



**LANE TRANSIT DISTRICT  
BOARD BUDGET COMMITTEE MEETING**

**Tuesday, October 9, 2018**

**5:30 p.m.**

**LTD Board Room**

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

**AGENDA**

<u>Time</u>		<u>Page</u>
5:30 p.m.	I. CALL TO ORDER – Committee Chair	
5:31 p.m.	II. ROLL CALL	
	<input type="checkbox"/> Bruebaker (Chair) <input type="checkbox"/> Cline <input type="checkbox"/> Walsh <input type="checkbox"/> Vacant <input type="checkbox"/> Reid <input type="checkbox"/> Kortge <input type="checkbox"/> Yeh <input type="checkbox"/> Necker <input type="checkbox"/> Nordin <input type="checkbox"/> Yett <input type="checkbox"/> Smith <input type="checkbox"/> Thompson <input type="checkbox"/> Wildish <input type="checkbox"/> Rogers	
5:32 p.m.	III. WELCOME AND INTRODUCTIONS – General Manager Aurora Jackson	
5:35 p.m.	IV. AUDIENCE PARTICIPATION – Committee Chair	
	◆ <i>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.</i>	
	◆ <i>Citizens testifying are asked to limit testimony to three minutes.</i>	
5:40 p.m.	V. APPROVAL OF MINUTES – Committee Chair	2
	▪ Minutes of the April 11, 2018, Budget Committee Meeting	
5:45 p.m.	VI. FY 2019-2028 PROPOSED COMMUNITY INVESTMENT PLAN (CIP)	9
	a. State of Good Repair	15
	b. Improvement Projects	21
	c. Accessible Services	25
	d. Medicaid	27
	e. Preventative Maintenance	28
	f. Point2point	29
6:15 p.m.	VII. COMMITTEE DISCUSSION	
7:30 p.m.	IX. POLLING OF COMMITTEE MEMBERS – Committee Chair	
7:45 p.m.	X. APPROVAL OF CIP – Budget Committee Members	
	• <u>Proposed Motion.</u> I move that the LTD Budget Committee approve the proposed Fiscal Year 2019-2028 proposed Community Investment Plan as presented [as amended] and forward it to the LTD Board of Directors with a recommendation for adoption.	
8:00 p.m.	XI. ADJOURNMENT	

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Wednesday, April 11, 2018

Pursuant to notice given to *The Register-Guard* for publication on March 19 and April 6, 2018, and distributed to persons on the mailing list of the District, the Budget Committee of the Lane Transit District held a meeting on Wednesday, April 11, 2018, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17<sup>th</sup> Avenue, Eugene.

Present: Kathryn Bruebaker  
Jody Cline  
Don Nordin  
Kate Reid  
Jennifer Smith  
Kim Thompson  
April Wick  
Gary Wildish  
Carl Yeh  
Steven Yett  
Aurora Jackson, General Manager  
Camille Straub, Clerk of the Board  
Lynn Taylor, Minutes Recorder

Absent: Ed Necker  
Dean Kortge

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

**WELCOME AND INTRODUCTIONS** — Ms. Jackson thanked committee members for giving their time to review and discuss LTD's budget proposal. She said that additional meeting time had been reserved on April 12 in the event there were issues that needed to be researched and brought back to the committee, or the committee felt it needed additional discussion time.

**POLLING OF COMMITTEE MEMBERS FOR COMMITTEE CHAIR** — Mr. Wildish said that traditionally the Budget Committee chair was not a member of the LTD Board. He invited nominations.

MOTION Mr. Yeh nominated Ms. Bruebaker as the chair of the LTD Budget Committee.

Mr. Wildish determined there were no other nominations.

VOTE Ms. Bruebaker was elected chair as follows:  
AYES: Bruebaker, Jody Cline, Don Nordin, Kate Reid, Jennifer Smith, Kim Thompson, April Wick, Gary Wildish, Carl Yeh, Steven Yett (10)  
NAYS: None  
ABSTENTIONS: None  
EXCUSED: Kortge, Necker (2)

**AUDIENCE PARTICIPATION** — There was no one wishing to speak.

**MOTION APPROVAL OF MINUTES** — Ms. Wick moved to approve the Minutes of the October 17, 2017, Budget Committee Meeting. Ms. Cline provided the second.

**VOTE** The motion was approved as follows:

AYES: Bruebaker, Jody Cline, Don Nordin, Kate Reid, Jennifer Smith, Kim Thompson, April Wick, Gary Wildish, Carl Yeh, Steven Yett (10)

NAYS: None

ABSTENTIONS: None

EXCUSED: Kortge, Necker (2)

**FY 2018-2019 PROPOSED BUDGET PRESENTATION** — Director of Finance Christina Shew thanked the committee for helping LTD develop a budget that reflected the public's priorities. She outlined the responsibilities of a budget committee under the Oregon Local Budget Law. She also highlighted LTD's vision, mission and goals and the budget development process, including adoption of a Capital Improvement Program (CIP) in November 2017. She said the proposed budget also reflected the recently ratified contract with Amalgamated Transit Union (ATU). The public comment period on the budget began on April 6, 2018. The Board would be asked to adopt the budget at its May 2018 meeting, but if more time was necessary that decision could occur at the June 2018 meeting. The law required the budget to be adopted by June 30, 2018.

Ms. Shew said four major factors impact the proposed budget:

- Structural imbalance in spending compared to revenues
- Overpayment by local taxpayers -
- Escalating healthcare costs
- ATU contract ratified

Ms. Shew said there were \$3.3 million in overpayments in FY 2016 and FY 2017, adversely impacting FY 2017 revenue because that amount was taken back by the Oregon Department of Revenue in the last quarter of FY 2017. She used a chart to illustrate the impact on the revenue and forecasts used to develop the FY 2018 budget.

In response to a question from Ms. Bruebaker, she explained that local taxpayers overpaid taxes to the Department of Revenue, which then remitted those revenues to LTD. When the taxpayers identified their errors, they filed amended returns and the Department of Revenue was required to deduct that amount from LTD's future payments. She created a chart of top taxpayers and was monitoring revenues in order to identify anomalies and requested that the Department of Revenue provide details of taxpayer payments along with the revenue so any significant changes could be questioned.

Ms. Shew said healthcare cost had grown more than \$4 million over the last 10 years, reflecting an 87 percent increase. An aging fleet would also require major expenditures for maintenance and replacement, with 68 percent of buses having met or exceeded their useful life.

Mr. Yett asked staff to provide a graph showing the age of the fleet over a five- or 10-year period, overlaid with the costs that LTD was incurring for maintenance. He asked how many buses were currently in LTD's fleet. Assistant General Manager Service Delivery Mark Johnson said there were 110 buses in the current fleet. He said 12 years was the life of a bus, although districts often ran them longer.

Ms. Smith asked if that varied by type of bus. Mr. Johnson said it did. He said the hybrid buses were starting to age out and the hybrid systems were very expensive to repair.

Mr. Nordin commented that LTD's fleet included articulated, hybrid diesel, hybrid gas and electric buses and some of those technologies were much more expensive to keep running. He asked if those vehicles would be replaced by electric buses as they aged out of the fleet, resulting in lower maintenance costs. Ms. Jackson said transit vehicles typically stayed on for 16 to 18 hours once they were started, which created significant wear. Before electric buses were readily available to the transit, the most sustainable option for replacement buses was hybrid diesel. She said those buses were now over 10 years old and maintenance costs for the hybrids was much higher than the maintenance costs for aging diesel vehicles. She said ideally LTD could transition to an all-electric fleet, which could potentially have lower maintenance costs, but no all-electric transit bus had yet reached its useful life of 12 years and no data was available. LTD had committed to 10 electric vehicles and was part of a nationwide coalition to monitor the use of electric vehicles in the transit industry, including maintenance costs as those vehicles aged.

Ms. Shew explained how the \$39.6 million in working capital in FY 2016-2017 was used. She said \$24 million was restricted to capital projects and service had been increased prior to fully implementing the payroll tax increase.

Ms. Shew said in addition to closely monitoring payroll tax revenues, the structural imbalance was being addressed by securing a line of credit, restoring \$4.2 million in federal formula funds to the budget for operations, and increasing revenues through advertising on EmX lines.

Ms. Smith asked under what circumstances the line of credit might be used. Ms. Shew said Board policy required a two-month operating reserve of approximately \$8 million. In the event funds were needed, the Board would be asked whether it wished to use the line of credit or the reserve.

In response to a question from Mr. Yett, Ms. Jackson said that advertising was handled through a contract with an outside agency. She said the three-year contract was competitively bid for revenue. Purchasing Manager Collina Beard said the contract would expire in August 2018 and would be rebid to include EmX bus advertising, which was not a part of the current contract.

Ms. Shew said in addition to increasing revenues, addressing the structural imbalance also included efforts to decrease expenditures by making service changes to improve efficiencies, replacing the aging fleet, headcount reductions through attrition and reducing controllable expenditures such as training, travel, professional services and vendor contracts.

Ms. Shew said LTD budget consisted of five self-balancing funds:

- General Fund (operating and non-operating budgets)
- Capital Projects Fund

- Accessible Services Fund
- Medicaid Fund
- Point2point Fund

Ms. Shew said creation of the funds provided greater transparency and accountability to have all of the resources and expenditures for a particular service in one fund. She reviewed the details of each fund, including resources and requirements, sources of assistance, revenue and categories of expenditures.

Mr. Yett questioned whether the line of credit should be shown as General Fund assistance because if it was used it would have to be paid back. He felt it distorted the picture of what was available. Mr. Wildish added that if the line of credit was used it would also generate a cost.

There was a discussion of how best to show the line of credit in the General Fund as a resource. Ms. Shew said it would need to be shown in a way that allowed the fund to be balance. Ms. Jackson said staff could research how other transit agencies handled lines of credit within their budgets as it was a common practice in the industry.

In response to a question from Ms. Reid, Ms. Shew said the goal was to manage the budget in a way that avoided using the \$1 million line of credit. Ms. Jackson explained that in the event of a major recession staff would ask the Board to adjust appropriations and transfer the line of credit and account in the budget for the cost.

Ms. Reid pointed out that if expenditures occurred exactly as set forth in the budget it would be necessary to use the line of credit and if that was not the intention it should be explained in the budget. Ms. Shew said that if there was no intent to use the line of credit either expenditures or reserves would need to be reduced by \$1 million.

Committee members discussed why a line of credit was needed, whether it could be eliminated in favor of lowering the amount of reserves required, circumstances when those funds might be used. There was general agreement that it made sense to establish a line of credit well in advance of any need that might arise.

Ms. Shew continued with a review of General Fund revenues, noting fluctuations in passenger fares. She described changes in LTD's organizational structure merged functions and reorganized roles for greater efficiency, better communications and easier decision-making.

Mr. Nordin asked if information technology (IT) positions would be filled. Ms. Shew said an IT assessment was currently being conducted to determine LTD's future IT needs and that would determine what the staffing levels should be. Ms. Jackson said a procurement process was under way to fill immediate IT needs with contracted services in the interim and hire a consultant to conduct the assessment. Ms. Beard provided further details of the types of services to be procured

Ms. Wick asked if the vacant bus operator positions related to the proposed service cuts. Ms. Jackson said that a projected number of operator positions would not be filled based on the hours of service reduction. Vacancies would occur through departures and retires from employment. Staff would present to the Board at a future meeting proposed service cuts to meet the \$2 million service reduction threshold. She said service cuts would be recommended in areas

where service was not as productive. She said lifeline services where residents were transit dependent and productive service would be preserved.

Mr. Nordin asked if contracting agencies to provide RideSource type service in areas that would not be served otherwise had been considered. Ms. Jackson said the current recommendations for cutting service related only to reducing non-productive service, not finding an alternative to providing that service. She said an assessment of transportation options available to LTD and strategies for providing better services would begin next week and could eventually be used to reduce costs.

Ms. Reid noted increases in the costs of ATU and administrative personnel at the same time reductions in staff were occurring, specifically with bus operators. She asked if that resulted from the recently ratified ATU contract. Ms. Shew said the increases were primarily the ATU contract and healthcare costs. Retirement plan contributions by LTD had also increased as part of the Board's direction to continue to reduce unfunded liabilities in pension plans.

Ms. Reid said it would be helpful to have information that illustrated the ATU contract changes, such as an increase in healthcare costs, from one fiscal year to the next to compare to the reduction in employees during that same period. Ms. Jackson observed that the ATU contract contained a strategy for containing healthcare costs.

Ms. Shew reviewed the history of healthcare cost increases and details of distribution of positions within the organization and personnel costs, including salaries, wages and benefits. She noted that 83 percent of positions were dedicated to service delivery. She explained the strategies being used to reduce the unfunded liabilities in pension plans.

Ms. Shew reviewed General Fund materials and services expenditures, noting that new infrastructure had increased cleaning and utilities costs and the aging fleet resulted in increase maintenance and repair costs. She pointed out other areas in which expenses had been reduced and reviewed transfers from the General Fund to the Capital Projects, Accessible Services, Medicaid and Point2point funds.

Ms. Wick asked if the anticipated efficiencies from implementation of the Novus software had been realized and could be sustained. Mr. Johnson said that after some initial startup problems, the software was functioning well and efficiencies had reduced the amount of General Fund dollars that were transferred to the Accessible Services Fund.

Ms. Shew reviewed the Capital Projects Fund resources and expenditures. She pointed out a slight reduction in planned expenditures from the original Capital Improvement Program (CIP) approved by the Board, due in part to a delay with the Santa Clara Community Transit Center project.

Mr. Nordin asked if the \$3 million grant of ConnectOregon funds would be impacted by delay of the Santa Clara project. Ms. Jackson said the grant had been awarded and LTD had entered into an agreement with the state to receive the money. The grant funds would be expended within the grant period, even with the project's delay.

Ms. Reid commented that the large increase in planned expenditures for technology, infrastructure and systems was for a new fare management system.

Ms. Shew said Accessible Services Fund expenditures were flat, with a slight decrease in the amount of the General Fund transfer. She said the least cost/most appropriate mode model had been effective in reducing trips costs and would continue to be used.

Ms. Wick inquired about initiatives to encourage people with disabilities to utilize the fixed route system. Ms. Jackson said LTD had several programs to assist people with using the fixed route system, but could not mandate they do so if they qualified for paratransit services. Mr. Johnson said LTD's programs provided training and assistance to ride the bus and transit hosts at the main stations provided further assistance.

Mr. Wildish hoped LTD could work with local jurisdictions to improve safety and accessibility around transit stations, which would also encourage people with disabilities to use the fixed route system.

Ms. Shew continued with brief reviews of the Medicaid and Point2point funds. She pointed out that Point2point personnel were now being charged to that fund instead of to the General Funds and then reimbursed by Point2point dollars.

**COMMITTEE DISCUSSION/POLLING OF COMMITTEE MEMBERS** — In response to a question from Ms. Reid, Ms. Jackson said Point2point positions were shown on page 45 of the budget for purposes of showing the total headcount, but on page 64 those positions were shown with expenditures for salaries in the Point2point Fund.

Ms. Shew said LTD staff time was often split among funds as they worked on different projects and activities while Point2point staff did not and their salaries were shown exclusively in the Point2point Fund. Ms. Jackson said staff was still looking for ways to be more transparent about staff functions and funding sources.

Ms. Reid suggested that a footnote in the budget could explain that while that Point2point positions were shown in one section of the budget without funding for purposes of a headcount and the organizational structure, the positions were shown as funded in another section to avoid confusion about whether the program had been discontinued.

Ms. Reid asked why Human Resources had no changes in the number of positions but an increase of about \$110,000 in administrative costs. Ms. Jackson said the increase was a result of a two percent bridge payment and several positions were subject to the pay equity law. Director of Human Resources David Collier explained that the law required standardization of salaries of comparable character within an organization.

Mr. Wildish observed that the 18 percent increase was a significant salary increase among a small number of positions. Ms. Shew said she would research the matter.

Mr. Wildish expressed concern that the budget assumed LTD would receive \$2.5 million from HB 2017, but those funds would not actually be available until July 2019. Ms. Jackson explained that while the funds would not be available until July 2019, expenditures beginning July 2018 would be eligible for reimbursement as with any other grant. She said state projects were expected by the end of the week and would confirm that anticipated HB 2017 funds were aligned with LTD's

budget. She described options that would be presented to the advisory committee for HB 2017 funds and strategies for projects depending on the committee's recommendations.

Ms. Shew summarized her notes from the committee's discussion:

- Survey other transit agencies to determine how they presented a line of credit in their budgets and modify the budget presentation based on that information
- Develop a graph of the age of the fleet over five to 10 years, with maintenance costs overlaid
- Add a footnote explaining how Point2point positions were shown in the budget to clarify how they were transferred to the Point2point Fund from the General Fund
- Research the discrepancy between the same number of Human Resource positions and the increase in wages
- Correct a typographical error on page 57
- Determine why administrative expenses for pension plan were lower in FY 2017
- Increase the font size on pie charts
- Establish a line of credit so it was available even if it was not utilized
- Consider and discuss more opportunities to reduce costs by encouraging more people with disabilities to use the fixed route system instead of RideSource services

Ms. Shew said the committee could approve the budget as presented, amend the budget or request an additional meeting for further discussion.

Committee members discussed how the line of credit should be shown within the budget, how those funds might be used and whether the Board should be asked to consider reducing the reserve by \$1 million.

**MOTION APPROVAL OF CAPITAL IMPROVEMENTS PROGRAM** — Ms. Cline moved to accept the budget as proposed and recommend to the LTD Board of Directors that the line of credit be eliminated as a resource and reduce the reserve requirements to \$7 million. Ms. Smith provided the second.

**VOTE** The motion was approved as follows:  
 AYES: Bruebaker, Jody Cline, Don Nordin, Kate Reid, Jennifer Smith, Kim Thompson, April Wick, Gary Wildish, Carl Yeh, Steven Yett (10)  
 NAYS: None  
 ABSTENTIONS: None  
 EXCUSED: Kortge, Necker (2)

## **ADJOURNMENT**

Ms. Bruebaker adjourned the meeting at 7:37 p.m.

# COMMUNITY INVESTMENT PLAN

2019-2028



**LTD** | Lane Transit District

# Lane Transit District

COMMUNITY INVESTMENT PLAN  
OCTOBER 9, 2018

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# SECTION 1: CONTEXT FOR LTD'S COMMUNITY INVESTMENTS

## 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 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.

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

## COMMUNITY INVESTMENT PRIORITIES

LTD 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).<sup>1</sup>

The FY 2019-2028 CIP totals approximately \$330 million in projects with funding secured or securable (e.g. formula funds), \$7 million in projects with funding identified, but still in the application process and \$37 million in projects with an unidentified funding source.

Project Category	Tier I	Tier II	Tier III	Total Project Cost
	Funding Secured/securable	Funding identified. In application process	Funding source not identified	
Improvement Projects	113,677,148	3,774,375	25,798,993	143,250,516
State of Good Repair	15,271,462	2,185,780	11,146,000	28,603,242
Preventative Maintenance	29,200,000	-	-	29,200,000
Point2point	1,150,730	344,653	100,000	1,595,383
Medicaid	107,284,750			107,284,750
Accessible Services	69,726,900	1,026,240		70,753,140
Totals	336,310,990	7,331,048	37,044,993	380,687,031

Sections 2 and 3 summarize all CIP projects included in the 10-year plan.

## 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 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 staff responses are submitted to the LTD Board of Directors. Staff then present a revised draft plan to the Board for adoption.

### Development and Review Schedule

<b>July 1</b>	Fiscal year begins
<b>July – June</b>	Staff track progress of projects and funding
<b>August – September</b>	Staff develops draft CIP
<b>September</b>	Submit CIP to public for 30-day comment period
<b>October</b>	Public hearing on CIP; public comments/staff responses published
<b>November</b>	Board adopts CIP
<b>April</b>	Staff develop budget. CIP priorities are matched with limited resources into the proposed budget
<b>April</b>	Budget Committee is presented draft proposed budget and approves a budget
<b>May</b>	Board of Directors adopt a budget

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

## PROJECT FUNDING DECISIONS

There are six types of projects in the CIP: 1) State of Good Repair, 2) Improvement, 3) Non-capital, 4) Medicaid, 5) Accessible Services, and 6) Point2point. 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. Non-capital projects include projects that provide insightful data and analysis for informed investment decision-making. These can include asset condition assessments, technology assessments, and transportation network assessments. Medicaid projects provide transportation services to individuals who qualify for the Oregon Health Plan. Accessible Services projects provide transportation services for older adults and people with disabilities. Lastly, Point2point projects provide transportation options that reduce the reliance on single-occupancy vehicles.

Projects are reviewed by staff, and eight criteria are considered when making final project funding decisions:

- 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) Other Benefits - What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?
- 5) Ridership/Quality of Service Delivery – What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- 6) Economic Impact – How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- 7) Environmental Impact – How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?
- 8) Alignment with Agency Strategic Objectives – To what extent does this project align with the District's strategic objective “to provide people with the independence to achieve their goals and to create a more vibrant, sustainable, and equitable community”?

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

Funding tiers include the following:

**Tier I:** Full funding has been secured or is securable (e.g. formula funds).

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

**Tier III:** 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 actually 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 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.

**Non-capital:** These projects include non-capital community investments or State of Good Repair projects.

**Other:** These projects include other programs funded with grant funds including Accessible Services, Medicaid, Point2point Transportation Options, preventive maintenance, and other miscellaneous purchases.

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 1 OF 15)

State of Good Repair											
		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Fleet</b>	<b>11,773,462</b>	<b>5,850,623</b>	<b>1,014,158</b>	<b>-</b>	<b>18,638,242</b>						
Accessible Services Vehicle	970,149										970,149
Diamond Express Vehicle	333,698										333,698
Florence/Yachats Vehicle	100,000										100,000
Rhody Express Vehicle	100,000										100,000
Mobility on Demand Vehicle	100,000										100,000
Misc Equipment	50,000	50,000									100,000
Non-Revenue Vehicles	-	255,000	225,000								480,000
Five 40-foot Electric Buses (No/Low)		4,639,565									4,639,565
Five 40-foot Buses in 2019	4,200,000										4,200,000
Fleet Procurement Plan	139,307										139,307
Electric Bus Fleet Procurement	389,558	389,558	389,558								1,168,673
Replacement Parts - ACM	261,700	366,500	249,600								877,800
Spare Parts for Tooling for 16200	337,336										337,336
Five 60-foot Diesel Bus Procurement	3,930,641										3,930,641
One 40-foot Diesel/Hybrid Bus	760,073										760,073
Spare Parts for Vehicles	101,000	150,000	150,000								401,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 2 OF 15)

State of Good Repair											
		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Facilities</b>	-	530,000	575,000	1,235,000	20,000	-	150,000	450,000	-	-	2,960,000
Facilities Assessment	-			150,000							150,000
River Road Transit Station Disposal		25,000	50,000	25,000							100,000
Bus Wash Improvements				730,000	20,000						750,000
LED Light Upgrade							50,000	450,000			500,000
Glenwood Fire System Update				150,000							150,000
Welding Bay Relocation				150,000							150,000
Clock Improvements							100,000				100,000
Heat Pump Replacement - Eugene	-	225,000	5,000								230,000
Overhead Door Replacement		230,000	20,000								250,000
Bus Gate Improvements		50,000	500,000								550,000
Fleet Generator Fuel Tank				30,000							30,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 3 OF 15)

State of Good Repair											
		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Safety &amp; Security</b>	-	48,000	-	-	-	-	-	-	-	-	48,000
Non-Revenue Security Vehicle	-	48,000									48,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 4 OF 15)

### State of Good Repair

	FY 2019	Future Year Projections										
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Technology Infrastructure &amp; Systems</b>	<b>996,000</b>	<b>3,356,000</b>	<b>1,511,000</b>	<b>346,000</b>	<b>168,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>6,857,000</b>
<b>Hardware</b>												
Juniper Switches		220,000										220,000
RideSource UPS		40,000										40,000
UPS Batteries	5,000											5,000
RideSource Telephony			15,000									15,000
EmX Signage			400,000									400,000
Workstation Peripherals			15,000									15,000
Workstations			400,000									400,000
Network Infrastructure - Eugene		85,000										85,000
Fiber Optic Plant - Redundant Feed		500,000										500,000
Disaster Recovery		500,000										500,000
Copy Room Printer					72,000							72,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 5 OF 15)

### State of Good Repair

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Software</b>											
VoIP Replacement				250,000							250,000
Intrusion Detection System	75,000										75,000
Workstation OS Refresh		50,000									50,000
Server OS Refresh		200,000									200,000
NetApp		200,000									200,000
Finance and Payroll Software		500,000									500,000
HASTUS and MIDAS Upgrade		600,000									600,000
Document Management System			175,000								175,000
Accident Tracking Software			20,000								20,000
CommVault/Veeam		100,000									100,000
ManageEngine NOC		20,000									20,000
EAM - Fleet Management Functions			225,000								225,000
EAM - Fleet Stores Management		375,000									375,000
ManageEngine SIEM		20,000									20,000
VM App Virtualization		10,000									10,000
Office365			40,000								40,000
EAM - Fluid Management			125,000								125,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 6 OF 15)

State of Good Repair												
		Future Year Projections										
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Non-Capital</b>												
Disaster Recovery Study	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000	
AWS Vcenter			50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	400,000	
Mobile Device Management	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	60,000	
Intrusion Prevention System (Proxy		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000	
HR Software		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000	
Cloud File Storage			10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	80,000	
Data Warehousing	900,000										900,000	
<b>Totals</b>	<b>12,769,462</b>	<b>9,884,623</b>	<b>3,100,158</b>	<b>1,581,000</b>	<b>188,000</b>	<b>96,000</b>	<b>246,000</b>	<b>546,000</b>	<b>96,000</b>	<b>96,000</b>	<b>28,603,242</b>	

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 7 OF 15)

Improvement Projects													Project Total
	Estimated pre-2019	FY 2019	Future Year Projections									Ten Year Total	
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028		
<b>Facilities</b>	<b>3,710,559</b>	<b>1,555,000</b>	<b>7,938,434</b>	<b>3,290,000</b>	<b>3,185,000</b>	<b>780,000</b>	<b>3,200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>20,748,434</b>	<b>24,458,993</b>
Eugene Station Modernization	N/A	-	-	35,000	2,885,000	80,000	-	-	-	-	-	3,000,000	3,000,000
Passenger Boarding Improvements	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
Bus Lift for Maintenance Bay 1	N/A	-	20,000	430,000	-	-	-	-	-	-	-	450,000	450,000
Operation Command Control	N/A	-	-	-	-	500,000	3,000,000	-	-	-	-	3,500,000	3,500,000
Santa Clara Transit Station	1,736,566	1,350,000	6,188,434	1,025,000	-	-	-	-	-	-	-	8,563,434	10,300,000
System Facilities Improvements	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
UO Station South	N/A	-	1,500,000	1,500,000	-	-	-	-	-	-	-	3,000,000	3,000,000
Hunsaker Development Project	1,973,993	5,000	30,000	100,000	100,000	-	-	-	-	-	-	235,000	2,208,993

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 8 OF 15)

Improvement Projects													
			Future Year Projections										Project Total
	Estimated pre-2019	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Frequent Transit Network</b>	<b>99,000,000</b>	<b>3,426,286</b>	<b>640,146</b>	<b>1,475,146</b>	<b>1,888,125</b>	<b>7,600,000</b>	<b>425,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,454,703</b>	<b>114,454,703</b>
Existing EmX Corridor Improvement	N/A	-	125,000	1,000,000	1,500,000	7,600,000	425,000	-	-	-	-	10,650,000	10,650,000
EmX Franklin BLVD Phase 1 Transit Stations	N/A	755,000										755,000	755,000
Main-McVay Transit Study	N/A	160,000	127,021	87,021								374,042	374,042
River Road Transit Community Implementation Plan	N/A	564,000										564,000	564,000
MovingAhead	N/A	947,286										947,286	947,286
West Eugene EmX Extension	99,000,000	1,000,000										1,000,000	100,000,000
FTN Safety and Amenity Improvements	N/A		388,125	388,125	388,125							1,164,375	1,164,375

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 9 OF 15)

Improvement Projects													
			Future Year Projections										Project Total
	Estimated pre-2019	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Technology Infrastructure &amp; Systems</b>	-	915,000	-	-	75,000	-	-	-	-	-	-	990,000	990,000
Fare Management System	N/A	765,000				-	-					765,000	765,000
<b>Software</b>													-
CRM	N/A				75,000							75,000	75,000
Novus Modules	N/A	150,000										150,000	150,000

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 10 OF 15)

Improvement Projects													Project Total
	Estimated pre-2019	FY 2019	Future Year Projections									Ten Year Total	
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028		
<b>Non-Capital Projects</b>	<b>154,745</b>	<b>942,075</b>	<b>1,250,000</b>	<b>1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,192,075</b>	<b>3,346,820</b>
COA	154,745	538,075										538,075	692,820
Communications Assessment		44,000										44,000	44,000
Mobility as a Service (MaaS)	N/A	360,000	1,000,000	1,000,000								2,360,000	2,360,000
Sustainable Cities Year Program (SCYP)	N/A		250,000									250,000	250,000
<b>Totals for CI</b>	<b>102,865,304</b>	<b>6,838,361</b>	<b>9,828,580</b>	<b>5,765,146</b>	<b>5,148,125</b>	<b>8,380,000</b>	<b>3,625,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>40,385,212</b>	<b>143,250,516</b>

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 11 OF 15)

Accessible Services											
Future Year Projections											
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Out-of District</b>											
Rural ADA Fleet PM	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	176,000
Diamond Express PM	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	128,390
Florence/Yachats	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	2,989,600
Oakridge Diamond Express	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	1,026,240
Oakridge Diamond Express	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	838,140
Rhody Express	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	1,740,980

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 12 OF 15)

Accessible Services											
		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>In-District</b>											
Metro ADA Fleet PM	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	3,353,990
Crucial Connections	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	49,990
DD Services	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	24,120,000
Lane County Coordination Mobility Management	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	1,656,720
Mental Health and Homeless	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	983,500
Metro ADA Ops and Shopper Services	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	28,500,010
Pearl Buck	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	1,538,500
Service Animal Pilot	86,500										86,500
South Lane Services	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	899,450
Transit Host	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	769,600
Travel Training	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	735,070
Veterans Transportation	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Volunteer Coordination	116,000										116,000
Volunteer Reimbursement	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	944,460
<b>Totals</b>	<b>7,257,564</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>70,753,140</b>

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 13 OF 15)

<b>Medicaid</b>											
		<b>Future Year Projections</b>									
	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>FY 2028</b>	<b>Ten Year Total</b>
NEMT - State Reimbursed	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	5,403,750
NEMT - Trillium	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	91,251,000
Waivered - Non-Medical	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	10,630,000
<b>Totals</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>107,284,750</b>

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 14 OF 15)

Preventative Maintenance												
		Future Year Projections										Project Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
Grant-funded PM	4,200,000	4,200,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	29,200,000	29,200,000
<b>Totals</b>	<b>4,200,000</b>	<b>4,200,000</b>	<b>2,600,000</b>	<b>29,200,000</b>	<b>29,200,000</b>							

## SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 15 OF 15)

### Point2point

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
Drive Less Connect	41,410										41,410
Employer Transportation Coordinator Toolkit	15,362	Spend over 2019-2020									
Safe Routes to School Assistants	50,462	Spend over 2019-2023									
Smart Routes to School Bike Parking	80,145	Spend over 2019-2020									
SmartTrips 3	100,000										100,000
SmartTrips New Resident	137,838	Spend over 2019-2021									
Safe Routes to School Bike Ped Program Expansion	165,405	Spend over 2019-2021									
Safe Routes to School Regional Program	240,190										240,190
Transportation Options	399,571										399,571
UO Gateway SmartTrips	180,000	Spend over 2019-2021									
Vanpool	185,000										185,000
<b>Totals</b>	<b>1,595,383</b>	-	-	-	-	-	-	-	-	-	<b>1,595,383</b>

## SECTION 3: FUNDING SUMMARY (PAGE 1 OF 15)

State of Good Repair														
	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Facilities</b>		<b>2,960,000</b>	-	-	-	-	-	-	-	-	-	-	-	<b>2,960,000</b>
	Facilities Assessment	Tier III	150,000											150,000
	River Road Transit Station Disposal	Tier III	100,000											100,000
	Bus Wash Improvements	Tier III	750,000											750,000
	LED Light Upgrade	Tier III	500,000											500,000
	Glenwood Fire System Update	Tier III	150,000											150,000
	Welding Bay Relocation	Tier III	150,000											150,000
	Clock Improvements	Tier III	100,000											100,000
	Heat Pump Replacement - Eugene	Tier III	230,000											230,000
	Overhead Door Replacement	Tier III	250,000											250,000
	Bus Gate Improvements	Tier III	550,000											550,000
	Fleet Generator Fuel Tank	Tier III	30,000											30,000

# SECTION 3: FUNDING SUMMARY (PAGE 2 OF 15)

## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Fleet</b>		<b>3,134,770</b>	<b>151,942</b>	<b>320,333</b>	<b>130,000</b>	<b>537,725</b>	<b>3,559,368</b>	<b>6,619,848</b>	<b>1,820,272</b>	<b>588,984</b>	<b>650,000</b>	<b>1,000,000</b>	<b>125,000</b>	<b>18,638,242</b>
Accessible Services Vehicle	Tier I	149,790	7,043	61,534		537,725			214,057					970,149
Diamond Express Vehicle	Tier I		34,629	169,069	130,000									333,698
Florence/Yachats Vehicle	Tier I		10,270	89,730										100,000
Rhody Express Vehicle	Tier III		100,000											100,000
Mobility on Demand Vehicle	Tier III										100,000			100,000
Misc Equipment	Tier III	20,000					80,000							100,000
Non-Revenue Vehicles	Tier III	96,000					384,000							480,000
Five 40-foot Electric Buses (No/Low)	Tier I	609,890						3,479,675			550,000			4,639,565
Five 40-foot Buses in 2019	Tier I	852,745					2,072,328	943,814		331,113				4,200,000
Fleet Procurement Plan	Tier II	14,307											125,000	139,307
Electric Bus Fleet Procurement	Tier II	168,673										1,000,000	-	1,168,673
Replacement Parts - ACM	Tier II	175,560					702,240							877,800
Spare Parts for Tooling for 16XXX	Tier I	67,467							269,869					337,336
Five 60-foot Diesel Bus Procurement	Tier I	786,127						1,550,297	1,336,346	257,871				3,930,641
One 40-foot Diesel/Hybrid Bus	Tier I	114,011						646,062						760,073
Spare Parts for Vehicles	Tier III	80,200					320,800							401,000

## SECTION 3: FUNDING SUMMARY (PAGE 3 OF 15)

State of Good Repair														
	Project	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
	Tier													
<b>Safety &amp; Security</b>		<b>9,600</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>38,400</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48,000</b>
Non-Revenue Security Vehicle	Tier III	9,600					38,400							48,000

# SECTION 3: FUNDING SUMMARY (PAGE 4 OF 15)

State of Good Repair														
	Project	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
	Tier													
<b>Technology Infrastructure &amp; Systems</b>		<b>6,857,000</b>	-	-	-	-	-	-	-	-	-	-	-	<b>6,857,000</b>
<b>Hardware</b>														-
	Juniper Switches	Tier III	220,000											220,000
	RideSource UPS	Tier III	40,000											40,000
	UPS Batteries	Tier III	5,000											5,000
	RideSource Telephony	Tier III	15,000											15,000
	EmX Signage	Tier III	400,000											400,000
	Workstation Peripherals	Tier III	15,000											15,000
	Workstations	Tier III	400,000											400,000
	Network Infrastructure - Eugene Station	Tier III	85,000											85,000
	Fiber Optic Plant - Redundant Feed for	Tier III	500,000											500,000
	Disaster Recovery	Tier III	500,000											500,000
	Copy Room Printer	Tier III	72,000											72,000

## SECTION 3: FUNDING SUMMARY (PAGE 5 OF 15)

State of Good Repair														
	Project	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Software</b>														
														-
	VoIP Replacement	250,000												250,000
	Intrusion Detection System	75,000												75,000
	Workstation OS Refresh	50,000												50,000
	Server OS Refresh	200,000												200,000
	NetApp	200,000												200,000
	Finance and Payroll Software	500,000												500,000
	HASTUS and MIDAS Upgrade	600,000												600,000
	Document Management System	175,000												175,000
	Accident Tracking Software	20,000												20,000
	CommVault/Veeam	100,000												100,000
	ManageEngine NOC	20,000												20,000
	EAM - Fleet Management Functions	225,000												225,000
	EAM - Fleet Stores Management	375,000												375,000
	ManageEngine SIEM	20,000												20,000
	VM App Virtualization	10,000												10,000
	Office365	40,000												40,000
	EAM - Fluid Management	125,000												125,000

## SECTION 3: FUNDING SUMMARY (PAGE 6 OF 15)

State of Good Repair															
	Project														
	Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total	
<b>Non-Capital</b>															
														-	
	Disaster Recovery Study	Tier III	100,000											100,000	
	AWS Vcenter	Tier III	400,000											400,000	
	Mobile Device Management	Tier III	60,000											60,000	
	Intrusion Prevention System (Proxy	Tier III	90,000											90,000	
	HR Software	Tier III	90,000											90,000	
	Cloud File Storage	Tier III	80,000											80,000	
	Data Warehousing	Tier III	900,000											900,000	
<b>Totals</b>			<b>13,061,370</b>	<b>151,942</b>	<b>320,333</b>	<b>130,000</b>	<b>537,725</b>	<b>3,597,768</b>	<b>6,619,848</b>	<b>1,820,272</b>	<b>588,984</b>	<b>650,000</b>	<b>1,000,000</b>	<b>125,000</b>	<b>28,603,242</b>

## SECTION 3: FUNDING SUMMARY (PAGE 7 OF 15)

Improvement Projects													
	Project Tier	General Funds	STBG	CMAQ	ConnedOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Facilities</b>		<b>17,858,993</b>	<b>600,000</b>	<b>-</b>	<b>3,000,000</b>	<b>-</b>	<b>-</b>		<b>3,000,000</b>			<b>-</b>	<b>24,458,993</b>
Eugene Station Modernization	Tier III	3,000,000											3,000,000
Passenger Boarding Improvements	Tier III	1,000,000											1,000,000
Bus Lift for Maintenance Bay 1	Tier III	450,000											450,000
Operation Command Control	Tier III	3,500,000											3,500,000
Santa Clara Transit Station	Tier I	3,700,000	600,000		3,000,000				3,000,000				10,300,000
System Facilities Improvements	Tier III	1,000,000											1,000,000
UO Station South	Tier III	3,000,000											3,000,000
Hunsaker Development Project	Tier III	2,208,993											2,208,993

## SECTION 3: FUNDING SUMMARY (PAGE 8 OF 15)

Improvement Projects													
	Project Tier	General Funds	STBG	CMAQ	ConnecOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Frequent Transit Network</b>		15,013,475	475,000	525,000	1,925,800	450,000	79,800	335,628	2,850,000	17,800,000	75,000,000	-	114,454,703
Existing EmX Corridor Improvement	Tier III	10,650,000											10,650,000
EmX Franklin BLVD Phase 1 Transit Stations	Tier I	429,200			325,800								755,000
Main-McVay Transit Study	Tier I	38,414						335,628					374,042
River Road Transit Community Implementation Plan	Tier I	34,200				450,000	79,800						564,000
MovingAhead	Tier I	97,286							850,000				947,286
West Eugene EmX Extension	Tier I	3,600,000			1,600,000				2,000,000	17,800,000	75,000,000		100,000,000
FTN Safety and Amenity Improvements	Tier II	164,375	475,000	525,000									1,164,375

## SECTION 3: FUNDING SUMMARY (PAGE 9 OF 15)

Improvement Projects													
	Project Tier	General Funds	STBG	CMAQ	ConnectOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Technology Infrastructure &amp; Systems</b>		840,000	-	-	-	-	-	-	-	-	-	150,000	990,000
Fare Management System		Tier III	765,000										765,000
<b>Software</b>													
CRM		Tier III	75,000										75,000
Novus Modules		Tier III										150,000	150,000

## SECTION 3: FUNDING SUMMARY (PAGE 10 OF 15)

Improvement Projects													
	Project Tier	General Funds	STBG	CMAQ	ConnectOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Non-Capital Projects</b>		<b>932,982</b>	<b>53,838</b>	-	-	-	-	-	-	-	-	<b>2,360,000</b>	<b>3,346,820</b>
COA	Tier I	638,982	53,838										692,820
Communications Assessment	Tier I	44,000											44,000
Mobility as a Service (MaaS)	Tier II											2,360,000	2,360,000
Sustainable Cities Year Program (SCY)	Tier II	250,000											250,000
<b>Totals</b>		<b>34,645,450</b>	<b>1,128,838</b>	<b>525,000</b>	<b>4,925,800</b>	<b>450,000</b>	<b>79,800</b>	<b>335,628</b>	<b>5,850,000</b>	<b>17,800,000</b>	<b>75,000,000</b>	<b>2,510,000</b>	<b>143,250,516</b>

## SECTION 3: FUNDING SUMMARY (PAGE 11 OF 15)

Accessible Services														
	Project Tier	General Funds	General Funds via LTD Staff	STF	5310	5310 Direct Disbursement (non formula)	Transit Network/Intercity Connection	Oregon Dept of Human Services	Federal Funds through DHS	Local Funds	Farebox	Yachats Grant	Annual Funding Total	Projected 10 year Project Total
<b>Out-of District</b>														
Rural ADA Fleet PM	Tier I			1,356	11,844							4,400	17,600	176,000
Diamond Express PM	Tier I	2,568					10,271						12,839	128,390
Florence/Yachats	Tier I		12,550	286,410									298,960	2,989,600
Oakridge Diamond Express	Tier II			58,000			277			12,000	32,347		102,624	1,026,240
Oakridge Diamond Express	Tier I						83,814						83,814	838,140
Rhody Express	Tier I			61,270			76,328			36,500			174,098	1,740,980

## SECTION 3: FUNDING SUMMARY (PAGE 12 OF 15)

Accessible Services														
	Project Tier	General Funds	General Funds via LTD Staff	STF	5310	5310 Direct Disbursement (non formula)	Transit Network/Intercity Connection	Oregon Dept of Human Services	Federal Funds through DHS	Local Funds	Farebox	Yachats Grant	Annual Funding Total	Projected 10 year Project Total
<b>In-District</b>														
Metro ADA Fleet PM	Tier I			34,445	300,954								335,399	3,353,990
Crucial Connections	Tier I			513	4,486								4,999	49,990
DD Services	Tier I	612,000							1,800,000				2,412,000	24,120,000
Lane County Coordination Mobility Management	Tier I			17,015	148,657								165,672	1,656,720
Mental Health and Homeless	Tier I			10,101	88,249								98,350	983,500
Metro ADA Ops and Shopper Services	Tier I	1,642,868			674,995	232,138				300,000			2,850,001	28,500,010
Pearl Buck	Tier I				86,850					67,000			153,850	1,538,500
Service Animal Pilot	Tier I		30,000	56,500									86,500	86,500
South Lane Services	Tier I			89,945									89,945	899,450
Transit Host	Tier I			7,904	69,056								76,960	769,600
Travel Training	Tier I			7,367	66,140								73,507	735,070
Veterans Transportation	Tier I			1,027	8,973								10,000	100,000
Volunteer Coordination	Tier I		7,300	108,700									116,000	116,000
Volunteer Reimbursement	Tier I			7,693	67,210					19,543			94,446	944,460
<b>Totals</b>		<b>2,257,436</b>	<b>49,850</b>	<b>748,245</b>	<b>1,527,415</b>	<b>232,138</b>	<b>170,690</b>	<b>-</b>	<b>1,800,000</b>	<b>435,043</b>	<b>32,347</b>	<b>4,400</b>	<b>7,257,564</b>	<b>70,753,140</b>

## SECTION 3: FUNDING SUMMARY (PAGE 13 OF 15)

<b>Medicaid</b>							
	<b>Funding Tier</b>	<b>General Funds</b>	<b>Oregon Health Authority</b>	<b>Trillium CHP</b>	<b>Oregon Dept of Human Services</b>	<b>Annual Project Total</b>	<b>Projected 10 year project total</b>
NEMT - State Reimbursed	Tier I	13,200	527,175			540,375	5,403,750
NEMT - Trillium	Tier I	222,500		8,902,600		9,125,100	91,251,000
Waivered - Non-Medical	Tier I	275,000			788,000	1,063,000	10,630,000
<b>Totals</b>		<b>510,700</b>	<b>527,175</b>	<b>8,902,600</b>	<b>788,000</b>	<b>10,728,475</b>	<b>107,284,750</b>

SECTION 3: FUNDING SUMMARY (PAGE 14 OF 15)

<b>Preventative Maintenance</b>					
	<b>Funding Tier</b>	<b>General Funds</b>	<b>5307</b>	<b>Projected 10 year total</b>	<b>Annual Project Total</b>
Grant-funded PM	Tier I	5,840,000	23,360,000	29,200,000	2,920,000
<b>Totals</b>		<b>5,840,000</b>	<b>23,360,000</b>	<b>29,200,000</b>	<b>2,920,000</b>

# SECTION 3: FUNDING SUMMARY (PAGE 15 OF 15)

## Point2point

	Project Tier	General Funds	STBG	ODOT DLC	ODOT Innovation	CMAQ	City of Eugene	FTA	STBG - BETHEL	STBG-4J	SPRINGFLD SCHOOL	BETHEL SCHOOL	4J SCHOOL	ODOT STIP ENHANCE FY15-18	ODOT REGION 2	Flex Funds	Funding Total
Drive Less Connect	Tier II			41,410													41,410
Employer Transportation Coordinator Toolkit	Tier I				15,362												15,362
Safe Routes to School Assistants	Tier I	4,700	45,762														50,462
Smart Routes to School Bike Parking	Tier I	7,464				72,681											80,145
SmartTrips 3	Tier III						10,270							89,730			100,000
SmartTrips New Resident	Tier II	12,838														125,000	137,838
Safe Routes to School Bike Ped Program Expansion	Tier II					150,000	15,405										165,405
Safe Routes to School Regional Program	Tier I		15,176					39,000	39,471	88,641	44,745	4,054	9,103				240,190
Transportation Options	Tier I	5,000	300,000												94,571		399,571
UO Gateway SmartTrips	Tier I															180,000	180,000
Vanpool	Tier I	185,000															185,000
<b>Totals</b>		<b>215,002</b>	<b>360,938</b>	<b>41,410</b>	<b>15,362</b>	<b>222,681</b>	<b>25,675</b>	<b>39,000</b>	<b>39,471</b>	<b>88,641</b>	<b>44,745</b>	<b>4,054</b>	<b>9,103</b>	<b>89,730</b>	<b>94,571</b>	<b>305,000</b>	<b>1,595,383</b>

# SECTION 4: APPENDICES

## APPENDIX A: GUIDING DOCUMENTS

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

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

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

### STATE

#### ***Oregon Transportation Plan***

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of airports, bicycle and pedestrian facilities, highways and roadways, public transportation, and railroads through 2030.<sup>2</sup>

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

#### ***Statewide Transportation Strategy***

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

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

<https://www.oregon.gov/ODOT/Planning/Pages/STS.aspx>

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.<sup>4</sup>

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

<sup>3</sup> Oregon Sustainable Transportation Initiative, Oregon.gov, [www.oregon.gov/ODOT/Programs/Pages/OSTI.aspx](http://www.oregon.gov/ODOT/Programs/Pages/OSTI.aspx).

<sup>4</sup> 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.<sup>5</sup>

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

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

[http://www.oregon.gov/LCD/Pages/Rulemaking\\_TPR\\_2011.aspx](http://www.oregon.gov/LCD/Pages/Rulemaking_TPR_2011.aspx)

## LOCAL

### **TransPlan**

The Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) guides regional transportation system planning and development in the Eugene-Springfield metropolitan area over a 20-year planning horizon.<sup>6</sup> TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. TransPlan was adopted, updated, and amended by the full governing bodies of Eugene, Springfield, and Lane County. It was most recently amended in July 2002. TransPlan also served as the RTP for the MPO, which at that time did not include the City of Coburg. Since then, new RTPs have replaced TransPlan, the latest being adopted in 2017.

### **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. It includes consideration of all transportation modes: roadways, transit, bikeways, and pedestrian circulation, as well as freight movement and regional aspects of air, rail, and inter-city bus service.

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

<https://www.lcog.org/DocumentCenter/View/5430>

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

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

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

### **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 adopted its TSP in 2017. The City of Springfield adopted its TSP in 2014. The TSPs identify improvements for all modes of transportation, including the roadway, bicycle and pedestrian, transit, and rail networks.

These planning initiatives closely consider public input and local, regional, and state policies, plans, and rules; including the Eugene Bike and Pedestrian Plan<sup>8</sup> and the Oregon Highway Plan.

City of Eugene TSP:

<https://www.eugene-or.gov/3941/Transportation-System-Plan>

City of Springfield TSP:

<http://www.springfield-or.gov/dpw/TSP.htm>

### **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

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<sup>8</sup> City of Eugene Transportation System Plan. <https://www.eugene-or.gov/3941/Transportation-System-Plan>

maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.<sup>9</sup>

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 that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be included in a locally developed, coordinated public transit-human services transportation plan, and that the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. This plan is currently under revision.

[https://www.ltd.org/file\\_viewer.php?id=2158](https://www.ltd.org/file_viewer.php?id=2158)

### ***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 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.

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<sup>9</sup> Lane County, "Capital Improvement Program," [www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx](http://www.lanecounty.org/departments/pw/transplanning/pages/cip.aspx).

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 January 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		
<b>FTA §5310/ODOT E&amp;D: Seniors and Individuals with Disabilities</b>	Seniors and individuals with disabilities; includes capital projects, preventative maintenance, and 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	<a href="https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310">https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310</a>
<b>FTA §5311: Formula Grants for Rural Areas</b>	Rural populations less than 50,000	Formula to states	Formula to rural providers	Accessible Services	<a href="https://www.transit.dot.gov/rural-formula-grants-5311">https://www.transit.dot.gov/rural-formula-grants-5311</a>
<b>Transit Network and Intercity</b>	Bus service over longer distances between cities and regions	Minimum 15 percent set aside from 5311	Discretionary to intercity providers	Accessible Services, Capital	<a href="https://www.transit.dot.gov/rural-formula-grants-5311">https://www.transit.dot.gov/rural-formula-grants-5311</a>
<b>FTA §5309: Fixed Guideway Capital</b>	Major projects (New Starts, Small Starts)	Discretionary to urban areas		Capital	<a href="https://www.transit.dot.gov/funding/grants/capital-investment-grants-5309">https://www.transit.dot.gov/funding/grants/capital-investment-grants-5309</a>
<b>FTA §5309: Capital Investment Grant Pilot</b>	Public-private partnership projects	Discretionary			<a href="https://www.transit.dot.gov/funding/grants/expedited-project-delivery-capital-investment-grants-pilot-5309">https://www.transit.dot.gov/funding/grants/expedited-project-delivery-capital-investment-grants-pilot-5309</a>

Program/Source	Purpose	Allocation Method		LTD Fund	Program Links
		USDOT	ODOT		
<b>FTA §5339:</b> Bus and Bus Facilities	Vehicles, facilities, equipment	Discretionary for urban areas, state	Discretionary rural and small urban via state. Includes Bus and bus facilities and low or no emissions programs	Capital	<a href="https://www.transit.dot.gov/funding/grants/bus-bus-facilities-infrastructure-investment-program">https://www.transit.dot.gov/funding/grants/bus-bus-facilities-infrastructure-investment-program</a> <a href="https://www.transit.dot.gov/research-innovation/lonocap">https://www.transit.dot.gov/research-innovation/lonocap</a> <a href="https://www.transit.dot.gov/funding/grants/lowno">https://www.transit.dot.gov/funding/grants/lowno</a>
<b>FTA §5303/4:</b> Statewide and Non-Metropolitan Planning	Transportation planning	Formula to urban areas, states	Discretionary		<a href="https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304">https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304</a>
<b>FTA §5307:</b> Urbanized Area	Any in urban areas	Formula to urban areas		Point2point (FHWA STP transfers), Capital	<a href="https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307">https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</a>
<b>FTA §5307:</b> Special Allocation of Old Funds	Passenger rail	Discretionary	Discretionary		<a href="https://www.transit.dot.gov/funding/grants/commuter-rail-positive-train-control-grants">https://www.transit.dot.gov/funding/grants/commuter-rail-positive-train-control-grants</a>
<b>FTA §5337:</b> State of Good Repair	Fixed guideways	Discretionary and formula to urban areas		General Fund, Capital	<a href="https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337">https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337</a>
<b>FTA §5311(c):</b> Tribal Transit	Any	Formula to tribal transit providers			<a href="https://www.transit.dot.gov/funding/grants/tribal-transit-formula-grants-5311c2b">https://www.transit.dot.gov/funding/grants/tribal-transit-formula-grants-5311c2b</a>
<b>FHWA CMAQ:</b> 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	<a href="https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality">https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality</a>
<b>FHWA STP:</b> Surface Transportation Block Grant Program - 23 USC 133 ODOT E&D Program/ FTA §5310	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	<a href="http://www.oregon.gov/odot/tid/stip/Pages/default.aspx">http://www.oregon.gov/odot/tid/stip/Pages/default.aspx</a> <a href="https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133">https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133</a>

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

## 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 January 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
<b>STF: Special Transportation Fund ORS 391.800 through 391.830</b>	Seniors, people with disabilities	ODOT by formula and discretionary; STF agency discretionary local prioritization	Accessible Services, Capital	<a href="http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx">http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx</a>

Program/Source	Purpose	Allocation Method	LTD Fund	Program Links
<b>Statewide Transportation Improvement Fund</b> (Available January 1, 2019)	Expanding public transportation services	To be determined by the Oregon Transportation Commission		<a href="https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx">https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx</a>
<b>ConnectOregon Program Lottery-backed Bonds</b>	Capital	ODOT discretionary STF agency discretionary local prioritization	Capital	<a href="http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx">http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx</a>
<b>Direct Legislative Appropriation Generally Lottery - backed Bonds</b>	Any transit purpose	DAS formula		<a href="http://www.oregon.gov/odot/stip/pages/index.aspx">http://www.oregon.gov/odot/stip/pages/index.aspx</a>

## APPENDIX C: PROJECT DESCRIPTIONS

### IMPROVEMENT PROJECTS – FACILITIES

Eugene Station Modernization				#21-ESMODN-0301001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	3,000,000		FY 2021-2023	Business Case Justification
<b>Total Project</b>	<b>3,000,000</b>			

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.

Passenger Boarding Improvements				#19-PBIMPR-0301002
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	1,000,000		FY 2019-2028	Project Initiation
<b>Total Project</b>	<b>1,000,000</b>			

Improve amenities and support infrastructure at passenger boarding areas.

Bus Lift for Maintenance Bay 1				#20-LIFTB1-0301003
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	450,000		FY 2020-2021	Business Case Justification
<b>Total Project</b>	<b>450,000</b>			

Acquire and install new vehicle lift for equipment in Bay 1.

Operation Command Control				#23-OPERCC-0301004
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	3,500,000		FY 2023-2024	Business Case Justification
<b>Total Project</b>	<b>3,500,000</b>			

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

Santa Clara Transit Station				#17-SCTSTA-0301005
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5307 Formula - 1738-2018-1	3,000,000	3,000,000	FY 2017-2021	Planning
STBG	600,000	600,000		
ConnectOregon - 31655	3,000,000	2,831,336		
LTD Match	3,700,000	3,662,894		
<b>Total Project</b>	<b>10,300,000</b>	10,094,230		

Construct new station near Hunsaker Lane and River Road in Eugene, including a Park & Ride. The new facility will accommodate both regular and EmX service, reducing operational delays and improving the customer experience.

System Facilities Improvements				#19-SYSFAC-0301006
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	1,000,000	1,000,000	FY 2019-2028	Project Initiation
<b>Total Project</b>	<b>1,000,000</b>	1,000,000		

Continued improvement of transit facilities and support infrastructure primarily comprised of projects that respond to internal and external needs.

UO Station South				#20-UOSTNS-0301007
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	3,000,000		FY 2020-2021	Business Case Justification
<b>Total Project</b>	<b>3,000,000</b>			

Replace the current UO Station South as a result of the University of Oregon's (UO) new Classroom and Faculty Office Building site that will be built within the current PLC parking lot.

Hunsaker Development Project				#16-HUNSKR-0301008
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	2,208,993	235,000	FY 2016-2022	Planning
<b>Total Project</b>	<b>2,208,993</b>	235,000		

Disposition of remaining property adjacent to the Santa Clara Transit Station.

## IMPROVEMENT PROJECTS - FREQUENT TRANSIT NETWORK

Existing EmXCorridor Improvement				#20-FKLNXI-0301009
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	10,650,000		FY 2020-2024	Business Case Justification
<b>Total Project</b>	<b>10,650,000</b>			

Bus lane and station capacity improvement.

EmX Franklin Blvd Phase 1 Transit Stations				#19-FKLNST-0301010
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	429,200	429,200	FY 2019	Build, Construction, Assemble
ConnectOregon - 30139	325,800	325,800		
<b>Total Project</b>	<b>755,000</b>	755,000		

Construct two EmX stations (one for either direction of travel) within the City of Springfield's revised roadway layout.

Main-McVay Transit Study				#19-M/McTS-0301011
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	38,414	38,414	FY 2019-2021	Planning
FHWA Transfer 5307 - OR-2018-035-00	335,628	335,628		
<b>Total Project</b>	<b>374,042</b>	374,042		

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 improvement along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).

River Road Transit Community Implementation Plan				#19-RRTCIP-0301012
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	34,200	34,200	FY 2019	Build, Construction, Assemble
TOD - OR-2017-019-00	450,000	450,000		
City of Eugene	79,800	79,800		
<b>Total Project</b>	<b>564,000</b>	564,000		

Collaborative effort between the City of Eugene and LTD to enable transit-oriented development along the River Road Corridor.

West Eugene EmX Extension				#12-WEEEXT-0301013
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	3,600,000	400,000	FY 2012-2019	Project Closeout
ConnectOregon	1,600,000	750,000		
5307-Formula - 1738-2018-2	2,000,000	2,000,000		
Oregon Lottery	17,800,000	1,018,274		
Federal Small Starts	75,000,000	1,700,000		
<b>Total Project</b>	<b>100,000,000</b>	5,868,274		

Design, engineering, construction and the purchase of vehicles for the West Eugene EmX Extension. The extension of the EmX green line from the Eugene Station to West 11th avenue west of Commerce Street, which opened for service in September 2017.

MovingAhead				#19-MOVAHD-0301014
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	97,286	97,286	FY 2019	Planning
FHWA Transfer 5307- OR-2018-025-00	850,000	850,000		
<b>Total Project</b>	<b>947,286</b>	947,286		

MovingAhead is a cooperative effort of the City of Eugene, LTD, and regional partners in the community to determine what improvements are needed on some of our most important transportation corridors.

FTN Safety and Amenity Improvements			#20-FTNSAI-0301015	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	164,375	164,375	FY 2020-2022	Planning
STBG	475,000	475,009		
CMAQ	525,000	525,000		
<b>Total Project</b>	<b>1,164,375</b>	1,164,384		

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

## IMPROVEMENT PROJECTS - TECHNOLOGY INFRASTRUCTURE & SYSTEMS

Fare Management System			#19-FAREMS-0301016	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	765,000		FY 2019	Business Case Justification
<b>Total Project</b>	<b>765,000</b>			

Purchase and installation of a fare management system to implement advances in fare media and payment collection. The intent of implementing a fare management system is to simplify the purchase, verification, and accounting system.

Software - CRM			#22-CRMSFT-0301017	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	75,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>75,000</b>			

Software to manage communications with LTD customers, community members, and stakeholders.

Software - NOVUS Modules			#19-NOVUSM-0301018	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
2017 State Transportation Improvement Fund	150,000		FY 2019	Business Case Justification
<b>Total Project</b>	<b>150,000</b>			

Software in support of the RideSource center, allocated to purchase the Passenger Portal module in NOVUS.

## IMPROVEMENT PROJECTS - NON-CAPITAL PROJECTS

Comprehensive Operations Analysis			#19-COMPOA-0301019	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	638,982	638,982	FY 2019	Planning
STBG - 1738-2018-9	53,838	53,838		
<b>Total Project</b>	<b>692,820</b>	692,820		

A detailed study of a transit system designed to identify existing strengths, areas for improvements, and options to improve and increase usage.

Communications Assessment			#19-COMASS-0301020	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	44,000	44,000	FY 2019	Planning
<b>Total Project</b>	<b>44,000</b>	44,000		

A detailed study of LTD's communications structure and systems to identify strengths, areas for improvement, and options to increase efficiency and effectiveness.

Mobility as a Service (MaaS)			#19-MOBSVC-0301021	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
2017 State Transportation Improvement Fund	2,360,000		FY 2019-2021	Secure Funding
<b>Total Project</b>	<b>2,360,000</b>			

Procurement and operational expenses for a mobility on demand pilot project to be conducted January-September 2019.

Sustainable Cities Year Program (SCYP)			#20-SCYPRG-0301022	
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	250,000		FY 2020	Secure Funding
<b>Total Project</b>	<b>250,000</b>			

A university-community partnership program that matches the resources of the U.S. with one Oregon partner each year to help advance that partner's sustainability goals.

## STATE OF GOOD REPAIR - FACILITIES

Facilities Assessment				#22-FACASS-0302001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	150,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>150,000</b>			

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.

River Road Transit Station Disposal				#19-FACASS-0302001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	100,000		FY 2019 - 2022	Business Case Justification
<b>Total Project</b>	<b>100,000</b>			

Effort to sell the existing river road transit station asset in a process that is compliant with FTA real estate rules. Tasks may include broker, appraisals, and recording fees. Contingency costs to accommodate asset management/investment should transit service be repositioned to the new Santa Clara Transit Station prior to sale finalization.

Bus Wash Improvements				#22-BUSWSH-0302003
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	750,000		FY 2022-2023	Business Case Justification
<b>Total Project</b>	<b>750,000</b>			

Remove existing bus wash equipment and replace with new.

LED Light Upgrade				#25-LEDUPG-0302004
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	500,000		FY 2025-2026	Business Case Justification
<b>Total Project</b>	<b>500,000</b>			

Replace light fixtures with LED technology in the Glenwood Administration Building and Fleet Building.

Glenwood FireSystem Update				#22-FIREUP-0302005
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	150,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>150,000</b>			

Modify existing fire systems to an addressable system with strobes and horns.

Welding Bay Relocation				#22-WELDBR-0302006
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	150,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>150,000</b>			

Relocate welding bay to an area that does not conflict with other work areas.

**Clock Improvements** #25-CLOCKI-0302007

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	100,000		FY 2025	Business Case Justification
<b>Total Project</b>	<b>100,000</b>			

Replace the existing/original clocks throughout the Eugene Station. This is to provide reliable/accurate information for passengers and operators.

**Heat Pump Replacement – Eugene Station** #20-ESHTPR-0302008

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	230,000		FY 2020-2021	Business Case Justification
<b>Total Project</b>	<b>230,000</b>			

Replace existing heat pumps at the Eugene Station, 30 total, with new ones.

**Overhead Door Replacement** #20-OVDRRP-0302009

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	250,000		FY 2020-2021	Business Case Justification
<b>Total Project</b>	<b>250,000</b>			

Replace all original overhead doors and operators throughout the Glenwood operational campus.

**Bus Gate Improvements** #20-BUSGTI-0302010

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	550,000		FY 2020-2021	Business Case Justification
<b>Total Project</b>	<b>550,000</b>			

Provide reliable, automated bus yard entrance gates that secure the perimeter, allow for a staging area that does not block the public right-of-way, and accommodates future porter or staff access checkpoint.

**Fleet Generator Fuel Tank** #22-FGFTNK-0302011

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	30,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>30,000</b>			

Provide a double-walled fuel tank for the generator stored at the south side of the Fleet Building.

## STATE OF GOOD REPAIR - FLEET

Accessible Services Vehicle Replacement				#19-ASVEHR-0302012
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	149,790	149,790	FY 2019	Project Initiation
STF - FY18	7,043	7,043		
DOT - 32197	61,534	61,534		
5310 - OR-16-X045	304,871	304,871		
5310 - OR-2017-026-00	232,854	232,854		
5309 - OR-04-0049	214,057	214,057		
<b>Total Project</b>	<b>970,149</b>	970,149		

The purchase of replacement and expansion vehicles for the provision of Accessible Services such as the American with Disabilities Act complementary paratransit service.

Diamond Express Vehicle				#19-DMXVEH-0302013
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
DOT - 31455	169,069	169,069	FY 2019	Project Initiation
STF - out of district	34,629	34,629		
Local - City of Oakridge	130,000	130,000		
<b>Total Project</b>	<b>333,698</b>	333,698		

The replacement of the highly problematic Diamond Express vehicle, currently being covered by an old 300 series bus. The communities of Oakridge and Westfir have come to depend on Diamond Express to access the metro area. The service acts as a lifeline and connects residents to local hospitals, shopping, schools, and employment.

Florence/Yachats Vehicle				#19-F/YVEH-0302014
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF - 31386	10,270	10,270	FY 2019	Project Initiation
DOT 5311 - 31675	89,730	89,730		
<b>Total Project</b>	<b>100,000</b>	100,000		

This vehicle is being paid for by a special one-off ODOT grant especially for this program. This vehicle will be a connector for Yachats and Florence. It will help the Yachats community have more access to medical care, education, and services for daily living.

Rhody Express Vehicle				#19-RHXVEH-0302015
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 & STF or Direct Disb	100,000	100,000	FY 2019	Project Initiation
<b>Total Project</b>	<b>100,000</b>	100,000		

This vehicle is not programmed for replacement this year but will need to be replaced in the next two years or so. The Florence community has come to depend on the Rhody Express as their transportation throughout the area. This service connects residents to local hospitals, shopping, schools, and employment.

Mobility as a Service Vehicle				#19-MOBVEH-0302016
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STIF - 2019	100,000		FY 2019	Secure Funding
<b>Total Project</b>	<b>100,000</b>			

The purchase of a new vehicle for the provision of mobility on demand services.

Miscellaneous Equipment				#19-MISCEQ-0302017
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
TBD	100,000		FY 2019-2020	Business Case Justification
<b>Total Project</b>	<b>100,000</b>			

The purchase of miscellaneous equipment for the administration/operation of transportations services. This includes equipment to service vehicles to keep them in good repair and equipment to increase safety and bus maintenance.

Non-Revenue Vehicles				#20-NREVVH-0302018
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	96,000		FY 2020-2021	Business Case Justification
TBD	384,000			
<b>Total Project</b>	<b>480,000</b>			

The purchase of replacement and additional non-revenue vehicles used to support LTD's departmental vehicle needs. This includes vehicles used for operations, transportation supervision, facilities services, fleet maintenance, and other operations and administration requirements.

Five 40-foot Electric Buses(No/Low)				#20-40FTEV-0302019
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	609,890	609,890	FY 2020	Project Initiation
5339 - OR-2018-012-00	3,479,675	3,479,675		
STIF	550,000	550,000		
<b>Total Project</b>	<b>4,639,565</b>	4,639,565		

Procurements of five additional 40-foot electric buses to replace aging fleet.

Five 40-foot Buses in 2019				#19-40FT19-0302020
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	852,745	852,745	FY 2019	Project Initiation
5307 - OR-95-X055-02	2,072,328	2,072,328		
5339 - OR-2017-015-00	943,814	943,814		
5337 - OR-2017-016-00	331,113	331,113		
<b>Total Project</b>	<b>4,200,000</b>	4,200,000		

Procurement of five 40-foot electric buses in fiscal year 2019 to replace aging fleet.

Fleet Procurement Plan				#19-FLTPRP-0302021
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	14,307		FY 2019	Business Case Justification
STBG	125,000			
<b>Total Project</b>	<b>139,307</b>			

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 in strategically investing in its fleet during this transition period and also in understanding 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 costs of replacing transit vehicles is more cost effective than maintaining older vehicles.

Electric Bus Fleet Procurement				#19-EBUSPR-0302022
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	168,673		FY 2019-2021	Business Case Justification
CMAQ	1,000,000			
<b>Total Project</b>	<b>1,168,673</b>			

Transit vehicles have a lifespan of approximately 12 years. In its effort to be fiscally responsible, LTD has maintained many of its vehicles beyond 12 years. However, as vehicles age, maintenance costs increase, and this increase eventually offsets any savings generated by delaying the purchase of new vehicles. Many of LTD's vehicles are at the appropriate point in their lifespan to consider replacement.

LTD's Capital Improvements Program identifies more than \$30,000,000 in vehicle replacement needs during the FFY18-21 grant period. Therefore, LTD is requesting \$1,000,000 in STBG funds to assist in the purchasing of two 40-foot, all-electric, transit buses. Each 40-foot, all-electric bus is expected to cost approximately \$850,000 for a total project cost of approximately \$1,700,000.

Replacement Parts - ACM				#19-ACMPTS-0302023
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	175,560	175,560	FY 2019-2021	Project Initiation
5307 Formula - 1738-2018-8	702,240	702,240		
<b>Total Project</b>	<b>877,800</b>	877,800		

The purchase of replacement parts that are failing and/or unreliable as they have reached the end of their useful lives. This will be used for major component replacements on qualified buses as covered in the FTA circular.

Spare Parts for Tooling for 16200 Series Buses				#19-TOOLSP-0302024
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	67,467	64,467	FY 2019	Project Initiation
5309 - OR-04-0038	269,869	269,869		
<b>Total Project</b>	<b>337,336</b>	334,336		

Procurement of spare parts, tooling, and training for 16200 series 2016 New Flyer buses.

Five 60-foot Diesel Bus Procurement				#19-60FTDL-0302025
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	786,127	786,127	FY 2019	Project Initiation
5339 - 1738-2018-3	967,350	967,350		
5339 - OR-2016-020-01	582,947	582,947		
5309 - OR-03-0122-01	1,336,346	1,336,346		
5337 - 1738-2018-3	257,871	257,871		
<b>Total Project</b>	<b>3,930,641</b>	3,930,641		

The procurement of the 60-foot diesel buses will replace aging fleet.

One 40-foot Diesel/Hybrid Bus				#19-40FTDH-0302026
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	114,011	114,011	FY 2019	Active
5339 - OR-2018-021-00	646,062	646,062		
<b>Total Project</b>	<b>760,073</b>	760,073		

Procurement of one 40-foot diesel/hybrid bus to replace aging fleet.

Spare Parts for Vehicles				#19-VEHPTS-0302027
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	80,200		FY 2019-2021	Business Case Justification
5307	320,800			
<b>Total Project</b>	<b>401,000</b>			

The purchase of critical replacement parts to avoid downtime and disruption to service.

## STATE OF GOOD REPAIR - SAFETY & SECURITY

Non-Revenue Security Vehicle				#20-SECVEH-0302028
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
LTD Match	9,600		FY 2020	Business Case Justification
TBD	38,400			
<b>Total Project</b>	<b>48,000</b>			

The current vehicle is ten years old and sustained body damage from an accident two years ago, which was repaired. Since then there have been times that the vehicle has not been available because of ongoing issues, which seems to be associated with the accident damage. Currently, this issue has been rectified, but there still is the potential for more issues in the future.

## STATE OF GOOD REPAIR - HARDWARE

Hardware				#19-HARDWR-0302029
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	2,252,000		FY 2019-2023	Business Case Justification
<b>Total Project</b>	<b>2,252,000</b>			

Purchase and installation of servers and equipment that supports core data processing, disaster recovery, and operational support equipment.

## STATE OF GOOD REPAIR - SOFTWARE

VoIP Replacement				#22-VOIPRP-0302031
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	250,000		FY 2022	Business Case Justification
<b>Total Project</b>	<b>250,000</b>			

Purchase and installation of voice over IP replacement.

Intrusion Detection System				#19-INTDTC-0302032
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	75,000		FY 2019	Business Case Justification
<b>Total Project</b>	<b>75,000</b>			

Install IPS to scan the networks and prevent exploits.

HASTUS and MIDAS Upgrade				#19-HASMID-0302033
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	600,000		FY 2019	Business Case Justification
<b>Total Project</b>	<b>600,000</b>			

Upgrade HASTUS to current version. Replace MIDAS with a HASTUS module.

Other Software				#20-OTHSFT-0302034
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	2,060,000		FY 2020-2022	Business Case Justification
<b>Project Total</b>	<b>2,060,000</b>			

Purchase and installation of software that supports core data processing, disaster recovery, and operational support equipment.

## STATE OF GOOD REPAIR - NON-CAPITAL

Disaster Recovery Study				#19-DISREC-0302032
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	100,000		FY 2019-2028	Business Case Justification
<b>Total Project</b>	<b>100,000</b>			

Study the options and cost associated with a disaster recovery plan.

AWS Vcenter				#21-AWSVCT-0302033
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	400,000		FY 2021-2028	Business Case Justification
<b>Total Project</b>	<b>400,000</b>			

Project to allow moving computing resources to cloud-based model using AWS's Vcenter services.

Mobile Device Management				#19-MOBDEV-0302034
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	60,000		FY 2019-2028	Business Case Justification
<b>Total Project</b>	<b>60,000</b>			

Purchase mobile device management software to control tablets and phones.

Intrusion Prevention (Proxy Service) System				#20-INTPRV-0302035
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	90,000		FY 2020-2028	Business Case Justification
<b>Total Project</b>	<b>90,000</b>			

Network security/threat prevention technology to detect and prevent LTD service disruptions due to malware and other cyber-attacks.

HR Software				#20-HRSFTW-0302036
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	90,000		FY 2020-2028	Business Case Justification
<b>Total Project</b>	<b>90,000</b>			

Human resource software to improve efficiencies.

Cloud File Storage				#21-CLDSTG-0302037
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	80,000		FY 2021-2028	Business Case Justification
<b>Total Project</b>	<b>80,000</b>			

Set up cloud-based storage.

Data Warehousing				#19-DATAWH-0302038
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	900,000		FY 2019	Business Case Justification
<b>Total Project</b>	<b>900,000</b>			

For the purpose of procuring software, professional services, consulting, and potentially cloud hosting to consolidate and create a data warehouse that would encompass data from Operations systems, Finance systems, Planning and Scheduling systems, and potential Electronic Fare Collection systems.

## PREVENTATIVE MAINTENANCE

Preventative Maintenance				#19-PREVMN-0103001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5307 Formula - OR-2018-023	3,360,000	3,360,000	FY 2019	Secure Funding
General Fund	840,000	840,000		
<b>Total Project</b>	<b>4,200,000</b>	4,200,000		

Preventative maintenance on federal assets to improve their performance, safety and longevity.

## ACCESSIBLE SERVICES – OUT-OF-DISTRICT

Rural ADA Fleet Preventative Maintenance				#19-ODRFLT-0154001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	11,844	11,844	FY 2019	Rollout, Commissioning, Active
STF/State - 31386	4,400	4,400		
STF - 32010	1,356	1,356		
<b>Total Project</b>	<b>17,600</b>	17,600		

Out-of-district paratransit and rural fleet preventive maintenance.

Diamond Express Preventative Maintenance				#19-DMEXPM-0154002
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5311 - 31971	10,271	10,271	FY 2019	Rollout, Commissioning, Active
General Fund	2,568	2,568		
<b>Total Project</b>	<b>12,839</b>	12,839		

Diamond Express preventive maintenance.

Florence/Yachats				#19-F/YACH-0154003
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF/State - 31386	286,410	286,410	FY 2019	Rollout, Commissioning, Active
General Fund (in kind)	12,550	12,550		
<b>Total Project</b>	<b>298,960</b>	298,960		

Twelve-month pilot project connecting Florence and Yachats to provide public transportation along the only unserved gap along the entire West Coastal highway.

Oakridge Diamond Express				#19-OAKDMX-0154004
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Farebox	32,347	32,347	FY 2019	Rollout, Commissioning, Active
Local Funds	12,000	12,000		
Transit Network/Intercity Connection-31971	84,091	84,091		
STF - 32010	58,000	58,000		
<b>Total Project</b>	<b>186,438</b>	186,438		

Service in and between Oakridge and metro area.

Rhody Express				#19-RHDYXP-0154005
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Local Funds	36,500	36,500	FY 2019	Rollout, Commissioning, Active
5311 - 31923	76,328	76,328		
STF - 32010	61,270	61,270		
<b>Total Project</b>	<b>174,098</b>	174,098		

The Rhody Express is a local shuttle service within the city limits of Florence (plus a stop at the local tribal casino four miles outside the city limits) that is operated by River Cities Taxi.

## ACCESSIBLE SERVICES - IN DISTRICT

Metro ADA Fleet Preventative Maintenance				#19-A&RFLT-0154006
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	300,954	300,954	FY 2019	Rollout, Commissioning, Active
STF - 32010	34,445	34,445		
<b>Total Project</b>	<b>335,399</b>	335,399		

In-district paratransit and rural fleet preventive maintenance.

Crucial Connections				#19-CRUCON-0154007
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	4,486	4,486	FY 2019	Rollout, Commissioning, Active
STF - 32010	513	513		
<b>Total Project</b>	<b>4,999</b>	4,999		

Transportation to relieve an immediate (non-emergency) or evolving situation when no other transportation option can be identified; offers quick relief to allow time to formulate long-term resolution. Crucial Connections pays for a limited number of trips that are situation specific and is administered through the RideSource Center.

DD Services				#19-DDSRVC-0154008
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Federal Funds through DHS	1,800,000	1,800,000	FY 2019	Rollout, Commissioning, Active
General Funds	612,000	612,000		
<b>Total Project</b>	<b>2,412,000</b>	2,412,000		

Transportation for eligible individuals who get vocational benefits through Lane County Developmental Disabilities Services. This is shared cost service offered through the RideSource Call Center.

Lane County Coordination Mobility Management				#19-MOBMGT-0154009
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	148,657	148,657	FY 2019	Rollout, Commissioning, Active
STF - 32010	17,015	17,015		
<b>Total Project</b>	<b>165,672</b>	165,672		

Lane Transit District oversees the coordination of transportation and transportation eligibility across a variety of transportation programs, including ADA paratransit, Medicaid Medical (NEMT) and Non-Medical, Veterans Transportation, and Crucial Connections (gap-based transportation) under its Mobility Management Program.

Transportation Eligibility Assessments are conducted mostly in the homes of participants by a trained Transportation Coordinator. Assessments are conducted through three agencies, coordinated by Lane Council of Governments: LCOG, White Bird Clinic, and Alternative Work Concepts.

Mental Health and Homeless				#19-MENH&H-0154010
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	88,249	88,249	FY 2019	Rollout, Commissioning, Active
STF - 32010	10,101	10,101		
<b>Total Project</b>	<b>98,350</b>	98,350		

Mental health transportation services in partnership with White Bird Clinic provides basic transportation for clients experiencing severe persistent mental illness who are elderly, veterans, unhoused, and at/or below the national poverty level. The service is cost effective to the community by reducing crisis care for clients.

Metro ADA Ops and Shopper Services				#19-OP&SHP-0154011
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Farebox Revenue	300,000	300,000	FY 2019	Rollout, Commissioning, Active
5310 Formula - OR-2018-024	232,138	232,138		
5310 - 32197	674,995	674,995		
General Funds	1,642,868	1,642,868		
<b>Total Project</b>	<b>2,850,001</b>	2,850,001		

This is origin-to-destination service within the metro area for people unable to use regular bus service (some or all of the time) because of a disabling condition. RideSource ADA meets the FTA-mandated ADA requirements, serving a 3/4-mile boundary around the fixed-route service. The Shopper is a low cost, once a week, neighborhood shopping shuttle operating within the same metro ADA boundary. The driver assists people with their groceries and packages. It is currently operated by Medical Transportation Management. Transportation coordinators from White Bird Clinic, Alternative Work Concepts and Senior and Disabled Services (S&DS) make in-person evaluations to determine eligibility. S&DS is a division of the Lane Council of Governments and the local Area Agency on Aging.

Pearl Buck				#19-PRLBCK-0154012
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	86,850	86,850	FY 2019	Rollout, Commissioning, Active
Local Funds	67,000	67,000		
<b>Total Project</b>	<b>153,850</b>	153,850		

Pearl Buck Center contracts with RideSource to transport at-risk children attending Pearl Buck Preschool. RideSource is a central partner with Pearl Buck Center in providing children whose parents have cognitive disabilities with safe, dependable, door-to-door transportation to a specialized preschool program.

Service Animal Pilot				#19-SVANML-0154013
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF/State - 31386	56,500	56,500	FY 2019	Rollout, Commissioning, Active
General Funds	30,000	30,000		
<b>Total Project</b>	<b>86,500</b>	86,500		

A service animal "paw print" program, which expedites boarding processes.

South Lane Services				#19-SLSRVC-0154014
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF - 32010	89,945	89,945	FY 2019	Rollout, Commissioning, Active
<b>Total Project</b>	<b>89,945</b>	89,945		

South Lane Wheels (SLW) provides service to the general public in the rural areas of South Lane County, including the communities of Cottage Grove, Dorena, Lorane, London, and Creswell, with transportation to Eugene-Springfield. This project provides matching for SLW's 5311 funding. Without SLW, the cost of providing transportation to the outlying areas would overtax the remaining system, create a service gap that may force residents to move to urban areas, and potentially undermine the effectiveness of the remaining businesses and community services.

Transit Host				#19-TRHOST-0154015
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	69,056	69,056	FY 2019	Rollout, Commissioning, Active
STF - 32010	7,904	7,904		
<b>Total Project</b>	<b>76,960</b>	76,960		

Alternative Work Concepts contracts with Lane Transit District to provide the Transit Host Program, which allows people who otherwise would use paratransit services the additional support needed to use the fixed-route system for their routine trips. Transit hosts are located at the main downtown transfer station to assist with scheduled transfers from one bus to another, which enables people to reach their final destination. This added support mechanism results in a great cost savings to LTD and, more importantly, means greater independence, self-worth, and empowerment to people with significant disabilities.

Travel Training				#19-TRVLTR-0154016
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	66,140	66,140	FY 2019	Rollout, Commissioning, Active
STF - 32010	7,367	7,367		
<b>Total Project</b>	<b>73,507</b>	73,507		

Alternative Work Concepts contracts with Lane Transit District to provide travel training to people with disabilities on the fixed-route bus system.

Veterans Transportation				#19-VETTRP-0154017
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
5310 - 32197	8,973	8,973	FY 2019	Rollout, Commissioning, Active
STF - 32010	1,027	1,027		
<b>Total Project</b>	<b>10,000</b>	10,000		

Transportation for service members, veterans, and their families. Most trips funded are for critical medical needs or to provide a short-term stop gap solution while a permanent transportation plan is implemented in conjunction with the VA hospitals, Disabled American's Veteran's transportation program, and volunteers.

Volunteer Coordination				#19-VOLCRD-0154018
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF/State - 31386	108,700	108,700	FY 2019	Rollout, Commissioning, Active
General Fund (LTD Staff)	7,300	7,300		
<b>Total Project</b>	<b>116,000</b>	116,000		

The RideSource Call Center works to provide door-through-door service for people who need a high level of assistance and do not have other transportation options. Medical Transportation Management, Senior & Disabled Services, and the Senior Companion Program all participate in the support and recruitment of volunteers. Some volunteer programs provide long-distance transportation services to and from medical appointments. This program funds recruitment, retention and training of volunteer drivers.

Volunteer Reimbursement				#19-VOLRMB-0154019
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STF - 32010	7,693	7,693	FY 2019	Rollout, Commissioning, Active
5310 - 32197	67,210	67,210		
Local Funds	19,543	19,543		
<b>Total Project</b>	<b>94,446</b>	94,446		

This is a door-through-door service for people who need a high level of assistance and do not have other transportation options. Medical Transportation Management (MTM), Senior & Disabled Services, and the Senior Companion Program all participate in the support and recruitment of volunteers. Volunteer drivers using their own cars receive a per mile reimbursement. MTM volunteers often use agency vehicles. The program serves older adults and people with disabilities throughout Lane County.

## MEDICAID

NEMT - State Reimbursed				#19-NEMTSR-0165001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Oregon Health Authority	527,175	527,175	ONGOING	Rollout, Commissioning, Active
General Fund	13,200	13,200		
<b>Total Project</b>	<b>540,375</b>	540,375		

Non-emergency medical transportation - state reimbursed.

NEMT - Trillium				#19-NEMTTR-0165002
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Trillium CHP	8,902,600	8,902,600	ONGOING	Rollout, Commissioning, Active
General Fund	222,500	222,500		
<b>Total Project</b>	<b>9,125,100</b>	9,125,100		

Non-emergency medical transportation - Trillium reimbursed.

Waivered - Non-Medical				#19-WAVNMD-0165003
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Oregon Department of Human Services	788,000	788,000	ONGOING	Rollout, Commissioning, Active
General Fund	275,000	275,000		
<b>Total Project</b>	<b>1,063,000</b>	1,063,000		

Waivered transportation is non-medical rides for low-income seniors and disabled persons living outside of nursing facilities. Rides are for basic needs, including grocery shopping, social outings, church, and hair care.

# POINT2POINT

Drive Less Connect				#19-DLCONN-0146001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
ODOT - 32517	41,410	41,410	FY 2019-2021	Rollout, Commissioning, Active
<b>Total Project</b>	<b>41,410</b>	41,410		

Point2point manages the Drive Less Connect ridesharing database for this region. Included with this effort is year-round outreach and education on how to use the program, encouraging carpooling and the tracking of transportation options trips along with the preparation and leadership of Lane County-wide participation in the Oregon Drive Less Challenge held in the early fall each year.

Employer Transportation Coordinator Toolkit				#19-TOOLKT-0146002
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
ODOT - 32359	15,362	15,362	FY 2019	Rollout, Commissioning, Active
<b>Total Project</b>	<b>15,362</b>	15,362		

Develop a host of tools for the local business employer transportation coordinators to use to assist their employees with accessing transportation options information. The project is designed to develop a Transportation Options (TO) Liaison Toolkit to create a cadre of community transportation option information specialists.

Safe Routes to School Assistants				#19-SRTSAS-0146003
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STBG - OR-2018-026	45,762	45,762	FY 2019-2023	Rollout, Commissioning, Active
General Fund (in kind)	4,700	4,700		
<b>Total Project</b>	<b>50,462</b>	50,462		

Safe Routes to School (SRTS) program assistants work closely with the school district SRTS coordinators implementing enhanced SRTS encouragement events, expanded education and outreach services at the three local school districts (Bethel, Eugene, and Springfield). This program has proven to affect behavior change and school age travel choices to and from school.

Smart Routes to School Bike Parking				#19-SMTBKP-0146004
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
CMAQ 1738-2018-10	72,681	72,681	FY 2019-2020	Rollout, Commissioning, Active
General Fund	7,464	7,464		
<b>Total Project</b>	<b>80,145</b>	80,145		

Develop short-term bicycle parking at three local school districts to improve the worst bike parking supply as rated in the Safe Routes to School (SRTS) Regional Bicycle Parking Assessment.

SmartTrips 3 #19-SM RTP3-0146005

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
ODOT STIP Enhance FY15-18	89,730		FY 2019	Business Case Justification
City of Eugene	10,270			
<b>Total Project</b>	<b>100,000</b>			

SmartTrips is a household outreach program that shares customized transportation options-related materials along with conducting local transportation-themed events that highlight local amenities that can be accessed by using transportation options. It is modeled after social science behavior change theory programs and has a proven mode shift effect after the program intervention. This program is focused on the Churchill neighborhood and will conclude in late fall of 2018.

SmartTrips New Resident #19-SM RTNR-0146006

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
Flex Funds	125,000		FY 2019-2021	Secure Funding
General Fund	12,838			
<b>Total Project</b>	<b>137,838</b>			

This pilot project develops a regional SmartTrips New Resident program. SmartTrips is a comprehensive approach to reducing drive-alone trips and increasing biking, walking, and public transit in targeted geographic areas of the city. Key components of the program will be tailored neighborhood specific information mailed or delivered in person to new residents in the Lane MPO area giving the new residents access to relevant and current transportation options they can use for some of all of their local trips. Follow-up phone calls and/or e-mails will be used whenever possible to assist the new residents with their travel options questions or perceived barriers for use of some travel modes. In addition, encouragement-resource newsletters will be sent to participant throughout the pilot once they engage.

Safe Routes to School Bike Ped Program Expansion #19-BK PEDX-0146007

FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
CMAQ	150,000		FY 2019-2021	Secure Funding
City of Eugene	15,405			
<b>Total Project</b>	<b>165,405</b>			

The regional Safe Routes to School (SRTS) mission is to serve a diverse community of parents, students, and organizations advocating for and promoting the use of transportation options including active transportation and the practice of safe bicycling and walking to and from schools throughout the Central Lane MPO area. The Eugene-Springfield SRTS program provides in class pedestrian safety to second graders and in-class bicycle safety education to fifth or sixth graders throughout the regional school districts. These programs teach students how to walk and bike safely; they also encourage active travel and promote safe travel behaviors, which in turn can result in future safe drivers.

Safe Routes to School Regional Program				#19-SRTSRG-0146008
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STBG Springfield - 1738-2018-10	15,176	15,176	FY 2019-2021	Rollout, Commissioning, Active
FHWA Transfer 5307 - OR-2018-026	39,000	39,000		
STBG - Bethel - 1738-2018-10	39,471	39,471		
STBG - 4J - 1738-2018-10	88,641	88,641		
Springfield School - HU-19-10-09	44,745	44,745		
Bethel - FHWA Transfer 5307 OR-2018-026	4,054	4,054		
4J - FHWA Transfer OR-2018-026	9,103	9,103		
<b>Total Project</b>	<b>240,190</b>	240,190		

The project supports funding for three district Safe Routes to School (SRTS) programs in order to maintain the current level of K-8 programming in the 4J, Bethel, and Springfield school districts from FFY 2019-2021.

Transportation Options				#19-TRANOP-0146009
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
FHWA Transfer 5307 - OR-2017-024	300,000	300,000	FY 2019-2021	Secure Funding
ODOT - REGION 2 - 32517	94,571	94,571		
GENERAL FUNDS	5,000	5,000		
<b>Total Project</b>	<b>399,571</b>	399,571		

This program provides a variety of positive marketing opportunities for LTD and more importantly provides options for the regions travelers to use a variety of transportation options in the region. Point2point does extensive year-round outreach and education about how to use the options and does a great deal of education on how to access and trip plan using the LTD fixed-route and accessible services transportation. The face-to-face outreach component provides a human face to the services we provide. Direct services include the management of the Valley Vanpool Program (17 vans), Emergency Ride Home, Drive Less Connect Ridesharing software for Lane County, lead the Business Commute Challenge and the Oregon Drive Less Challenge in Lane County, and lead the Regional Safe Routes to Schools Program.

UO Gateway SmartTrips				#19-SMTUOG-0146010
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
STP - OR-95-X030	180,000	180,000	FY 2019-2021	Rollout, Commissioning, Active
<b>Total Project</b>	<b>180,000</b>	180,000		

LTD will conduct public outreach (SmartTrips) relative to the enhanced EmX service, which will be beneficial to the business community. Increasing awareness of transportation resources and the various options available, in addition to the enhanced EmX service, will facilitate the establishment of long-term and sustainable transportation practices.

Vanpool				#19-VNPOOL-0146010
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Funds	185,000	185,000	FY 2019	Rollout, Commissioning, Active
<b>Total Project</b>	<b>185,000</b>	185,000		

Operation of Point2point-Valley Vanpool program. Manage interest and help conduct outreach on the vanpool program and help attract new riders. Manage issues with the vanpools as they arise. Manage pick up and drop off locations.

# 2019 - 2028 CIP



October 9, 2018

LTD.org



# Agenda

- What's New?
- Timeline
- CIP



# What's New?

## Naming Conventions

- **Community Investment Plan (CIP)** was Capital Improvements Program
- Community Investments section is retitled to “**Improvement Projects**”

## Process Changes

- All projects vetted against the same 8 criteria by x-functional teams
- Project tier definitions
- Grant project reporting format
- All community investments are included:
  - HB 2017 (Keep Oregon Moving) projects
  - Grant-funded non-capital projects (e.g., COA)
  - Accessible Services, Medicaid, and Point2point projects



# What's New?

## Vetting Criteria

- **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?
- **Feasibility of Implementation** - What is the likelihood that the project will be completed within the requested budget and schedule?
- **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?
- **Other Benefits** - What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?



# What's New?

## Vetting Criteria (cont'd)

- **Ridership/Quality of Service Delivery** - What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- **Economic Impact** - How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- **Environmental Impact** - How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?
- **Alignment with Agency Strategic Objectives** - To what extent does this project align with the District's strategic objective "to provide people with the independence to achieve their goals and to create a more vibrant, sustainable, and equitable community"?



# What's New?

## Project Tier Definitions

- Tier I: Full funding has been secured or is securable (e.g., formula funds).
- Tier II: Funding is in the application process and/or funding source has been identified.
- Tier III: Funding source has not yet been identified.



# What's New?

## Grant Project Reporting Format (page 1 of 2)

Eugene Station Modernization				#21-ESMODN-0301001
FUNDING SOURCE	BUDGET	REMAINING	TIMELINE	PROJECT PHASE
General Fund	3,000,000		FY 2021-2023	Business Case
<b>Total Project</b>	<b>3,000,000</b>			Justification

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.



# What's New?

## Grant Project Reporting Format page 2 of 2)

### Project phases:

**Business Case Justification:** Identification of project need, including vetting against the 8 criteria, proposed funding sources, spend budget, timeline, ongoing incremental resources & costs

**Secure Funding:** Grant funding application through grant award, approval through CIP & budget processes

**Project Initiation:** RFP & other procurement processes, stakeholder identification

**Planning:** Concept, public engagement, analysis

**Environmental Process:** Environmental assessment, demonstrating Federal NEPA requirements are met

**Design:** schematics, design development

**Acquisition:** product or service deliver inclusive of real estate, buses, etc. Includes testing & final acceptance. May come before or after Build, Construction & Assemble phase

**Build, Construction, Assemble:** Includes construction, permitting, building, awaiting delivery. May come before or after Acquisition phase.

**Rollout, commissioning, active:** Go live on a software project, occupancy, revenue service, etc.

**Project Close-out:** close-out activities, final payment, post-mortems



# 2019-2028 CIP Timeline

Tuesday, September 18 - October 17:

- CIP posted for public comment

Tuesday, October 9:

- Budget Committee review of CIP

Wednesday, October 17:

- Public hearing on CIP

October 18 - November 9:

- Feedback incorporated into CIP

November 21:

- Board adoption of the CIP

December 19:

- Grant reporting in new "By Project" format



# 2019-2028 CIP Timeline

## January - March 2019:

- CIP utilized to inform budget process - CIP has NO SPEND AUTHORITY

## April 2019:

- DRAFT Budgets are released for public comment
- Budget Committee reviews and provides Board guidance on FY20 budget
- LB-1 public hearing notification is issued based on approved budget
- Public hearing at April Board meeting

## May 2019 (or June 2019):

- Board adoption of FY20 Budget



# 2019-2028 CIP Summary

Project Category	Tier I	Tier II	Tier III	Total Project Cost
	Funding Secured/securable	Funding identified. In application process	Funding source not identified	
Improvement Projects	116,297,523	2,610,000	25,798,993	144,706,516
State of Good Repair	15,271,462	2,185,780	11,146,000	28,603,242
Preventative Maintenance	29,200,000	-	-	29,200,000
Point2point	1,836,143	41,410	237,838	2,115,391
Medicaid	107,284,750			107,284,750
Accessible Services	69,726,900	1,026,240		70,753,140
Totals	339,616,778	5,863,430	37,182,831	382,663,039

## Changes since posted:

- FTN Safety from Tier II to Tier I
- STIF Admin added \$140K/yr
- SRTS Bike Parking from \$70K to \$91K
- SmartTrips new resident from Tier II to Tier III
- SRTS Bike Ped Program from Tier II to Tier I
- SRTS Regional Tap funds awarded \$630K increase
- SRTS outreach & engagement Tier I added \$113K
- Communications Assessment amount changed from \$44K (FY19) to \$150K (FY19-20)

## Originally posted

Project Category	Tier I	Tier II	Tier III	Total Project Cost
	Funding Secured/securable	Funding identified. In application process	Funding source not identified	
Improvement Projects	113,677,148	3,774,375	25,798,993	143,250,516
State of Good Repair	15,271,462	2,185,780	11,146,000	28,603,242
Preventative Maintenance	29,200,000	-	-	29,200,000
Point2point	1,150,730	344,653	100,000	1,595,383
Medicaid	107,284,750			107,284,750
Accessible Services	69,726,900	1,026,240		70,753,140
Totals	336,310,990	7,331,048	37,044,993	380,687,031



## State of Good Repair

	FY 2019	Future Year Projections									Ten Year Total
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Facilities</b>	-	530,000	575,000	1,235,000	20,000	-	150,000	450,000	-	-	2,960,000
Facilities Assessment	-			150,000							150,000
River Road Transit Station Disposal		25,000	50,000	25,000							100,000
Bus Wash Improvements				730,000	20,000						750,000
LED Light Upgrade							50,000	450,000			500,000
Glenwood Fire System Update				150,000							150,000
Welding Bay Relocation				150,000							150,000
Clock Improvements							100,000				100,000
Heat Pump Replacement - Eugene	-	225,000	5,000								230,000
Overhead Door Replacement		230,000	20,000								250,000
Bus Gate Improvements		50,000	500,000								550,000
Fleet Generator Fuel Tank				30,000							30,000



# State of Good Repair

	FY 2019	Future Year Projections									Ten Year Total
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
<b>Fleet</b>	<b>11,773,462</b>	<b>5,850,623</b>	<b>1,014,158</b>	-	-	-	-	-	-	-	<b>18,638,242</b>
Accessible Services Vehicle	970,149										970,149
Diamond Express Vehicle	333,698										333,698
Florence/Yachats Vehicle	100,000										100,000
Rhody Express Vehicle	100,000										100,000
Mobility on Demand Vehicle	100,000										100,000
Misc Equipment	50,000	50,000									100,000
Non-Revenue Vehicles	-	255,000	225,000								480,000
Five 40-foot Electric Buses (No/Low)		4,639,565									4,639,565
Five 40-foot Buses in 2019	4,200,000										4,200,000
Fleet Procurement Plan	139,307										139,307
Electric Bus Fleet Procurement	389,558	389,558	389,558								1,168,673
Replacement Parts - ACM	261,700	366,500	249,600								877,800
Spare Parts for Tooling for 16200	337,336										337,336
Five 60-foot Diesel Bus Procurement	3,930,641										3,930,641
One 40-foot Diesel/Hybrid Bus	760,073										760,073
Spare Parts for Vehicles	101,000	150,000	150,000								401,000



# State of Good Repair

	FY 2019	Future Year Projections									
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Safety &amp; Security</b>	-	48,000	-	-	-	-	-	-	-	-	48,000
Non-Revenue Security Vehicle	-	48,000									48,000



# State of Good Repair

	FY 2019	Future Year Projections										
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Technology Infrastructure &amp; Systems</b>	<b>996,000</b>	<b>3,356,000</b>	<b>1,511,000</b>	<b>346,000</b>	<b>168,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>96,000</b>	<b>6,857,000</b>
<b>Hardware</b>												
Juniper Switches		220,000										220,000
RideSource UPS		40,000										40,000
UPS Batteries	5,000											5,000
RideSource Telephony			15,000									15,000
EmX Signage			400,000									400,000
Workstation Peripherals			15,000									15,000
Workstations			400,000									400,000
Network Infrastructure - Eugene		85,000										85,000
Fiber Optic Plant - Redundant Feed		500,000										500,000
Disaster Recovery		500,000										500,000
Copy Room Printer					72,000							72,000



# State of Good Repair

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Software</b>											
VoIP Replacement				250,000							250,000
Intrusion Detection System	75,000										75,000
Workstation OS Refresh		50,000									50,000
Server OS Refresh		200,000									200,000
NetApp		200,000									200,000
Finance and Payroll Software		500,000									500,000
HASTUS and MIDAS Upgrade		600,000									600,000
Document Management System			175,000								175,000
Accident Tracking Software			20,000								20,000
CommVault/Veeam		100,000									100,000
ManageEngine NOC		20,000									20,000
EAM - Fleet Management Functions			225,000								225,000
EAM - Fleet Stores Management		375,000									375,000
ManageEngine SIEM		20,000									20,000
VM App Virtualization		10,000									10,000
Office365			40,000								40,000
EAM - Fluid Management			125,000								125,000



# State of Good Repair

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Non-Capital</b>											
Disaster Recovery Study	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
AWS Vcenter			50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	400,000
Mobile Device Management	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	60,000
Intrusion Prevention System (Proxy		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000
HR Software		10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	90,000
Cloud File Storage			10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	80,000
Data Warehousing	900,000										900,000
<b>Totals</b>	<b>12,769,462</b>	<b>9,884,623</b>	<b>3,100,158</b>	<b>1,581,000</b>	<b>188,000</b>	<b>96,000</b>	<b>246,000</b>	<b>546,000</b>	<b>96,000</b>	<b>96,000</b>	<b>28,603,242</b>



## Improvement Projects

	Future Year Projections												Project Total
	Estimated pre-2019	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Facilities</b>	<b>3,710,559</b>	<b>1,555,000</b>	<b>7,938,434</b>	<b>3,290,000</b>	<b>3,185,000</b>	<b>780,000</b>	<b>3,200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>200,000</b>	<b>20,748,434</b>	<b>24,458,993</b>
Eugene Station Modernization	N/A	-	-	35,000	2,885,000	80,000	-	-	-	-	-	3,000,000	3,000,000
Passenger Boarding Improvements	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
Bus Lift for Maintenance Bay 1	N/A	-	20,000	430,000	-	-	-	-	-	-	-	450,000	450,000
Operation Command Control	N/A	-	-	-	-	500,000	3,000,000	-	-	-	-	3,500,000	3,500,000
Santa Clara Transit Station	1,736,566	1,350,000	6,188,434	1,025,000	-	-	-	-	-	-	-	8,563,434	10,300,000
System Facilities Improvements	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,000,000	1,000,000
UO Station South	N/A	-	1,500,000	1,500,000	-	-	-	-	-	-	-	3,000,000	3,000,000
Hunsaker Development Project	1,973,993	5,000	30,000	100,000	100,000	-	-	-	-	-	-	235,000	2,208,993



## Improvement Projects

	Estimated pre-2019	FY 2019	Future Year Projections										Project Total
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Frequent Transit Network</b>	<b>99,000,000</b>	<b>3,426,286</b>	<b>640,146</b>	<b>1,475,146</b>	<b>1,888,125</b>	<b>7,600,000</b>	<b>425,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,454,703</b>	<b>114,454,703</b>
Existing EmX Corridor Improvement	N/A	-	125,000	1,000,000	1,500,000	7,600,000	425,000	-	-	-	-	10,650,000	10,650,000
EmX Franklin BLVD Phase 1 Transit Stations	N/A	755,000										755,000	755,000
Main-McVay Transit Study	N/A	160,000	127,021	87,021								374,042	374,042
River Road Transit Community Implentation Plan	N/A	564,000										564,000	564,000
Moving Ahead	N/A	947,286										947,286	947,286
West Eugene EmX Extension	99,000,000	1,000,000										1,000,000	100,000,000
FTN Safety and Amenity Improvements	N/A		388,125	388,125	388,125							1,164,375	1,164,375



## Improvement Projects

	Estimated pre-2019	FY 2019	Future Year Projections										Project Total
			FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
<b>Technology Infrastructure &amp; Systems</b>	-	915,000	-	-	75,000	-	-	-	-	-	-	990,000	990,000
Fare Management System	N/A	765,000				-	-					765,000	765,000
<b>Software</b>													-
CRM	N/A				75,000							75,000	75,000
Novus Modules	N/A	150,000										150,000	150,000



# Improvement Projects

	Future Year Projections												Project Total
	Estimated pre-2019	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
	<b>Non-Capital Projects</b>	154,745	1,138,075	1,430,000	1,135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	
COA	154,745	538,075										538,075	692,820
STIF Grant Administration		135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	135,000	1,350,000	1,350,000
Communications Assessment		105,000	45,000									150,000	150,000
Mobility as a Service (MaaS)	N/A	360,000	1,000,000	1,000,000								2,360,000	2,360,000
Sustainable Cities Year Program (SCYP)	N/A		250,000									250,000	250,000
												-	-
<b>Totals for CI</b>	102,865,304	7,034,361	10,008,580	5,900,146	5,283,125	8,515,000	3,760,000	335,000	335,000	335,000	335,000	41,841,212	144,706,516



## Accessible Services

Future Year Projections											
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
<b>Out-of District</b>											
Rural ADA Fleet PM	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	17,600	176,000
Diamond Express PM	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	12,839	128,390
Florence/Yachats	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	298,960	2,989,600
Oakridge Diamond Express	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	102,624	1,026,240
Oakridge Diamond Express	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	83,814	838,140
Rhody Express	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	174,098	1,740,980



# Accessible Services

	FY 2019	Future Year Projections									Ten Year Total
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
<b>In-District</b>											
Metro ADA Fleet PM	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	335,399	3,353,990
Crucial Connections	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	4,999	49,990
DD Services	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	2,412,000	24,120,000
Lane County Coordination Mobility Management	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	165,672	1,656,720
Mental Health and Homeless	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	98,350	983,500
Metro ADA Ops and Shopper Services	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	2,850,001	28,500,010
Pearl Buck	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	153,850	1,538,500
Service Animal Pilot	86,500										86,500
South Lane Services	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	89,945	899,450
Transit Host	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	76,960	769,600
Travel Training	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	73,507	735,070
Veterans Transportation	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	100,000
Volunteer Coordination	116,000										116,000
Volunteer Reimbursement	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	94,446	944,460
<b>Totals</b>	<b>7,257,564</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>7,055,064</b>	<b>70,753,140</b>



# Medicaid

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
NEMT - State Reimbursed	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	540,375	5,403,750
NEMT - Trillium	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	9,125,100	91,251,000
Waivered - Non-Medical	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	1,063,000	10,630,000
<b>Totals</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>10,728,475</b>	<b>107,284,750</b>



# Preventative Maintenance

		Future Year Projections										Project Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total	
Grant-funded PM	4,200,000	4,200,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	2,600,000	29,200,000	29,200,000
<b>Totals</b>	<b>4,200,000</b>	<b>4,200,000</b>	<b>2,600,000</b>	<b>29,200,000</b>	<b>29,200,000</b>							



# Point2point

		Future Year Projections									
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Ten Year Total
Drive Less Connect	41,410										41,410
Employer Transportation Coordinator Toolkit	15,362	Spend over 2019-2020									15,362
Safe Routes to School Assistants	50,462	Spend over 2019-2023									50,462
Smart Routes to School Bike Parking	90,851	Spend over 2019-2020									90,851
SmartTrips 3	100,000										100,000
SmartTrips New Resident	137,838	Spend over 2019-2021									137,838
Safe Routes to School Bike Ped Program Expansion	172,148	Spend over 2019-2021									172,148
Safe Routes to School Regional Program	630,249										630,249
Transportation Options	399,571										399,571
UO Gateway SmartTrips	180,000	Spend over 2019-2021									180,000
SRTS Outreach and encouragement Program 2019-21	112,500										112,500
Vanpool	185,000										185,000
<b>Totals</b>	<b>2,115,391</b>	-	-	-	-	-	-	-	-	-	<b>2,115,391</b>



## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Facilities</b>		<b>2,960,000</b>	-	-	-	-	-	-	-	-	-	-	-	<b>2,960,000</b>
Facilities Assessment	Tier III	150,000												150,000
River Road Transit Station Disposal	Tier III	100,000												100,000
Bus Wash Improvements	Tier III	750,000												750,000
LED Light Upgrade	Tier III	500,000												500,000
Glenwood Fire System Update	Tier III	150,000												150,000
Welding Bay Relocation	Tier III	150,000												150,000
Clock Improvements	Tier III	100,000												100,000
Heat Pump Replacement - Eugene	Tier III	230,000												230,000
Overhead Door Replacement	Tier III	250,000												250,000
Bus Gate Improvements	Tier III	550,000												550,000
Fleet Generator Fuel Tank	Tier III	30,000												30,000



## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Fleet</b>		<b>3,134,770</b>	<b>151,942</b>	<b>320,333</b>	<b>130,000</b>	<b>537,725</b>	<b>3,559,368</b>	<b>6,619,848</b>	<b>1,820,272</b>	<b>588,984</b>	<b>650,000</b>	<b>1,000,000</b>	<b>125,000</b>	<b>18,638,242</b>
Accessible Services Vehicle	Tier I	149,790	7,043	61,534		537,725			214,057					970,149
Diamond Express Vehicle	Tier I		34,629	169,069	130,000									333,698
Florence/Yachats Vehicle	Tier I		10,270	89,730										100,000
Rhody Express Vehicle	Tier III		100,000											100,000
Mobility on Demand Vehicle	Tier III										100,000			100,000
Misc Equipment	Tier III	20,000					80,000							100,000
Non-Revenue Vehicles	Tier III	96,000					384,000							480,000
Five 40-foot Electric Buses (No/Low)	Tier I	609,890						3,479,675			550,000			4,639,565
Five 40-foot Buses in 2019	Tier I	852,745					2,072,328	943,814		331,113				4,200,000
Fleet Procurement Plan	Tier II	14,307											125,000	139,307
Electric Bus Fleet Procurement	Tier II	168,673										1,000,000	-	1,168,673
Replacement Parts - ACM	Tier II	175,560					702,240							877,800
Spare Parts for Tooling for 16XXX	Tier I	67,467							269,869					337,336
Five 60-foot Diesel Bus Procurement	Tier I	786,127						1,550,297	1,336,346	257,871				3,930,641
One 40-foot Diesel/Hybrid Bus	Tier I	114,011						646,062						760,073
Spare Parts for Vehicles	Tier III	80,200					320,800							401,000



## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Safety &amp; Security</b>		9,600	-	-	-	-	38,400	-	-	-	-	-	-	48,000
Non-Revenue Security Vehicle	Tier III	9,600					38,400							48,000



## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Technology Infrastructure &amp; Systems</b>		<b>6,857,000</b>	-	-	-	-	-	-	-	-	-	-	-	<b>6,857,000</b>
<b>Hardware</b>														-
Juniper Switches	Tier III	220,000												220,000
RideSource UPS	Tier III	40,000												40,000
UPS Batteries	Tier III	5,000												5,000
RideSource Telephony	Tier III	15,000												15,000
EmX Signage	Tier III	400,000												400,000
Workstation Peripherals	Tier III	15,000												15,000
Workstations	Tier III	400,000												400,000
Network Infrastructure - Eugene Station	Tier III	85,000												85,000
Fiber Optic Plant - Redundant Feed for	Tier III	500,000												500,000
Disaster Recovery	Tier III	500,000												500,000
Copy Room Printer	Tier III	72,000												72,000



## State of Good Repair

	Project	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
	Tier													
<b>Software</b>														
														-
VoIP Replacement	Tier III	250,000												250,000
Intrusion Detection System	Tier III	75,000												75,000
Workstation OS Refresh	Tier III	50,000												50,000
Server OS Refresh	Tier III	200,000												200,000
NetApp	Tier III	200,000												200,000
Finance and Payroll Software	Tier III	500,000												500,000
HASTUS and MIDAS Upgrade	Tier III	600,000												600,000
Document Management System	Tier III	175,000												175,000
Accident Tracking Software	Tier III	20,000												20,000
CommVault/Veeam	Tier III	100,000												100,000
ManageEngine NOC	Tier III	20,000												20,000
EAM - Fleet Management Functions	Tier III	225,000												225,000
EAM - Fleet Stores Management	Tier III	375,000												375,000
ManageEngine SIEM	Tier III	20,000												20,000
VM App Virtualization	Tier III	10,000												10,000
Office365	Tier III	40,000												40,000
EAM - Fluid Management	Tier III	125,000												125,000



## State of Good Repair

	Project Tier	General Funds	STF	DOT	Local	5310	5307	5339	5309	5337	STIF	CMAQ	STBG	Funding Total
<b>Non-Capital</b>														
Disaster Recovery Study	Tier III	100,000												100,000
AWS Vcenter	Tier III	400,000												400,000
Mobile Device Management	Tier III	60,000												60,000
Intrusion Prevention System (Proxy	Tier III	90,000												90,000
HR Software	Tier III	90,000												90,000
Cloud File Storage	Tier III	80,000												80,000
Data Warehousing	Tier III	900,000												900,000
<b>Totals</b>		<b>13,061,370</b>	<b>151,942</b>	<b>320,333</b>	<b>130,000</b>	<b>537,725</b>	<b>3,597,768</b>	<b>6,619,848</b>	<b>1,820,272</b>	<b>588,984</b>	<b>650,000</b>	<b>1,000,000</b>	<b>125,000</b>	<b>28,603,242</b>



## Improvement Projects

	Project Tier	General Funds	STBG	CMAQ	ConnectOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Facilities</b>		<b>17,858,993</b>	<b>600,000</b>	<b>-</b>	<b>3,000,000</b>	<b>-</b>	<b>-</b>		<b>3,000,000</b>			<b>-</b>	<b>24,458,993</b>
Eugene Station Modernization	Tier III	3,000,000											3,000,000
Passenger Boarding Improvements	Tier III	1,000,000											1,000,000
Bus Lift for Maintenance Bay 1	Tier III	450,000											450,000
Operation Command Control	Tier III	3,500,000											3,500,000
Santa Clara Transit Station	Tier I	3,700,000	600,000		3,000,000				3,000,000				10,300,000
System Facilities Improvements	Tier III	1,000,000											1,000,000
UO Station South	Tier III	3,000,000											3,000,000
Hunsaker Development Project	Tier III	2,208,993											2,208,993



## Improvement Projects

	Project Tier	General Funds	STBG	CMAQ	ConnectOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Frequent Transit Network</b>		15,013,475	475,000	525,000	1,925,800	450,000	79,800	335,628	2,850,000	17,800,000	75,000,000	-	114,454,703
Existing EmX Corridor Improvement	Tier III	10,650,000											10,650,000
EmX Franklin BLVD Phase 1 Transit Stations	Tier I	429,200			325,800								755,000
Main-McVay Transit Study	Tier I	38,414						335,628					374,042
River Road Transit Community Implementation Plan	Tier I	34,200				450,000	79,800						564,000
MovingAhead	Tier I	97,286							850,000				947,286
West Eugene EmX Extension	Tier I	3,600,000			1,600,000				2,000,000	17,800,000	75,000,000		100,000,000
FTN Safety and Amenity Improvements	Tier I	164,375	475,000	525,000									1,164,375 A

A = Chaged to Tier I from Tier II post sending documents to Budget Committee



## Improvement Projects

	Project Tier	General Funds	STBG	CMAQ	ConnectOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Technology Infrastructure &amp; Systems</b>		840,000	-	-	-	-	-	-	-	-	-	150,000	990,000
Fare Management System	Tier III	765,000											765,000
<b>Software</b>													
CRM	Tier III	75,000											75,000
Novus Modules	Tier III											150,000	150,000



## Improvement Projects

	Project Tier	General Funds	STBG	CMAQ	ConnedOregon	TOD	City of Eugene	FHWA	5307 - Formula	Oregon Lottery	Federal Small Starts	2017 State Transp Improv Fund	Funding Total
<b>Non-Capital Projects</b>		1,038,982	53,838	-	-	-	-	-	-	-	-	3,710,000	4,802,820
COA	Tier I	638,982	53,838										692,820
STIF Grant Administration	Tier I											1,350,000	1,350,000 B
Communications Assessment	Tier I	150,000											150,000 C
Mobility as a Service (Maas)	Tier II											2,360,000	2,360,000
Sustainable Citites Year Program (SCY	Tier II	250,000											250,000
<b>Totals</b>		34,751,450	1,128,838	525,000	4,925,800	450,000	79,800	335,628	5,850,000	17,800,000	75,000,000	3,860,000	144,706,516

B = Newly Added

C = Amount changed from \$44K(FY19) to \$150K (FY19-20)



## Accessible Services

	Project Tier	General Funds	General Funds via LTD Staff	STF	5310	5310 Direct Disbursement (non formula)	Transit Network/Intercity Connection	Oregon Dept of Human Services	Federal Funds through DHS	Local Funds	Farebox	Yachats Grant	Annual Funding Total	Projected 10 year Project Total
<b>Out-of District</b>														
Rural ADA Fleet PM	Tier I			1,356	11,844							4,400	17,600	176,000
Diamond Express PM	Tier I	2,568					10,271						12,839	128,390
Florence/Yachats	Tier I		12,550	286,410									298,960	2,989,600
Oakridge Diamond Express	Tier II			58,000			277			12,000	32,347		102,624	1,026,240
Oakridge Diamond Express	Tier I						83,814						83,814	838,140
Rhody Express	Tier I			61,270			76,328			36,500			174,098	1,740,980



## Accessible Services

	Project Tier	General Funds	General Funds via LTD Staff	STF	5310	5310 Direct Disbursement (non formula)	Transit Network/Intercity Connection	Oregon Dept of Human Services	Federal Funds through DHS	Local Funds	Farebox	Yachats Grant	Annual Funding Total	Projected 10 year Project Total
<b>In-District</b>														-
Metro ADA Fleet PM	Tier I			34,445	300,954								335,399	3,353,990
Crucial Connections	Tier I			513	4,486								4,999	49,990
DD Services	Tier I	612,000							1,800,000				2,412,000	24,120,000
Lane County Coordination Mobility Management	Tier I			17,015	148,657								165,672	1,656,720
Mental Health and Homeless	Tier I			10,101	88,249								98,350	983,500
Metro ADA Ops and Shopper Services	Tier I	1,642,868			674,995	232,138				300,000			2,850,001	28,500,010
Pearl Buck	Tier I				86,850					67,000			153,850	1,538,500
Service Animal Pilot	Tier I		30,000	56,500									86,500	86,500
South Lane Services	Tier I			89,945									89,945	899,450
Transit Host	Tier I			7,904	69,056								76,960	769,600
Travel Training	Tier I			7,367	66,140								73,507	735,070
Veterans Transportation	Tier I			1,027	8,973								10,000	100,000
Volunteer Coordination	Tier I		7,300	108,700									116,000	116,000
Volunteer Reimbursement	Tier I			7,693	67,210					19,543			94,446	944,460
<b>Totals</b>		<b>2,257,436</b>	<b>49,850</b>	<b>748,245</b>	<b>1,527,415</b>	<b>232,138</b>	<b>170,690</b>	<b>-</b>	<b>1,800,000</b>	<b>435,043</b>	<b>32,347</b>	<b>4,400</b>	<b>7,257,564</b>	<b>70,753,140</b>



# Medicaid

	Funding Tier	General Funds	Oregon Health Authority	Trillium CHP	Oregon Dept of Human Services	Annual Project Total	Projected 10 year project total
NEMT - State Reimbursed	Tier I	13,200	527,175			540,375	5,403,750
NEMT - Trillium	Tier I	222,500		8,902,600		9,125,100	91,251,000
Waivered - Non-Medical	Tier I	275,000			788,000	1,063,000	10,630,000
<b>Totals</b>		<b>510,700</b>	<b>527,175</b>	<b>8,902,600</b>	<b>788,000</b>	<b>10,728,475</b>	<b>107,284,750</b>



# Preventative Maintenance

	Funding Tier	General Funds	5307	Projected 10 year total	Annual Project Total
Grant-funded PM	Tier I	5,840,000	23,360,000	29,200,000	2,920,000
<b>Totals</b>		<b>5,840,000</b>	<b>23,360,000</b>	<b>29,200,000</b>	<b>2,920,000</b>



# Point2point

	Project Tier	General Funds	STBG	ODOT DLC	ODOT Innovation	CMAQ	City of Eugene	FTA	STBG - BETHEL	STBG-4J	SPRINGFLD SCHOOL	BETHEL SCHOOL	4J SCHOOL	ODOT STIP ENHANCE FY15-18	ODOT REGION 2	Flex Funds	TAP	Funding Total
Drive Less Connect	Tier II			41,410														41,410
Employer Transportation Coordinator Toolkit	Tier I				15,362													15,362
Safe Routes to School Assistants	Tier I	4,700	45,762															50,462
Smart Routes to School Bike Parking	Tier I	18,170				72,681												90,851
SmartTrips 3	Tier III						10,270							89,730				100,000
SmartTrips New Resident	Tier III	12,838														125,000		137,838
Safe Routes to School Bike Ped Program Expansion	Tier I					154,468	17,680											172,148
Safe Routes to School Regional Program	Tier I	40,059	15,176					39,000	39,471	88,641	44,745	4,054	9,103				350,000	630,249
Transportation Options	Tier I	5,000	300,000												94,571			399,571
UO Gateway SmartTrips	Tier I															180,000		180,000
SRTS Outreach and encouragement Program 2019-21	Tier I	22,500				90,000												112,500
Vanpool	Tier I	185,000																185,000
<b>Totals</b>		<b>288,267</b>	<b>360,938</b>	<b>41,410</b>	<b>15,362</b>	<b>317,149</b>	<b>27,950</b>	<b>39,000</b>	<b>39,471</b>	<b>88,641</b>	<b>44,745</b>	<b>4,054</b>	<b>9,103</b>	<b>89,730</b>	<b>94,571</b>	<b>305,000</b>	<b>350,000</b>	<b>2,115,391</b>

Chaged since posted for review

A = Amount changed from \$80,145 to 90,851

B = Changed from Tier II to Tier III

C = Changed from Tier II to Tier I

D = Amount changed from \$240,190 to \$630,249 due to TAP funds awarded

E = Added new Tier I program

