



**LANE TRANSIT DISTRICT
BOARD BUDGET COMMITTEE MEETING**

Tuesday, October 17, 2017

4:30 p.m.

LTD Board Room

3500 E. 17th Avenue, Eugene (in Glenwood Blvd.)

AGENDA

Page

I. CALL TO ORDER – Committee Chair Scott Diehl

II. ROLL CALL

Bruebaker Cline Diehl Gillespie Reid Kortge Necker
 Nordin Vacant Smith Thompson Wildish Yeh

III. WELCOME AND INTRODUCTIONS – General Manager Aurora Jackson

IV. AUDIENCE PARTICIPATION – Committee Chair Scott Diehl

- ◆ *Public Comment Note: This part of the agenda is reserved for members of the public to address the Board on any issue. The person speaking is requested to sign-in on the Audience Participation form for submittal to the Clerk of the Board. When your name is called, please step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you may address the Board from your seat.*
- ◆ *Citizens testifying are asked to limit testimony to three minutes*

V. APPROVAL OF MINUTES – Committee Chair Scott Diehl

- Minutes of the May 16, 2017, Budget Committee Meeting

VI. PROPOSED FY 2018-2024 CAPITAL IMPROVEMENTS PROGRAM PRESENTATION

VII. COMMITTEE DISCUSSION

VIII. POLLING OF COMMITTEE MEMBERS – Committee Chair Scott Diehl

IX. APPROVAL OF CAPITAL IMPROVEMENTS PROGRAM – Budget Committee Members

Proposed Motion. I move that the LTD Budget Committee approve the proposed Fiscal Year 2018-2024 Capital Improvements Program as presented [as amended] and forward it to the LTD Board of Directors for adoption.

X. ADJOURNMENT

Alternative formats of printed material and/or a sign language interpreter will be made available with 48 hours' notice. The facility used for this meeting is wheelchair accessible. For more information, call 541-682-6100 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairments).

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Tuesday, May 16, 2017

Pursuant to notice given to *The Register-Guard* for publication on May 2, 2017, and distributed to persons on the mailing list of the District, the Budget Committee of the Lane Transit District held a meeting on Tuesday, May 16, 2017, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Scott Diehl, Chair
Jody Cline
Don Nordin
Kate Reid
Jennifer Smith
Kim Thompson
Gary Wildish
Carl Yeh
Aurora Jackson, General Manager
Camille Straub, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Ed Necker
Kathryn Bruebaker
Gary Gillespie
Dean Kortge

CALL TO ORDER/ROLL CALL: Mr. Diehl called the meeting of the Lane Transit District Budget Committee to order and called the roll.

WELCOME AND INTRODUCTIONS: Ms. Jackson thanked Budget Committee members for their attendance and dedicated work on the District's proposed budget. She invited questions and comments during the budget presentation.

PUBLIC COMMENT: There was no one wishing to speak.

MOTION APPROVAL OF MINUTES: Mr. Yeh moved to approve the Minutes of the September 6, 2016, Budget Committee Meeting and the Minutes of the April 17, 2017, Budget Committee meeting as submitted. Mr. Nordin provided the second.

VOTE The motion was approved as follows:
AYES: Cline, Diehl, Nordin, Reid, Smith, Thompson, Wildish, Yeh (8)
NAYS: None
ABSTENTIONS: None
EXCUSED: Bruebaker, Gillespie, Kortge, Necker (4)

FY 2017-2018 PROPOSED BUDGET PRESENTATION: Director of Finance Christina Shew reviewed the Budget Committee's responsibility under the Oregon Local Budget Law and an outline of the presentation. She provided an overview of LTD's organization and core values,

which provided a context for the proposed budget. She said the budget message addressed investments in the community, responsible and efficient of public funds and managing for factors beyond the District's control. She explained how the budget responded to that message. She proceeded to details of the five funds: General Fund, Capital Projects Fund, Accessible Services Fund, Medicaid Fund and Point2point Fund.

Ms. Shew said the General Fund was the District's primary transit operations fund at \$52.4 million. Approximately 90 percent of General Fund revenue was derived from payroll and self-employment taxes (78 percent) and fares (10 percent). She said 95 percent of expenditures came from personnel services (62 percent), materials and services (20 percent) and transfers (13 percent). She described the details of both revenues and expenditures, including increases in revenue from taxes and passenger fares. She said the District's organization structure had been revised to consolidate functions by department and public safety functions were brought in-house. She noted that 83 percent of personnel was related to service delivery and there were no proposed increases in FTEs from the current budget.

Ms. Reid asked why there was a \$5 million increase in FTE cost if there was no increase in actual FTEs. Ms. Shew explained that additional bus operators and supervisors were hired during the fourth quarter of the current year; those positions were funded for a full year in the proposed budget. She said wages were budgeted based on the current Amalgamated Transit Union contract and no cost of living increase was budgeted for administrative staff. The medical plan rate was increased by 10 percent; any increase beyond that amount allowed LTD to revisit the plan. She said the increase amounted to \$60,000 per month.

Ms. Shew said the funding status of the ATU pension fund had remained relatively stable at around 66 percent. She said a onetime payment of \$1 million, authorized by the Board, was split between the ATU and administrative pension plans. No additional contributions were planned in the proposed budget in order to maintain the mandated reserve.

In response to a question from Mr. Diehl, Ms. Shew said the reserve was mandated by Board policy. She said state statutes also recommended a minimum reserve of two months operating expenses.

Ms. Shew said there were two plans for administrative personnel: a defined benefit plan for those hired before 2012 and a defined contribution plan for those hired later. She said the funded status for the closed defined plan had gone down due to several factors, including investment loss, increased number of retirees receiving benefits and decreased number of employees contributing to the plan. She explained how the investment loss was calculated and said the same investment strategy was used for both administrative plans.

Several committee members expressed concern about the investment loss. Ms. Jackson said a Pension Trust Committee composed of LTD representatives and, in the case of the ATU fund, ATU representatives managed the funds along with a consulting firm.

Mr. Diehl pointed out that the funds balances were as of June 2016 and there had been changes in the market since then. Assistant General Manager Administrative Services Roland Hoskins said it was important for the Pension Trust Committee to monitor the closed administrative plan closely.

Ms. Cline commented that the timing of the investment income losses in the funds was unusual.

Ms. Shew reviewed expenditures and key drivers in materials and services, which included fuels and lubricants, computer hardware, parts and tires, safety, cleaning, training and travel, general maintenance and repair, and insurance and risk services. She also reviewed General Fund transfers, a majority of which were to the Capital Projects Fund, followed by transfers to the Accessible Services Fund, Medicaid Fund and Point2point Fund.

Ms. Shew said transfers to the Capital Projects Fund were down by \$13 million from 2016 because the West Eugene service redesign had been completed. That was partially offset by expenditures to replace aging vehicles and upgrades to the Glenwood facility.

Regarding the Accessible Services Fund, Ms. Shew said federal assistance for accessible services had decreased by three points, to 57 percent, while rural services had increased by five points, to 14 percent. This was in comparison to the 2016 amended budget. She said overall the fund was up seven percent in revenues due to state grants for the Florence-Yachats service and increased ridership for that service. She said changes to or repeal of the Affordable Care Act (ACA) could potentially increase ridership within the Accessible Services Fund.

In response to a question from Ms. Reid, Ms. Shew said LTD staff time had always been allocated to the Accessible Services Fund, but that was not apparent in previous budget structures. The revised budget presentation was intended to provide more of that type of detail to the Budget Committee.

Ms. Shew said Accessible Services Fund expenditures were down by one percent, primarily due to the lower cost model for a new provider.

Ms. Reid noted the significant increases in rural services and volunteer coordination expenditures. Ms. Shew said the 32 percent increase for rural services was due to the grant funded Florence-Yachats service. Ms. Jackson said LTD had received a grant to develop a pilot coordination project to assist Lane County entities using volunteer drivers for rural and accessible services. LTD would act as a central coordination point for a pool of volunteers. The volunteers would not be LTD employees or provide any compensation for volunteers' expenses.

Ms. Cline said there was a need for a centralized coordination of volunteers among Lane County agencies and standardized compensation for volunteers.

Ms. Shew said a majority of services provided under the Medicaid Funds were medical-related and the proposed budget anticipated full reimbursement by the end of the year. Expenditures decreased by 17 percent as costs were reduced through efficiencies and use of a reimbursement model.

Ms. Shew said the Point2point Fund was newly created, having previously existed within the General Fund. She said it was primarily grant funded, with the exception of the van pool program that received assistance from the General Fund. She reviewed the various programs included within the Point2Point Fund.

Ms. Shew reviewed the budget development history and summarized the budget components:

General Fund Operating Budget	\$ 50.4 million
General Fund Non-operating Budget	11.9 million
Accessible Service Fund	7.4 million
Medicaid Fund	10.1 million
Capital Projects Fund	20.5 million
Point2point Fund	1.1 million
Proposed Appropriation:	\$62,257,024

COMMITTEE DISCUSSION/POLLING OF COMMITTEE MEMBERS: Mr. Diehl invited comments and questions from committee members.

Ms. Reid observed that within the General Fund department budgets there were no changes in the FTEs, but significant increases in personnel costs. She used Planning and Development as an example, with personnel services totaling \$685,500 in the current budget and \$1,150,260 in the proposed budget and no increase in FTEs. Ms. Shew said Planning and Development was comprised of two departments – Service Planning and Planning and Development – that were combined during the current fiscal year.

Ms. Reid said that still did not account for a \$500,000 increase in personnel services. Ms. Shew referred to pages 12 and 24 in the budget book, which set forth details of the separate departments that had been combined into Planning and Development. She said FTEs in those departments individually had remained consistent when combined, as had the cost of personnel services.

Mr. Wildish said he had the same questions about FTEs and personnel costs. He and Ms. Reid agreed that while they understood how the organization had been restructured, the way the information was presented was confusing and could be perceived as LTD staff receiving substantial raises. Ms. Reid suggested a clearer depiction of how FTEs and budgets intersected. Ms. Shew and Ms. Jackson said that change would be made prior to presenting the budget to the Board for approval.

Mr. Diehl asked if there was also a net zero change in Procurement. Ms. Shew said that was the case as employees had been moved from Finance and Maintenance to Procurement, with no additional FTEs.

In response to a question from Ms. Reid about the approximately \$1 million increase in computer hardware support, Ms. Shew explained that \$500,000 was for Trapeze software support, \$300,000 was for Microsoft licensing, \$100,000 for extra-Grid contract renewal.

Mr. Diehl pointed out an error on page 30 relating to Information Technology figures. Ms. Shew said she would provide a correction in the version presented to the Board.

Ms. Reid asked if grant funding was zeroed out in the Accessible Services budget details on page 36 because grants had not yet been confirmed. Ms. Shew said she would verify that before the Board meeting.

Mr. Wildish said in General Fund personnel services, medical and retirement costs totaled \$15 million, which was a significant percent of total personnel costs.

Ms. Reid commented that that percentage was typical for the public sector. The cost of health insurance in particular was high.

Mr. Wildish said the budget made no assumptions about the results of labor negotiations. Mr. Hoskins said the District was entering negotiations and assumptions could hamper that process.

Mr. Wildish commended staff for a very tight budget.

Mr. Diehl remarked that the unfunded liabilities in pension plans were very daunting. Mr. Hoskins said that changes made to plans last year lowered funding assumptions about return on investment and increased mortality tables, both of which increased the unfunded liability. He said the intent was to have a more realistic picture and look at ways to improve fund performance. He said the District was working with a skilled actuarial service that had created a "glide path" to reducing the unfunded liability over time with annual contributions.

Ms. Jackson said the Budget Committee could best serve the Board by expressing concern about areas of liability and making recommendations. She said there were a number of challenges to reducing the pension plans' unfunded liabilities and the District needed to identify a goal and adopt strategies to achieve it.

Ms. Jackson agreed with comments by Mr. Nordin and Mr. Yeh that there had been discussions about a goal of 80 percent funding for pension plans. She said that could be recommended to the Board and staff would research and present a plan for funding to achieve that goal using existing resources and foregoing other things that were currently funded.

Ms. Cline said the pension fund performance was concerning and trustees should examine the problem. Mr. Hoskins explained how trustees were addressing the problem. He said multipliers were designed to provide the glide path for decreasing the unfunded liabilities by increasing contributions to the plans each year. He agreed there were concerns with the fund performance.

Mr. Diehl said the subject of pension plans should be on the Budget Committee's agenda at its next meeting.

Ms. Reid asked why Point2point was now a separate fund with its own budget. Ms. Shew said Point2point funds had been included in the General Fund in prior budgets, but under the Oregon Budget Law should be a separate fund because it had revenue tied to specific programs and expenditures should be assigned to those programs.

Mr. Nordin asked why the state-in-lieu taxes were different. Ms. Shew said the figures were obtained from the Oregon Department of Transportation, based on its long-range forecast.

Ms. Shew summarized the action items/next steps identified during the committee's discussion:

- respond to questions about grant funding in accessible services
- determine the renewal cycle of extra-Grid
- reorganize the budget with regard to FTEs and align with expenditures
- correct error in Information Technology subtotal
- schedule future Budget Committee discussion of pension plans

MOTION APPROVAL OF BUDGET: Ms. Reid moved that the LTD Budget Committee approve the proposed Fiscal Year 2017-2018 Budget as presented and forward it to the LTD Board of Directors for adoption. Ms. Cline provided the second.

VOTE The motion was approved as follows:
AYES: Cline, Diehl, Nordin, Reid, Smith, Thompson, Wildish, Yeh (8)
NAYS: None
ABSTENTIONS: None
EXCUSED: Bruebaker, Gillespie, Kortge, Necker (4)

ADJOURNMENT: Mr. Diehl adjourned the meeting at 7:00 p.m.

Budget Committee Secretary

LANE TRANSIT DISTRICT



2018 - 2027

Capital Improvements Program
September 28, 2017

Lane Transit District

**CAPITAL IMPROVEMENTS PROGRAM
SEPTEMBER 28, 2017**

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SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

CAPITAL IMPROVEMENTS FRAMEWORK

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

Capital investments allow LTD to meet operational and long-term goals. LTD believes in providing people the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community. How we do this includes serving the community with respect, collaborating internally and externally, and caring for our customers, employees, and business partners. What we do includes providing safe and accessible vehicles, services, and facilities; practicing sound fiscal and sustainability management; delivering reliable, public transportation services; offering services that reduce dependency on the automobile; and providing leadership for the community's transportation needs.

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

The Capital Improvements Program (CIP) is a 10-year framework that provides direction and guidance for LTD's capital investments. Annual revisions of the CIP are developed with input from riders, community partners, and the general public. The CIP addresses short-term issues as well as our district's long-term transportation and livability goals.

CAPITAL INVESTMENT PRIORITIES

LTD capital projects vary in scale in terms of size, cost, and community benefit. Some of these projects maintain existing systems, while others redefine the services provided by LTD. LTD is committed to maintaining current infrastructure while purposefully investing in new projects that allow for the District to meet the changing needs of our riders and community.

The CIP has two fundamental objectives: 1) to facilitate the efficient use of LTD's limited financial resources, and 2) to implement regional priorities that anticipate the need for public transportation in the future. The Transportation Systems Plans (TSP) of the Cities of Eugene and Springfield, and the Central Lane MPO Regional Transportation Plan (RTP) are examples of local and regional planning mechanisms that are supported by the CIP. A complete description of these and other guiding documents are found in Appendix A. LTD's projects using federal funds are programmed into the Metropolitan Transportation Improvement Program (MTIP) list of expenditures for approval by the Central Lane Metropolitan Planning Organization (MPO).¹

¹ Metropolitan Transportation Improvement Program. <http://www.lcog.org/371/Metropolitan-Transportation-Improvement>.

The FY 2018-27 CIP, which includes community, state of good repair, and grant-funded non-capital investments, total approximately \$354 million in projects with funding secured or identified and \$110 million in projects with funding not identified. Section 2 summarizes all CIP projects included in the 10-year program.

CIP DEVELOPMENT AND REVIEW PROCESS

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

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

Development and Review Schedule

July 1	Fiscal year begins
July – June	Staff track progress of projects and funding
August – September	Staff develops draft CIP
October	Submit CIP to public for 30-day comment period; Public hearing on CIP
November	Budget Committee reviews CIP and public comments/staff responses published
Nov/Dec	Board adopts CIP
April	Staff develop budget with CIP informing Capital Projects Fund proposed budget
April	Budget Committee presented proposed budget and approves a budget
May	Board of Directors adopts a budget and approved CIP administrative amendment

PROJECT FUNDING DECISIONS

There are three types of projects in the CIP: 1) State of Good Repair, 2) Community Investment, and 3) grant-funded non-capital. State of Good Repair projects are projects that keep the District's assets in good working order to continue providing high-quality service to the community. These include vehicle replacement, maintenance and upgrades to technology and facilities, and other projects intended to keep our current service quality high. Community Investment projects increase the investments in the community adding additional service and/or user benefits. These can include frequent transit network projects, fare management, and large technology and facility upgrades that increase benefits to the community. Grant-funded non-capital projects provide non-fixed-route transportation solutions. These solutions serve those who are unable to use the bus due to a disability as well as people looking for car-free transportation options.

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

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

Community Investment projects have three additional criteria that are considered:

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

Following the staff review process, projects are organized into three tiers based on the availability of funding. For the purposes of this plan, LTD has documented projects that are ongoing from the previous year and are currently in design and/or construction.

Funding tiers include the following:

Tier I A/B: Full funding identified.

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

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

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

PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

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

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

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

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

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

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

SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 1 OF 3)

State of Good Repair

State of Good Repair Projects	Estimate	Future Year Projections										Project Total
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Ten Year Total	
Facilities	-	-	1,600,000	700,000	1,100,000	-	-	-	-	-	3,400,000	400,000
Facilities Assessment	-	-	300,000	-	-	-	-	-	-	-	300,000	300,000
Glenwood Facility	-	-	1,300,000	700,000	1,000,000	-	-	-	-	-	3,000,000	-
Corridor Maintenance	-	-	-	-	100,000	-	-	-	-	-	100,000	100,000
Fleet	6,373,530	5,905,000	21,222,000	25,120,000	1,015,000	28,525,000	8,300,000	1,117,000	850,000	175,000	98,602,530	
Accessible Services Vehicle Replacement 2018	1,371,278	1,310,000	1,092,000	920,000	690,000	750,000	945,000	767,000	625,000	-	8,470,278	8,470,278
Non Revenue vehicles	27,252	-	150,000	75,000	75,000	75,000	105,000	75,000	75,000	75,000	732,252	732,252
Replacement parts	625,000	275,000	380,000	300,000	150,000	150,000	150,000	150,000	50,000	100,000	2,330,000	-
Spare parts for vehicles	50,000	50,000	50,000	50,000	50,000	50,000	50,000	75,000	50,000	-	475,000	475,000
Revenue Vehicles	4,200,000	4,200,000	19,500,000	23,725,000	-	27,450,000	7,000,000	-	-	-	86,075,000	86,075,000
Miscellaneous	100,000	70,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	520,000	520,000
Safety & Security	-	-	1,107,059	525,060	554,963	1,588,931	620,462	655,634	3,000	650,000	5,705,109	
Security System upgrades	-	-	1,107,059	525,060	554,963	1,588,931	620,462	655,634	3,000	650,000	5,705,109	5,705,109
Technology Infrastructure & Systems	-	239,500	1,215,000	809,000	7,797,500	376,500	323,500	140,500	39,500	150,000	11,091,000	
Software	-	200,000	220,000	220,000	220,000	220,000	-	-	-	-	1,080,000	1,080,000
Hardware	-	-	50,000	-	-	150,000	-	50,000	-	150,000	400,000	400,000
CAD, AVL, APC, APN System Replacement	-	-	100,000	50,000	6,500,000	-	-	-	-	-	6,650,000	6,650,000
Electronic Digital Signage	-	-	544,000	469,000	1,038,000	-	-	-	-	-	2,051,000	2,051,000
Mobile radios for voice/data communications LTD vehicles (135)	-	-	-	-	-	-	-	84,000	-	-	84,000	84,000
ITS Mobile Communications Infrastructure	-	1,500	263,000	1,500	1,500	1,500	272,000	1,500	1,500	-	544,000	544,000
ITS Upgrades	-	38,000	38,000	18,500	38,000	5,000	51,500	5,000	38,000	-	232,000	232,000
Miscellaneous Upgrades	-	-	-	50,000	-	-	-	-	-	-	50,000	50,000
Totals	6,281,760	6,144,500	25,144,059	27,154,060	10,467,463	30,490,431	9,243,962	1,913,134	892,500	975,000	118,706,869	

SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 2 OF 3)

Community Investment Projects

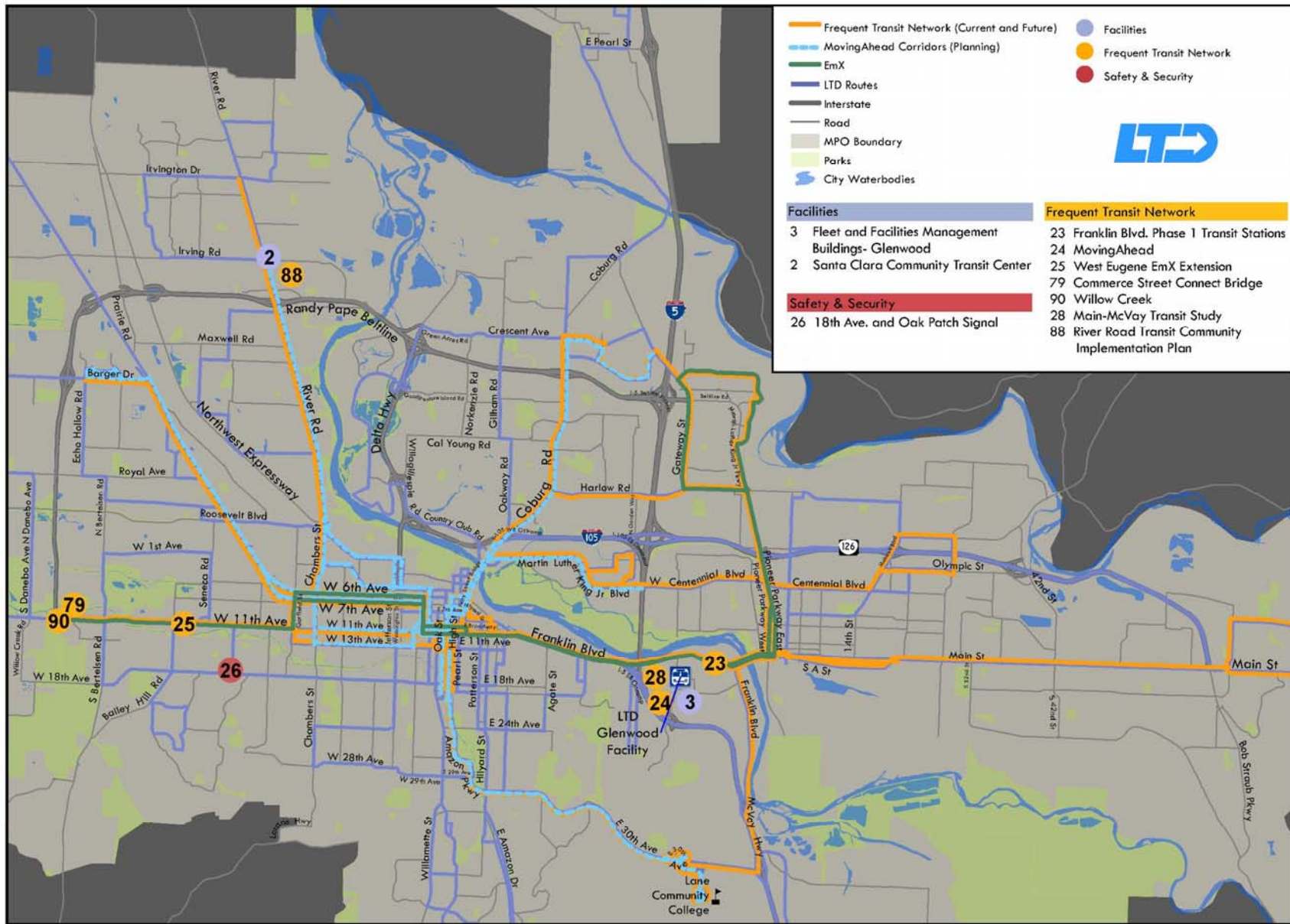
Community Investment Projects	Estimate		Future Year Projections								Project Total	
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		Ten Year Total
Facilities	4,585,175	5,050,000	4,185,000	8,250,000	550,000	2,350,000	2,750,000	2,250,000	5,750,000	5,200,000	40,920,175	
Santa Clara Community Transit Center	1,100,000	5,000,000	1,085,000	-	-	-	-	-	-	-	7,185,000	10,300,000
Eugene Station Modernization	-	-	300,000	3,000,000	-	-	-	-	-	-	3,300,000	3,300,000
Fleet & FM Crew Building - Glenwood	3,485,175	-	2,450,000	4,500,000	300,000	1,100,000	-	1,500,000	5,500,000	5,000,000	23,835,175	800,000
Passenger Boarding Improvements	-	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000	Ongoing
LCC station improvements	-	-	-	-	-	500,000	-	-	-	-	500,000	500,000
Ride source building and parking expansion	-	-	-	500,000	-	500,000	2,500,000	500,000	-	-	4,000,000	4,000,000
System Facilities Improvements	-	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000	Ongoing
Miscellaneous Improvements	-	50,000	150,000	50,000	50,000	50,000	50,000	50,000	50,000	-	500,000	Ongoing
Frequent Transit Network	12,613,768	1,426,874	-	-	-	-	-	-	-	-	14,040,642	
Franklin Boulevard Phase 1 Transit Stations	250,000	450,000	-	-	-	-	-	-	-	-	700,000	700,000
MovingAhead	1,000,000	500,000	-	-	-	-	-	-	-	-	1,500,000	1,500,000
West Eugene EmX Extension	9,663,000	-	-	-	-	-	-	-	-	-	9,663,000	100,000,000
Commerce Street Connect Bridge	471,000	-	-	-	-	-	-	-	-	-	471,000	471,000
Willow Creek	768,600	-	-	-	-	-	-	-	-	-	768,600	
Main-McVay	167,168	206,874	-	-	-	-	-	-	-	-	374,042	1,310,542
River Road Transit Community Implementation Plan	294,000	270,000	-	-	-	-	-	-	-	-	564,000	564,000
Safety & Security	225,000	-	40,000	-	-	-	-	-	-	-	265,000	
18th & Oak Patch Traffic Signal	225,000	-	-	-	-	-	-	-	-	-	225,000	225,000
Public Safety patrol vehicle	-	-	40,000	-	-	-	-	-	-	-	40,000	40,000
Technology Infrastructure & Systems	-	750,000	50,000	50,000	-	-	-	1,114,550	-	-	1,964,550	
Glenwood and Ridesource Bus yard Wifi	-	-	-	50,000	-	-	-	-	-	-	50,000	50,000
Storage Expansion	-	-	50,000	-	-	-	-	-	-	-	50,000	50,000
Fare Management System	-	750,000	-	-	-	-	-	1,114,550	-	-	1,864,550	1,864,550
Totals for CI	17,423,943	7,226,874	4,275,000	8,300,000	550,000	2,350,000	2,750,000	3,364,550	5,750,000	5,200,000	57,190,367	

SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 3 OF 3)

Grant Funded Non-Capital

Grant Funded Non-capital	Estimate	Future Year Projections										
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Ten Year Total	
Point2Point	937,571	979,505	979,505	979,505	979,505	979,505	979,505	979,505	979,505	979,505	979,505	9,753,116
Business Commute Challenge	19,100	19,100	19,100	19,100	19,100	19,100	19,100	19,100	19,100	19,100	19,100	191,000
Emergency Ride Home	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	20,000
Employer Transportation Coordinator	7,250	7,250	7,250	7,250	7,250	7,250	7,250	7,250	7,250	7,250	7,250	72,500
Safe Routes to Schools - Base	171,535	171,535	171,535	171,535	171,535	171,535	171,535	171,535	171,535	171,535	171,535	1,715,350
SFRTS - Regional - Springfield	148,070	90,596	90,596	90,596	90,596	90,596	90,596	90,596	90,596	90,596	90,596	963,434
Vanpool	91,196	187,004	187,004	187,004	187,004	187,004	187,004	187,004	187,004	187,004	187,004	1,774,232
Driveless Connect	41,410	41,410	41,410	41,410	41,410	41,410	41,410	41,410	41,410	41,410	41,410	414,100
SmartTrips Main Street 3	229,000	229,000	229,000	229,000	229,000	229,000	229,000	229,000	229,000	229,000	229,000	2,290,000
Transportation Coordinator Pilot	30,724	30,724	30,724	30,724	30,724	30,724	30,724	30,724	30,724	30,724	30,724	307,240
Be Safe Be Seen Rural Safety	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	3,600	32,400
Transportation Options	197,286	197,286	197,286	197,286	197,286	197,286	197,286	197,286	197,286	197,286	197,286	1,972,860
Accessible Services	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	6,832,240	68,322,400
ADA & Rural Fleet	335,400	335,400	335,400	335,400	335,400	335,400	335,400	335,400	335,400	335,400	335,400	3,354,000
Mental Health & Homeless	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	983,500
Travel Training	73,258	73,258	73,258	73,258	73,258	73,258	73,258	73,258	73,258	73,258	73,258	732,580
Transit Host	80,780	80,780	80,780	80,780	80,780	80,780	80,780	80,780	80,780	80,780	80,780	807,800
Metro ADA Ops & Shopper Service	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	3,146,200	31,462,000
Volunteer Reimbursement	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	944,460
Pearl Buck	-	-	-	-	-	-	-	-	-	-	-	-
DD Services	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	1,800,044	18,000,440
South Lane Services	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	899,450
Rhody Express	154,698	154,698	154,698	154,698	154,698	154,698	154,698	154,698	154,698	154,698	154,698	1,546,980
Oakridge Diamond Express	210,138	210,138	210,138	210,138	210,138	210,138	210,138	210,138	210,138	210,138	210,138	2,101,380
Florence Yachats	290,110	290,110	290,110	290,110	290,110	290,110	290,110	290,110	290,110	290,110	290,110	2,901,100
Volunteer Coordination	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	116,000	1,160,000
Service Animal Pilot	86,500	86,500	86,500	86,500	86,500	86,500	86,500	86,500	86,500	86,500	86,500	865,000
Lane County Coordination Mobility M	165,671	165,671	165,671	165,671	165,671	165,671	165,671	165,671	165,671	165,671	165,671	1,656,710
Crucial Connections	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	50,000
Veterans Transportation	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
LTD Staff Time - Local Programs	75,700	75,700	75,700	75,700	75,700	75,700	75,700	75,700	75,700	75,700	75,700	757,000
Medicaid	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	9,974,075	99,740,750
NEMT - State Reimbursed	518,925	518,925	518,925	518,925	518,925	518,925	518,925	518,925	518,925	518,925	518,925	5,189,250
NEMT - Trillium	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	8,408,600	84,086,000
Waivered (non-medical)	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	1,046,550	10,465,500
Planning	200,000	100,000	-	-	-	-	-	-	-	-	-	300,000
Comprehensive Operations Analysis	200,000	100,000	-	-	-	-	-	-	-	-	-	300,000
Total Grant Funded Non-capital	17,943,886	17,885,820	17,785,820	17,785,820	17,785,820	17,785,820	17,785,820	17,785,820	17,785,820	17,785,820	17,785,820	178,116,266

SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



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



SECTION 4: FUNDING SUMMARY

Funding Sources

Funding Source	Estimate	Future Year Projections									
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Ten Year Total
Federal	\$14,147,013	\$6,943,515	\$3,716,505	\$4,747,505	\$1,227,505	\$1,867,505	\$987,505	\$3,099,145	\$5,307,505	\$4,867,505	\$46,911,208
5307	6,339,473	4,481,499	2,344,000	3,960,000	440,000	1,080,000	200,000	2,311,640	4,520,000	4,080,000	29,756,613
Santa Clara Community Transit Center		3,000,000									3,000,000
Fleet & FM Crew Buildings - Glenwood MovingAhead	2,788,140	-	1,960,000	3,800,000	240,000	880,000	-	1,200,000	4,400,000	4,000,000	19,068,140
West Eugene EmX Extension	800,000	400,000	-	-	-	-	-	-	-	-	1,200,000
Willow Creek	1,382,719	-	-	-	-	-	-	-	-	-	1,382,719
Main-McVay	614,880	-	-	-	-	-	-	-	-	-	614,880
Glenwood and RideSource Bus yard Wi-Fi	133,734	165,499	-	-	-	-	-	-	-	-	299,234
Fare Management System	-	-	40,000	40,000	-	-	-	-	-	-	40,000
Replacement parts	-	600,000	-	-	-	-	-	891,640	-	-	1,491,640
Spare Parts for vVehicles - Grant Match	500,000	220,000	304,000	240,000	120,000	120,000	120,000	120,000	40,000	80,000	1,864,000
Miscellaneous	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-	380,000
5309 Bus & Bus Facilities Program and 5339	80,000	56,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	-	416,000
Accessible Services Vehicle Replacement	215,867	-	-	-	-	-	-	-	-	-	215,867
5309 Transit-Oriented Development	215,867	-	-	-	-	-	-	-	-	-	215,867
River Road Transit Community Implementation Plan	234,574	215,426	-	-	-	-	-	-	-	-	450,000
5309 Small Starts	234,574	215,426	-	-	-	-	-	-	-	-	450,000
West Eugene EmX Extension	2,000,000	-	-	-	-	-	-	-	-	-	2,000,000
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	2,000,000	-	-	-	-	-	-	-	-	-	2,000,000
Accessible Services Vehicle Replacement	769,863	-	-	-	-	-	-	-	-	-	769,863
5311	769,863	-	-	-	-	-	-	-	-	-	769,863
Accessible Services Vehicle Replacement	89,730	-	-	-	-	-	-	-	-	-	89,730
FHWA - CMAQ	89,730	-	-	-	-	-	-	-	-	-	89,730
Santa Clara Community Transit Center	-	-	585,000	-	-	-	-	-	-	-	585,000
FHWA - STP	-	-	585,000	-	-	-	-	-	-	-	585,000
Comprehensive Operations Analysis	745,571	787,505	787,505	787,505	787,505	787,505	787,505	787,505	787,505	787,505	7,833,116
Point2point	30,000	23,838	-	-	-	-	-	-	-	-	53,838
5339 Low or No Emission vehicles	745,571	787,505	787,505	787,505	787,505	787,505	787,505	787,505	787,505	787,505	7,833,116
Revenue Vehicles - 3 BYD buses (89.73/10.27)	3,751,934	1,159,086	-	-	-	-	-	-	-	-	5,211,020
Revenue Vehicles	1,497,105	582,207	-	-	-	-	-	-	-	-	2,079,312
Revenue Vehicles	2,254,829	876,878	-	-	-	-	-	-	-	-	3,131,708
State	\$15,105,715	\$12,080,784	\$10,936,434	\$10,436,434	\$10,436,434	\$10,436,434	\$10,436,434	\$10,436,434	\$10,436,434	\$10,436,434	\$111,177,969
Connect Oregon	1,389,000	1,644,350	500,000	-	-	-	-	-	-	-	3,533,350
Santa Clara Community Transit Center	900,000	1,400,000	500,000	-	-	-	-	-	-	-	2,800,000
Franklin Boulevard Phase 1 Transit Stations	135,750	244,350	-	-	-	-	-	-	-	-	380,100
Commerce Street Connect Bridge	353,250	-	-	-	-	-	-	-	-	-	353,250
Special Transportation Fund	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	3,554,322	35,543,220
Accessible Services Programs -32010	828,537	828,537	828,537	828,537	828,537	828,537	828,537	828,537	828,537	828,537	8,285,370
Accessible Services Programs -31386	461,510	461,510	461,510	461,510	461,510	461,510	461,510	461,510	461,510	461,510	4,615,100
Accessible Services Programs -32197	683,147	683,147	683,147	683,147	683,147	683,147	683,147	683,147	683,147	683,147	6,831,470
Accessible Services Programs -DD53	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	15,000,000
Accessible Services Programs -31923	81,128	81,128	81,128	81,128	81,128	81,128	81,128	81,128	81,128	81,128	811,280
Accessible Services Vehicle Replacement	61,534	-	-	-	-	-	-	-	-	-	61,534
State Lottery Funds	3,280,281	-	-	-	-	-	-	-	-	-	3,280,281
West Eugene EmX Extension	3,280,281	-	-	-	-	-	-	-	-	-	3,280,281
Medicaid	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	6,882,112	68,821,118

Funding Sources

Funding Source	Estimate	Future Year Projections									
	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Ten Year Total
Local	\$12,396,861	\$8,096,048	\$9,105,940	\$8,271,941	\$7,441,344	\$8,602,312	\$7,760,843	\$7,976,925	\$7,909,381	\$8,406,881	\$85,968,478
Lane Transit District	12,237,513	8,057,846	9,105,940	8,271,941	7,441,344	8,602,312	7,760,843	7,976,925	7,909,381	8,406,881	85,770,928
Accessible Services Programs - Farebox Cash	385,925	385,925	385,925	385,925	385,925	385,925	385,925	385,925	385,925	385,925	3,859,250
General Fund Match	11,599,336	7,632,421	6,761,956	7,165,956	6,285,956	6,445,956	6,225,956	6,753,866	7,305,956	7,195,956	73,373,317
Passenger Boarding Improvements	-	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000
ITS Upgrades	-	38,000	38,000	18,500	38,000	5,000	51,500	5,000	38,000	-	232,000
ITS Mobile Communications Infrastructure	-	1,500	263,000	1,500	1,500	1,500	272,000	1,500	1,500	-	544,000
Security System Upgrades	-	-	1,107,059	525,060	554,963	1,588,931	620,462	655,634	3,000	650,000	5,705,109
Non-Revenue Vehicles	27,252	-	150,000	75,000	75,000	75,000	105,000	75,000	75,000	75,000	732,252
18th & Oak Patch Traffic Signal	225,000	-	-	-	-	-	-	-	-	-	225,000
Facilities Assessment	-	-	300,000	-	-	-	-	-	-	-	300,000
City of Eugene	159,348	38,202	-	-	-	-	-	-	-	-	197,550
Commerce Street Connect Bridge	117,750	-	-	-	-	-	-	-	-	-	117,750
River Road Transit Community Implementation Plan	41,598	38,202	-	-	-	-	-	-	-	-	79,800
Unidentified	\$0	\$4,136,847	\$23,446,000	\$29,784,000	\$9,698,000	\$29,720,000	\$10,595,000	\$1,551,000	\$775,000	\$250,000	\$109,955,847
Eugene Station Modernization	\$-	-	300,000	3,000,000	-	-	-	-	-	-	3,300,000
LCC Station Improvements	\$-	-	-	-	-	500,000	-	-	-	-	500,000
RideSource Building and Parking Expansion	\$-	-	-	500,000	-	500,000	2,500,000	500,000	-	-	4,000,000
System Facilities Improvements	\$-	-	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000
Miscellaneous Improvements	\$-	50,000	150,000	50,000	50,000	50,000	50,000	50,000	50,000	-	500,000
Accessible Services Vehicle Replacement	-	1,310,000	1,092,000	920,000	690,000	750,000	945,000	767,000	625,000	-	7,099,000
Public Safety Patrol Vehicle	\$-	-	40,000	-	-	-	-	-	-	-	40,000
Storage Expansion	\$-	-	50,000	-	-	-	-	-	-	-	50,000
Glenwood Facility	\$-	-	1,300,000	700,000	1,000,000	-	-	-	-	-	3,000,000
Corridor Maintenance	\$-	-	-	-	100,000	-	-	-	-	-	100,000
Revenue Vehicles	-	2,576,847	19,500,000	23,725,000	-	27,450,000	7,000,000	-	-	-	80,251,847
Software	\$-	200,000	220,000	220,000	220,000	220,000	-	-	-	-	1,080,000
Hardware	\$-	-	50,000	-	-	150,000	-	50,000	-	150,000	400,000
CAD, AVL, APC, APN System Replacement	\$-	-	100,000	50,000	6,500,000	-	-	-	-	-	6,650,000
Electronic Digital Signage	\$-	-	544,000	469,000	1,038,000	-	-	-	-	-	2,051,000
Mobile Radios for Voice/Data Communications	\$-	-	-	-	-	-	-	84,000	-	-	84,000
Miscellaneous Upgrades	-	-	-	50,000	-	-	-	-	-	-	50,000
Totals	\$41,649,589	\$31,257,194	\$47,204,879	\$53,239,980	\$28,803,283	\$50,626,251	\$29,779,782	\$23,063,504	\$24,428,320	\$23,960,820	\$354,013,502

SECTION 5: APPENDICES

APPENDIX A: GUIDING DOCUMENTS

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

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

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

STATE

Oregon Transportation Plan

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of airports, bicycle and pedestrian facilities, highways and roadways, public transportation, and railroads through 2030.²

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

Statewide Transportation Strategy

The Statewide Transportation Strategy (STS) is a long-term vision to reduce transportation-related greenhouse gas (GHG) emissions and increase our region's energy security through integrated transportation and land use planning through 2050. The STS is neither directive nor regulatory, but rather points to promising approaches that should be further considered by policymakers at the state, regional, and local levels.³

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

[www.oregon.gov/.../Oregon Statewide Transportation Strategy.pdf](http://www.oregon.gov/.../Oregon%20Statewide%20Transportation%20Strategy.pdf)

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian), and projects in the National Parks, National Forests, and Indian tribal lands.⁴

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

³ Oregon Sustainable Transportation Initiative, Oregon.gov, www.oregon.gov/ODOT/Programs/Pages/OSTI.aspx.

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

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

Transportation Planning Rule

The Transportation Planning Rule (TPR), adopted in 1991, seeks to improve the livability of urban areas by promoting changes in land use patterns and transportation systems that make it more convenient for people to drive less to meet their daily needs.⁵

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

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

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

LOCAL

TransPlan

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area over a 20-year planning horizon.⁶ TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect.

Regional Transportation Plan

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

The regional planning process thus ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. Projects in the RTP are initiated at the local and state level (i.e., within the planning processes of the cities of Eugene, Springfield, and Coburg; Lane Transit District; Lane County; and the Oregon Department of Transportation).⁷

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

Regional Transportation System Plan

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

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

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

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

The development of this plan will involve the communities of Coburg, Eugene, and Springfield, including citizens, staff, and elected officials. It also will involve Lane Transit District, Point2point, Oregon Department of Transportation, Lane County, and Lane Council of Governments.⁸ The plan is currently undergoing an update.

Metropolitan Transportation Improvement Program

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

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

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

Unified Planning Work Program

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

<http://www.lcog.org/707/Unified-Planning-Work-Program>

Transportation System Plans

Transportation System Plans (TSPs) are a requirement of state land use law and are in place at the county level as well as cities within LTD's service area. The City of Eugene is currently developing its individual TSP to meet the long-term (20-year) transportation needs of residents, businesses, and visitors throughout the city. The City of Springfield adopted its TSP in 2014. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

These planning initiatives closely consider public input and local, regional, and state policies, plans and rules; including the Eugene Bike and Pedestrian Plan⁹, Oregon Highway Plan, the Regional Transportation System Plan (RTSP), and the Eugene-Springfield Metropolitan Area General Plan (Metro Plan).¹⁰ Once both TSPs are adopted, these plans will inform the RTSP being prepared by Lane Council of Governments (LCOG).¹¹

City of Eugene TSP:

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

City of Springfield TSP:

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

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

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

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

¹¹ Ibid.

Capital Improvement Program(s)

The City of Eugene, City of Springfield, Lane County, and other surrounding communities' Capital Improvement Programs (CIP) identify needs for construction of capital projects or improvements to the cities' or county's infrastructure based on various adopted long-range plans, goals, and policies. These CIPs seek to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.¹² As noted in Eugene's CIP, "A balanced CIP is the provision of funds to preserve or enhance existing facilities and provide new assets that will aid response to service needs and community growth."¹³

City of Eugene CIP:

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

City of Springfield CIP:

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

Lane County CIP:

<https://www.lanecounty.org/cms/one.aspx?portalId=3585881&pageId=4213801>

INTERNAL

The Lane Coordinated Public Transit-Human Services Transportation Plan

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

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

Long-Term Planning

Lane Transit District is always looking ahead and planning to meet the transportation needs of the communities that it serves. Long-Term projects are those that are looking ahead to what the community needs to improve their transportation needs. Use the link below to learn more.

<https://www.ltd.org/projects/>

Long-Term Planning

The Long-Range Transit Plan takes stock of LTD's current conditions, considers implications of the future, and identifies short- and long-term goals that can help LTD adapt to future changes and uncertainties. This plan is currently under revision.

System Safety Program Plan

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public, and others who may come into contact with the system. This SSPP describes the policies, procedures, and

¹² Lane County, "Capital Improvement Program," www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx.

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

requirements to be followed by management, maintenance, and operations personnel in order to create a safe environment. This plan is currently under revision.

Point2point Strategic Plan

The Point2point Strategic Plan is a blueprint to strengthen our area's ability to curtail the growth in vehicle miles traveled and the use of single-occupancy vehicles through innovative transportation programs and services. The plan is based upon the premise that a comprehensive, cross-jurisdictional approach to managing the demand for road use will result in more effective and innovative planning and services.

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

APPENDIX B: FUNDING SOURCES

Programs presented in the CIP are funded by a mix of federal, state, and local sources. The four major sources include the following:

- Federal: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)
- State: ODOT Special Transportation Fund (STF) and State Transportation Improvement Fund (STIF effective July 1, 2019) and other state programs/sources
- Local: District payroll, self-employment, and state-in-lieu taxes
- Fares: paid by users

FEDERAL FUNDING PROGRAMS

Federal funds for public transportation are authorized and appropriated by Congress, primarily through the U.S. Department of Transportation (USDOT). The FTA and FHWA provide funding allocations to the states and reimburse for eligible expenses, including state administration of the FTA programs. Large urban providers, including LTD also receive some funds directly from the FTA. Many federal sources require local/state matching funds that vary from 10 percent to about 50 percent depending on the program. FTA does not allow fare revenue to be used for local match. Table 1 below summarizes the major sources of federal public transportation funding and which LTD funds utilize these sources.

Table 1. Major Sources of Federal Public Transportation Funding in Oregon

Program/Source	Purpose	Allocation Method		LTD Fund	Program Links
		USDOT	ODOT		
FTA §5310/ODOT E&D: Seniors and Individuals with Disabilities	Seniors and individuals with disabilities; includes capital projects, preventative maintenance & purchased services	Formula to urban areas and states	Formula and discretionary to STF Agencies. Capital purchases going forward will go through the ATC/discretionary grant committee before being allocated to capital purchase	Accessible Services, Capital	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
FTA §5311: Formula Grants for Rural Areas	Rural populations less than 50,000	Formula to states	Formula to rural providers	Accessible Services	https://www.transit.dot.gov/rural-formula-grants-5311
Transit Network and Intercity	Bus service over longer distances between cities and regions	Minimum 15 percent set- aside from 5311	Discretionary to intercity providers	Accessible Services, Capital	https://www.transit.dot.gov/rural-formula-grants-5311
FTA §5309: Fixed Guideway Capital	Major projects (New Starts, Small Starts)	Discretionary to urban areas		Capital	https://www.transit.dot.gov/funding/grants/capital-investment-grants-5309
FTA §5309: Capital Investment Grant Pilot	Public-private partnership projects	Discretionary			https://www.transit.dot.gov/funding/grants/expedited-project-delivery-capital-investment-grants-pilot-5309

Program/Source	Purpose	Allocation Method		LTD Fund	Program Links
		USDOT	ODOT		
FTA §5339: Bus and Bus Facilities	Vehicles, facilities, equipment	Discretionary for urban areas, state	Discretionary rural and small urban via state. Includes Bus & bus facilities & Low or No emissions programs	Capital	https://www.transit.dot.gov/funding/grants/bus-bus-facilities-infrastructure-investment-program https://www.transit.dot.gov/research-innovation/lonocap https://www.transit.dot.gov/funding/grants/lowno
FTA §5303/4: Statewide and Non-Metropolitan Planning	Transportation planning	Formula to urban areas, states	Discretionary		https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304
FTA §5307: Urbanized Area	Any in urban areas	Formula to urban areas		Point2Point (FHWA STP transfers), Capital	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
FTA §5307: Special Allocation of old funds	Passenger rail	Discretionary	Discretionary		https://www.transit.dot.gov/funding/grants/commuter-rail-positive-train-control-grants
FTA §5337: State of Good Repair	Fixed guideways	Discretionary and formula to urban areas		General Fund, Capital	https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337
FTA §5311(c): Tribal Transit	Any	Formula to tribal transit providers			https://www.transit.dot.gov/funding/grants/tribal-transit-formula-grants-5311c2b
FHWA CMAQ: Congestion Mitigation and Air Quality Improvement Program - 23 USC 149	Varies, includes public transportation to help areas meet air quality and passenger rail goals	Formula to states	Formula for local jurisdictions in air quality non-attainment or maintenance areas	Point2Point , Capital	https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality
FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 <i>ODOT E&D Program/ FTA §5310</i>	Primarily capital, some portion for Transportation Options program	Formula to states	ODOT flexes portion of STP funds into 5310 program. Distribution by formula and/or discretionary	Point2Point , Accessible Services, Capital	http://www.oregon.gov/odot/tod/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133

Program/Source	Purpose	Allocation Method		LTD Fund	Program Links
		USDOT	ODOT		
FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 <i>MPO Directed Allocations</i>	Capital, such as transit centers, buses	Formula to states	ODOT allocates STP funds to MPOs for local projects Distribution is discretionary by MPOs	Capital	http://www.oregon.gov/odot/tod/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133
FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 STIP Enhance	Capital, such as transit centers, buses	Formula to states	ODOT flexes a portion of STP funds into Enhance. Distribution is discretionary	Point2Point	http://www.oregon.gov/odot/tod/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133
FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 <i>Fix-It Non-highway Funds: Bus Replacements</i>	Capital, bus replacements	Formula to states	ODOT flexes a portion of STP funds into Fix-it Non-highway Funds: Bus Replacements		https://www.fhwa.dot.gov/map21/summaryinfo.cfm
FHWA FLAP: Federal Lands Access Program - 23 U.S.C. 204	All transit purposes for services that access federal lands	Discretionary			https://www.fhwa.dot.gov/map21/summaryinfo.cfm

STATE FUNDING PROGRAMS

State funds for public transportation are currently limited to a few major sources:

- Special Transportation Fund (cigarette tax, non-highway use gas tax, ID card revenues, and general fund)
- Mass Transit Payroll Tax (payment by state agencies to eligible transit districts allocated by the Department of Administrative Services based on salaries of state employees within the district)
- A portion of DMV fees for custom vehicle license plates for passenger rail

Beginning July 1, 2019, State Transportation Improvement Funds will be available through the grant process.

Table 2 below summarizes the major sources of State public transportation funding and which LTD funds utilize these sources.

Table 2. Current Major Sources of State Public Transportation Funding in Oregon

Program/Source	Purpose	Allocation Method	LTD Fund	Program Links
STF: Special Transportation Fund ORS 391.800 through 391.830	Seniors, people with disabilities	ODOT by formula and discretionary; STF agency discretionary local prioritization	Accessible Services, Capital	http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx

Program/Source	Purpose	Allocation Method	LTD Fund	Program Links
Statewide Transportation Improvement Fund (Available July 1, 2019)	Expanding public transportation services	To be determined by the Oregon Transportation Commission		http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx
ConnectOregon Program Lottery backed bonds	Capital	ODOT discretionary STF agency discretionary local prioritization	Capital	http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx
Direct Legislative Appropriation Generally lottery backed bonds	Any transit purpose	DAS formula		http://www.oregon.gov/odot/stip/pages/index.aspx

APPENDIX C: PROJECT DESCRIPTIONS

Frequent Transit Network	
Franklin Boulevard Phase 1 Transit Stations (2)	Funding Tier(s): I
The City of Springfield is currently planning to redevelop Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.	
MovingAhead Project	Funding Tier(s): I
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 will be carried out through multiple phases over the next several years. The first phase of effort will lead to the identification of up to four priority corridors, which would then undergo further development work leading to capital investments related to the transit system as well as other modes of travel.	
West Eugene EmX Extension	Funding Tier(s): I
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to West 11 th Avenue west of Commerce Street is scheduled to open for service in 2017.	
Commerce Street Connect Bridge	Funding Tier(s): I
A pedestrian and bicycle path to provide a missing link from the Fern Ridge Path to the commercial and employment area near W 11 th Avenue and Beltline Highway. A 10-foot wide concrete multi-use connector path with two foot wide shoulders from the Fern Ridge Path to a large developed commercial area near Commerce Street and W. 11th Avenue will be built	
Willow Creek	Funding Tier(s): I
Design and construction of a layover terminus site at the west end of the EmX line; and bus driver relief building ..	
Main-McVay Transit Study	Funding Tier(s): I
A feasibility study is currently being performed along Main Street to Thurston in Springfield and from Springfield Station to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).	
River Road Transit Community Implementation Plan	Funding Tier(s): I
Collaborative effort between the City of Eugene and LTD to enable transit-oriented-development.	

Fleet	
Accessible Services Vehicle replacement	Funding Tier(s): I & III
The purchase of replacement and expansion vehicles for the provision of accessible services such as the American with Disabilities Act complementary paratransit service.	
Non-Revenue Vehicles	Funding Tier(s): I
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services, and other operations and administrative requirements.	
Replacement Parts	Funding Tier(s): I & III
The purchase of replacement vehicle parts that are failing and/or unreliable as they have reached the end of their useful lives. Failure to replace may create unsafe conditions and/or cause disruptions in service.	
Spare Parts for vehicles	Funding Tier(s): I
The purchase of critical spare parts that avoid downtime and disruption to service	
Revenue Vehicles	Funding Tier(s): I & III
A number of LTD buses are approaching seventeen years of age and have become more costly to maintain. This funds the purchase of fixed-route replacement buses.	
Miscellaneous Equipment	Funding Tier(s): II & III
The purchase of miscellaneous equipment required for the administration/operation of transportation services including shop equipment to service vehicles to keep them in good repair and equipment to increase safety and bus maintenance efficiency.	
Facilities	
Facilities Assessment	Funding Tier(s): I
Federal Transit Asset Management (TAM) requirement. Assessment will allow better prediction of corrective maintenance needs and equipment replacement timing in order to keep the facilities functional.	
Santa Clara Community Transit Center	Funding Tier(s): I
Construct new station near Hunsaker and River Road including a Park & Ride. New facility will accommodate both regular and EmX service, reducing operational delays and improving the customer experience.	

Eugene Station Modernization	Funding Tier(s): III
Improvements and maintenance at the Eugene Station located at 11 th Avenue and Willamette Street in downtown Eugene. Improvements will make the station easier for riders who are sight impaired to navigate the station. Maintenance is to keep the station functional, more energy efficient, and in a state of good repair.	

Glenwood Facility, FM Crew buildings, Fleet Building	Funding Tier(s): I, II, III
Improvements and maintenance at the Glenwood Facility, which includes Fleet and Administration/Operations. Improvements include expanding the capacity of the bus lot and facility, upgrading infrastructure to accommodate changing fleet types and technologies, and updating infrastructure to improve efficiencies. Maintenance is to keep the building functional and in a state of good repair. Improvements include upgraded bus gates and facility doors.	

Corridor Maintenance	Funding Tier(s): III
Replace the road from the Riverbend/North Springfield hospital to Deadmond Ferry road, which has been deteriorating.	

Passenger Boarding Improvements	Funding Tier(s): III
Improve amenities and support infrastructure at passenger boarding areas.	

Ride source building and parking expansion	Funding Tier(s): III
Add additional parking for buses and employees. Increase building capacity.	

LCC station improvements	Funding Tier(s): III
Add covered passenger waiting areas at the local community college and improve amenities and support infrastructure at passenger boarding areas.	

System Facilities Improvements	Funding Tier(s): III
Continued improvement of transit facilities and support infrastructure primarily comprised of projects that respond to internal and external needs	

Miscellaneous Improvements	Funding Tier(s): III
Continued improvement of transit facilities and support infrastructure	

Technology Infrastructure and Systems	
Glenwood & RideSource Bus Yard Wi-Fi	Funding Tier(s): I
Add infrastructure to allow Wi-Fi coverage in the bus yard for both the Glenwood and RideSource facilities.	

Software	Funding Tier(s): III
Purchase and installation of computer software for data center functions (operating systems, database systems, diagnostic, management and monitoring systems, IT security systems), enterprise-grade solutions related to business and service delivery functions (financial management, human resources management, service planning/scheduling management, operations work assignments management, computer-assisted dispatching, fleet maintenance management, facilities maintenance management, facilities systems management, facility and vehicle security management, operational data collection), office productivity solutions (word processing, spreadsheets, presentations, voice, video- and text-based communications, contact management, data analysis tools, reporting tools), GIS data management tools, TransitMaster vehicle upgrades, and other software that supports the delivery of transportation services.	

Storage Expansion	Funding Tier(s): III
Add additional storage to keep up with the business demand.	

Fare Management System	Funding Tier(s): III
Purchase and installation of a fare management system to implement advances in fare media and payment collection. The intent of implementing a fare management system is to simplify the purchase, verification, and accounting system.	

Hardware	Funding Tier(s): III
Replace copiers, storage, network equipment, and other failing hardware needed to meet business functions.	

CAD, AVL, APC, APN System Replacement	Funding Tier(s): III
Replace the system providing computer-aided dispatch (CAD), automated vehicle location (AVL), automated passenger counting (APC), automated passenger notifications (APN), and driver navigation, which is due for replacement in 2022.	

Electronic Digital Signage	Funding Tier(s): III
Purchase electronic display devices to improve communication of service information to customers at station platforms and bus stops. Reduce the need to manually produce and distribute printed service information materials.	

Mobile Radios for Voice/Data Communications LTD vehicles (135)	Funding Tier(s): III
The purchase and installation of digital radios to support voice communications in LTD vehicles.	

ITS Mobile Communications Infrastructure	Funding Tier(s): III
Replace end of life mobile communications to provide reliable voice/data communications for vehicles and voice communications for handheld units with fixed-base systems.	

ITS Upgrade	Funding Tier(s): III
Purchase and installation of Intelligent Transportation System (ITS) software and equipment. ITS systems include automated vehicle location/automatic passenger counting system, traveler information, and fare management systems.	

Miscellaneous Upgrades	Funding Tier(s): III
The purchase and installation of miscellaneous equipment required for the administration/operation of transportation services.	

Safety and Security	
18 th & Oak Patch Traffic Signal	Funding Tier(s): I
Construct new traffic signal at 18 th Avenue and Oak Patch Road in Eugene to enable service in the area to safely make left turns from Oak Patch to 18 th Avenue. Facilitates increased service to areas north and south of 18 th Avenue	

Public Safety Patrol Vehicle	Funding Tier(s): III
The purchase of one additional patrol vehicle to support the West Eugene service redesign.	

Security System Upgrades	Funding Tier(s): III
The upgrade of security fixed-base video/audio surveillance and access control systems on buses and at LTD facilities.	