



Public notice was given to  
*The Register-Guard* for  
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**LANE TRANSIT DISTRICT  
BOARD OF DIRECTORS  
BUDGET COMMITTEE MEETING**

**Monday, April 17, 2017  
5:30 p.m.**

**LTD BOARD ROOM  
3500 East 17th Avenue, Eugene  
(off Glenwood Boulevard)**

***Dinner will be served beginning at 5:00 p.m.***

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**A G E N D A**

I. CALL TO ORDER – Board President Gary Wildish

II. ROLL CALL AND INTRODUCTIONS – Gary Wildish

- |                                    |                                   |                                  |                                    |                                 |
|------------------------------------|-----------------------------------|----------------------------------|------------------------------------|---------------------------------|
| <input type="checkbox"/> Bruebaker | <input type="checkbox"/> Cline    | <input type="checkbox"/> Diehl   | <input type="checkbox"/> Gillespie | <input type="checkbox"/> Reid   |
| <input type="checkbox"/> Hinds     | <input type="checkbox"/> Kortge   | <input type="checkbox"/> Necker  | <input type="checkbox"/> Nordin    | <input type="checkbox"/> Pierce |
| <input type="checkbox"/> Smith     | <input type="checkbox"/> Thompson | <input type="checkbox"/> Wildish | <input type="checkbox"/> Yeh       |                                 |

III. PUBLIC COMMENT – Gary Wildish

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

IV. WELCOME – General Manager Aurora Jackson

V. ELECTION OF OFFICERS (Committee Chair and Secretary) – Gary Wildish

VI. CAPITAL IMPROVEMENTS PROGRAM – Christina Shew

VII. LONG-RANGE FINANCIAL PLAN – Christina Shew

VIII. COMMITTEE DISCUSSION – Committee Chair

IX. ADJOURNMENT – Committee Chair

**The facility used for this meeting is wheelchair accessible. If you require any special physical or language accommodations, including alternative formats of printed materials, please contact LTD's Administration office as far in advance of the meeting as possible and no later than 48 hours prior to the meeting. To request these arrangements, please call 682-5555 (voice) or 7-1-1 (TTY, through Oregon Relay, for persons with hearing impairment.**

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 17, 2017

**ITEM TITLE:** FY 2017-2026 CAPITAL IMPROVEMENTS PROGRAM

**PREPARED BY:** Christina Shew, Finance Director

**ACTION REQUESTED:** None. Information Only.

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### BACKGROUND:

The Capital Improvements Program (CIP), LTD's program of projects funded with federal, state, and local funding, is revised annually. The Draft Fiscal Year (FY) 2017-2026 Capital Improvements Program was posted on the LTD website for public comment, and a legal notice was published in *The Register-Guard* on Monday, April 17. The public comment period closes at 5:00 p.m. on Wednesday, May 17. The FY 2017-2026 CIP will be presented to the Board for adoption at its May 17 meeting. Comments will be forwarded to Board members prior to that meeting.

Holding this public hearing allows the public to comment directly to the Board of Directors prior to its consideration of the CIP adoption at the May 17 Board meeting. 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. Projects are classified into the following funding tiers:

- Tier I A/B: Highest priority projects with full funding identified.
- Tier II: Projects contingent upon adequate available revenue. The availability of these revenue sources could impact the ability to move Tier II projects forward.
- Tier III: Projects where a need exists but where no revenue source is currently identified. Should revenue sources be identified through federal, state, and local processes, these projects could move up to Tier I or Tier II.

The funding for projects reflects the best estimate at this time. While all funds are not yet secured, there is a reasonable expectation that funding for Tier I and Tier II projects will be received. For example, the CIP assumes that 5307 funding will continue to be reauthorized and that funding levels will follow the same trend as the previous legislation. Should the proposed funding not be realized, the program of projects will be reevaluated.

**MEETING HANDOUT:** Draft FY 2017-2026 Capital Improvements Program

**PROPOSED MOTION:** None.

Q:\Reference\Board Packet\2017\04-2017\04-17-17 Budget Comm Mtg\CIP 17-18 summary.docx

# LANE TRANSIT DISTRICT



2017 - 2026

Capital Improvements Program

# Lane Transit District

**CAPITAL IMPROVEMENTS PROGRAM**  
**APRIL 14, 2017**

## TABLE OF CONTENTS

<b>SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS</b> .....	<b>1</b>
Capital Improvements Framework.....	1
Capital Investment Priorities .....	1
CIP Development and Review Process.....	2
Project Funding Decisions.....	3
Project Classification .....	4
<b>SECTION 2: MASTER LIST OF ALL PROJECTS</b> .....	<b>5</b>
<b>SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP</b> .....	<b>7</b>
<b>SECTION 4: FUNDING SUMMARY</b> .....	<b>8</b>
<b>SECTION 5: APPENDICES</b> .....	<b>9</b>
Appendix A: Guiding Documents.....	9
State.....	9
Local.....	10
Internal.....	12
Appendix B: Funding Sources.....	14
Federal Funding Programs.....	14
State Funding Programs.....	16
Appendix C: Project Descriptions .....	17

# SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

## CAPITAL IMPROVEMENTS FRAMEWORK

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

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

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

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

## CAPITAL INVESTMENT PRIORITIES

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

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

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

The FY 2017-26 CIP totals approximately \$80 million in projects with funding secured or identified and \$130 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

## **CIP DEVELOPMENT AND REVIEW PROCESS**

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

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

### Development and Review Schedule

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

## PROJECT FUNDING DECISIONS

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

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

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

Community Investment projects have three additional criteria that are considered:

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

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

Funding tiers include the following:

**Tier I A/B:** Full funding identified.

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

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

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



## PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

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

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

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

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

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

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

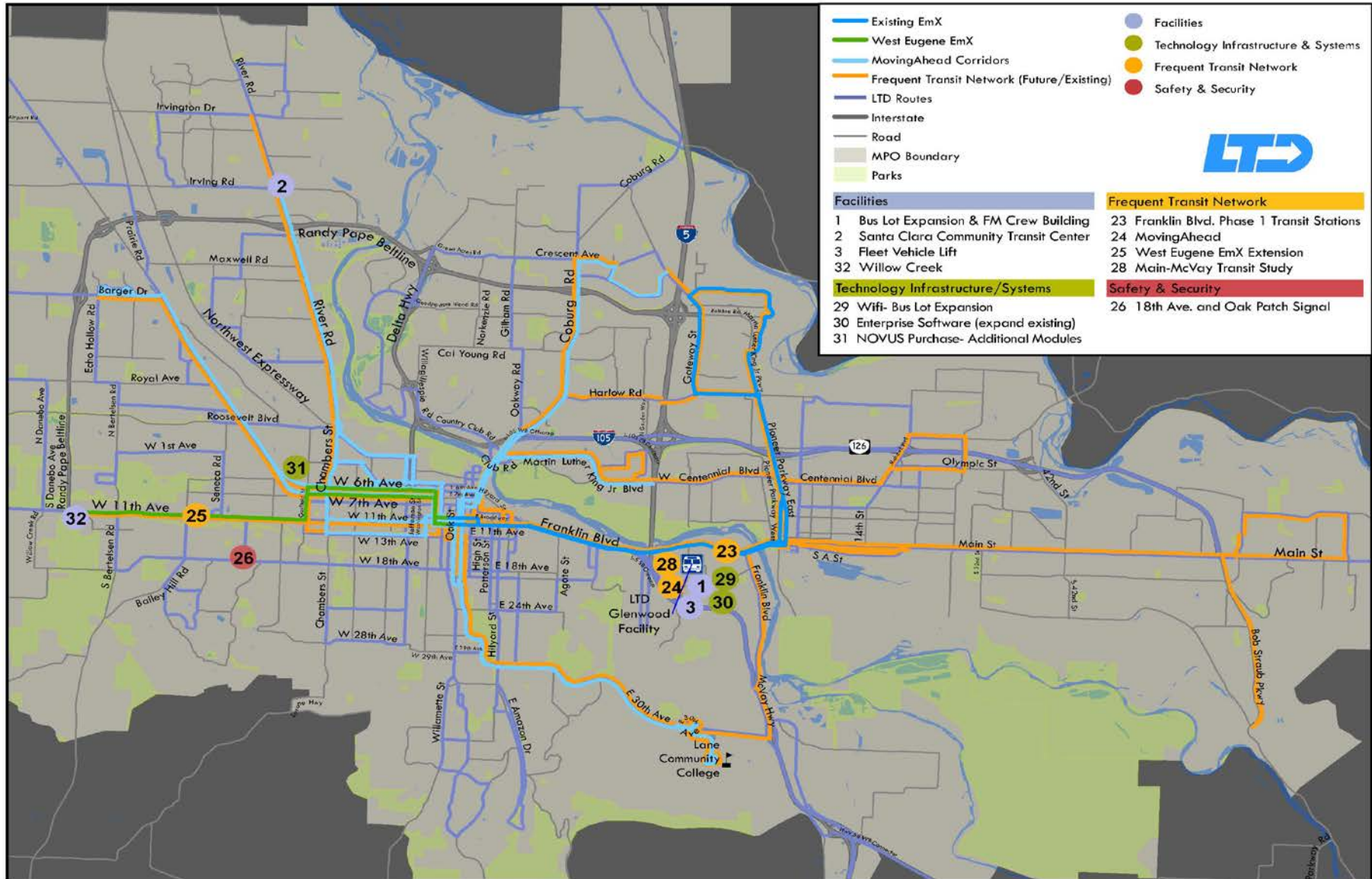
# SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 1 OF 2)

State of Good Repair Projects	Project #	Funding Tier	Funding Source	Estimate	Future Year Projections										
					FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Ten Year
<b>Facilities</b>				190,000	1,325,000	600,000	350,000	100,000	600,000	100,000	-	-	-	3,265,000	
Facilities Assessment	38	Tier I A	General Fund	Secured	-	200,000	-	-	-	-	-	-	-	200,000	
Eugene Station Maintenance	39	Tier I A	5307	Secured	-	250,000	-	-	-	-	-	-	-	250,000	
Eugene Station Maintenance	40	Tier III	Unknown	Unsecured	20,000	-	-	-	-	-	-	-	-	-	
Glenwood Facility	42	Tier II	Unknown	Unsecured	100,000	175,000	600,000	-	-	-	-	-	-	875,000	
Glenwood Facility	44	Tier III	Unknown	Unsecured	-	700,000	-	350,000	100,000	600,000	-	-	-	1,750,000	
Corridor Maintenance	50	Tier III	Unknown	Unsecured	70,000	-	-	-	-	100,000	-	-	-	170,000	
<b>Fleet</b>				3,073,000	7,822,508	16,670,000	25,950,000	6,200,000	325,000	27,775,000	7,355,000	350,000	225,000	95,745,508	
Accessible Services Vehicles - Diamond Express	51	Tier I A	5309/5339	Secured	-	420,000	-	-	-	-	-	-	-	420,000	
Accessible Services Vehicle Replacement 2018	52	Tier I A	5310-Enhance	Secured	-	1,129,508	-	-	-	-	-	-	-	1,129,508	
Accessible Services Vehicles - Florence/Yachats Vehicle	53	Tier I A	5311, State Transit Network	Secured	100,000	-	-	-	-	-	-	-	-	100,000	
Non Revenue vehicles	54	Tier I A	5307	Secured	-	200,000	75,000	150,000	75,000	75,000	75,000	105,000	75,000	980,000	
Replacement parts	55	Tier I A	5307	Secured	173,000	1,138,000	225,000	200,000	300,000	150,000	150,000	150,000	50,000	2,786,000	
Replacement parts	59	Tier III		Unsecured	-	345,000	50,000	-	-	-	-	-	-	395,000	
Spare parts for vehicles	60	Tier I A	5307	Secured	50,000	50,000	50,000	50,000	50,000	50,000	50,000	75,000	50,000	525,000	
Revenue Vehicles	64	Tier I A	5307	Secured	2,500,000	4,200,000	16,200,000	25,500,000	5,725,000	-	27,450,000	7,000,000	-	88,575,000	
Miscellaneous	68/69	Tier II/Tier III	Unknown	Unsecured	250,000	340,000	70,000	50,000	50,000	50,000	50,000	50,000	50,000	1,010,000	
<b>Safety &amp; Security</b>				321,441	446,735	1,077,813	497,059	525,060	554,963	1,588,931	620,462	655,634	3,000	6,291,098	
Security System upgrades	70	Tier III	5307	Secured	321,441	446,735	1,077,813	497,059	525,060	554,963	1,588,931	620,462	655,634	3,000	6,941,098
<b>Technology Infrastructure &amp; Systems</b>				1,384,149	997,597	833,500	1,140,000	1,378,000	6,759,500	376,500	323,500	140,500	39,500	13,372,746	
Hardware	72	Tier I A	5307	Secured	1,088,649	197,397	-	-	-	-	-	-	-	1,286,046	
Software	74	Tier I A	5307	Secured	200,000	200,000	200,000	220,000	220,000	220,000	220,000	-	-	1,480,000	
Hardware	75	Tier II	Unknown	Unsecured	20,000	295,000	-	50,000	-	150,000	-	50,000	-	715,000	
CAD, AVL, APC, APN System Replacement	80	Tier III	Unknown	Unsecured	-	-	-	100,000	50,000	6,500,000	-	-	-	6,650,000	
Electronic Digital Signage	81	Tier III	Unknown	Unsecured	37,500	-	544,000	469,000	1,038,000	-	-	-	-	2,088,500	
Mobile radios for voice/data communication	86	Tier III	Unknown	Unsecured	-	77,700	-	-	-	-	-	84,000	-	161,700	
ITS Mobile Communications Infrastructure	87	Tier III	Unknown	Unsecured	-	164,000	1,500	263,000	1,500	1,500	1,500	272,000	1,500	708,000	
ITS Upgrades	84	Tier III	Unknown	Unsecured	38,000	18,500	38,000	38,000	18,500	38,000	5,000	51,500	5,000	288,500	
Miscellaneous Upgrades	82	Tier III	Unknown	Unsecured	-	45,000	50,000	-	50,000	-	-	-	-	145,000	

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

Community Investment Projects	Project #	Funding Tier	Funding Source		Estimate	Future Year Projections									
					FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Facilities</b>															
Santa Clara Community Transit Center	2	Tier I A	ConnectOregon	Secured	750,000	2,000,000	6,350,000	600,000	-	-	-	-	-	-	9,700,000
Eugene Station Improvements	4	Tier II	Unknown	Unsecured	-	175,000	-	-	-	-	-	-	-	-	175,000
Fleet Building - Glenwood	3	Tier I A/B	5307 & General Fund	Secured	1,000,000	2,600,000	-	-	-	-	-	-	-	-	3,600,000
Fleet Building - Glenwood	1	Tier III	Unknown	Unsecured	-	575,000	2,000,000	1,600,000	7,500,000	1,875,000	200,000	-	1,000,000	2,500,000	17,250,000
Passenger Boarding Improvements	6	Tier III	Unknown	Unsecured	48,500	50,375	52,250	54,125	56,125	308,370	60,705	63,130	65,655	67,000	896,235
Accessible Services Campus Improvements	16	Tier III	Unknown	Unsecured	-	-	-	-	-	500,000	2,500,000	500,000	-	-	3,500,000
Miscellaneous Improvements	11	Tier III	Unknown	Unsecured	-	-	-	100,000	-	-	-	-	-	-	100,000
Miscellaneous Improvements	12	Tier I A	General Fund	Unsecured	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	500,000
<b>Fleet</b>															
Accessible Services Vehicle Replacement	22	Tier I/Tier II	5310/Unknown	Secured/Unsecured	-	920,000	1,310,000	1,092,000	920,000	690,000	750,000	945,000	767,000	625,000	8,019,000
<b>Frequent Transit Network</b>															
Franklin Boulevard Phase 1 Transit Stations	23	Tier I A	ConnectOregon	Secured	20,000	500,000	400,000	-	-	-	-	-	-	-	920,000
Moving Ahead	24	Tier I A	STIP Enhanced	Secured	1,250,000	1,500,000	-	-	-	-	-	-	-	-	2,750,000
West Eugene EmX Extension	25	Tier I A	5309 \$24M/\$24M	Secured	29,400,000	4,600,000	-	-	-	-	-	-	-	-	34,000,000
Willow Creek	38	Tier I A	5307	-	600,000	1,400,000	-	-	-	-	-	-	-	2,000,000	
Main-McVay	28	Tier I A	5339-United Front	Secured	325,000	-	-	-	-	-	-	-	-	-	325,000
<b>Safety &amp; Security</b>															
18th & Oak Patch Traffic Signal	26	Tier I A	General Fund	Secured	-	225,000	-	-	-	-	-	-	-	-	225,000
Public Safety patrol vehicle	27	Tier II	Unknown	Unsecured	-	-	40,000	-	-	-	-	-	-	-	40,000
<b>Technology Infrastructure &amp; Systems</b>															
Glenwood and Ridesource Bus yard Wifi	29	Tier I A	5307-2016-17	Secured	40,000	-	-	-	50,000	-	-	-	-	-	90,000
Software	30	Tier I A	5309 VTCLI & General Fund	Secured	200,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	800,000
Software	33	Tier II	Unknown	Unsecured	592,000	902,000	92,000	92,000	92,000	92,000	92,000	92,000	92,000	-	2,138,000
Software	36	Tier III	Unknown	Unsecured	167,000	167,000	-	-	-	-	-	-	-	-	334,000
Storage Expansion	32	Tier II	Unknown	Unsecured	120,000	50,000	-	-	-	50,000	-	-	-	-	220,000
Fare Management System	37	Tier III	Unknown	Unsecured	-	1,450,000	1,553,150	-	-	-	-	-	1,114,550	-	4,117,700

# SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Many LTD capital projects are not site specific and are, therefore, not referenced in this map. For descriptions of these projects, refer to Appendix C. Alignments are subject to change when project-level planning is undertaken. March 2017





# SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier *	Future Year Projections											
		Estimate FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Ten Year Total	
<b>Federal</b>		\$26,911,148	\$8,580,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,491,676
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program I		2,108,128	8,115,536										10,223,664
5307 Preventative Maintenance	I												0
5309 Bus & Bus Facilities Program and 5339	I												0
5309 Small Starts	I	24,803,020											24,803,020
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	I		464,992										464,992
5310 Ladders of Opportunity	I												0
5311	I												0
5337 and 5339 Formual funds and Federal Highway funds	I												0
5339 Alternatives Analysis Program	I												0
STP-U Surface Transportation Program-Urban	I												0
<b>State</b>		\$770,000	\$2,750,000	\$28,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,548,300
ConnectOregon V		20,000	500,000	28,300									548,300
ConnectOregon VI	I	750,000	2,250,000										3,000,000
State Lottery Funds	I												0
STIP Enhanced	I												0
<b>Local</b>		\$3,833,757	\$3,018,104	\$1,571,700	\$650,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$9,373,561
Lane Transit District	I	3,833,757	3,018,104	1,571,700	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	9,373,561
<b>Unidentified</b>		\$3,047,595	\$2,875,743	\$10,307,400	\$2,998,125	\$8,678,125	\$3,575,370	\$3,662,705	\$1,660,130	\$3,099,205	\$3,252,000	\$3,252,000	\$43,156,398
Unidentified	III	3,047,595	2,875,743	10,307,400	2,998,125	8,678,125	3,575,370	3,662,705	1,660,130	3,099,205	3,252,000	3,252,000	43,156,398
<b>Funding Total</b>		\$34,562,500	\$17,224,375	\$11,907,400	\$3,648,125	\$8,728,125	\$3,625,370	\$3,712,705	\$1,710,130	\$3,149,205	\$3,302,000	\$3,302,000	\$91,569,935

# SECTION 5: APPENDICES

## APPENDIX A: GUIDING DOCUMENTS

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

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

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

### STATE

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

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

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

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

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

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

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

#### ***Statewide Transportation Improvement Program***

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, 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, <http://www.oregon.gov/ODOT/TD/OSTI/Pages/index.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.

### **Regional Transportation Plan**

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

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

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

### **Regional Transportation System Plan**

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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>.

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

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

### ***Metropolitan Transportation Improvement Program***

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

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

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

### ***Unified Planning Work Program***

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

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

### ***Transportation System Plans***

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

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

City of Eugene TSP:

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

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

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

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

<sup>11</sup> Ibid.



City of Springfield TSP:

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

### **Capital Improvement Program(s)**

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

City of Eugene CIP:

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

City of Springfield CIP:

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

Lane County CIP:

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

## **INTERNAL**

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

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

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

### **Long-Term Planning**

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

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

### **Long-Term Planning**

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

### **System Safety Program Plan**

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public,

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

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

and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to create a safe environment. This plan is currently under revision.

***Point2point Strategic Plan***

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

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

## APPENDIX B: FUNDING SOURCES

Capital investments presented in the CIP are funded by a variety of sources. The following are a summarization of federal, state, and local capital investment funding programs.

### FEDERAL FUNDING PROGRAMS

Federal funding programs are enacted through a series of transportation bills. In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation and represented the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU enhanced these existing programs by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.<sup>14</sup>

SAFETEA-LU addressed many challenges facing our transportation system—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU established the framework for future transportation bills, preceding the current large-scale transportation bill: Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

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

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) funds surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

#### **Programs under MAP-21:**

- **Surface Transportation Program**

The Federal Surface Transportation Program (STP) is a block grant program replacing federal-aid systems and is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible under this program.<sup>15</sup>

A sub-program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) of more than 200,000. These funds are allocated by the Central Lane MPO and must be matched with local or other non-federal funds at a minimum ratio of 10.27 percent of the total funding. Current estimates indicate that the Central Lane MPO can anticipate approximately \$3 million per year. The overall purpose is to fund the MPO's priorities to implement the long-range Regional Transportation Plan (RTP). STP and STP-U funding is federal funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.<sup>16</sup>

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

<sup>15</sup> Lane Council of Governments, Metropolitan Transportation Improvement Program, 2012.

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

- **FTA Section 5307 Funds**

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.<sup>17</sup>

- 5307 URBANIZED AREA FORMULA FUNDS: Section 5307 Urbanized Area Formula Funds makes funds available to urbanized areas and to states for transit capital and operating assistance in urbanized areas, and for transportation-related planning. Eligible activities include planning, engineering design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed-guideway systems.<sup>18</sup>

- **FTA Section 5309 Funds**

Section 5309 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.<sup>19</sup>

- 5309 BUS AND BUS FACILITIES: Section 5309 Bus and Bus Facilities provides capital assistance for three primary activities: (1) new and replacement buses and facilities, (2) modernization of existing rail systems, and (3) new fixed-guideway systems.<sup>20</sup>
- 5309 SMALL STARTS: Section 5309 Small Starts Program provides grant funds for capital costs associated with new fixed- and non-fixed (e.g., bus rapid transit) guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in Small Starts funds, and total project costs must be under \$250 million.<sup>21</sup>

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides funding to enhance the mobility of seniors and persons with disabilities. The funds are allocated to ODOT for all areas under 200,000 in population and to Lane Transit District as a direct recipient for the Eugene-Springfield Urbanized Area. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. The Oregon Transportation Commission (OTC) will make a decision on the allocation formula for the funds to be distributed for all areas under 200,000 in population when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).<sup>22</sup>

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

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

<sup>19</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

<sup>20</sup> Federal Transit Administration, "Bus and Bus Facilities (5309, 5318)," [http://www.fta.dot.gov/grants/13094\\_3557.html](http://www.fta.dot.gov/grants/13094_3557.html).

<sup>21</sup> Federal Transit Administration, "Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects," <http://www.fta.dot.gov/12304.html>.

<sup>22</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a fairly new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.<sup>23</sup>

## **STATE FUNDING PROGRAMS**

### ***Statewide Transportation Improvement Program—Enhance***

Statewide Transportation Improvement Program—Enhance funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP).<sup>24</sup>

Enhance projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for Enhance funds will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) as part of the metropolitan planning process.

Two committees within our area--the Metropolitan Policy Committee (MPC) of the Central Lane Metropolitan Planning Organization (MPO) and the Lane Area Commission on Transportation (LaneACT)--make recommendations to ODOT regarding prioritization of STIP funds and each body considers public comments submitted by e-mail and at public hearings.

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

### ***Oregon State Lottery Funds***

Oregon State Lottery funds are awarded for various public services throughout the state of Oregon. Oregonians vote to approve the broad categories that receive Oregon Lottery funds. Over the years, voters have approved constitutional amendments allowing lottery funds to be used for economic development (1984), public education (1995), and natural resources (1998). Some funds are constitutionally dedicated by voters. Then, every two years, Oregon's Legislature and Governor appropriate the remainder of lottery funds within those categories approved by voters.

<http://www.oregonlottery.org/>

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<sup>23</sup> Federal Transit Administration, "MAP-21," [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/MAP-21\\_Fact\\_Sheet\\_-\\_Bus\\_and\\_Bus\\_Facilities\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities_0.pdf).

<sup>24</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

## APPENDIX C: PROJECT DESCRIPTIONS

Frequent Transit Network	
Franklin Boulevard Phase 1 Transit Stations (2)	Funding Tier(s): I
The City of Springfield is currently planning to redevelop Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.	
Main-McVay Transit Study	Funding Tier(s): I
A feasibility study is currently being performed along Main Street to Thurston in Springfield and from Springfield Station to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).	
MovingAhead Project	Funding Tier(s): I
MovingAhead is a cooperative effort of the City of Eugene, Lane Transit District, and regional partners in the community to determine what improvements are needed on some of our most important transportation corridors. This effort will be carried out through multiple phases over the next several years. The first phase of effort will lead to the identification of up to four priority corridors, which would then undergo further development work leading to capital investments related to the transit system as well as other modes of travel.	
West Eugene EmX Extension	Funding Tier(s): I
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to West 11 <sup>th</sup> Avenue west of Commerce Street is scheduled to open for service in 2017.	
Fleet	
Accessible Services Vehicles	Funding Tier(s): I & II
The purchase of replacement and expansion vehicles for the provision of accessible services such as the American with Disabilities Act complementary paratransit service.	
Non-Revenue Vehicles	Funding Tier(s): I
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services, and other operations and administrative requirements.	
Replacement Parts	Funding Tier(s): I & III
The purchase of replacement vehicle parts that are failing and/or unreliable as they have reached the end of their useful lives. Failure to replace may create unsafe conditions and/or cause disruptions in service.	

Spare Parts for vehicles	Funding Tier(s): I
The purchase of critical spare parts that avoid downtime and disruption to service	

Revenue Vehicles	Funding Tier(s): I
A number of LTD buses are approaching seventeen years of age and have become more costly to maintain. This funds the purchase of fixed-route replacement buses.	

Miscellaneous Equipment	Funding Tier(s): II & III
The purchase of miscellaneous equipment required for the administration/operation of transportation services including shop equipment to service vehicles to keep them in good repair and equipment to increase safety and bus maintenance efficiency.	

<b>Facilities</b>	
Facilities Assessment	Funding Tier(s): I
Federal Transit Asset Management (TAM) requirement. Assessment will allow better prediction of corrective maintenance needs and equipment replacement timing in order to keep the facilities functional.	

Santa Clara Community Transit Center	Funding Tier(s): I
Construct new station near Hunsaker and River Road including a Park & Ride. New facility will accommodate both regular and EmX service, reducing operational delays and improving the customer experience.	

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

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

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

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

Accessible Services Campus Improvements	Funding Tier(s): III
Add additional parking for buses and employees. Increase building capacity.	

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

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

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

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

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

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



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

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

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

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

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

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

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

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

## AGENDA ITEM SUMMARY

**DATE OF MEETING:** April 17, 2017

**ITEM TITLE:** FISCAL YEAR 2017-2026 LONG-RANGE FINANCIAL PLAN

**PREPARED BY:** Christina Shew, Finance Director

**ACTION REQUESTED:** None. Information Only.

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### **BACKGROUND:**

Lane Transit District's budget process is continual every year. When each new fiscal year begins in July, the final results of the previous fiscal year are posted and analyzed. In the fall, staff reviews the Capital Improvements Program. Key performance indicators such as local economic trends and the effect on payroll tax receipts are considered. These factors influence the projections represented in the Long-Range Financial Plan.

A brief overview of the Long-Range Financial Plan and its key assumptions will be presented at the April 19 Board meeting. This presentation will include a public hearing, which will allow the public to comment directly to the Board of Directors prior to its consideration of the Fiscal Year 2017-2026 Long-Range Financial Plan adoption at the May 17 Board meeting.

### **RESULTS OF RECOMMENDED ACTION:**

Year 1 (FY 2017-2026) of the Long-Range Financial Plan will become the basis for the FY 2017-2018 Proposed Budget that will be presented to the Lane Transit District Budget Committee on April 25, 2017.

**MEETING HANDOUTS:** (1) Long-Range Financial Plan Budget Assumptions  
(2) FY 2017-2026 Long-Range Financial Plan Draft

**PROPOSED MOTION:** None.

# Long-Range Financial Plan



April 14, 2017

LTD BOARD BUDGET COMMITTEE MEETING  
April 17, 2017 Page 27 of 35

LTD.org

# Assumptions



# Revenues

## Revenue:

- Payroll and self-employment tax rates will increase at a rate of 1/10<sup>th</sup> of 1% (\$0.001 per year increase) until it hits \$8 per \$1,000 in 2026
- West Eugene redesign will bring in incremental revenues of \$344K in 2017-18 and \$439K per year 2018-19+
- Lane County tax business base expected to grow 3% per year
- State-in-lieu taxes are forecasted to grow
- Non-West Eugene redesign passenger growth is 1.6%
- Special service growth is 15% per year. Growth 2014-2016 years was 54%, 15%, and 18%, respectively
- No Federal grant monies used for operations in 2017
- \$2.6M in Federal grant monies used for operations in 2018+



# Expenditures

## Personnel and associated spend:

- ✓ Heads increased from 320 in FY 2016-17 to 373 at the beginning of FY 2017-18 due to ramp up of West Eugene service redesign, increasing cost per service hour 5% - from \$160/hr. (2016) to \$167 (2018 - full year of EmX). Cost per service hour will be managed back to \$160/hr. in 2019+
- ✓ The wage increases are based on the existing ATU contract

## Non-personnel spend:

- ✓ Fuel cost growth at 5% per year (2% Wall Street Journal forecast plus 3% inflation)
- ✓ ODOT funding to cover senior and disabled services has been reduced (5310 and STF reduced this biennium by 10.85% and 18%, respectively) in the 2017-19 biennium and is held constant 2020+
- ✓ There is a significant spike in capital funding needs in FY2019 to replace the aging bus fleet. The source to cover this need has not been identified in the CIP. Current grants covering bus replacements is a 80%/20% grant/LTD split, which is the assumption used for the 2019 capital purchases. Capital needs for 2020+ is at the average transfer fiscal years 2014-2016 (period of no major capital investments)





# Long-Range Financial Plan

	Estimate	Future Year Projections									
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
<b>Operating Revenues</b>											
Passenger fares	\$ 4,703,258	\$ 5,038,684	\$ 5,156,103	\$ 5,275,401	\$ 5,396,607	\$ 5,519,753	\$ 5,644,869	\$ 5,771,987	\$ 5,901,138	\$ 6,032,357	
Group Pass	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	
Advertising	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	\$ 447,087	
Purchased Service	\$ 158,473	\$ 182,244	\$ 209,581	\$ 241,018	\$ 277,171	\$ 318,746	\$ 366,558	\$ 421,542	\$ 484,774	\$ 557,490	
<b>Total Operating revenues</b>	<b>\$ 7,608,819</b>	<b>\$ 7,968,016</b>	<b>\$ 8,112,771</b>	<b>\$ 8,263,506</b>	<b>\$ 8,420,865</b>	<b>\$ 8,585,587</b>	<b>\$ 8,758,515</b>	<b>\$ 8,940,616</b>	<b>\$ 9,132,999</b>	<b>\$ 9,336,934</b>	
<b>Nonoperating revenues</b>											
Payroll & self-employment taxes	\$ 38,070,270	\$ 39,764,665	\$ 41,526,461	\$ 43,358,176	\$ 45,262,420	\$ 47,241,897	\$ 49,299,405	\$ 51,437,847	\$ 53,660,226	\$ 55,969,653	
State In lieu taxes	\$ 320,772	\$ 382,000	\$ 391,000	\$ 401,000	\$ 410,000	\$ 420,000	\$ 430,000	\$ 441,000	\$ 452,000	\$ 463,000	
Interest income	\$ 154,136	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	\$ 101,901	
Federal assistance	\$ 84,297	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	
State assistance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Local assistance	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	\$ 20,058	
Misc Income	\$ 255,910	\$ 255,910	\$ 263,587	\$ 271,495	\$ 279,640	\$ 288,029	\$ 296,670	\$ 305,570	\$ 314,737	\$ 324,179	
<b>Total Nonoperating revenues</b>	<b>\$ 38,905,444</b>	<b>\$ 43,124,534</b>	<b>\$ 44,903,007</b>	<b>\$ 46,752,630</b>	<b>\$ 48,674,019</b>	<b>\$ 50,671,885</b>	<b>\$ 52,748,035</b>	<b>\$ 54,906,376</b>	<b>\$ 57,148,922</b>	<b>\$ 59,478,792</b>	
<b>Total Revenues from ALL sources</b>	<b>\$ 46,514,263</b>	<b>\$ 51,092,550</b>	<b>\$ 53,015,779</b>	<b>\$ 55,016,136</b>	<b>\$ 57,094,884</b>	<b>\$ 59,257,471</b>	<b>\$ 61,506,549</b>	<b>\$ 63,846,993</b>	<b>\$ 66,281,922</b>	<b>\$ 68,815,726</b>	
Number of service hours	278,450	297,499	297,499	297,499	297,499	297,499	297,499	297,499	297,499	297,499	
Cost per service hour	165	167	160	160	160	160	160	160	160	160	
<b>Operating Expenses</b>	<b>45,997,337</b>	<b>49,573,891</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	<b>47,507,673</b>	
<b>Transfers</b>											
Medicaid GF transfer	\$ 326,864	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	\$ 470,882	
Accessible services GF transfer	\$ 2,602,845	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	\$ 3,459,992	
P2P GF transfer	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	\$ 259,197	
Capital projects GF transfer	\$ 5,662,499	\$ 7,373,624	\$ 3,619,340	\$ 1,728,750	\$ 2,270,467	\$ 2,270,467	\$ 2,270,467	\$ 2,270,467	\$ 2,270,467	\$ 2,270,467	
<b>Transfers from the GF</b>	<b>\$ 8,851,405</b>	<b>\$ 11,563,696</b>	<b>\$ 7,809,411</b>	<b>\$ 5,918,821</b>	<b>\$ 6,460,538</b>	<b>\$ 6,460,538</b>	<b>\$ 6,460,538</b>	<b>\$ 6,460,538</b>	<b>\$ 6,460,538</b>	<b>\$ 6,460,538</b>	
<b>Revenues higher/(lower) than expenditures &amp; transfers</b>	<b>\$ (8,334,479)</b>	<b>\$ (10,045,036)</b>	<b>\$ (2,301,306)</b>	<b>\$ 1,589,642</b>	<b>\$ 3,126,673</b>	<b>\$ 5,289,260</b>	<b>\$ 7,538,338</b>	<b>\$ 9,878,781</b>	<b>\$ 12,313,710</b>	<b>\$ 14,847,514</b>	



# OPPORTUNITIES



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# Opportunities

- ✓ The economy over performs and a recession does not hit within the historical trends of expansions not exceeding 10 years expanding wage growth and business growth
- ✓ The Oregon legislature passes transportation funding resulting in additional operating dollars
- ✓ Passenger growth is higher than planned
- ✓ Accessible Services does not grow at the rate forecasted. Historically, the Accessible Services Fund transfer has been less than budgeted
- ✓ Federal funding for capital projects is not reduced 15% in 2020+
- ✓ Hybrid and electric buses reduce the cost of fuel. Additional electricity cost is lower than the fuel costs; fuel costs increase at a rate lower than 5%. TriMet is assuming an increase of 2% per year
- ✓ Increased ridership as a result of an aging population and more retirees



# RISKS



# Risks

- ✓ Medical cost increases result in an increase to the fringe rate
- ✓ Fuel costs increase more than 5% per year
- ✓ Potential high inflation
- ✓ Federal Medicaid funding structure changes, reducing reimbursement percentage
- ✓ University of Oregon enrollment has declined since 2012, impacting ridership and payroll taxes. Potential Federal policies cutting Pell grants/loans and increased border restrictions may increase the decline of out-of-state students (~50% of student population)



# LANE TRANSIT DISTRICT



2017 - 2026

Capital Improvements Program

# Lane Transit District

**CAPITAL IMPROVEMENTS PROGRAM**  
**APRIL 14, 2017**

## TABLE OF CONTENTS

- SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS ..... 1**
  - Capital Improvements Framework..... 1
  - Capital Investment Priorities ..... 1
  - CIP Development and Review Process..... 2
  - Project Funding Decisions..... 3
  - Project Classification ..... 4
- SECTION 2: MASTER LIST OF ALL PROJECTS ..... 5**
- SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP ..... 7**
- SECTION 4: FUNDING SUMMARY ..... 8**
- SECTION 5: APPENDICES..... 9**
  - Appendix A: Guiding Documents..... 9
    - State.....9
    - Local ..... 10
    - Internal..... 12
  - Appendix B: Funding Sources..... 14
    - Federal Funding Programs..... 14
    - State Funding Programs ..... 16
  - Appendix C: Project Descriptions ..... 17

# SECTION 1: CONTEXT FOR LTD'S CAPITAL INVESTMENTS

## CAPITAL IMPROVEMENTS FRAMEWORK

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

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

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

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

## CAPITAL INVESTMENT PRIORITIES

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

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

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

The FY 2017-26 CIP totals approximately \$80 million in projects with funding secured or identified and \$130 million in projects with funding not identified. Sections 2 and 3 summarize all CIP projects included in the 10-year program.

## **CIP DEVELOPMENT AND REVIEW PROCESS**

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

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

### Development and Review Schedule

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

## PROJECT FUNDING DECISIONS

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

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

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

Community Investment projects have three additional criteria that are considered:

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

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

Funding tiers include the following:

**Tier I A/B:** Full funding identified.

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

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

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



## PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

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

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

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

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

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

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

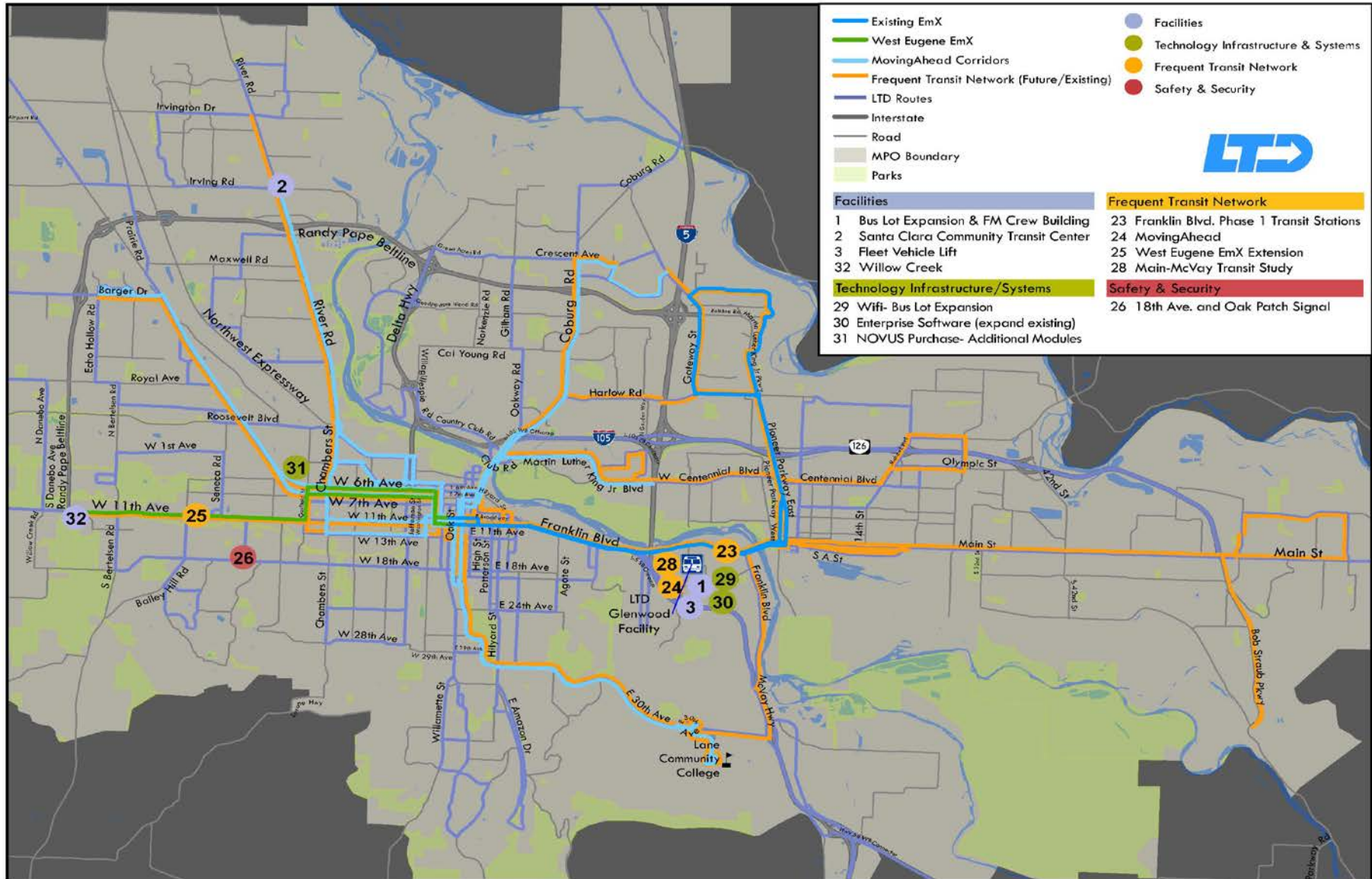
# SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 1 OF 2)

State of Good Repair Projects	Project #	Funding Tier	Funding Source	Estimate		Future Year Projections									
				FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Ten Year	
<b>Facilities</b>				190,000	1,345,000	600,000	350,000	100,000	600,000	100,000	-	-	-	-	3,285,000
Facilities Assessment	38	Tier I A	General Fund	Secured	-	200,000	-	-	-	-	-	-	-	-	200,000
Eugene Station Maintenance	39	Tier I A	5307	Secured	-	250,000	-	-	-	-	-	-	-	-	250,000
Eugene Station Maintenance	40	Tier III	Unknown	Unsecured	20,000	20,000	-	-	-	-	-	-	-	-	-
Glenwood Facility	42	Tier II	Unknown	Unsecured	100,000	175,000	600,000	-	-	-	-	-	-	-	875,000
Glenwood Facility	44	Tier III	Unknown	Unsecured	-	700,000	-	350,000	100,000	600,000	-	-	-	-	1,750,000
Corridor Maintenance	50	Tier III	Unknown	Unsecured	70,000	-	-	-	-	-	100,000	-	-	-	170,000
<b>Fleet</b>					3,073,000	7,822,508	16,670,000	25,950,000	6,200,000	325,000	27,775,000	7,355,000	350,000	225,000	95,745,508
Accessible Services Vehicles - Diamond Express	51	Tier I A	5309/5339	Secured	-	420,000	-	-	-	-	-	-	-	-	420,000
Accessible Services Vehicle Replacement 2018	52	Tier I A	5310-Enhance	Secured	-	1,129,508	-	-	-	-	-	-	-	-	1,129,508
Accessible Services Vehicles - Florence/Yachats Vehicle	53	Tier I A	5311, State Transit Network	Secured	100,000	-	-	-	-	-	-	-	-	-	100,000
Non Revenue vehicles	54	Tier I A	5307	Secured	-	200,000	75,000	150,000	75,000	75,000	75,000	105,000	75,000	75,000	980,000
Replacement parts	55	Tier I A	5307	Secured	173,000	1,138,000	225,000	200,000	300,000	150,000	150,000	150,000	150,000	50,000	2,786,000
Replacement parts	59	Tier III	-	-	-	345,000	50,000	-	-	-	-	-	-	-	395,000
Spare parts for vehicles	60	Tier I A	5307	Secured	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	75,000	50,000	525,000
Revenue Vehicles	64	Tier I A	5307	Secured	2,500,000	4,200,000	16,200,000	25,500,000	5,725,000	-	27,450,000	7,000,000	-	-	88,575,000
Miscellaneous	68/69	Tier II/Tier III	Unknown	Unsecured	250,000	340,000	70,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	1,010,000
<b>Safety &amp; Security</b>					321,441	446,735	1,077,813	497,059	525,060	554,963	1,588,931	620,462	655,634	3,000	6,291,098
Security System upgrades	70	Tier III	5307	Secured	321,441	446,735	1,077,813	497,059	525,060	554,963	1,588,931	620,462	655,634	3,000	6,941,098
<b>Technology Infrastructure &amp; Systems</b>					1,384,149	997,597	833,500	1,140,000	1,378,000	6,759,500	376,500	323,500	140,500	39,500	13,372,746
Hardware	72	Tier I A	5307	Secured	1,088,649	197,397	-	-	-	-	-	-	-	-	1,286,046
Software	74	Tier I A	5307	Secured	200,000	200,000	200,000	220,000	220,000	220,000	220,000	-	-	-	1,480,000
Hardware	75	Tier II	Unknown	Unsecured	20,000	295,000	-	50,000	-	-	150,000	-	50,000	-	715,000
CAD, AVL, APC, APN System Replacement	80	Tier III	Unknown	Unsecured	-	-	-	100,000	50,000	6,500,000	-	-	-	-	6,650,000
Electronic Digital Signage	81	Tier III	Unknown	Unsecured	37,500	-	544,000	469,000	1,038,000	-	-	-	-	-	2,088,500
Mobile radios for voice/data communications	86	Tier III	Unknown	Unsecured	-	77,700	-	-	-	-	-	-	84,000	-	161,700
ITS Mobile Communications Infrastructure	87	Tier III	Unknown	Unsecured	-	164,000	1,500	263,000	1,500	1,500	1,500	272,000	1,500	1,500	708,000
ITS Upgrades	84	Tier III	Unknown	Unsecured	38,000	18,500	38,000	38,000	18,500	38,000	5,000	51,500	5,000	38,000	288,500
Miscellaneous Upgrades	82	Tier III	Unknown	Unsecured	-	45,000	50,000	-	50,000	-	-	-	-	-	145,000

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

Community Investment Projects	Project #	Funding Tier	Funding Source	Security	Estimate	Future Year Projections									
					FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Facilities</b>					1,848,500	5,450,375	8,452,250	2,404,125	7,606,125	2,733,370	2,810,705	613,130	1,115,655	2,617,000	35,771,235
Santa Clara Community Transit Center	2	Tier I A	ConnectOregon	Secured	750,000	2,000,000	6,350,000	600,000	-	-	-	-	-	-	9,700,000
Eugene Station Improvements	4	Tier II	Unknown	Unsecured	-	175,000	-	-	-	-	-	-	-	-	175,000
Fleet Building - Glenwood	3	Tier I A/B	5307 & General Fund	Secured	1,000,000	2,600,000	-	-	-	-	-	-	-	-	3,600,000
Fleet Building - Glenwood	1	Tier III	Unknown	Unsecured	-	575,000	2,000,000	1,600,000	7,500,000	1,875,000	200,000	-	1,000,000	2,500,000	17,250,000
Passenger Boarding Improvements	6	Tier III	Unknown	Unsecured	48,500	50,375	52,250	54,125	56,125	308,370	60,705	63,130	65,655	67,000	896,235
Accessible Services Campus Improvements	16	Tier III	Unknown	Unsecured	-	-	-	-	-	500,000	2,500,000	500,000	-	-	3,500,000
Miscellaneous Improvements	11	Tier III	Unknown	Unsecured	-	-	-	100,000	-	-	-	-	-	-	100,000
Miscellaneous Improvements	12	Tier I A	General Fund	Unsecured	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	550,000
<b>Fleet</b>					-	920,000	1,310,000	1,092,000	920,000	690,000	750,000	945,000	767,000	625,000	8,019,000
Accessible Services Vehicle Replacement	22	Tier I/Tier II	5310/Unknown	Secured/Unsecured	-	920,000	1,310,000	1,092,000	920,000	690,000	750,000	945,000	767,000	625,000	8,019,000
<b>Frequent Transit Network</b>					31,595,000	8,000,000	400,000	-	-	-	-	-	-	-	39,995,000
Franklin Boulevard Phase 1 Transit Stations	23	Tier I A	ConnectOregon	Secured	20,000	500,000	400,000	-	-	-	-	-	-	-	920,000
MovingAhead	24	Tier I A	STIP Enhanced	Secured	1,250,000	1,500,000	-	-	-	-	-	-	-	-	2,750,000
West Eugene EmX Extension	25	Tier I A	5309 \$24M/\$24M	Secured	29,400,000	4,600,000	-	-	-	-	-	-	-	-	34,000,000
Willow Creek	38	Tier I A	5307	Secured	600,000	1,400,000	-	-	-	-	-	-	-	2,000,000	
Main-McVay	28	Tier I A	5339-United Front	Secured	325,000	-	-	-	-	-	-	-	-	-	325,000
<b>Safety &amp; Security</b>					-	225,000	40,000	-	-	-	-	-	-	-	265,000
18th & Oak Patch Traffic Signal	26	Tier I A	General Fund	Secured	-	225,000	-	-	-	-	-	-	-	-	225,000
Public Safety patrol vehicle	27	Tier II	Unknown	Unsecured	-	-	40,000	-	-	-	-	-	-	-	40,000
<b>Technology Infrastructure &amp; Systems</b>					1,119,000	2,629,000	1,705,150	152,000	202,000	202,000	152,000	152,000	1,266,550	60,000	7,699,700
Glenwood and Ridesource Bus yard Wifi	29	Tier I A	5307-2016-17	Secured	40,000	-	-	-	50,000	-	-	-	-	-	90,000
Software	30	Tier I A	5309 VTCL & General Fund	Secured	200,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	60,000	800,000
Software	33	Tier II	Unknown	Unsecured	592,000	902,000	92,000	92,000	92,000	92,000	92,000	92,000	92,000	-	2,138,000
Software	36	Tier III	Unknown	Unsecured	167,000	167,000	-	-	-	-	-	-	-	-	334,000
Storage Expansion	32	Tier II	Unknown	Unsecured	120,000	50,000	-	-	-	50,000	-	-	-	-	220,000
Fare Management System	37	Tier III	Unknown	Unsecured	-	1,450,000	1,553,150	-	-	-	-	-	1,114,550	-	4,117,700

# SECTION 3: CAPITAL IMPROVEMENTS PROGRAM MAP



Note: This map is illustrative and should be used for reference only. The map depicts approximate locations of existing and proposed transportation facilities as of the date of this plan. Many LTD capital projects are not site specific and are, therefore, not referenced in this map. For descriptions of these projects, refer to Appendix C. Alignments are subject to change when project-level planning is undertaken. March 2017





# SECTION 4: FUNDING SUMMARY

Funding Source	Funding Tier *	Future Year Projections											
		Estimate											
		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Ten Year Total	
<b>Federal</b>		\$29,021,055	\$14,874,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,895,876
5307 Urbanized Area Formula Program/5339 Bus and Bus Facilities Program	I	2,108,128	8,135,536	0	0	0	0	0	0	0	0	0	10,243,664
5307 Preventative Maintenance	I	0	2,601,719	0	0	0	0	0	0	0	0	0	2,601,719
5309 Bus & Bus Facilities Program and 5339	I	2,020,177	116,200	0	0	0	0	0	0	0	0	0	2,136,377
5309 Small Starts	I	24,803,020	0	0	0	0	0	0	0	0	0	0	24,803,020
5310 Enhanced Mobility of Seniors and Individuals with Disabilities	I	0	548,710	0	0	0	0	0	0	0	0	0	548,710
5311	I	89,730	0	0	0	0	0	0	0	0	0	0	89,730
5337 and 5339 Formual funds and Federal Highway funds	I	0	3,472,656	0	0	0	0	0	0	0	0	0	3,472,656
<b>State</b>		\$2,111,973	\$2,750,000	\$28,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,890,273
ConnectOregon V		20,000	500,000	28,300	0	0	0	0	0	0	0	0	548,300
ConnectOregon VI	I	750,000	2,250,000	0	0	0	0	0	0	0	0	0	3,000,000
State Lottery Funds	I	1,341,973	0	0	0	0	0	0	0	0	0	0	1,341,973
<b>Local</b>		\$5,662,499	\$6,417,473	\$18,096,700	\$650,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$31,126,672
Lane Transit District	I	5,662,499	6,417,473	18,096,700	650,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	31,126,672
<b>Unidentified</b>		\$2,735,563	\$3,793,921	\$12,963,713	\$30,935,184	\$16,881,185	\$11,814,833	\$33,503,136	\$9,959,092	\$4,245,339	\$3,519,500	\$130,351,466	
Unidentified	III	2,735,563	3,793,921	12,963,713	30,935,184	16,881,185	11,814,833	33,503,136	9,959,092	4,245,339	3,519,500	130,351,466	
<b>Funding Total</b>		\$39,531,090	\$27,836,215	\$31,088,713	\$31,585,184	\$16,931,185	\$11,864,833	\$33,553,136	\$10,009,092	\$4,295,339	\$3,569,500	\$210,264,287	

# SECTION 5: APPENDICES

## APPENDIX A: GUIDING DOCUMENTS

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

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

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

### STATE

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

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

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

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

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

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

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

#### ***Statewide Transportation Improvement Program***

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvements program. It is the document that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, city, and county transportation systems, 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, <http://www.oregon.gov/ODOT/TD/OSTI/Pages/index.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.

### **Regional Transportation Plan**

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

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

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

### **Regional Transportation System Plan**

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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>.



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

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

### ***Metropolitan Transportation Improvement Program***

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

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

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

### ***Unified Planning Work Program***

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

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

### ***Transportation System Plans***

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

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

City of Eugene TSP:

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

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

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

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

<sup>11</sup> Ibid.

City of Springfield TSP:

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

### **Capital Improvement Program(s)**

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

City of Eugene CIP:

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

City of Springfield CIP:

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

Lane County CIP:

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

## **INTERNAL**

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

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

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

### ***Long-Term Planning***

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

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

### ***Long-Term Planning***

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

### ***System Safety Program Plan***

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public,

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

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

and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to create a safe environment. This plan is currently under revision.

***Point2point Strategic Plan***

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

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

## APPENDIX B: FUNDING SOURCES

Capital investments presented in the CIP are funded by a variety of sources. The following are a summarization of federal, state, and local capital investment funding programs.

### FEDERAL FUNDING PROGRAMS

Federal funding programs are enacted through a series of transportation bills. In 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU guaranteed funding for highways, highway safety, and public transportation and represented the largest surface transportation investment in our nation's history. The two landmark bills that brought surface transportation into the 21<sup>st</sup> century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21)—shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU enhanced these existing programs by supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.<sup>14</sup>

SAFETEA-LU addressed many challenges facing our transportation system—such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU established the framework for future transportation bills, preceding the current large-scale transportation bill: Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

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

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) funds surface transportation programs at more than \$105 billion for fiscal years 2013 and 2014. MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

<http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

#### **Programs under MAP-21:**

- **Surface Transportation Program**

The Federal Surface Transportation Program (STP) is a block grant program replacing federal-aid systems and is available for all roads not functionally classified as local or rural minor collector. Transit capital projects and bicycle-pedestrian projects also are eligible under this program.<sup>15</sup>

A sub-program, Surface Transportation Program – Urban (STP-U) appropriates funds for Metropolitan Planning Organizations (MPO) of more than 200,000. These funds are allocated by the Central Lane MPO and must be matched with local or other non-federal funds at a minimum ratio of 10.27 percent of the total funding. Current estimates indicate that the Central Lane MPO can anticipate approximately \$3 million per year. The overall purpose is to fund the MPO's priorities to implement the long-range Regional Transportation Plan (RTP). STP and STP-U funding is federal funding with local discretion, and may be permitted for use as flex funds for Federal Transit Administration-related projects.<sup>16</sup>

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

<sup>15</sup> Lane Council of Governments, Metropolitan Transportation Improvement Program, 2012.

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

- **FTA Section 5307 Funds**

Section 5307 funds are distributed on a statutory formula basis to support capital, operating, and planning expenditures for publicly owned transit systems. LTD anticipates receipt of some funding from this program in the next few years. When used for capital or planning projects, Section 5307 funds have a funding ratio of 80 percent federal and 20 percent local; when used for operations, the maximum federal percentage is 50 percent.<sup>17</sup>

- 5307 URBANIZED AREA FORMULA FUNDS: Section 5307 Urbanized Area Formula Funds makes funds available to urbanized areas and to states for transit capital and operating assistance in urbanized areas, and for transportation-related planning. Eligible activities include planning, engineering design and evaluation of transit projects, capital investments in bus and bus-related activities, and capital investments in new and existing fixed-guideway systems.<sup>18</sup>

- **FTA Section 5309 Funds**

Section 5309 funds are available for transit capital improvements. Funds are administered by the FTA regional office and are granted on a project-by-project basis. Lane Transit District (LTD) anticipates receiving some Section 5309 funds during the next five years. Should these funds be available, they will be used to finance one-time capital improvements. The funding ratio for these funds is 80 percent federal and 20 percent local.<sup>19</sup>

- 5309 BUS AND BUS FACILITIES: Section 5309 Bus and Bus Facilities provides capital assistance for three primary activities: (1) new and replacement buses and facilities, (2) modernization of existing rail systems, and (3) new fixed-guideway systems.<sup>20</sup>
- 5309 SMALL STARTS: Section 5309 Small Starts Program provides grant funds for capital costs associated with new fixed- and non-fixed (e.g., bus rapid transit) guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in Small Starts funds, and total project costs must be under \$250 million.<sup>21</sup>

- **FTA Section 5310**

5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES: Section 5310 provides funding to enhance the mobility of seniors and persons with disabilities. The funds are allocated to ODOT for all areas under 200,000 in population and to Lane Transit District as a direct recipient for the Eugene-Springfield Urbanized Area. The funds may go to private, nonprofit organizations or to public bodies that coordinate service. ODOT is currently recommending an allocation formula based on operating miles and population. The Oregon Transportation Commission (OTC) will make a decision on the allocation formula for the funds to be distributed for all areas under 200,000 in population when it adopts the transit section of the ODOT Transportation Improvement Program (STIP).<sup>22</sup>

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

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

<sup>19</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

<sup>20</sup> Federal Transit Administration, "Bus and Bus Facilities (5309, 5318)," [http://www.fta.dot.gov/grants/13094\\_3557.html](http://www.fta.dot.gov/grants/13094_3557.html).

<sup>21</sup> Federal Transit Administration, "Capital Investment Program: New Starts, Small Starts and Core Capacity Improvement Projects," <http://www.fta.dot.gov/12304.html>.

<sup>22</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

- **FTA Section 5339**

5339 BUS AND BUS FACILITIES FORMULA: Section 5339 Bus and Bus Facilities Formula, is a fairly new MAP-21 program providing capital funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.<sup>23</sup>

## **STATE FUNDING PROGRAMS**

### ***Statewide Transportation Improvement Program—Enhance***

Statewide Transportation Improvement Program—Enhance funds are available for environmental programs such as pedestrian and bicycle activities and mitigation of water pollution due to highway runoff. The Enhance program receives 24 percent of the statewide funding programmed in the Statewide Transportation Improvement Program (STIP).<sup>24</sup>

Enhance projects must have a direct relationship to the intermodal transportation system and go beyond what is customarily provided as environmental mitigation. Requests for Enhance funds will be submitted to the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) as part of the metropolitan planning process.

Two committees within our area--the Metropolitan Policy Committee (MPC) of the Central Lane Metropolitan Planning Organization (MPO) and the Lane Area Commission on Transportation (LaneACT)--make recommendations to ODOT regarding prioritization of STIP funds and each body considers public comments submitted by e-mail and at public hearings.

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

### ***Oregon State Lottery Funds***

Oregon State Lottery funds are awarded for various public services throughout the state of Oregon. Oregonians vote to approve the broad categories that receive Oregon Lottery funds. Over the years, voters have approved constitutional amendments allowing lottery funds to be used for economic development (1984), public education (1995), and natural resources (1998). Some funds are constitutionally dedicated by voters. Then, every two years, Oregon's Legislature and Governor appropriate the remainder of lottery funds within those categories approved by voters.

<http://www.oregonlottery.org/>

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<sup>23</sup> Federal Transit Administration, "MAP-21," [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/MAP-21\\_Fact\\_Sheet\\_-\\_Bus\\_and\\_Bus\\_Facilities\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/MAP-21_Fact_Sheet_-_Bus_and_Bus_Facilities_0.pdf).

<sup>24</sup> Lane Council of Governments, "Metropolitan Transportation Improvement Program," 2012.

## APPENDIX C: PROJECT DESCRIPTIONS

Frequent Transit Network	
Franklin Boulevard Phase 1 Transit Stations (2)	Funding Tier(s): I
The City of Springfield is currently planning to redevelop Franklin Boulevard from Interstate 5 to Old Franklin Road. This project is for the redevelopment of EmX service within this project area.	
Main-McVay Transit Study	Funding Tier(s): I
A feasibility study is currently being performed along Main Street to Thurston in Springfield and from Springfield Station to Lane Community College. If a need is identified, a Locally Preferred Alternative (LPA) will be selected. After the selection of the LPA, this project would include environmental work required by the National Environmental Policy Act (NEPA), design, and construction of improvements along the corridor. Design and construction will occur only after NEPA approval by the Federal Transit Administration (FTA).	
MovingAhead Project	Funding Tier(s): I
MovingAhead is a cooperative effort of the City of Eugene, Lane Transit District, and regional partners in the community to determine what improvements are needed on some of our most important transportation corridors. This effort will be carried out through multiple phases over the next several years. The first phase of effort will lead to the identification of up to four priority corridors, which would then undergo further development work leading to capital investments related to the transit system as well as other modes of travel.	
West Eugene EmX Extension	Funding Tier(s): I
Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. This extension of the EmX Green Line from the Eugene Station to West 11 <sup>th</sup> Avenue west of Commerce Street is scheduled to open for service in 2017.	
Fleet	
Accessible Services Vehicles	Funding Tier(s): I & II
The purchase of replacement and expansion vehicles for the provision of accessible services such as the American with Disabilities Act complementary paratransit service.	
Non-Revenue Vehicles	Funding Tier(s): I
The purchase of vehicles used to support operations including vehicles used for operations supervision, facilities services, and other operations and administrative requirements.	
Replacement Parts	Funding Tier(s): I & III
The purchase of replacement vehicle parts that are failing and/or unreliable as they have reached the end of their useful lives. Failure to replace may create unsafe conditions and/or cause disruptions in service.	



Spare Parts for vehicles	Funding Tier(s): I
The purchase of critical spare parts that avoid downtime and disruption to service	

Revenue Vehicles	Funding Tier(s): I
A number of LTD buses are approaching seventeen years of age and have become more costly to maintain. This funds the purchase of fixed-route replacement buses.	

Miscellaneous Equipment	Funding Tier(s): II & III
The purchase of miscellaneous equipment required for the administration/operation of transportation services including shop equipment to service vehicles to keep them in good repair and equipment to increase safety and bus maintenance efficiency.	

<b>Facilities</b>	
Facilities Assessment	Funding Tier(s): I
Federal Transit Asset Management (TAM) requirement. Assessment will allow better prediction of corrective maintenance needs and equipment replacement timing in order to keep the facilities functional.	

Santa Clara Community Transit Center	Funding Tier(s): I
Construct new station near Hunsaker and River Road including a Park & Ride. New facility will accommodate both regular and EmX service, reducing operational delays and improving the customer experience.	

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

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

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

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

Accessible Services Campus Improvements	Funding Tier(s): III
Add additional parking for buses and employees. Increase building capacity.	

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

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

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

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

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

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

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

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

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

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

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

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

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

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