Improvements                                    | 2           | 2,000,000 |           |       | 500,000      |              | 2,500,000  | 2,500,000     |

\*All values in the table above are expressed in US Dollars (\$)





## PROJECT FUNDING: STATE OF GOOD REPAIR\*

|   | Tier        | Federal    | State      | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|---|-------------|------------|------------|-------|--------------|--------------|------------|---------------|
| <b>FACILITIES</b>                       |             |            |            |       |              |              |            |               |
| River Road Transit Station Disposal     | 1           |            |            |       | 25,000       |              | 25,000     | 25,000        |
| Glenwood Facilities Assessment          | 3           |            |            |       |              | 150,000      | 150,000    | 150,000       |
| Transit Facilities State of Good Repair | 3           |            |            |       |              | 4,500,000    | 4,500,000  | 4,500,000     |
| <b>TECH &amp; INFRASTRUCTURE</b>        |             |            |            |       |              |              |            |               |
| Disaster Recovery                       | 1           |            |            |       | 14,719       |              | 14,719     |               |
|   | 2           | 900,208    |            |       | 225,052      |              | 1,125,260  |               |
|   | 3           |            |            |       |              | 532,770      | 532,770    |               |
|   | Tier Totals | 900,208    |            |       | 239,771      | 532,770      |            | 1,672,750     |
| <b>FLEET</b>                            |             |            |            |       |              |              |            |               |
| Fixed Route Fleet Replacement Plan      | 1           | 13,760,000 | 1,150,000  |       | 2,290,000    |              | 17,200,000 |               |
|   | 2           | 65,292,000 | 16,323,000 |       |              |              | 81,615,000 |               |
|   | Tier Totals | 79,052,000 | 17,473,000 |       | 2,290,000    |              |            | 98,815,000    |
| ADA Paratransit Fleet Replacement Plan  | 1           | 944,000    | 236,000    |       |              |              | 1,180,000  |               |
|   | 2           | 2,500,000  |            |       | 625,000      |              | 3,125,000  |               |
|   | 3           |            |            |       |              | 7,525,000    | 7,525,000  |               |
|   | Tier Totals | 3,444,000  | 236,000    |       | 625,000      | 7,525,000    |            | 11,830,000    |
| Non-Revenue Fleet Replacement Plan      | 1           |            |            |       | 463,085      |              | 463,085    |               |
|   | 3           |            |            |       |              | 1,734,715    | 1,734,715  |               |
|   | Tier Totals |            |            |       | 463,085      | 1,734,715    |            | 2,197,800     |
| FY 21 ACM Replacement Parts             | 1           | 105,400    | 26,350     |       |              |              | 131,750    | 131,750       |
| Major Bus Component Replacement         | 2           | 1,726,264  |            |       | 431,566      |              | 2,157,830  | 2,157,830     |
| <b>FACILITIES</b>                       |             |            |            |       |              |              |            |               |
| Bus Wash Improvements                   | 2           | 600,000    |            |       | 150,000      |              | 750,000    | 750,000       |
| <b>TECH &amp; INFRASTRUCTURE</b>        |             |            |            |       |              |              |            |               |
| IT Hardware-Software Improvements       | 2           | 1,566,106  |            |       | 391,526      |              | 1,957,632  |               |
|   | 3           |            |            |       |              | 420,370      | 420,370    |               |
|   | Tier Totals | 1,566,106  |            |       | 391,526      | 420,370      |            | 2,378,002     |
| ITS Hardware-Software Improvements      | 2           | 3,432,000  |            |       | 858,000      |              | 4,290,000  |               |
|   | 3           |            |            |       |              | 500,000      | 500,000    |               |
|   | Tier Totals | 3,432,000  |            |       | 858,000      | 500,000      |            | 4,790,000     |
| <b>SAFETY &amp; SECURITY</b>            |             |            |            |       |              |              |            |               |
| Onboard Security system                 | 2           | 823,552    |            |       | 205,888      |              | 1,029,440  | 1,029,440     |

\*All values in the table above are expressed in US Dollars (\$)









# Lane Transit District

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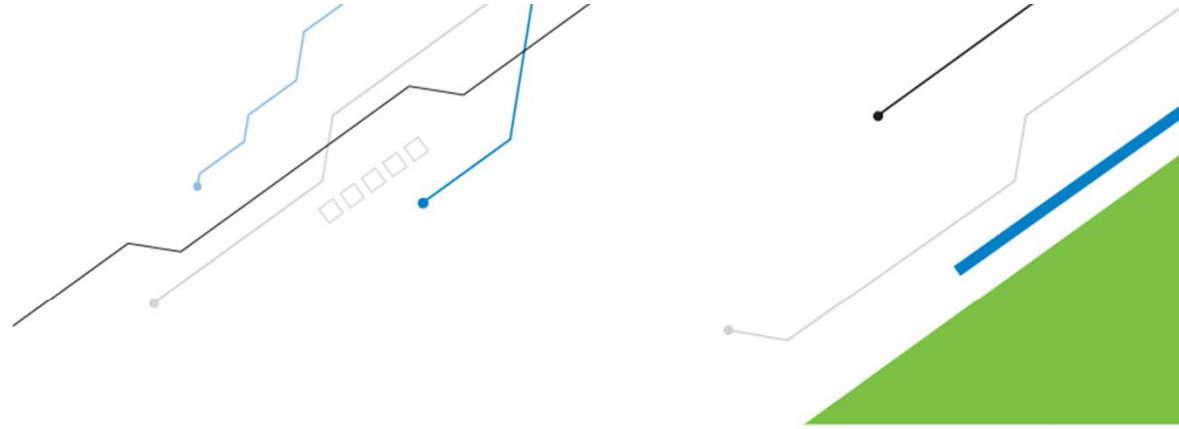




Lane Transit District

2021 - 2030

# COMMUNITY INVESTMENT PLAN



# COMMUNITY INVESTMENT PLAN

LTDs community investment plan takes a collaborative approach in working with partners to maximize the effectiveness of the community's investment. Our local cities, Lane County and both public and private entities are working together to create efficiencies in planning ahead to ensure the economic vitality, equity, sustainability and livability of our community.

**01**  
MOVING AHEAD



**02**  
SANTA CLARA  
TRANSIT STATION



**03**  
BUS RAPID TRANSIT  
SYSTEM IMPROVEMENTS

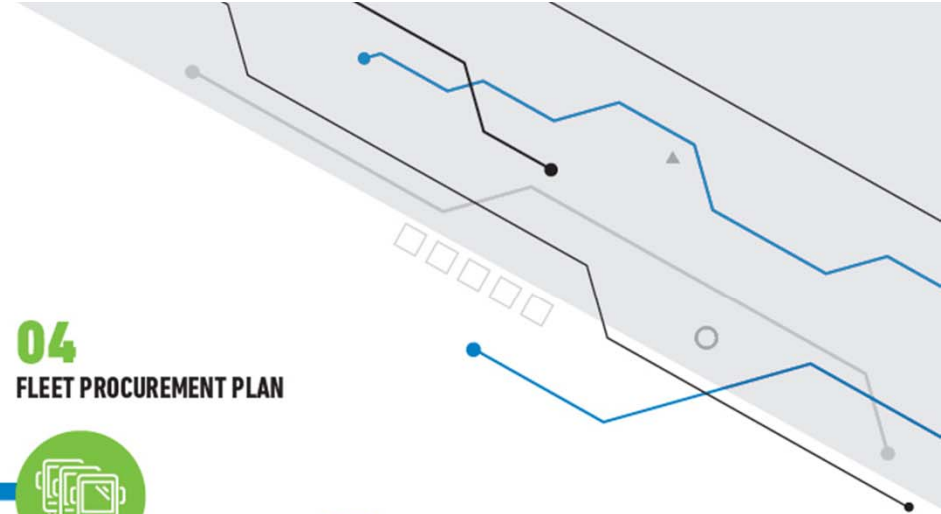
**04**  
FLEET PROCUREMENT PLAN



**05**  
MAIN STREET STUDY



**06**  
MOBILITY  
MANAGEMENT PLAN



## TIER DEFINITIONS

- Tier 1** Full funding has been secured.
- Tier 2** Funding is in the application process and/or funding source has been identified.
- Tier 3** Funding source has not yet been identified.





# AREA OF SERVICE

JUNCTION CITY

COBURG

VENETA

EUGENE

SPRINGFIELD

CRESWELL

LOWELL

COTTAGE GROVE

WORKING WITH PARTNERS TO MAXIMIZE THE COMMUNITY'S INVESTMENT

# LTD FACTS 2019



### RIDERSHIP NUMBERS

**35,000**

Average weekday passenger trips

**820,000**

Average monthly passenger boardings

**9,923,771**

Total annual passenger boardings

**3,896,512**

TOTAL ANNUAL MILES TRAVELED

### EMPLOYMENT

**336**

People directly work for LTD. More jobs are supported by the industry.

### EmX

The Emerald Express continues to be the backbone of LTD's public transportation service.



**18**

EmX BUSES



**14**

MILES OF BUSWAY



**59**

STATION PLATFORMS





## MOVING AHEAD

Moving Ahead engages the community planning efforts of Envision Eugene, Eugene's Transportation System Plan, and LTD's Long-Range Transit Plan and sets the tone as to how we will move about within the community.



**LAUNCHED IN 2018**  
By LTD and the City of Eugene to examine how to factor in where and how people will live and move about the community now and years into the future.

## Listening and Engaging

**INCORPORATE COMMUNITY GOALS**  
**HOUSING AFFORDABILITY**  
**URBANIZATION & MOBILITY**  
**WITH A TRIPLE BOTTOM LINE APPROACH**  
(social, environmental, and financial)

 We anticipate approval by the Eugene City Council and LTD Board of Directors this year.



Explores range of transportation investments along key corridors to improve safety, livability and better connect people to jobs, schools, shopping, recreation and other activities.







**SANTA CLARA TRANSIT STATION**

The Santa Clara Transit Station will serve an important role in enhancing the economy, connecting the community, providing equity, accessibility, and neighborhood livability to one of the fastest growing areas of Eugene.

In 2020, LTD began construction of the Santa Clara Station to replace its outdated facilities on River Road just south of Beltline. Congestion, safety issues and operational inefficiency had made the former site more difficult to access. The Santa Clara Station is scheduled for completion in winter of 2021.

**60** **Parking Spaces**

**PARK & RIDE**  
To promote ridership from nearby communities including Junction City

**SECURITY IMPROVEMENTS**   
Lighting, surveillance, and monitoring

**ENHANCED SAFETY**  
For pedestrians, cyclists, motorists, and buses

**TRAFFIC FLOW IMPROVEMENTS**

**6** **Bus Bays**

**COMMUNITY ENHANCEMENT**  
For residents, existing businesses, and future economic development.

**FUNDING**  
This project is funded by a variety of state and federal grants matched by LTD and local funds.



# BUS RAPID TRANSIT SYSTEM IMPROVEMENTS



## BUS RAPID TRANSIT SYSTEM IMPROVEMENTS

This project facilitates improvements to the region’s BRT system. These improvements are focused on increasing the overall safety of the BRT system, LTD’s fixed route network, and the overall safety of the regional transportation system. In addition, these improvements will address operational issues related to travel time and improvements to passenger amenities on the EmX system.



### Faster Trips

#### FREQUENT SERVICE

Ten-to fifteen-minute service on weekdays and 15 to 30 minute service on evenings and weekends.

### Increased Coverage



### Increased Safety

#### SMOOTH BOARDING

Passengers can easily board the EmX as the station platforms are the same height as the bus. If needed, a wheelchair ramp will be deployed to assist with mobility devices.



#### DEDICATED STATIONS

All EmX Stations are equipped with comfortable covered shelters, have a fare machine, use functional art, are pedestrian friendly and most feature real-time arrival information.

#### PRIORITY IN TRAFFIC

Bus-only lanes and signals that allow buses to travel ahead of car traffic create faster travel times.





# FLEET PROCUREMENT PLAN



ADDRESS CLIMATE CHANGE



REDUCE FOSSIL FUELS



INCREASE RIDERSHIP

## FLEET PROCUREMENT PLAN

Along with the cities of Eugene and Springfield, Lane County, Lane Council of Governments and other public and private community partners, LTD is committed to doing its part to meet regional greenhouse gas reduction goals.



### Creating a Sustainable Future



**16 electric buses (2021)**  
**25 electric buses (2024)**

LTD will be examining the feasibility of fuels and technologies including:

**biofuels, biodiesel, renewable propane, hybrid and diesel hybrid technology, renewable diesel fuel, diesel hybrid technology, compressed/renewable natural gas, battery.**



Transit has always been part of the solution to climate change. Getting people out of vehicles and onto mass transit is the most efficient way to do our part, and LTD is working to increase ridership and working to deliver better, faster, more reliable service.



**MAIN STREET STUDY**

The Main-McVay Transit Study is a multi-year project to evaluate the most feasible transit options for the Main Street-McVay Highway Corridor in Springfield. The study considers potential options to address safety concerns as well as congestion and impacts to quality of life that can be improved through transportation refinement.



**2022**  
TENTATIVE ADOPTION DATE 



**COMMUNITY ENGAGEMENT**  
This project has provided an opportunity to engage with the community to determine how to best address the safety concerns and changing needs for this corridor.





# MOBILITY MANAGEMENT PLAN



STATE TRANSPORTATION  
IMPROVEMENT FUND

## MOBILITY MANAGEMENT PLAN

The work of the Mobility Management Plan will address questions about how we engage and collaborate in partnership with public and private partners to deliver a robust network of mobility solutions. Answering the questions of how we develop solutions, what those solutions are, who do they serve and what role LTD plays are all components to be revealed in the Mobility Management Plan.

### The Future of Mobility

**Customer-Focused Community Vision**

To help design and deliver the entire transportation network to best meet the communities needs.




**USER FEEDBACK**

To increase capacity and recognize efficiencies, looking at a spectrum of solutions.



**INNOVATION**

To encourage looking at new methods and employing flexibility to provide solutions that address community needs.





\*All values in the table above are expressed in US Dollars (\$)

|   | Pre-2021    | 2021       | 2022      | 2023      | 2024    | 2025      | 2026    | 2027      | 2028    | 2029    | 2030    | 10 Year Total | Project Total |
|---|-------------|------------|-----------|-----------|---------|-----------|---------|-----------|---------|---------|---------|---------------|---------------|
| <b>IMPROVEMENTS YEAR TOTALS</b>                                 | 110,587,682 | 11,387,416 | 5,626,600 | 4,150,000 | 600,000 | 3,200,000 | 700,000 | 3,200,000 | 200,000 | 200,000 | 200,000 | 29,464,015    | 140,051,697   |
| <b>FACILITIES</b>   | 6,042,751   | 5,542,249  | 200,000   | 200,000   | 200,000 | 3,200,000 | 700,000 | 3,200,000 | 200,000 | 200,000 | 200,000 | 13,842,249    | 19,885,000    |
| Eugene Station Modernization                                    |             |            |           |           |         | 3,000,000 |         |           |         |         |         | 3,000,000     | 3,000,000     |
| Green Lane Corner Improvement                                   | 515,000     | 235,000    |           |           |         |           |         |           |         |         |         | 235,000       | 750,000       |
| Hunsaker Development Project                                    |             | 30,000     |           |           |         |           |         |           |         |         |         | 30,000        | 30,000        |
| Operation Command Control                                       |             |            |           |           |         |           | 500,000 | 3,000,000 |         |         |         | 3,500,000     | 3,500,000     |
| Passenger Boarding Improvements & Systems Facility Improvements | 305,000     | 200,000    | 200,000   | 200,000   | 200,000 | 200,000   | 200,000 | 200,000   | 200,000 | 200,000 | 200,000 | 2,000,000     | 2,305,000     |
| Santa Clara Transit Station                                     | 5,222,751   | 5,077,249  |           |           |         |           |         |           |         |         |         | 5,077,249     | 10,300,000    |





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|                                       | Pre-2021    | 2021       | 2022      | 2023      | 2024    | 2025      | 2026    | 2027      | 2028    | 2029    | 2030    | 10 Year Total | Project Total |
|---------------------------------------|-------------|------------|-----------|-----------|---------|-----------|---------|-----------|---------|---------|---------|---------------|---------------|
| <b>IMPROVEMENTS YEAR TOTALS</b>       | 110,587,682 | 11,387,416 | 5,626,600 | 4,150,000 | 600,000 | 3,200,000 | 700,000 | 3,200,000 | 200,000 | 200,000 | 200,000 | 29,464,015    | 140,051,697   |
| <b>TECH &amp; INFRASTRUCTURE</b>      | 0           | 653,420    | 505,000   | 600,000   | 0       | 0         | 0       | 0         | 0       | 0       | 0       | 1,758,420     | 1,758,420     |
| MAAS (Mobility as a Service) Software |             | 75,000     | 225,000   | 600,000   |         |           |         |           |         |         |         | 900,000       | 900,000       |
| NOVUS Modules                         |             | 400,000    |           |           |         |           |         |           |         |         |         | 400,000       | 400,000       |
| NTD Reporting Software                |             | 178,420    | 30,000    |           |         |           |         |           |         |         |         | 208,420       | 208,420       |
| Website                               |             |            | 250,000   |           |         |           |         |           |         |         |         | 250,000       | 250,000       |
| <b>FLEET</b>                          | 9,000       | 110,000    | 20,307    | 0         | 0       | 0         | 0       | 0         | 0       | 0       | 0       | 130,307       | 139,307       |
| Fleet Procurement Plan                | 9,000       | 110,000    | 20,307    |           |         |           |         |           |         |         |         | 130,307       | 139,307       |
| <b>SAFETY &amp; SECURITY</b>          | 80,000      | 1,260,000  | 1,174,454 | 700,000   | 400,000 | 0         | 0       | 0         | 0       | 0       | 0       | 3,534,454     | 3,614,454     |
| FTN Safety and Amenity Improvements   | 80,000      | 560,000    | 474,454   |           |         |           |         |           |         |         |         | 1,034,454     | 1,114,454     |
| System Security Improvements          |             | 700,000    | 700,000   | 700,000   | 400,000 |           |         |           |         |         |         | 2,500,000     | 2,500,000     |



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|  | Pre-2021           | 2021              | 2022             | 2023             | 2024           | 2025             | 2026           | 2027             | 2028           | 2029           | 2030           | 10 Year Total     | Project Total      |
|--|--------------------|-------------------|------------------|------------------|----------------|------------------|----------------|------------------|----------------|----------------|----------------|-------------------|--------------------|
| <b>IMPROVEMENTS YEAR TOTALS</b>                  | <b>110,587,682</b> | <b>11,387,416</b> | <b>5,626,600</b> | <b>4,150,000</b> | <b>600,000</b> | <b>3,200,000</b> | <b>700,000</b> | <b>3,200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>200,000</b> | <b>29,464,015</b> | <b>140,051,697</b> |
| <b>FTN</b>                                       | <b>104,455,931</b> | <b>971,747</b>    | <b>1,226,839</b> | <b>650,000</b>   | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>         | <b>0</b>       | <b>0</b>       | <b>0</b>       | <b>10,198,585</b> | <b>114,654,516</b> |
| Bus Rapid Transit System Improvements            |                    | 2,500,000         | 1,500,000        | 1,000,000        |                |                  |                |                  |                |                |                | 5,000,000         | 5,000,000          |
| EmX Electronic Sign Management System            |                    |                   |                  | 200,000          |                |                  |                |                  |                |                |                | 200,000           | 200,000            |
| FTN Safety and Enhancements Program              |                    |                   | 1,000,000        | 1,000,000        |                |                  |                |                  |                |                |                | 2,000,000         | 2,000,000          |
| Main-McVay Transit Study                         | 1,205,542          | 105,000           |                  |                  |                |                  |                |                  |                |                |                | 105,000           | 1,310,542          |
| Moving Ahead                                     | 2,782,389          | 226,839           | 226,839          |                  |                |                  |                |                  |                |                |                | 453,678           | 3,236,067          |
| Planning Studies                                 |                    | 893,908           | 500,000          | 450,000          |                |                  |                |                  |                |                |                | 1,843,908         | 1,843,908          |
| Platform Validators                              |                    |                   | 500,000          |                  |                |                  |                |                  |                |                |                | 500,000           | 500,000            |
| River Road Transit Community Implementation Plan | 508,000            | 56,000            |                  |                  |                |                  |                |                  |                |                |                | 56,000            | 564,000            |
| West Eugene EmX Extension                        | 99,960,000         | 40,000            |                  |                  |                |                  |                |                  |                |                |                | 40,000            | 100,000,000        |





\*All values in the table above are expressed in US Dollars (\$)

|   | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027      | 2028      | 2029      | 2030      | 10 Year Total |
|---|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|---------------|
| <b>STATE OF GOOD REPAIR YEAR TOTALS</b> | 20,667,955 | 25,255,581 | 13,888,779 | 16,655,704 | 12,478,200 | 12,385,860 | 9,525,908 | 6,572,207 | 5,624,153 | 7,373,225 | 130,427,572   |
| <b>FACILITIES</b>                       | 25,000     | 1,250,000  | 500,000    | 500,000    | 500,000    | 650,000    | 500,000   | 500,000   | 500,000   | 500,000   | 5,425,000     |
| Bus Wash Improvements                   |            | 750,000    |            |            |            |            |           |           |           |           | 750,000       |
| Glenwood Facilities Assessment          |            |            |            |            |            | 150,000    |           |           |           |           | 150,000       |
| River Road Transit Station Disposal     | 25,000     |            |            |            |            |            |           |           |           |           | 25,000        |
| Transit facilities State of Good Repair |            | 500,000    | 500,000    | 500,000    | 500,000    | 500,000    | 500,000   | 500,000   | 500,000   | 500,000   | 4,500,000     |
| <b>TECH &amp; INFRASTRUCTURE</b>        | 1,101,000  | 2,603,900  | 3,652,350  | 833,502    | 100,000    | 0          | 500,000   | 0         | 0         | 50,000    | 8,840,752     |
| Disaster Recovery Plan                  | 821,000    | 241,900    | 72,350     | 487,500    |            |            |           |           |           | 50,000    | 1,672,750     |
| IT Hardware-Software Improvements       | 260,000    | 1,592,000  | 80,000     | 346,002    | 100,000    |            |           |           |           |           | 2,378,002     |
| ITS Hardware-Software Improvements      | 20,000     | 770,000    | 3,500,000  |            |            |            | 500,000   |           |           |           | 4,790,000     |



\*All values in the table above are expressed in US Dollars (\$)

|   | 2021       | 2022       | 2023       | 2024       | 2025       | 2026       | 2027      | 2028      | 2029      | 2030      | 10 Year Total |
|---|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|---------------|
| <b>STATE OF GOOD REPAIR YEAR TOTALS</b> | 20,667,955 | 25,255,581 | 13,888,779 | 16,655,704 | 12,478,200 | 12,385,860 | 9,525,908 | 6,572,207 | 5,624,153 | 7,373,225 | 130,427,572   |
| <b>SAFETY &amp; SECURITY</b>            | 0          | 298,301    | 332,919    | 65,747     | 0          | 0          | 107,013   | 78,007    | 147,453   | 0         | 1,029,440     |
| Onboard Security System                 |            | 298,301    | 332,919    | 65,747     |            |            | 107,013   | 78,007    | 147,453   |           | 1,029,440     |
| <b>FLEET</b>                            | 19,541,955 | 21,103,380 | 9,403,510  | 15,256,455 | 11,878,200 | 11,735,860 | 8,418,895 | 5,994,200 | 4,976,700 | 6,823,225 | 115,132,380   |
| FY 2021 ACM Replacement Parts           | 131,750    |            |            |            |            |            |           |           |           |           | 131,750       |
| Major Bus Component Replacement         | 567,120    |            | 846,520    | 616,280    |            | 127,910    |           |           |           |           | 2,157,830     |
| Fixed Route Fleet Replacement Plan      | 17,200,000 | 19,380,000 | 7,210,000  | 13,340,000 | 10,500,000 | 10,500,000 | 7,350,000 | 4,620,000 | 3,465,000 | 5,250,000 | 98,815,000    |
| Non-Revenue Fleet Replacement Plan      | 463,085    | 223,380    | 136,990    | 140,175    | 88,200     | 197,950    | 158,895   | 64,200    | 331,700   | 393,225   | 2,197,800     |
| ADA Paratransit Fleet Replacement Plan  | 1,180,000  | 1,500,000  | 1,210,000  | 1,160,000  | 1,290,000  | 910,000    | 910,000   | 1,310,000 | 1,180,000 | 1,180,000 | 11,830,000    |





\*All values in the table above are expressed in US Dollars (\$)

|   | Tier        | Federal   | State     | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|---|-------------|-----------|-----------|-------|--------------|--------------|------------|---------------|
| <b>FACILITIES</b>   |             |           |           |       |              |              |            |               |
| Green Lane Corner Improvement                                   | 1           |           |           |       | 235,000      |              | 235,000    | 235,000       |
| Hunsaker Development Project                                    | 1           |           |           |       | 30,000       |              | 30,000     | 30,000        |
| Passenger Boarding Improvements & Systems Facility Improvements | 1           |           |           |       | 2,000,000    |              | 2,000,000  | 2,000,000     |
| Santa Clara Transit Station                                     | 1           | 1,774,572 | 1,478,810 |       | 1,823,866    |              | 5,077,248  | 5,077,248     |
| Eugene Station Modernization                                    | 3           |           |           |       |              | 3,000,000    | 3,000,000  | 3,000,000     |
| Operation Command Control                                       | 3           |           |           |       |              | 3,500,000    | 3,500,000  | 3,500,000     |
| <b>FTN</b>  |             |           |           |       |              |              |            |               |
| Bus Rapid Transit System Improvements                           | 1           |           | 5,000,000 |       |              |              | 5,000,000  | 5,000,000     |
| EmX Electronic Sign Management System                           | 1           | 179,460   |           |       | 20,540       |              | 200,000    | 200,000       |
| Main McVay Transit Study  | 1           | 85,327    |           |       | 19,673       |              | 105,000    | 105,000       |
| Moving Ahead  | 1           | 407,084   |           |       | 46,593       |              | 453,677    | 453,677       |
| Planning Studies  | 1           |           | 350,000   |       | 543,908      |              | 893,908    |               |
|   | 3           |           |           |       |              | 950,000      | 950,000    |               |
|   | Tier Totals |           | 350,000   |       | 543,908      | 950,000      |            | 1,843,908     |



\*All values in the table above are expressed in US Dollars (\$)

|  | Tier | Federal   | State   | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|--|------|-----------|---------|-------|--------------|--------------|------------|---------------|
| <b>FTN</b>                                       |      |           |         |       |              |              |            |               |
| Platform Validators                              | 1    |           |         |       | 500,000      |              | 500,000    | 500,000       |
| River Road Transit Community Implementation Plan | 1    | 44,681    |         | 7,923 | 3,396        |              | 56,000     | 56,000        |
| West Eugene EmX Extension                        | 1    | 30,376    | 8,195   |       | 1,429        |              | 40,000     | 40,000        |
| FTN Safety and Enhancements Program              | 2    | 1,600,000 |         |       | 400,000      |              | 2,000,000  | 2,000,000     |
| <b>TECH &amp; INFRASTRUCTURE</b>                 |      |           |         |       |              |              |            |               |
| MAAS (Mobility as a Service) Software            | 1    | 480,000   | 300,000 |       | 120,000      |              | 900,000    | 900,000       |
| NOVUS Modules                                    | 1    |           |         |       | 400,000      |              | 400,000    | 400,000       |
| NTD Reporting Software                           | 2    | 166,736   |         |       | 41,684       |              | 208,420    | 208,420       |
| Website  | 2    |           |         |       | 250,000      |              | 250,000    | 250,000       |
| <b>SAFETY &amp; SECURITY</b>                     |      |           |         |       |              |              |            |               |
| FTN Safety and Amenity Improvements              | 1    | 928,216   |         |       | 106,238      |              | 1,034,454  | 1,034,454     |
| <b>FLEET</b>                                     |      |           |         |       |              |              |            |               |
| Fleet Procurement Plan                           | 1    | 117,276   |         |       | 13,031       |              | 130,307    | 130,307       |
| <b>SAFETY &amp; SECURITY</b>                     |      |           |         |       |              |              |            |               |
| System Security Improvements                     | 2    | 2,000,000 |         |       | 500,000      |              | 2,500,000  | 2,500,000     |





\*All values in the table above are expressed in US Dollars (\$)

|   | Tier        | Federal    | State      | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|---|-------------|------------|------------|-------|--------------|--------------|------------|---------------|
| <b>FACILITIES</b>                       |             |            |            |       |              |              |            |               |
| River Road Transit Station Disposal     | 1           |            |            |       | 25,000       |              | 25,000     | 25,000        |
| Bus Wash Improvements                   | 2           | 600,000    |            |       | 150,000      |              | 750,000    | 750,000       |
| Glenwood Facilities Assessment          | 3           |            |            |       |              | 150,000      | 150,000    | 150,000       |
| Transit Facilities State of Good Repair | 3           |            |            |       |              | 4,500,000    | 4,500,000  | 4,500,000     |
| <b>TECH &amp; INFRASTRUCTURE</b>        |             |            |            |       |              |              |            |               |
| Disaster Recovery                       | 1           |            |            |       | 14,719       |              | 14,719     |               |
|   | 2           | 900,208    |            |       | 225,052      |              | 1,125,260  |               |
|   | 3           |            |            |       |              | 532,770      | 532,770    |               |
|   | Tier Totals | 900,208    |            |       | 239,771      | 532,770      |            | 1,672,749     |
| <b>FLEET</b>                            |             |            |            |       |              |              |            |               |
| Fixed Route Fleet Replacement Plan      | 1           | 13,760,000 | 1,150,000  |       | 2,290,000    |              | 17,200,000 |               |
|   | 2           | 65,292,000 | 16,323,000 |       |              |              | 81,615,000 |               |
|   | Tier Totals | 79,052,000 | 17,473,000 |       | 2,290,000    |              |            | 98,815,000    |



\*All values in the table above are expressed in US Dollars (\$)

|  | Tier        | Federal   | State   | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|--|-------------|-----------|---------|-------|--------------|--------------|------------|---------------|
| <b>FLEET (CONTINUED)</b>               |             |           |         |       |              |              |            |               |
| ADA Paratransit Fleet Replacement Plan | 1           | 944,000   | 236,000 |       |              |              | 1,180,000  |               |
|  | 2           | 2,500,000 |         |       | 625,000      |              | 3,125,000  |               |
|  | 3           |           |         |       |              | 7,525,000    | 7,525,000  |               |
|  | Tier Totals | 3,444,000 | 236,000 |       | 625,000      | 7,525,000    |            | 11,830,000    |
| Non-Revenue Fleet Replacement Plan     | 1           |           |         |       | 463,085      |              | 463,085    |               |
|  | 3           |           |         |       |              | 1,734,715    | 1,734,715  |               |
|  | Tier Totals |           |         |       | 463,085      | 1,734,715    |            | 2,197,800     |
| FY 21 ACM Replacement Parts            | 1           | 105,400   | 26,350  |       |              |              | 131,750    | 131,750       |
| Major Bus Component Replacement        | 2           | 1,726,264 |         |       | 431,566      |              | 2,157,830  | 2,157,830     |



|                                    | Tier        | Federal   | State | Local | General Fund | Unidentified | Tier Total | 10 Year Total |
|------------------------------------|-------------|-----------|-------|-------|--------------|--------------|------------|---------------|
| <b>TECH &amp; INFRASTRUCTURE</b>   |             |           |       |       |              |              |            |               |
| IT Hardware-Software Improvements  | 2           | 1,566,106 |       |       | 391,526      |              | 1,957,632  |               |
|                                    | 3           |           |       |       |              | 420,370      | 420,370    |               |
|                                    | Tier Totals | 1,566,106 |       |       | 391,526      | 420,370      |            | 2,378,002     |
| ITS Hardware-Software Improvements | 2           | 3,432,000 |       |       | 858,000      |              | 4,290,000  |               |
|                                    | 3           |           |       |       |              | 500,000      | 500,000    |               |
|                                    | Tier Totals | 3,432,000 |       |       | 858,000      | 500,000      |            | 4,790,000     |
| <b>SAFETY &amp; SECURITY</b>       |             |           |       |       |              |              |            |               |
| Onboard Security System            | 2           | 823,552   |       |       | 205,888      |              | 1,029,440  | 1,029,440     |

\*All values in the table above are expressed in US Dollars (\$)