



**LANE TRANSIT DISTRICT
BOARD OF DIRECTORS
BUDGET COMMITTEE MEETING**

Wednesday, October 02, 2019
4:00 – 6:00 p.m.

LTD Board Room
3500 E. 17th Avenue, Eugene
(Off Glenwood Blvd. in Glenwood)

| Time | ITEM | Page |
|-----------|--|------|
| 4:00 p.m. | I. CALL TO ORDER | |
| 4:31 p.m. | II. ROLL CALL <input type="checkbox"/> Carl Yeh <input type="checkbox"/> Kathryn Bruebaker (Chair) <input type="checkbox"/> Don Nordin <input type="checkbox"/> Pat Walsh <input type="checkbox"/> Emily Secord <input type="checkbox"/> Jody Cline <input type="checkbox"/> Caitlin Vargas <input type="checkbox"/> Dean Kortge <input type="checkbox"/> Joshua Skov <input type="checkbox"/> Gary Wildish <input type="checkbox"/> Steven Yett <input type="checkbox"/> Kim Thompson <input type="checkbox"/> Kate Reid <input type="checkbox"/> Brandon Rogers | |
| 4:32 p.m. | III. COMMENTS FROM THE GENERAL MANAGER | |
| 4:35 p.m. | IV. AUDIENCE PARTICIPATION <ul style="list-style-type: none"> ◆ <i>Public Comment Note:</i> This part of the agenda is reserved for members of the public to address the committee on any issue. The person speaking is requested to sign-in on the Audience Participation form. When your name is called, please step up to the podium and state your name, city of residence, and who you are representing for the audio record. If you are unable to utilize the podium, you may address the committee from your seat. ◆ Community member testimony is limited to three (3) minutes. | |
| | V. ITEMS FOR ACTION | |
| 4:40 p.m. | A. APPROVAL OF MINUTES Action Needed: Approval <i>Approve minutes from the April 3, 2019, meeting</i> | 2 |
| | VI. ITEMS FOR BOARD RECOMMENDATION | |
| | A. STAFF PRESENTATION | 10 |
| 4:45 p.m. | B. FY 2020-2029 PROPOSED COMMUNITY INVESTMENT PLAN (CIP) - <i>Materials Included</i> | 29 |
| 5:15 p.m. | C. COMMITTEE DISCUSSION | |
| 5:45 p.m. | C. POLLING OF COMMITTEE MEMBERS | |
| 5:50 p.m. | D. APPROVAL OF CIP <u>Proposed Motion.</u> I move that the LTD Budget Committee approve the proposed Fiscal Year 2020-2029 proposed Community Investment Plan as presented [as amended] and forward it to the LTD Board of Directors with a recommendation for adoption. | |
| 6:00 p.m. | VII. ADJOURNMENT The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay). | |

MINUTES OF LANE TRANSIT DISTRICT

BUDGET COMMITTEE MEETING

Wednesday, April 3, 2019

Pursuant to notice given to *The Register-Guard* for publication on March 27, 2019, and distributed to persons on the mailing list of the District, the Budget Committee of the Lane Transit District held a meeting on Wednesday, April 3, 2019, beginning at 5:30 p.m., in the LTD Board Room at 3500 East 17th Avenue, Eugene.

Present: Kathryn Bruebaker, Chair
Dean Kortge
Don Nordin
Brandon Rogers
Emily Secord
Joshua Skov
Kim Thompson
Pat Walsh
Gary Wildish
Carl Yeh
Aurora Jackson, General Manager
Camille Straub, Clerk of the Board
Lynn Taylor, Minutes Recorder

Absent: Jody Cline
Kate Reid
Caitlin Vargas
Steven Yett

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

COMMENTS FROM THE GENERAL MANAGER — Ms. Jackson thanked committee members for their assistance with the FY 2020 budget. She said the purpose of the meeting was to review the proposed budget, ask questions, provide feedback and make a recommendation on the budget to the LTD Board of Directors. She said a public hearing on the budget would be held at the Board's April 17 meeting and the Board would take action at its May meeting.

AUDIENCE PARTICIPATION — There was no one wishing to speak.

MOTION APPROVAL OF MINUTES — Mr. Nordin moved to approve the minutes of the October 9, 2018, Budget Committee Meeting as presented. Mr. Kortge provided the second.

VOTE The motion was approved as follows:
AYES: Bruebaker, Kortge, Nordin, Rogers, Secord, Skov, Thompson, Walsh, Wildish, Yeh (10)
NAYS: None
ABSTENTIONS: None
EXCUSED: Cline, Reid, Vargas, Yett (4)

UPDATED FUND BALANCE AND BUDGETARY RESERVE POLICY — Director of Finance Christina Shew stated that the policy now was reviewed annually and she was recommending the following amendments:

- Rather than having the entire two- to six-month operating reserve in the General Fund, each "operating fund" (General Fund, Medicaid Fund, Specialized Services Fund and Point2point Fund) would have a proportionate amount of the reserve in it. This would save time as it would eliminate the need to transfer money from the General Fund to another operating fund that needed to use reserve funds.
- Update the name of the Capital Improvement Program to Community Investment Plan. The new name was adopted in November 2018.
- Update the reference to Oregon Administrative Rules (OAR) to reflect the OAR renumbering.
- Remove the specific appropriated budgetary reserve requirements as they were unnecessary because the Board was not required to include funds for self-insurance or operating contingency. She noted that \$500,000 was included in the budget for insurance risk related to premiums for the bus insurance policy, but less was required because LTD was no longer self-insured for its health reimbursement account (HRA).
- A reference to the Finance Committee was changed to Budget Committee.

In response to questions from Mr. Kortge, Ms. Shew said a reserve was not required for the HRA because LTD was no longer self-insured, but a \$500,000 reserve for insurance premiums was maintained. Assistant General Manager Service Delivery Mark Johnson added that the need to maintain a reserve for the HRA to avoid employees' paying costs was eliminated during the last contract negotiations.

Ms. Secord asked if any discretion was being removed from the Board with the distribution of reserve funds to each of the operating funds. Ms. Shew said the reserve funds were not appropriated and regardless of where they were within the budget, the Board must authorize any use of those funds. The total amount of reserve had not changed. Mr. Johnson said it made use of reserve funds more transparent by identifying the operating fund that was overspent.

Mr. Skov asked if the annual review of the reserve policy would consider whether existing economic conditions required more months of reserve. Ms. Shew that could be discussed by the Budget Committee. The policy required a two to six months reserve and the current reserve was slightly more than two months because of limited funds.

Mr. Skov felt there should be a future discussion of whether the reserves should be closer to six months. Mr. Johnson said the Budget Committee could make a recommendation to the Board.

Ms. Jackson stated that the Budget Committee, after its review of the budget and related financial information, could determine that the proposed reserve amount was insufficient and recommend to the Board that it should be increased.

Mr. Rogers asked how quickly staff could identify concerns about a fund being overspent. Ms. Jackson said the Board received a financial status report monthly, although that information was a month behind the date of the report. She said one of the challenges for governmental agencies was the timing of when revenue was received. She said the reports contained actual numbers, not projections, and Ms. Shew always addressed timing issues that impacted those numbers. Ms. Shew said payroll tax receipts, which were received twice annually, were an example of how revenue fluctuated during the fiscal year.

Mr. Wildish commented that the reserve policy of two to six months was a recommendation from the state for special districts, but that was worthy of further discussion.

Mr. Kortge said LTD had never encountered a situation where reserve funds were insufficient. His concern was the District's contributions to pension funds.

Mr. Skov commented that he was still concerned with the Department of Revenue's past error that had resulted in the need to make budget and service cuts to mitigate an overpayment of payroll taxes that were then taken back by the state.

Mr. Johnson pointed out that increasing the reserve to four months would mean \$8 million would need to be transferred from operating funds into the reserve fund and that would impact services. If increasing the amount of the reserve fund was a long-term goal, the District would work towards that in the future.

MOTION Mr. Wildish moved to accept the Updated Fund Balance and Budgetary Reserve Policy as presented and recommend approval to the LTD Board of Directors. Mr. Skov provided the second.

VOTE The motion was approved as follows:
 AYES: Bruebaker, Kortge, Nordin, Rogers, Secord, Skov, Thompson, Walsh, Wildish, Yeh (10)
 NAYS: None
 ABSTENTIONS: None
 EXCUSED: Cline, Reid, Vargas, Yett (4)

FISCAL YEAR 2019-2020 PROPOSED BUDGET — Ms. Shew said Oregon law required the LTD Board of Directors to adopt a budget for each of its five funds by the close of the current fiscal year. The committee's responsibilities were to review the budget, assure that funds were being invested wisely and in service of the public, make any recommended changes to the budget and recommend to the Board adoption as presented or amended. She reviewed the budget process and timeline, noting that public comments could be made through April 30. A public hearing on the budget would be held at the Board's April 17 meeting, with action scheduled for the Board's May 15 meeting.

Ms. Shew highlighted issues that influenced development of the budget document, a full copy of which was included in the agenda packet. Highlights were:

- The economy and employment had slowed and the projection of payroll taxes was conservative as a result.
- Accessible Services Fund was rename as the Specialized Services Fund because it had been expanded to include more non-fixed route services, such as mobility as a service.
- State Transportation Improvement Funding (STIF) revenue from a new employee payroll tax would fund a range of programs and services, some of which would be provided by LTD; others would be provided through Lane Council of Governments.
- Launch of new fare management system in the summer of 2019 would increase some general business expenses.

In response to questions from Mr. Skov, Ms. Shew explained that fare management system costs were included in the budget under the Finance Department, Customer Service and the Capital Projects Fund.

Ms. Brubaker asked about NOVUS software modules. Mr. Johnson said NOVUS was the software program used for paratransit and Medicaid transportation services and additional modules were required.

- Expansion of mobility as a service pilot project in Cottage Grove to the City of Eugene in the summer of 2019
- An increase in paratransit service requirements to cover Mentor Oregon and Full Access Brokerage bridge clients
- Replacement of aging fleet vehicles over the next three years

Mr. Nordin asked when new diesel and electric buses would be in service. Mr. Johnson replied that the diesel buses had been ordered and would be received in July 2020. The electric buses had a much longer turnaround time. He expected that the four electric buses outstanding from the last order would arrive and be paid for during FY 2019-2020.

- Contractual Amalgamated Transit Union (ATU) wage increases: 2 percent on July 1, 2019, and 1.5 percent on January 1, 2020. The total impact was about \$3.9 million.
- Realignment of personnel services to achieve a savings of \$300,000.
- Structural imbalance

Ms. Jackson said in 2010 LTD started using federal assistance to help balance its budget by allocating about \$2.5 million in federal funds for operating expenses. In 2017 there was a strong effort to reduce that amount and only \$118,000 in federal funds were allocated. However, due to rising costs that was not sustainable and in 2018 \$2.8 million in federal assistance was used for operations, in 2019 \$4.2 million was used and the proposed budget also included \$4.2 million in federal assistance for operating costs. The federal assistance was distributed to transit districts by formula and typically the best practice was to use them to replace capital assets, particularly buses. When those funds were not used for capital assets, the consequences included an aging fleet.

Ms. Jackson said even when the economy was expanding, LTD was not experiencing a similar increase in revenue and costs were rising faster. The District was working internally to manage costs and also working with the state to assure that revenue projections were accurate. She said staff was preparing information in anticipation of a meeting with the Department of Revenue. She said members of the local legislative delegation were supportive of LTD's efforts. One issue was what LTD should use as a guide if employment statistics were not an accurate indicator of revenue. Despite LTD's best efforts to realize cost efficiencies and savings, it was still necessary to use \$4.2 million in federal assistance to balance the budget, despite the receipt of additional revenue from the STIF program.

Mr. Johnson said another reason for working with the Department of Revenue was to demonstrate that LTD was paying close attention to payroll tax receipts in order to avoid problems in the past when the department's error cost LTD \$5 million over the past two years.

Mr. Skov said as an LTD Board member he found it outrageous that the Department of Revenue made those mistakes. They had access to data that LTD did not and it was important for staff to let the state know it was closely monitoring payroll taxes.

Mr. Wildish agreed that given the data available to the state it should be possible to more accurately project payroll tax receipts.

Ms. Shew said an option for LTD was use of a line of credit. The District's advertising contract expired in August 2019 and it was possible a new contract could increase advertising revenues.

The Board recently adopted a direction for its transit plan that would increase ridership to 80-85 percent in the Eugene-Springfield area, which should also have a positive impact on revenues.

Mr. Skov clarified that the new transit plan would shift 80-85 percent of resources in the operating budget to ridership routes.

Ms. Shew said other efforts to improve efficiency included process reviews to identify more effective ways to use limited resources and replacement of aging buses.

Ms. Shew reviewed charts illustrating total fund resources and total fund requirements, plus the unappropriated reserve, pointing out increases and decreases in costs and revenue. She said the total amount to be appropriated for the proposed FY 2019-2020 budget was \$90,662,872. She reviewed the sources and amounts of resources within the General Fund and the total expenses, noting that service delivery accounted for 73 percent of costs. Service delivery accounted for 87 percent of FTEs (Full Time Equivalent), an increase of five points over the current year.

In response to a question from Mr. Skov, Ms. Shew said on the non-service delivery side there were a number of positions that were unfilled, resulting in a higher percentage of service delivery FTEs. Ms. Jackson said the LTD management team was discussing the non-service delivery personnel cuts and how best to use existing staff. She said, for example, that she would assume responsibility for lobbying efforts instead of spending \$300,000 in the proposed budget and consequently having to cut some service. She said there were many challenging decisions to make before there would be any discussion of service reductions. She said at some point in the future, once the management team had looked at all options, it could make a recommendation to the Board to shift some funds within the budget, but there had been a commitment to not recommend any reduction in service at this point.

Mr. Wildish complimented staff on the productivity reflected in the chart of FTEs by department.

Ms. Brubaker asked if the distribution of FTEs was sustainable. Ms. Jackson said it was workable in the short-term for some functions, but represented significant compromise. The management team needed time to rethink how to do business and develop recommendations. She wanted any changes in how the District operated to be something the Board would approve and that would be seamless to LTD's business partners as those changes were implemented.

Regarding wages, Ms. Shew said ATU wage increases were reflected in the proposed budget. LTD was using a compensation model for administrative staff that was a comprehensive look at salary studies to assure the District was competitive and merit increases only.

Mr. Wildish observed that about 71 percent of the General Fund budget was for wages and benefits. Ms. Shew said the rate at which the cost of medical insurance increased was slowing and this year there was a two percent decrease due to restructuring of the medical plan. She said the ATU contract also contained a cap on medical rate increases.

Ms. Shew reported that the funded status of pensions was now 74 percent, compared to 65 percent in 2016, and the unfunded actuarial had decreased from \$13.4 million to \$10.1 million due to an increase in investment returns. In response to a question from Ms. Brubaker, she said the unfunded liability represented the obligation to future retirees that was not funded by current dollars.

Mr. Kortge said a good target for the funded status was 75-80 percent.

Ms. Shew explained there were two pension plans for administrative employees. One plan applied to administrative employees hired before 2012 and was a closed plan. The funded status

had increased from 67 percent to 69 percent. Employees hired after 2012 were on a regular defined contribution plan, which was managed by the employees and matched by LTD.

Mr. Nordin asked if the improved portfolio was because of changes made two years ago. Mr. Shew said there had been some small changes, but the market as a whole had performed better. Mr. Johnson said LTD was looking for a different provider with lower fees so more earnings could go into the trusts accounts.

Ms. Secord asked how frequently the portfolios were reviewed and what actuarial percentages were being used. Mr. Johnson said pension trustees met quarterly and the investment return had decreased from 7.25 to 6.5.

Ms. Shew reviewed the aging fleet's impact on maintenance and service costs. Those costs included parts, tires, maintenance contracts and rebuilds. She said materials and services were 20 percent of expenditures. Key drivers for the three percent increase fuel and lubricants due to increased service requirements of the fleet; general business expenses such as fare management, bank fees and program supplies; and vehicle liability.

Mr. Skov said he was surprised by the purchase of diesel buses as he sensed the District was moving in the direction of higher efficiency and more electrified fleet vehicles that were less expensive to operate and had lower maintenance costs.

Ms. Jackson said there were new opportunities for Low-No funds and staff was developing a grant application for the purchase of additional electric vehicles. She said LTD currently had funding for 11 electric buses and planned to apply for funds to purchase 10 more buses. She said the purchase of diesel and hybrid diesel buses was necessary to maintain service as vehicles aged out of the fleet. LTD did not have enough funds to replace those aging buses with electric buses. There had to be a financing plan to support the transition to electric buses.

Mr. Johnson stated that electric buses were about \$250,000 more expensive than diesel and diesel buses could be delivered much more quickly and placed into service within 45 days; an electric bus had taken over 18 months to test and deploy. He said hybrid buses were extremely expensive to maintain once they aged; currently 60 percent of the fleet was hybrid vehicles.

Ms. Shew reviewed transfers from the General Fund to the Medicaid Fund and Specialized Services Fund. She said the Capital Projects Fund and Point2point Fund had sufficient beginning working capital to meet their grant match requirements. She reviewed resources and expenditures in the Capital Projects Fund and noted that the Santa Clara Transit Center project accounted for the largest single expenditures, with fleet replacement next. She said the largest expenditure under the Specialized Services Fund was for metro (Eugene-Springfield) services, followed by rural services. Mobility as a service was also included in the fund. She said 90 percent of services under the Medicaid Fund were for non-emergency medical transportation.

Mr. Skov asked if the Specialized Service Fund also included the services provided by non-profit agencies, some of which was funded by STIF dollars. He also asked where some of the major Board decisions such as funding for a student pass program and expanded low-income program were reflected in the budget. Mr. Johnson said the non-profit programs recently approved by the Board were under the Specialized Services Fund. Ms. Shew said the budget document included a listing of allocated amounts for all Specialized Services Fund projects, services and programs.

Mr. Johnson said the student pass and low-income fare programs were under the General Fund. Ms. Shew pointed out the section in the budget document related to the General Fund where those programs were located. She welcomed suggestions for how implementation of Board decisions could be better identified in the budget.

Mr. Skov hoped that over time the budget document could show more clearly changes that were made based on major policy decisions that were meaningful to the community so members of the public and stakeholders could understand what the District was doing and why.

Ms. Shew concluded her presentation with a review of the Point2point Fund. She said Point2point was primarily grant funded, with the exception of van pools, to provide non-fixed route, non-single occupancy vehicle transportation alternatives.

COMMITTEE DISCUSSION/POLLING OF COMMITTEE MEMBERS — Ms. Brubaker invited comments, questions and suggestions for changes from the committee.

Ms. Secord said LTD's options were to cut costs or increase revenue. If additional revenue became available, she asked how decisions would be made on the use of that revenue. Ms. Jackson said part of that discussion was sustainability. She said, for example, if additional revenue was used to add service the question was whether that was sustainable. She said as the Transit Tomorrow process moved towards a decision on a service model, there would need to be decisions about the financial decisions necessary to sustain that model. She said the District needed to develop a practical 10-year financial plan that aligned with a business plan that was reviewed annually to determine if goals were achieved and adjusted every three years. That would allow the District to stay on course and modify that course if necessary. She noted that the decision in 2010 to begin using federal assistance for operating costs did not include a plan for weaning the District from those federal dollars and it was now faced with an increasing reliance that was not sustainable. A business model and financial plan would help avoid those types of consequences in the future.

Mr. Johnson added that the Board would be very involved in the development of those plans and monitoring the District's course over time.

Ms. Secord said her concern was that everyone was on the same page and when new programs were proposed, such as the student pass program, those making the proposal were aware of the financial impacts and sustainability of a proposal.

Mr. Wildish suggested the District continue to look for ways to assure it was receiving the appropriate amount of revenue. He said many people were riding the bus without the right credentials, like using a University of Oregon student pass when they were no longer a student, and hoped the new fare management system would prevent that. He thanked for their efforts in developing the budget document.

Mr. Johnson agreed that the new electronic fare management system would allow LTD monitor ridership and validate fares much more closely than in the past.

Mr. Vobora asked if LTD had an estimate of how many retirees there would be each year. Ms. Jackson said national workforce standards and actuarial reports were used and projections tended to be on the conservative side.

Ms. Brubaker was pleased with the implementation of a new fare management system that would also provide much better data for planning purposes.

Mr. Skov appreciated staff efforts to create a comprehensive budget document and raise critical issues such as reliance on federal funding to fill budget gaps. He also appreciated the conservative and transparent approach to management of pension funds. He encouraged committee members to read Transit Tomorrow documents that discussed the tradeoffs between

ridership and coverage, and more service and lower fares to understand the policy decisions being made by the Board. He agreed there should be a strategic plan to help guide the District.

Regarding the recent Transit Tomorrow core design workshop, Mr. Skov said it would be helpful for the Board to understand the resiliency of the proposed network and whether it would remain functional if some service cuts should be necessary in the future. Director of Planning and Development Tom Schwetz said the design was a network and if pieces were removed it could no longer function as a network. He said because the new model would have fewer routes, changes to a route would have greater impact on the network.

Mr. Skov said when final guidance was provided to the Transit Tomorrow consultants on developing a network, LTD should ask them to take into account that the District wanted to reduce its reliance on federal funds for operations. If that was a policy objective it should shape expectations about the network and how STIF funds would be used in the future.

Ms. Jackson agreed with Mr. Skov's remarks. She said LTD was not expecting a large increase in revenue, but would be working closely with advocates in Washington D.C. to provide funding for vehicles in order to reverse the use of federal funds for operations. She said LTD would also aggressively pursue STIF funds to provide match for bus purchases to modernize its fleet. A modern fleet would help to stabilize costs and provide a sustainable future.

Mr. Nordin was pleased with the direction Ms. Jackson had established for achieving financial stability for the District.

MOTION APPROVAL OF FISCAL YEAR 2019-2020 PROPOSED BUDGET — Mr. Wildish moved that the LTD Budget Committee moved to approve the proposed budget for Fiscal Year 2019-2020 as presented and forward it to the LTD Board of Directors with a recommendation for adoption. Mr. Kortge provided the second.

VOTE The motion was approved as follows:
 AYES: Bruebaker, Kortge, Nordin, Rogers, Skov, Thompson, Walsh, Wildish, Yeh (9)
 NAYS: Secord (1)
 ABSTENTIONS: None
 EXCUSED: Cline, Reid, Vargas, Yett (4)

Ms. Jackson thanked the dedicated team of LTD staff who helped develop the budget and were available to respond to questions from the committee.

ADJOURNMENT —Ms. Bruebaker adjourned the meeting at 7:30 p.m.

2020 - 2029 CIP



October 2, 2019

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Agenda

- Goal: Community Investment Plan (CIP)
- Process
- CIP Summary
- CIP Details



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GOAL: Community Investment Plan

A long-term plan of community capital and operational investments that provide direction and guidance for the District to satisfy our mission to provide reliable transit services that address the needs of the community; provide a viable alternative to the automobile through high-quality transportation options, programs, and services; provide leadership in the development of the region's transportation system; practice safety and maintain safe and accessible vehicles, services, and facilities and practice sound fiscal and sustainability management



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Board approves budget



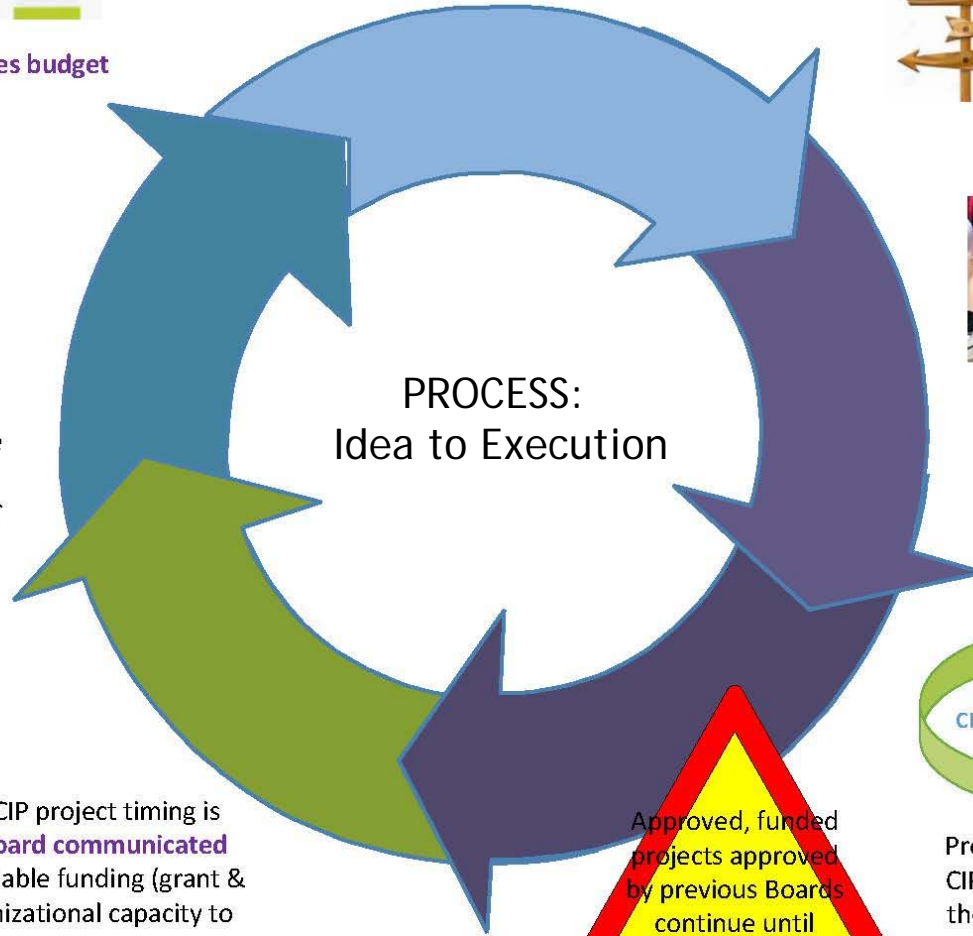
Ideas: **Board, Board Committees**, Public Comment, Community Partners, internal LTD



Board provides guidance on priorities: Board meetings, Board Committees



ONLY CIP approved projects which have funding **AND** the resources to execute are included in the budget. Tier I & Tier II projects get budget priority



Staff begins executing based on Board direction



Project is put into the CIP, & vetted against the 11 criteria. **CIP is approved by the Board**



Approved, funded projects approved by previous Boards continue until completion

Approved CIP project timing is based on **Board communicated priority**, available funding (grant & GF), & organizational capacity to execute



- Tier I:** Full funding has been secured.
- Tier II:** Funding is in the process of being secured (application or approval).
- Tier III:** Funding source has not yet been identified.

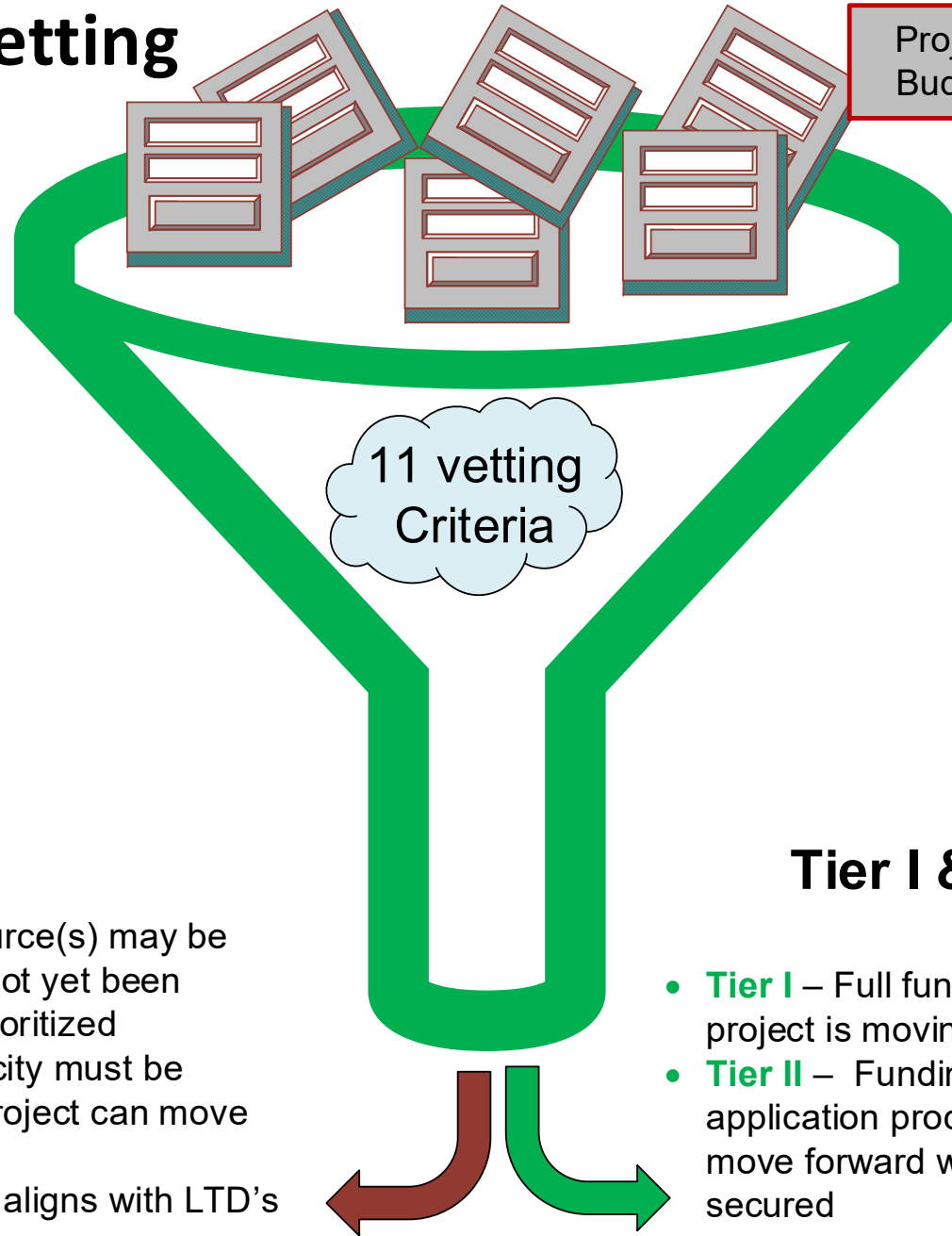
PROCESS: CIP Development



NOTE: CIP has NO spend authority

PROCESS: Vetting

Project Assessment and Budget Template Forms



Tier III

- Potential funding source(s) may be identified, but have not yet been applied for and/or prioritized
- Organizational capacity must be determined before project can move forward
- Addresses a need & aligns with LTD's mission.
- Funding source & project timing fluid

Tier I & Tier II

- **Tier I** – Full funding is secured; project is moving forward
- **Tier II** – Funding is in the application process; project will move forward when funding is secured

PROCESS: Vetting Criteria

11 Criteria:

- Alignment with agency strategic objectives
- Project deferral implications
- Operating budget/organizational capacity/resources
- Environmental impact
- Feasibility of implementation
- Ridership/quality of service delivery
- Economic impact
- Alternatives considered
- Public/private partnerships/contractual relationships
- Project interdependencies or conflicts
- Other benefits



PROCESS: Project Classifications

Operations

- These projects expand or maintain the District's services including preventative maintenance projects, ADA paratransit services, contracted services, and single-occupancy-vehicle (SOV) alternatives.

Safety and Security

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

Fleet

- These projects relate to the rehabilitation, replacement, or expansion of revenue and non-revenue vehicles used by the District across all modes.

Facilities

- These are projects that fund the design, purchase, installation, construction, and rehabilitation of the District's administrative and station facilities, shelters, bus signage, pedestrian access, bicycle access, functional landscaping improvements, and other passenger amenities.

Frequent Transit Network

- These projects encompass the planning, design, purchase, installation, 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.

Technology Infrastructure & Systems

- These projects deal with the acquisition, implementation, and enhancement of hardware, software, technology, infrastructure, and video and communications equipment.

CIP SUMMARY: 2020-2029

| Project Category | Tier I Funding Secured | Tier II Funding identified. In application process | Tier III Unfunded | Total Project Cost |
|--------------------------|-----------------------------------|---|------------------------------|---------------------------|
| Improvement Projects | 23,629,926 | 230,000 | 10,926,410 | 34,786,336 |
| State of Good Repair | 18,708,261 | 10,707,990 | 106,426,214 | 135,842,465 |
| Preventative Maintenance | 6,500,000 | | 6,500,000 | 13,000,000 |
| Point2point | 2,156,260 | 645,651 | 500,383 | 3,302,294 |
| Medicaid | 120,283,749 | | | 120,283,749 |
| Specialized Services | 79,749,170 | 5,911,200 | | 85,660,370 |
| Operations | 32,346,000 | 16,840,000 | 200,000 | 49,386,000 |
| Totals | 283,373,366 | 34,334,841 | 124,553,007 | 442,261,214 |



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CIP DETAILS: State of Good Repair

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------|
| Facilities | | - | - | 1,135,000 | 750,000 | - | 150,000 | 2,035,000 | |
| Glenwood Facilities Assessment | Tier III | | | | | - | 150,000 | 150,000 | 150,000 |
| Welding Bay relocation | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Bus Wash Improvements | Tier II | - | - | - | 750,000 | - | - | 750,000 | 750,000 |
| Glenwood Fire System Update | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Overhead Door Replacement | Tier II | | - | 250,000 | | - | - | 250,000 | 250,000 |
| Bus Gate Improvements | Tier II | - | - | 550,000 | - | - | - | 550,000 | 550,000 |
| Fleet Generator Fuel Tank | Tier II | | | 35,000 | | - | - | 35,000 | 35,000 |
| Fleet | | 261,700 | 11,194,263 | 23,579,517 | 14,912,594 | 38,498,061 | 34,830,230 | 123,014,664 | |
| ACM Replacement parts | Tier I | 261,700 | 366,500 | 249,600 | | - | - | 616,100 | 877,800 |
| Mobile Video Surveillance | Tier III | | | 293,543 | - | 1,839,119 | 588,090 | 2,720,751 | 2,720,751 |
| Fixed Route Replacement | Tier I, II, III | | 9,757,763 | 18,937,500 | 12,772,000 | 31,105,500 | 28,943,500 | 101,516,263 | 101,516,263 |
| Non-revenue vehicle replacement | Tier III | | - | 347,280 | 141,110 | 383,840 | 749,000 | 1,621,230 | 1,621,230 |
| Hybrid System Overhaul | Tier III | - | - | 2,960,244 | 373,464 | 1,563,282 | - | 4,896,990 | 4,896,990 |
| Specd Svc Vehicle Replmnt & Expansion | Tier I, II, III | | 1,070,000 | 590,850 | 1,425,520 | 3,606,320 | 4,549,640 | 11,242,330 | 11,242,330 |
| Spare Parts for Vehicles | Tier III | | | 200,500 | 200,500 | - | - | 401,000 | 401,000 |
| Technology Infrastructure & Systems | | 6,058 | 505,000 | 980,000 | 5,092,801 | 1,050,000 | 1,265,000 | 8,892,801 | |
| Data Warehouse/Governance | Tier I, III | 6,058 | 95,000 | 170,000 | 25,000 | - | - | 290,000 | 296,058 |
| HR Software | Tier III | | - | 10,000 | 10,000 | 30,000 | 10,000 | 60,000 | 60,000 |
| Fleet Mgmt SW upgrade | Tier III | | - | - | 252,801 | - | - | 252,801 | 252,801 |
| Finance SW | Tier III | | - | - | 500,000 | - | - | 500,000 | 500,000 |
| IT Hardware/Software Improvements | Tier I, III | - | 410,000 | 800,000 | 1,230,000 | 345,000 | 355,000 | 3,140,000 | 3,140,000 |
| CAD/AVL | Tier III | | | | 3,000,000 | 600,000 | 800,000 | 4,400,000 | 4,400,000 |
| VoIP | Tier III | | | | 25,000 | 75,000 | 100,000 | 200,000 | 200,000 |
| Workstations | Tier III | | | | 50,000 | - | - | 50,000 | 50,000 |
| Operations | | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | |
| Preventative Maintenance | Tier I, II, III | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | 14,900,000 |
| Total | | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 | |

CIP DETAILS: Improvement Projects

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|---------------|
| Facilities | | 4,182,279 | 5,513,434 | 3,883,280 | 200,000 | 3,600,000 | 4,300,000 | 17,496,714 | |
| Eugene Station Modernization | Tier III | - | - | - | - | 3,000,000 | - | 3,000,000 | 3,000,000 |
| Operation Command Control | Tier III | - | - | - | - | - | 3,500,000 | 3,500,000 | 3,500,000 |
| Passngr Brdng Imprvts & systs facils imprvts | Tier I | - | 275,000 | 200,000 | 200,000 | 600,000 | 800,000 | 2,075,000 | 2,075,000 |
| River Road Transit Station Disposal | Tier I | - | - | 75,000 | - | - | - | 75,000 | 75,000 |
| Garfield Property Sale | Tier I | - | 50,000 | - | - | - | - | 50,000 | 50,000 |
| Santa Clara Transit Station | Tier I | 2,208,286 | 4,788,434 | 3,303,280 | - | - | - | 8,091,714 | 10,300,000 |
| Green Lane Corner Improvement | Tier I | - | 400,000 | 100,000 | - | - | - | 500,000 | - |
| Hunsaker Development Project | Tier I, II | 1,973,993 | - | 205,000 | - | - | - | 205,000 | 2,178,993 |
| Frequent Transit Network | | 104,052,005 | 3,525,236 | 2,187,976 | 5,526,410 | 5,650,000 | - | 16,889,622 | |
| Existing EmX Corridor Improvement | Tier I & III | - | - | - | 5,000,000 | 5,650,000 | - | 10,650,000 | 10,650,000 |
| Platform Validators | Tier III | - | - | 500,000 | - | - | - | 500,000 | 500,000 |
| West Eugene EmX Extension | Tier I/II | 100,436,645 | 430,000 | - | - | - | - | 430,000 | 100,866,645 |
| Franklin Blvd Phase 1 Transit Stations | Tier I | 205,765 | 729,235 | - | - | - | - | 729,235 | 935,000 |
| Main-McVay Transit Study | Tier I | 1,005,226 | 205,000 | 100,316 | - | - | - | 305,316 | 1,310,542 |
| River Road Transit Community Implentation Pl | Tier I | 216,900 | 347,100 | - | - | - | - | 347,100 | 564,000 |
| MovingAhead | Tier I | 2,187,469 | 375,776 | - | - | - | - | 375,776 | 2,563,245 |
| FTN Safety and Amenity Improvements | Tier I | - | 388,125 | 776,250 | - | - | - | 1,164,375 | 1,164,375 |
| Planning Studies | Tier I, II & III | - | 1,050,000 | 811,410 | 526,410 | - | - | 2,387,820 | 2,387,820 |
| Technology Infrastructure & Systems | | - | - | - | 400,000 | - | - | 400,000 | |
| Novus modules | Tier III | - | - | - | 400,000 | - | - | 400,000 | 400,000 |
| Total | | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 | |

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------|
| Fixed route | | 120,000 | 4,825,000 | 4,929,000 | 5,129,000 | 14,787,000 | 19,716,000 | 49,386,000 | |
| Website | Tier III | - | - | - | 200,000 | - | - | 200,000 | 200,000 |
| Increased bus service | Tier I/Tier II | - | 2,000,000 | 2,899,000 | 2,899,000 | 8,697,000 | 11,596,000 | 28,091,000 | 28,091,000 |
| Sustainable Services Reserve in district | Tier II | - | 300,000 | 300,000 | 300,000 | 900,000 | 1,200,000 | 3,000,000 | 3,000,000 |
| STIF Grant Administration | Tier I/II | 120,000 | 280,000 | 280,000 | 280,000 | 840,000 | 1,120,000 | 2,800,000 | 2,920,000 |
| Fare Management System | Tier I | - | 765,000 | - | - | - | - | 765,000 | 765,000 |
| Low Income Pass | Tier I/Tier II | - | 750,000 | 750,000 | 750,000 | 2,250,000 | 3,000,000 | 7,500,000 | 7,500,000 |
| Student Transit Pass | Tier I/Tier II | - | 730,000 | 700,000 | 700,000 | 2,100,000 | 2,800,000 | 7,030,000 | 7,030,000 |
| Medicaid | | - | 12,028,375 | 12,028,375 | 12,028,375 | 36,085,125 | 48,113,500 | 120,283,749 | |
| NEMT - State Reimbursed | Tier I | - | 548,275 | 548,275 | 548,275 | 1,644,825 | 2,193,100 | 5,482,750 | 5,482,750 |
| NEMT - Trillium | Tier I | - | 10,371,450 | 10,371,450 | 10,371,450 | 31,114,350 | 41,485,800 | 103,714,500 | 103,714,500 |
| Waivered - Non-Medical | Tier I | - | 1,108,650 | 1,108,650 | 1,108,650 | 3,325,950 | 4,434,600 | 11,086,499 | 11,086,499 |
| Specialized Services | | 5,000 | 8,948,527 | 8,612,427 | 8,512,427 | 25,537,281 | 34,049,708 | 85,660,370 | |
| Out-of District | | | | | | | | | |
| Rural ADA Fleet PM | Tier I | - | 59,800 | 59,800 | 59,800 | 179,400 | 239,200 | 598,000 | 598,000 |
| Oakridge Diamond Express | Tier I | - | 227,938 | 227,938 | 227,938 | 683,814 | 911,752 | 2,279,380 | 2,279,380 |
| Rhody Express | Tier I | - | 420,006 | 420,006 | 420,006 | 1,260,018 | 1,680,024 | 4,200,060 | 4,200,060 |
| Lane County Provider | | | | | | | | | |
| Florence/Yachats (LCOG) | Tier I/Tier II | 5,000 | 25,000 | 25,000 | 25,000 | 75,000 | 100,000 | 250,000 | 255,000 |
| Florence/Yachats Connector | Tier II | - | 40,000 | - | - | - | - | 40,000 | 40,000 |
| Florence-Eugene | Tier I/Tier II | - | 32,000 | 32,000 | 32,000 | 96,000 | 128,000 | 320,000 | 320,000 |
| Florence-Eugene (LCOG) | Tier I/Tier II | - | 8,000 | 8,000 | 8,000 | 24,000 | 32,000 | 80,000 | 80,000 |
| Sustainable Services Reserve | Tier I/Tier II | - | - | 18,900 | 18,900 | 56,700 | 75,600 | 170,100 | 170,100 |
| In-District Accessible Services | | | | | | | | | |
| Metro ADA Fleet PM | Tier I | - | 299,000 | 299,000 | 299,000 | 897,000 | 1,196,000 | 2,990,000 | 2,990,000 |
| Crucial Connections | Tier I | - | 7,500 | 7,500 | 7,500 | 22,500 | 30,000 | 75,000 | 75,000 |
| DD Services | Tier I | - | 3,250,000 | 3,250,000 | 3,250,000 | 9,750,000 | 13,000,000 | 32,500,000 | 32,500,000 |
| Lane County Coordination Mobility Management | Tier I | - | 140,861 | 140,861 | 140,861 | 422,583 | 563,444 | 1,408,610 | 1,408,610 |
| Mental Health and Homeless | Tier I | - | 115,532 | 115,532 | 115,532 | 346,596 | 462,128 | 1,155,320 | 1,155,320 |
| Metro ADA Ops and Shopper Services | Tier I | - | 2,622,759 | 2,622,759 | 2,622,759 | 7,868,277 | 10,491,036 | 26,227,590 | 26,227,590 |
| Pearl Buck | Tier I | - | 147,597 | 147,597 | 147,597 | 442,791 | 590,388 | 1,475,970 | 1,475,970 |
| Transit Host | Tier I | - | 76,960 | 76,960 | 76,960 | 230,880 | 307,840 | 769,600 | 769,600 |
| Travel Training | Tier I | - | 73,258 | 73,258 | 73,258 | 219,774 | 293,032 | 732,580 | 732,580 |
| Veterans Transportation | Tier I | - | 15,000 | 15,000 | 15,000 | 45,000 | 60,000 | 150,000 | 150,000 |
| Volunteer Escort | Tier I | - | 222,941 | 222,941 | 222,941 | 668,823 | 891,764 | 2,229,410 | 2,229,410 |
| Specialized Services | | | | | | | | | |
| Mobility as a service - CG & Eugene | Tier I/Tier II | - | 715,000 | 650,000 | 650,000 | 1,950,000 | 2,600,000 | 6,565,000 | 6,565,000 |
| South Lane Services | Tier I | - | 99,375 | 99,375 | 99,375 | 298,125 | 397,500 | 993,750 | 993,750 |
| South Lane Wheels Demand Plan | Tier I | - | 100,000 | - | - | - | - | 100,000 | 100,000 |
| Mobility Management Plan | Tier I/Tier II | - | 250,000 | 100,000 | - | - | - | 350,000 | 350,000 |

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| Point2point | | 316,663 | 1,691,966 | 641,458 | 487,082 | 481,788 | - | 3,302,294 | 3,618,957 |
| Congestion Mitigation Project | Tier I | - | 29,875 | 29,875 | - | - | - | 59,750 | 59,750 |
| Get There (formerly DLC) - Rideshare (LTD) | Tier I/Tier III | 74,575 | 72,236 | 72,235 | 44,561 | 89,122 | - | 278,154 | 352,729 |
| Stages of Change Campaign Pilot | Tier II | - | 20,528 | 20,528 | - | - | - | 41,056 | 41,056 |
| Get There Rideshare Transition Management (ODOT) | Tier I | 4,018 | 19,241 | 19,240 | - | - | - | 38,481 | 42,499 |
| ODOT Vanpool management | Tier I/III | 2,361 | 20,070 | 20,070 | - | - | - | 40,140 | 42,501 |
| SRTS Outreach Support | Tier I | 52,040 | - | - | - | - | - | - | 52,040 |
| SRTS Outreach and Encouragement Program, 19-21 | Tier III | - | - | - | 50,150 | 50,150 | - | 100,300 | 100,300 |
| Safe Routes to School Bike Ped Expansion | Tier I | - | 57,382 | 57,382 | 57,382 | - | - | 172,146 | 172,146 |
| Safe Routes to Schools Regional Program | Tier I & III | - | 426,767 | - | 133,200 | 133,200 | - | 693,167 | 693,167 |
| Transportation Options - TDM | Tier I | 102,715 | 406,002 | 71,666 | - | - | - | 477,668 | 580,383 |
| Transportation Options - Rideshare | Tier I | 80,954 | 111,546 | 111,546 | - | - | - | 223,092 | 304,046 |
| UO Gateway Project | Tier I | - | 186,359 | - | - | - | - | 186,359 | 186,359 |
| Vanpool | Tier I | - | 196,234 | - | - | - | - | 196,234 | 196,234 |
| SRTS Bicycle Parking | Tier I | - | 45,426 | 45,426 | - | - | - | 90,852 | 90,852 |
| Mobility Management - SRTS | Tier I | - | 100,300 | - | - | - | - | 100,300 | 100,300 |
| SRTS Volunteer & SRTS Program | Tier II | - | - | 94,613 | 98,351 | 99,202 | - | 292,166 | 292,166 |
| SRTS Springfield Public Schools Coordinator | Tier II | - | - | 98,877 | 103,437 | 110,114 | - | 312,428 | 312,428 |
| Total | | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 | 259,074,076 |



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CIP SUMMARY: 2020-2029

CIP DETAILS: State of Good Repair

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| FUNDING SOURCES | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Federal | 209,360 | 12,404,257 | 16,433,505 | 3,400,000 | 2,400,000 | - | 34,637,762 |
| State | - | 305,141 | 2,150,000 | - | - | - | 2,455,141 |
| Local | - | - | - | - | - | - | - |
| General Fund | 58,398 | 3,189,865 | 2,248,483 | 850,000 | 600,000 | - | 6,888,348 |
| Unidentified | - | - | 9,062,529 | 20,005,395 | 39,548,061 | 36,245,230 | 104,861,214 |

CIP DETAILS: Improvement Projects

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| FUNDING SOURCES | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Federal | 75,406,000 | 1,931,776 | 2,260,531 | 20,531 | - | - | 4,212,838 |
| State | 22,787,537 | 3,943,040 | 1,727,012 | 5,000,000 | - | - | 10,670,051 |
| Local | 1,639,900 | 42,619 | 2,719 | - | - | - | 45,337 |
| General Fund | 8,400,847 | 3,121,236 | 2,080,995 | 705,879 | 600,000 | 800,000 | 7,308,110 |
| Unidentified | - | - | - | 400,000 | 8,650,000 | 3,500,000 | 12,550,000 |



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CIP SUMMARY: 2020-2029

CIP DETAILS: Operations

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| FUNDING SOURCES | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,713,378 | 101,879,208 | 258,632,413 |
| Federal | 52,040 | 4,644,351 | 3,720,136 | 3,683,795 | 10,896,917 | 14,529,222 | 37,474,419 |
| State | 379,074 | 18,100,997 | 18,716,531 | 18,286,857 | 54,589,672 | 72,600,250 | 182,294,306 |
| Local | - | 303,941 | 356,154 | 358,434 | 951,977 | 1,192,192 | 3,162,698 |
| General Fund | 10,549 | 4,444,579 | 3,418,439 | 3,399,886 | 10,180,157 | 13,557,544 | 35,000,606 |
| Unidentified | - | - | - | 427,911 | 272,472 | - | 700,383 |

CIP DETAILS: Total

| | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|----------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| State of Good Repair | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Improvement Projects | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Operations | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 |
| Total | 52,431,801 | 62,177,032 | 56,538,689 | 128,689,255 | 142,424,438 | 442,261,214 |



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Appendix



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Vetting Criteria Definitions

Vetting Criteria

- * **Project Deferral Implication** - To what extent will deferring a project create unsafe conditions and/or cause noticeable disruption to the level of service or user benefits and/or put the District out of compliance with legal, compliance, or regulatory mandates?
- * **Feasibility of Implementation** - What is the likelihood that the project will be completed within the requested budget and schedule?
- * **Operating Budget/Organizational Capacity/Resources** - What impact will the project have on the operating budget and resources of the District and will the ongoing costs be sustainable given the projected incoming revenue sources?



Vetting Criteria Definitions

Vetting Criteria (cont'd)

- * **Other Benefits** - What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?
- * **Ridership/Quality of Service Delivery** - What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- * **Economic Impact** - How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- * **Environmental Impact** - How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?



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Vetting Criteria Definitions

Vetting Criteria (cont'd)

- * **Alignment with Agency Strategic Objectives** - To what extent does this project align with the District's strategic objective "to provide people with the independence to achieve their goals and to create a more vibrant, sustainable, and equitable community"?
- * **Alternatives Considered** - What additional options exist to address the project's objectives (e.g., extend the life of existing assets, compress space, change routes, etc.)
- * **Public/Private Partnerships/Contractual Relationships** - Coordinating through a contract a public or private partnership (e.g., IGA with the City of Eugene, Eugene Mobility on Demand contract)
- * **Project Interdependencies or Conflicts** - What impact does this have on other proposed or existing District projects? Does this project conflict with any other project or initiative?



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COMMUNITY INVESTMENT PLAN

2020-2029



LTD | Lane Transit District

Lane Transit District

**COMMUNITY INVESTMENT PLAN
SEPTEMBER 15, 2019**

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SECTION 1: CONTEXT FOR LTD'S COMMUNITY INVESTMENTS

COMMUNITY INVESTMENTS FRAMEWORK

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

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

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

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

COMMUNITY INVESTMENT PRIORITIES

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

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

The FY 2020-2029 10 year CIP totals approximately \$442 million. \$283 million of those projects have funding secured, \$34 million have funding identified, but still in the application or approval process and \$125 million are projects with an unidentified funding source.

| Product Category | Tier I | Tier II | Tier III | Total Project Cost |
|--------------------------|--------------------|--|--------------------|--------------------|
| | Funding Secured | Funding identified. In application process | Unfunded | |
| Improvement Projects | 23,629,926 | 230,000 | 10,926,410 | 34,786,336 |
| State of Good Repair | 18,708,261 | 10,707,990 | 106,426,214 | 135,842,465 |
| Preventative Maintenance | 6,500,000 | | 6,500,000 | 13,000,000 |
| Point2point | 2,156,260 | 645,651 | 500,383 | 3,302,294 |
| Medicaid | 120,283,749 | | | 120,283,749 |
| Specialized Services | 79,749,170 | 5,911,200 | | 85,660,370 |
| Operations | 32,346,000 | 16,840,000 | 200,000 | 49,386,000 |
| Totals | 283,373,366 | 34,334,841 | 124,553,007 | 442,261,214 |

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

CIP DEVELOPMENT AND REVIEW PROCESS

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

Development and Review Schedule

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

PROJECT FUNDING DECISIONS

There are three types of projects in the CIP: 1) State of Good Repair (SGR); 2) Improvement; or 3) Operations. **State of Good Repair** projects keep the District's assets in good working order to continue providing high-quality service to the community. These include vehicle replacement, maintenance and upgrades to technology and facilities, and other projects intended to keep our current service quality high. **Improvement** projects increase the investments in the community adding additional service and/or user benefits. These can include frequent transit network projects and technology and facility upgrades that increase benefits to the community. **Operations** projects include Medicaid and other specialized services such as mobility as a service or transportation services for older adults and people with disabilities; transportation options that reduce the reliance on single-occupancy vehicles; and projects that improve service along our fixed route corridors.

Projects are reviewed by staff, and 11 criteria are considered when making final project funding decisions:

- 1) **Project Deferral Implication** – To what extent will deferring a project create unsafe conditions and/or cause noticeable disruption to the level of service or user benefits and/or put the District out of compliance with legal, compliance, or regulatory mandates?
- 2) **Feasibility of Implementation** – What is the likelihood that the project will be completed within the requested budget and schedule?
- 3) **Operating Budget/Organizational Capacity/Resources** – What impact will the project have on the operating budget and resources of the District and will the ongoing costs be sustainable given the projected incoming revenue sources?
- 4) **Other Benefits** - What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?
- 5) **Ridership/Quality of Service Delivery** – What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- 6) **Economic Impact** – How will a project increase the District's revenue, create jobs, and/or improve the local economy?
- 7) **Environmental Impact** – How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?
- 8) **Alignment with Agency Strategic Objectives** – To what extent does this project align with the District's strategic objective "to provide people with the independence to achieve their goals and to create a more vibrant, sustainable, and equitable community"?
- 9) **Alternatives Considered** – What additional options exist to address the project's objectives (e.g., extend the life of existing assets, compress space, change routes, etc.)
- 10) **Public/Private Partnerships/Contractual Relationships** – Coordinating through a contract a public or private partnership (e.g., IGA with the City of Eugene, Eugene Mobility on Demand contract)
- 11) **Project Interdependencies or Conflicts** – What impact does this have on other proposed or existing District projects? Does this project conflict with any other project or initiative?

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

Funding tiers include the following:

Tier I: Full funding has been secured.

Tier II: Funding is in the process of being secured (application or approval).

Tier III: Funding source has not yet been identified.

LTD's final decision to commit funds occurs through the annual budget process. Although the CIP is the starting point for the annual budget, the projects actually budgeted each year vary from those proposed in the CIP as a result of available funding and the funding needs of existing projects already underway. Projects proposed in the CIP reflect the planned project cost. The budget for the current state of a project may change between CIP adoption and project implementation.

PROJECT CLASSIFICATION

Projects are sorted by the following major classifications:

Frequent Transit Network (FTN): These projects encompass the planning, design, purchase, installation 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 projects relate to the rehabilitation, replacement, or expansion of revenue and non-revenue vehicles used by the District across all modes.

Facilities: These are projects that fund the design, purchase, installation, construction, and rehabilitation of the District's administrative and station facilities, shelters, bus signage, pedestrian access, bicycle access, functional landscaping improvements, and other passenger amenities.

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

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

Operations: These projects expand or maintain the District's services including preventative maintenance projects, ADA paratransit services, contracted services, and single-occupancy-vehicle (SOV) alternatives.

SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 1 OF 4)

CIP DETAILS: State of Good Repair

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------|
| Facilities | | - | - | 1,135,000 | 750,000 | - | 150,000 | 2,035,000 | |
| Glenwood Facilities Assessment | Tier III | | | | | - | 150,000 | 150,000 | 150,000 |
| Welding Bay relocation | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Bus Wash Improvements | Tier II | - | - | - | 750,000 | - | - | 750,000 | 750,000 |
| Glenwood Fire System Update | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Overhead Door Replacement | Tier II | | - | 250,000 | | - | - | 250,000 | 250,000 |
| Bus Gate Improvements | Tier II | - | - | 550,000 | - | - | - | 550,000 | 550,000 |
| Fleet Generator Fuel Tank | Tier II | | | 35,000 | | - | - | 35,000 | 35,000 |
| Fleet | | 261,700 | 11,194,263 | 23,579,517 | 14,912,594 | 38,498,061 | 34,830,230 | 123,014,664 | |
| ACM Replacement parts | Tier I | 261,700 | 366,500 | 249,600 | | - | - | 616,100 | 877,800 |
| Mobile Video Surveillance | Tier III | | | 293,543 | - | 1,839,119 | 588,090 | 2,720,751 | 2,720,751 |
| Fixed Route Replacement | Tier I, II, III | | 9,757,763 | 18,937,500 | 12,772,000 | 31,105,500 | 28,943,500 | 101,516,263 | 101,516,263 |
| Non-revenue vehicle replacement | Tier III | | - | 347,280 | 141,110 | 383,840 | 749,000 | 1,621,230 | 1,621,230 |
| Hybrid System Overhaul | Tier III | - | - | 2,960,244 | 373,464 | 1,563,282 | - | 4,896,990 | 4,896,990 |
| Specd Svc Vehicle Replmnt & Expansion | Tier I, II, III | | 1,070,000 | 590,850 | 1,425,520 | 3,606,320 | 4,549,640 | 11,242,330 | 11,242,330 |
| Spare Parts for Vehicles | Tier III | | | 200,500 | 200,500 | - | - | 401,000 | 401,000 |
| Technology Infrastructure & Systems | | 6,058 | 505,000 | 980,000 | 5,092,801 | 1,050,000 | 1,265,000 | 8,892,801 | |
| Data Warehouse/Governance | Tier I, III | 6,058 | 95,000 | 170,000 | 25,000 | - | - | 290,000 | 296,058 |
| HR Software | Tier III | | - | 10,000 | 10,000 | 30,000 | 10,000 | 60,000 | 60,000 |
| Fleet Mgmt SW upgrade | Tier III | | - | - | 252,801 | - | - | 252,801 | 252,801 |
| Finance SW | Tier III | | - | - | 500,000 | - | - | 500,000 | 500,000 |
| IT Hardware/Software Improvements | Tier I, III | - | 410,000 | 800,000 | 1,230,000 | 345,000 | 355,000 | 3,140,000 | 3,140,000 |
| CAD/AVL | Tier III | | | | 3,000,000 | 600,000 | 800,000 | 4,400,000 | 4,400,000 |
| VoIP | Tier III | | | | 25,000 | 75,000 | 100,000 | 200,000 | 200,000 |
| Workstations | Tier III | | | | 50,000 | - | - | 50,000 | 50,000 |
| Operations | | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | |
| Preventative Maintenance | Tier I, II, III | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | 14,900,000 |
| Total | | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 | |

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

CIP DETAILS: Improvement Projects

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|---------------|
| Facilities | | 4,182,279 | 5,513,434 | 3,883,280 | 200,000 | 3,600,000 | 4,300,000 | 17,496,714 | |
| Eugene Station Modernization | Tier III | - | - | - | - | 3,000,000 | - | 3,000,000 | 3,000,000 |
| Operation Command Control | Tier III | - | - | - | - | - | 3,500,000 | 3,500,000 | 3,500,000 |
| Passngr Brdng Imprvts & systs facils imprvts | Tier I | - | 275,000 | 200,000 | 200,000 | 600,000 | 800,000 | 2,075,000 | 2,075,000 |
| River Road Transit Station Disposal | Tier I | - | - | 75,000 | - | - | - | 75,000 | 75,000 |
| Garfield Property Sale | Tier I | - | 50,000 | - | - | - | - | 50,000 | 50,000 |
| Santa Clara Transit Station | Tier I | 2,208,286 | 4,788,434 | 3,303,280 | - | - | - | 8,091,714 | 10,300,000 |
| Green Lane Corner Improvement | Tier I | - | 400,000 | 100,000 | - | - | - | 500,000 | 500,000 |
| Hunsaker Development Project | Tier I, II | 1,973,993 | - | 205,000 | - | - | - | 205,000 | 2,178,993 |
| Frequent Transit Network | | 104,052,005 | 3,525,236 | 2,187,976 | 5,526,410 | 5,650,000 | - | 16,889,622 | |
| Existing EmX Corridor Improvement | Tier I & III | - | - | - | 5,000,000 | 5,650,000 | - | 10,650,000 | 10,650,000 |
| Platform Validators | Tier III | - | - | 500,000 | - | - | - | 500,000 | 500,000 |
| West Eugene EmX Extension | Tier I/II | 100,436,645 | 430,000 | - | - | - | - | 430,000 | 100,866,645 |
| Franklin Blvd Phase 1 Transit Stations | Tier I | 205,765 | 729,235 | - | - | - | - | 729,235 | 935,000 |
| Main-McVay Transit Study | Tier I | 1,005,226 | 205,000 | 100,316 | - | - | - | 305,316 | 1,310,542 |
| River Road Transit Community Implentation Pln | Tier I | 216,900 | 347,100 | - | - | - | - | 347,100 | 564,000 |
| MovingAhead | Tier I | 2,187,469 | 375,776 | - | - | - | - | 375,776 | 2,563,245 |
| FTN Safety and Amenity Improvements | Tier I | - | 388,125 | 776,250 | - | - | - | 1,164,375 | 1,164,375 |
| Planning Studies | Tier I, II & III | - | 1,050,000 | 811,410 | 526,410 | - | - | 2,387,820 | 2,387,820 |
| Technology Infrastructure & Systems | | - | - | - | 400,000 | - | - | 400,000 | |
| Novus modules | Tier III | - | - | - | 400,000 | - | - | 400,000 | 400,000 |
| Total | | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 | |

SECTION 2: MASTER LIST OF ALL PROJECTS (PAGE 3 OF 4)

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------|
| Fixed route | | 120,000 | 4,825,000 | 4,929,000 | 5,129,000 | 14,787,000 | 19,716,000 | 49,386,000 | |
| Website | Tier III | - | - | - | 200,000 | - | - | 200,000 | 200,000 |
| Increased bus service | Tier I/Tier II | | 2,000,000 | 2,899,000 | 2,899,000 | 8,697,000 | 11,596,000 | 28,091,000 | 28,091,000 |
| Sustainable Services Reserve in district | Tier II | | 300,000 | 300,000 | 300,000 | 900,000 | 1,200,000 | 3,000,000 | 3,000,000 |
| STIF Grant Administration | Tier I/II | 120,000 | 280,000 | 280,000 | 280,000 | 840,000 | 1,120,000 | 2,800,000 | 2,920,000 |
| Fare Management System | Tier I | | 765,000 | | | - | - | 765,000 | 765,000 |
| Low Income Pass | Tier I/Tier II | - | 750,000 | 750,000 | 750,000 | 2,250,000 | 3,000,000 | 7,500,000 | 7,500,000 |
| Student Transit Pass | Tier I/Tier II | - | 730,000 | 700,000 | 700,000 | 2,100,000 | 2,800,000 | 7,030,000 | 7,030,000 |
| Medicaid | | - | 12,028,375 | 12,028,375 | 12,028,375 | 36,085,125 | 48,113,500 | 120,283,749 | |
| NEMT - State Reimbursed | Tier I | | 548,275 | 548,275 | 548,275 | 1,644,825 | 2,193,100 | 5,482,750 | 5,482,750 |
| NEMT - Trillium | Tier I | | 10,371,450 | 10,371,450 | 10,371,450 | 31,114,350 | 41,485,800 | 103,714,500 | 103,714,500 |
| Waivered - Non-Medical | Tier I | | 1,108,650 | 1,108,650 | 1,108,650 | 3,325,950 | 4,434,600 | 11,086,499 | 11,086,499 |
| Specialized Services | | 5,000 | 8,948,527 | 8,612,427 | 8,512,427 | 25,537,281 | 34,049,708 | 85,660,370 | |
| Out-of District | | | | | | | | | |
| Rural ADA Fleet PM | Tier I | | 59,800 | 59,800 | 59,800 | 179,400 | 239,200 | 598,000 | 598,000 |
| Oakridge Diamond Express | Tier I | | 227,938 | 227,938 | 227,938 | 683,814 | 911,752 | 2,279,380 | 2,279,380 |
| Rhody Express | Tier I | | 420,006 | 420,006 | 420,006 | 1,260,018 | 1,680,024 | 4,200,060 | 4,200,060 |
| Lane County Provider | | | | | | | | | |
| Florence/Yachats (LCOG) | Tier I/Tier II | 5,000 | 25,000 | 25,000 | 25,000 | 75,000 | 100,000 | 250,000 | 255,000 |
| Florence/Yachats Connector | Tier II | | 40,000 | | | - | - | 40,000 | 40,000 |
| Florence-Eugene | Tier I/Tier II | | 32,000 | 32,000 | 32,000 | 96,000 | 128,000 | 320,000 | 320,000 |
| Florence-Eugene (LCOG) | Tier I/Tier II | | 8,000 | 8,000 | 8,000 | 24,000 | 32,000 | 80,000 | 80,000 |
| Sustainable Services Reserve | Tier I/Tier II | - | - | 18,900 | 18,900 | 56,700 | 75,600 | 170,100 | 170,100 |
| In-District Accessible Services | | | | | | | | | |
| Metro ADA Fleet PM | Tier I | | 299,000 | 299,000 | 299,000 | 897,000 | 1,196,000 | 2,990,000 | 2,990,000 |
| Crucial Connections | Tier I | | 7,500 | 7,500 | 7,500 | 22,500 | 30,000 | 75,000 | 75,000 |
| DD Services | Tier I | | 3,250,000 | 3,250,000 | 3,250,000 | 9,750,000 | 13,000,000 | 32,500,000 | 32,500,000 |
| Lane County Coordination Mobility Management | Tier I | | 140,861 | 140,861 | 140,861 | 422,583 | 563,444 | 1,408,610 | 1,408,610 |
| Mental Health and Homeless | Tier I | | 115,532 | 115,532 | 115,532 | 346,596 | 462,128 | 1,155,320 | 1,155,320 |
| Metro ADA Ops and Shopper Services | Tier I | | 2,622,759 | 2,622,759 | 2,622,759 | 7,868,277 | 10,491,036 | 26,227,590 | 26,227,590 |
| Pearl Buck | Tier I | | 147,597 | 147,597 | 147,597 | 442,791 | 590,388 | 1,475,970 | 1,475,970 |
| Transit Host | Tier I | | 76,960 | 76,960 | 76,960 | 230,880 | 307,840 | 769,600 | 769,600 |
| Travel Training | Tier I | | 73,258 | 73,258 | 73,258 | 219,774 | 293,032 | 732,580 | 732,580 |
| Veterans Transportation | Tier I | | 15,000 | 15,000 | 15,000 | 45,000 | 60,000 | 150,000 | 150,000 |
| Volunteer Escort | Tier I | | 222,941 | 222,941 | 222,941 | 668,823 | 891,764 | 2,229,410 | 2,229,410 |
| Specialized Services | | | | | | | | | |
| Mobility as a service - CG & Eugene | Tier I/Tier II | - | 715,000 | 650,000 | 650,000 | 1,950,000 | 2,600,000 | 6,565,000 | 6,565,000 |
| South Lane Services | Tier I | | 99,375 | 99,375 | 99,375 | 298,125 | 397,500 | 993,750 | 993,750 |
| South Lane Wheels Demand Plan | Tier I | | 100,000 | - | - | - | - | 100,000 | 100,000 |
| Mobility Management Plan | Tier I/Tier II | | 250,000 | 100,000 | - | - | - | 350,000 | 350,000 |

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

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| Point2point | | 316,663 | 1,691,966 | 641,458 | 487,082 | 481,788 | - | 3,302,294 | 3,618,957 |
| Congestion Mitigation Project | Tier I | - | 29,875 | 29,875 | - | - | - | 59,750 | 59,750 |
| Get There (formerly DLC) - Rideshare (LTD) | Tier I/Tier III | 74,575 | 72,236 | 72,235 | 44,561 | 89,122 | - | 278,154 | 352,729 |
| Stages of Change Campaign Pilot | Tier II | - | 20,528 | 20,528 | - | - | - | 41,056 | 41,056 |
| Get There Rideshare Transition Management (ODOT) | Tier I | 4,018 | 19,241 | 19,240 | - | - | - | 38,481 | 42,499 |
| ODOT Vanpool management | Tier I/III | 2,361 | 20,070 | 20,070 | - | - | - | 40,140 | 42,501 |
| SRTS Outreach Support | Tier I | 52,040 | - | - | - | - | - | - | 52,040 |
| SRTS Outreach and Encouragement Program, 19-21 | Tier III | - | - | - | 50,150 | 50,150 | - | 100,300 | 100,300 |
| Safe Routes to School Bike Ped Expansion | Tier I | - | 57,382 | 57,382 | 57,382 | - | - | 172,146 | 172,146 |
| Safe Routes to Schools Regional Program | Tier I & III | - | 426,767 | - | 133,200 | 133,200 | - | 693,167 | 693,167 |
| Transportation Options - TDM | Tier I | 102,715 | 406,002 | 71,666 | - | - | - | 477,668 | 580,383 |
| Transportation Options - Rideshare | Tier I | 80,954 | 111,546 | 111,546 | - | - | - | 223,092 | 304,046 |
| UO Gateway Project | Tier I | - | 186,359 | - | - | - | - | 186,359 | 186,359 |
| Vanpool | Tier I | - | 196,234 | - | - | - | - | 196,234 | 196,234 |
| SRTS Bicycle Parking | Tier I | - | 45,426 | 45,426 | - | - | - | 90,852 | 90,852 |
| Mobility Management - SRTS | Tier I | - | 100,300 | - | - | - | - | 100,300 | 100,300 |
| SRTS Volunteer & SRTS Program | Tier II | - | - | 94,613 | 98,351 | 99,202 | - | 292,166 | 292,166 |
| SRTS Springfield Public Schools Coordinator | Tier II | - | - | 98,877 | 103,437 | 110,114 | - | 312,428 | 312,428 |
| Total | | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 | 259,074,076 |

SECTION 3: FUNDING SUMMARY

CIP DETAILS: State of Good Repair

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| FUNDING SOURCES | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Federal | 209,360 | 12,404,257 | 16,433,505 | 3,400,000 | 2,400,000 | - | 34,637,762 |
| State | - | 305,141 | 2,150,000 | - | - | - | 2,455,141 |
| Local | - | - | - | - | - | - | - |
| General Fund | 58,398 | 3,189,865 | 2,248,483 | 850,000 | 600,000 | - | 6,888,348 |
| Unidentified | - | - | 9,062,529 | 20,005,395 | 39,548,061 | 36,245,230 | 104,861,214 |

CIP DETAILS: Improvement Projects

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| FUNDING SOURCES | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Federal | 75,406,000 | 1,931,776 | 2,260,531 | 20,531 | - | - | 4,212,838 |
| State | 22,787,537 | 3,943,040 | 1,727,012 | 5,000,000 | - | - | 10,670,051 |
| Local | 1,639,900 | 42,619 | 2,719 | - | - | - | 45,337 |
| General Fund | 8,400,847 | 3,121,236 | 2,080,995 | 705,879 | 600,000 | 800,000 | 7,308,110 |
| Unidentified | - | - | - | 400,000 | 8,650,000 | 3,500,000 | 12,550,000 |

SECTION 3: FUNDING SUMMARY

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| FUNDING SOURCES | | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,713,378 | 101,879,208 | 258,632,413 |
| Federal | | 52,040 | 4,644,351 | 3,720,136 | 3,683,795 | 10,896,917 | 14,529,222 | 37,474,419 |
| State | | 379,074 | 18,100,997 | 18,716,531 | 18,286,857 | 54,589,672 | 72,600,250 | 182,294,306 |
| Local | | - | 303,941 | 356,154 | 358,434 | 951,977 | 1,192,192 | 3,162,698 |
| General Fund | | 10,549 | 4,444,579 | 3,418,439 | 3,399,886 | 10,180,157 | 13,557,544 | 35,000,606 |
| Unidentified | | - | - | - | 427,911 | 272,472 | - | 700,383 |

CIP DETAILS: Total

| | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|----------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| State of Good Repair | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Improvement Projects | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Operations | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 |
| Total | 52,431,801 | 62,177,032 | 56,538,689 | 128,689,255 | 142,424,438 | 442,261,214 |

SECTION 4: APPENDICES

APPENDIX A: GUIDING DOCUMENTS

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

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

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

STATE

Oregon Transportation Plan

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

<https://www.oregon.gov/ODOT/Planning/Pages/Plans.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.

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.

In 2018, the Oregon Transportation Commission adopted an amendment to incorporate the STS as part of the Oregon Transportation Plan.

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

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

<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.

The TPR 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.

<https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3062>

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. TransPlan establishes the framework upon which all public agencies can make consistent and coordinated planning decisions regarding inter- and intra-jurisdictional transportation. The regional planning process ensures that the planning activities and investments of the local jurisdictions are coordinated in terms of intent, timing, and effect. TransPlan was adopted, updated, and amended by the full governing bodies of Eugene, Springfield, and Lane County. It was most recently amended in July 2002. TransPlan also served as the RTP for the MPO, which at that time did not include the City of Coburg. Since then, new RTPs have replaced TransPlan, the latest being adopted in 2017.

Regional Transportation Plan

The Regional Transportation Plan (RTP) guides planning and development of the transportation system within the Central Lane Transportation Management Area (TMA). The federally required RTP includes provisions for meeting the transportation demand of residents over at least a 20-year planning horizon while addressing transportation issues and making changes that can contribute to improvements in the region's quality of life and economic vitality. It includes consideration of all transportation modes: roadways, transit, bikeways, and pedestrian circulation, as well as freight movement and regional aspects of air, rail, and inter-city bus service.

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

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

Metropolitan Transportation Improvement Program

The Metropolitan Transportation Improvement Program (MTIP) is a set of transportation improvements and projects that are scheduled to occur within the Central Lane Metropolitan Planning Organization (MPO) area over a four-year time period. The MTIP lists anticipated expenditures for significant local projects drawn from the capital improvement programs of Eugene, Springfield, Coburg, Lane County, Lane Transit District, and the

Oregon Department of Transportation. All MTIP projects are determined by the transportation needs identified in the area's long-range transportation plan, the Regional Transportation Plan (RTP).

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

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

Unified Planning Work Program

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

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

Transportation System Plans

Transportation System Plans (TSPs) are a requirement of state land use law and are in place at the county level as well as cities within LTD's service area. The City of Eugene adopted its TSP in 2017. The City of Springfield adopted its TSP in 2014 and is in the process of adopting an updated version in 2019. 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 Plan¹ and the Oregon Highway Plan.

City of Eugene TSP:

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

City of Springfield TSP:

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

Capital Improvement Program(s):

The City of Eugene, City of Springfield, Lane County, and other surrounding communities' Capital Improvement Programs (CIP) identify needs for construction of capital projects or improvements to the cities' or county's infrastructure based on various adopted long-range plans, goals, and policies. These CIPs seek to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.

City of Eugene CIP:

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

City of Springfield CIP:

<http://www.springfield-or.gov/city/development-public-works/capital-improvement-program-cip/>

¹ City of Eugene Transportation System Plan. <https://www.eugene-or.gov/3941/Transportation-System-Plan>

Lane County CIP:

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

INTERNAL

The Lane Coordinated Public Transit-Human Services Transportation Plan

The Lane Coordinated Public Transit-Human Services Transportation Plan, also referred to as the Lane Coordinated Plan, supports transportation and connections for people who depend on public transportation services in Lane County. The plan satisfies federal requirements that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be included in a locally developed, coordinated public transit-human services transportation plan, and that the plan be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. This plan is currently under revision.

https://www.ltd.org/file_viewer.php?id=2158

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 was last adopted in 2014 and is currently under revision. A key component in updating this plan includes the Transit Tomorrow study currently in progress.

https://www.ltd.org/file_viewer.php?id=1063

<https://www.ltd.org/transit-tomorrow/>

System Safety Program Plan

The System Safety Program Plan (SSPP) serves as a guideline for the establishment of technical and managerial safety strategies to identify, assess, prevent, and control hazards to transit customers, employees, the public, and others who may come into contact with the system. This SSPP describes the policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to create a safe environment. This plan is being used as a tool in the development of the Public Transit Agency Safety Plan (PTASP) which is currently under development and scheduled to be finalized in fiscal year 2020.

Point2point Strategic Plan

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

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

APPENDIX B: FUNDING SOURCES

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

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

FEDERAL FUNDING PROGRAMS

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

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

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

| Program/Source | Purpose | Allocation Method | | LTD Fund | Program Links |
|--|--|--|---|---|---|
| | | USDOT | ODOT | | |
| FTA §5309: Capital Investment Grant Pilot | Public-private partnership projects | Discretionary | | | https://www.transit.dot.gov/funding/grants/expressed-project-delivery-capital-investment-grants-pilot-5309 |
| FTA §5339: Bus and Bus Facilities | Vehicles, facilities, equipment | Discretionary for urban areas, state | Discretionary rural and small urban via state. Includes Bus and bus facilities and low or no emissions programs | Capital | https://www.transit.dot.gov/funding/grants/bus-bus-facilities-infrastructure-investment-program https://www.transit.dot.gov/research-innovation/lonocap https://www.transit.dot.gov/funding/grants/lowno |
| FTA §5303/4: Statewide and Non-Metropolitan Planning | Transportation planning | Formula to urban areas, states | Discretionary | | https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304 |
| FTA §5307: Urbanized Area | Any in urban areas | Formula to urban areas | | Point2point (FHWA STP transfers), Capital, General Fund | https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307 |
| FTA §5307: Special Allocation of Old Funds | Passenger rail | Discretionary | Discretionary | | https://www.transit.dot.gov/funding/grants/commuter-rail-positive-train-control-grants |
| FTA §5337: State of Good Repair | Fixed guideways | Discretionary and formula to urban areas | | Capital | https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337 |
| FTA §5311(c): Tribal Transit | Any | Formula to tribal transit providers | | | https://www.transit.dot.gov/funding/grants/tribal-transit-formula-grants-5311c2b |
| FHWA CMAQ: Congestion Mitigation and Air Quality Improvement Program - 23 USC 149 | Varies; includes public transportation to help areas meet air quality and passenger rail goals | Formula to states | Formula for local jurisdictions in air quality non-attainment or maintenance areas | Point2point, Capital | https://www.transit.dot.gov/funding/grants/grant-programs/flexible-funding-programs-congestion-mitigation-and-air-quality |
| FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 ODOT E&D Program/ FTA §5310 | Primarily capital, some portion for Transportation Options program | Formula to states | ODOT flexes portion of STP funds into 5310 program. Distribution by formula and/or discretionary | Point2point, Specialized Services, Capital | http://www.oregon.gov/odot/td/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133 |

| Program/Source | Purpose | Allocation Method | | LTD Fund | Program Links |
|---|---|-------------------|--|---------------------------|--|
| | | USDOT | ODOT | | |
| FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 MPO Directed Allocations | Capital, such as transit centers, buses | Formula to states | ODOT allocates STP funds to MPOs for local projects Distribution is discretionary by MPOs | Capital | http://www.oregon.gov/odot/td/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133 |
| FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 STIP Enhance | Capital, such as transit centers, buses | Formula to states | ODOT flexes a portion of STP funds into Enhance. Distribution is discretionary | Point2point, Capital Fund | http://www.oregon.gov/odot/td/stip/Pages/default.aspx https://www.transit.dot.gov/funding/grants/flexible-funding-programs-surface-transportation-block-grant-program-23-usc-133 |
| FHWA STP: Surface Transportation Block Grant Program - 23 USC 133 Fix-It Non-highway Funds: Bus Replacements | Capital, bus replacements | Formula to states | ODOT flexes a portion of STP funds into Fix-it Non-highway Funds: Bus Replacements | | https://www.fhwa.dot.gov/map21/summaryinfo.cfm |
| ICAM: Innovative Coordinated Access and Mobility Pilot Program | Capital to improve the coordination of transportation services & non-emergency transportation services for the transportation disadvantaged | Discretionary | | Capital | https://www.govinfo.gov/content/pkg/FR-2018-09-13/pdf/2018-19897.pdf |
| FHWA FLAP: Federal Lands Access Program - 23 U.S.C. 204 | All transit purposes for services that access federal lands | Discretionary | | | https://www.fhwa.dot.gov/map21/summaryinfo.cfm |

STATE FUNDING PROGRAMS

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

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

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

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

| Program/Source | Purpose | Allocation Method | LTD Fund | Program Links |
|---|--|---|---|---|
| STF: Special Transportation Fund ORS 391.800 through 391.830 | Seniors, people with disabilities | ODOT by formula and discretionary; STF agency discretionary local prioritization | Specialized Services, Capital | http://www.oregon.gov/ODOT/RPTD/Pages/Funding-Opportunities.aspx |
| Statewide Transportation Improvement Fund (Available January 1, 2019) | Expanding public transportation services | To be determined by the Oregon Transportation Commission | General Fund, Capital Fund, Specialized Services Fund | https://www.oregon.gov/ODOT/RPTD/Pages/STIF.aspx |
| ConnectOregon Program Lottery-backed Bonds | Capital | ODOT discretionary STF agency discretionary local prioritization | Capital | http://www.oregon.gov/ODOT/Programs/Pages/ConnectOregon.aspx |
| Direct Legislative Appropriation Generally Lottery - backed Bonds | Any transit purpose | DAS formula | Capital Fund | http://www.oregon.gov/odot/stip/pages/index.aspx |

APPENDIX C: PROJECT DESCRIPTIONS

| LTD CIP PHASE DEFINITIONS | |
|-----------------------------|---|
| Project Phase Definitions | |
| Business Case Justification | Identification of project need, including vetting against the 8 criteria, proposed funding sources, spend budget, timeline, ongoing incremental resources and costs |
| Secure Funding | Grant funding application through grant award, approval through CIP and budget processes |
| Project Initiation | RFP and other procurement processes, stakeholder identification |
| Planning | Concept, public engagement, analysis |
| Environmental Process | Environmental assessment, demonstrating federal NEPA requirements are met |
| Design | Schematics, design development |
| Acquisition | Product or service deliver inclusive of real estate, buses, etc. Includes testing and final acceptance. May come before or after Build, Construction and Assemble phase |
| Build, Construction, Assemb | Includes construction, permitting, building, awaiting delivery. May come before or after Acquisition phase. |
| Rollout, Commissioning, Act | Go live on a software project, occupancy, revenue service, etc. |
| Project Closeout | Closeout activities, final payment, post-mortems |

IMPROVEMENT PROJECTS – FACILITIES

| Santa Clara Transit Station - Key: 20947 | | | #17-SCTSTA-0301005 | |
|--|-------------------|-----------|--------------------|---------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| 5307 Formula - 1738-2018-1 | 3,000,000 | 3,000,000 | FY 2017-2021 | Planning |
| STBG | 600,000 | 600,000 | | |
| ConnectOregon - 31655 | 3,000,000 | 2,476,210 | | |
| LTD Match | 3,700,000 | 3,570,739 | | |
| Total Project | 10,300,000 | 9,646,949 | | |

Construct new station near Hunsaker Lane and River Road in Eugene, including a Park & Ride. The new facility will accommodate both regular and EmX service, reducing operational delays and improving the customer experience. **The project continues to progress as scheduled. Project Staff provided FTA with NEPA documents for the project, as well as a status update during the reporting period.**

IMPROVEMENT PROJECTS - FREQUENT TRANSIT NETWORK

| EmX Franklin Blvd Phase 1 Transit Stations | | | #19-FKLNST-0301010 | |
|--|----------------|-----------|--------------------|-------------------------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| LTD Match | 287,000 | 222,705 | FY 2019 | Build, Construction, Assemble |
| ConnectOregon - 30139 | 648,000 | 458,235 | | |
| Total Project | 935,000 | 680,940 | | |

Construct two EmX stations (one for either direction of travel) within the City of Springfield's revised roadway layout. **The project is progressing as scheduled.**

| Main-McVay Transit Study - Key: 19776 | | | #19-M/McTS-0301011 | |
|---------------------------------------|------------------|-----------|--------------------|---------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| LTD Match | 245,542 | 24,608 | FY 2013-2021 | Planning |
| 5339 - OR-39-0007 | 750,000 | 0 | | |
| FHWA Transfer 5307 - OR-2018-035-00 | 315,000 | 215,002 | | |
| Total Project | 1,310,542 | 239,610 | | |

LTD is working in partnership with the City of Springfield to identify the highest priority transit capital improvements along the Main Street Corridor in coordination with the City of Springfield's Main Street Safety Project. **The project is progressing as scheduled.**

River Road Transit Community Implementation Plan - Key: 20988 #19-RRTCIP-0301012

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|-------------------------------|
| LTD Match | 34,200 | 34,200 | FY 2019 | Build, Construction, Assemble |
| TOD - OR-2017-019-00 | 450,000 | 450,000 | | |
| City of Eugene | 79,800 | 79,800 | | |
| Total Project | 564,000 | 564,000 | | |

Collaborative effort between the City of Eugene and LTD to enable transit-oriented development along the River Road Corridor. **The project is progressing as scheduled.**

West Eugene EmX Extension - Key: 16779 #12-WEEEXT-0301013

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------------|--------------------|-----------|--------------|-------------------|
| LTD Match | 3,600,000 | 128,778 | FY 2012-2019 | Project Close-out |
| ConnectOregon | 2,866,645 | 515,112 | | |
| 5307-Formula - 1738-2018-2 | 1,600,000 | 1,600,000 | | |
| Oregon Lottery | 17,800,000 | 581,627 | | |
| Federal Small Starts | 75,000,000 | 0 | | |
| Total Project | 100,866,645 | 2,825,517 | | |

Design, engineering, construction, and the purchase of vehicles for the West Eugene EmX Extension. The extension of the EmX Green Line from the Eugene Station to West 11th Avenue west of Commerce Street, which opened for service in September 2017. **LTD processed the final State disbursement request for the remaining City of Eugene invoices recently paid which will facilitate the reconciliation necessary to initiate project/grant closeout.**

MovingAhead System - Key: 18862 #19-MOVAHD-0301014

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|------------------------------------|------------------|-----------|----------|---------------|
| LTD Match | 263,245 | 60,711 | FY 2019 | Planning |
| FHWA Transfer 5307- OR-2018-025-00 | 2,300,000 | 530,439 | | |
| Total Project | 2,563,245 | 591,150 | | |

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

FTN Safety and Amenity Improvements - Key: 21404 #20-FTNSAI-0301015

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|------------------|-----------|--------------|---------------|
| LTD Match | 164,375 | 164,375 | FY 2020-2022 | Planning |
| STBG | 475,000 | 475,009 | | |
| CMAQ | 525,000 | 525,000 | | |
| Total Project | 1,164,375 | 1,164,384 | | |

Using results of the Pedestrian Network Analysis (a study that is part of the Comprehensive Operations Analysis called Transit Tomorrow), implement various safety and amenity improvements along the Frequent Transit Network (FTN). **Activities necessary in order to process the required request to transfer FHWA funds to FTA are in progress.**

IMPROVEMENT PROJECTS - TECHNOLOGY INFRASTRUCTURE & SYSTEMS

| Software - NOVUS Modules | | | #19-NOVUSM-0301018 | |
|---------------------------|----------------|-----------|--------------------|----------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| ICAM Federal Grant | 240,000 | | FY 2019 | Secure Funding |
| Trillium Innovation Grant | 160,000 | | | |
| Total Project | 400,000 | | | |

Software in support of the RideSource center, allocated to purchase the Passenger Portal module in NOVUS. This module will allow RideSource customers to book their own rides in a secure web page. This will free up call center resources and provide a greatly enhanced user experience for our customers. They will also be able to book rides at times when the call center is not open. Call center space is currently very constrained with no room to seat more customer service representatives. This software has the potential to alleviate the problems with finding more space for staff. **LTD was not a selected recipient for funding under the Trillium Community Health Plan Innovation Fund. Alternative funding will continue to be explored.**

IMPROVEMENT PROJECTS - NON-CAPITAL PROJECTS

Comprehensive Operations Analysis - Key: 21173 #19-COMPOA-0301019

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|---------------|
| LTD Match | 638,982 | 638,982 | FY 2019 | Planning |
| STBG - 1738-2018-9 | 53,838 | 53,838 | | |
| Total Project | 692,820 | 692,820 | | |

Called "Transit Tomorrow", this is a detailed study of a transit system designed to identify existing strengths, areas for improvements, and options to improve and increase usage. **The project is progressing as scheduled.**

Communications Assessment #19-COMASS-0301020

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------------|---------------|
| General Fund | 150,000 | 150,000 | FY 2019 - 2020 | Planning |
| Total Project | 150,000 | 150,000 | | |

A detailed study of LTD's communications structure and systems to identify strengths, areas for improvement, and options to increase efficiency and effectiveness. **The project is progressing as scheduled.**

STIF Grant Administration #19-STIFGA-0301023

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|--|------------------|-----------|----------------|----------------|
| 2017 State Transportation Improvement Fund | 2,640,000 | 2,640,000 | FY 2019 - 2028 | Secure Funding |
| Total Project | 2,640,000 | 2,640,000 | | |

Reflects 10-year estimate of LCOG and LTD costs for overall administration of STIF program. Includes the outreach and recommendation, monitoring, reporting, and other administration activities. **The project is progressing as scheduled. The actual grant application was submitted May 1, 2019; approval of the plan as submitted has not yet been received.**

STATE OF GOOD REPAIR – FLEET

Accessible Services Vehicle Replacement - Keys: #19-ASVEHR-0302012
 19106/19107/19485/19381/21003

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|-----------------------|----------------|-----------|----------|---------------|
| LTD Match | 149,790 | 36,138 | FY 2019 | Acquisition |
| ODOT 32010 - STF/FY18 | 7,043 | 0 | | |
| ODOT 32197 - 5310 | 61,534 | 0 | | |
| 5310 - OR-16-X045 | 304,871 | 52,859 | | |
| 5310 - OR-2017-026-00 | 232,854 | 74,729 | | |
| 5309 - OR-04-0049 | 214,057 | 46,049 | | |
| Total Project | 970,149 | 209,775 | | |

The purchase of replacement and expansion vehicles for the provision of metro Accessible Services such as the American with Disabilities Act complementary paratransit service. **The project is progressing as scheduled; the vehicles funded by the various specified grants have been received.**

Diamond Express Vehicle - Key: 20990 #19-DMXVEH-0302013

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------------------|----------------|-----------|----------|---------------|
| ODOT - 31455 | 169,069 | 0 | FY 2019 | Acquisition |
| ODOT 32010 STF - out of district | 34,629 | 0 | | |
| Local - City of Oakridge | 130,000 | 130,000 | | |
| Total Project | 333,698 | 130,000 | | |

The replacement of the highly problematic Diamond Express vehicle, currently being covered by an old 300 series bus. The communities of Oakridge and Westfir have come to depend on Diamond Express to access the metro area. The service acts as a lifeline and connects residents to local hospitals, shopping, schools, and employment. **The project is progressing as scheduled; the Purchase Order for the replacement vehicle has been issued.**

Florence/Yachats Vehicle - Key: 20987 #19-F/YVEH-0302014

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|---------------|
| STF - 31386 | 10,270 | 0 | FY 2019 | Acquisition |
| ODOT 31675 - 5311 | 89,730 | 0 | | |
| Total Project | 100,000 | 0 | | |

This vehicle is being paid for by a special one-off ODOT grant especially for this program. This vehicle will be a connector for Yachats and Florence. It will help the Yachats community have more access to medical care, education, and services for daily living. **As previously reported, the replacement vehicle has been received. This project has been completed.**

Five 40-foot Electric Buses (No/Low) - Key: 21155

#20-40FTEV-0302019

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|-----------------------|------------------|-----------|----------|--------------------|
| LTD Match | 609,890 | 588,516 | FY 2020 | Project Initiation |
| 5339 - OR-2018-012-00 | 3,479,675 | 3,415,550 | | |
| STIF | 550,000 | 550,000 | | |
| Total Project | 4,639,565 | 4,554,066 | | |

Procurement of five additional 40-foot electric buses to replace aging fleet. The project is progressing as scheduled. Although project staff had worked on a RFP; the project team, with concurrence from LTD management, has opted to utilize the State of Washington contract which is expected to be executed in September. As previously reported, LTD continues to work with a consultant on the deployment of the electric buses.

Five 40-foot Buses in 2019 - Keys: 18755/17336

#19-40FT19-0302020

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|-----------------------|------------------|-----------|----------|---------------|
| LTD Match | 852,745 | 852,721 | FY 2019 | Acquisition |
| 5307 - OR-95-X055-02 | 2,072,328 | 2,072,328 | | |
| 5339 - OR-2017-015-00 | 943,814 | 943,625 | | |
| 5337 - OR-2017-016-00 | 331,113 | 331,113 | | |
| Total Project | 4,200,000 | 4,199,787 | | |

Procurement of five 40-foot electric buses in fiscal year 2019 to replace aging fleet. The project is progressing as scheduled. Two BYD buses are in revenue service; two additional buses have been delivered but have yet to be accepted for service.

Fleet Procurement Plan - Key: 21388

#19-FLTPRP-0302021

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|----------------|
| LTD Match | 14,307 | 14,307 | FY 2019 | Secure Funding |
| STBG | 125,000 | 125,000 | | |
| Total Project | 139,307 | 139,307 | | |

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

Electric Bus Fleet Procurement - Key: 21389

#19-EBUSPR-0302022

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|------------------|-----------|--------------|----------------|
| LTD Match | 168,673 | 168,673 | FY 2019-2021 | Secure Funding |
| CMAQ | 1,000,000 | 1,000,000 | | |
| Total Project | 1,168,673 | 1,168,673 | | |

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

LTD's Community Investment Plan identifies more than \$30,000,000 in vehicle replacement needs during the FFY18-21 grant period. Therefore, LTD is requesting \$1,000,000 in STBG funds to assist in the purchasing of two 40-foot, all-electric, transit buses. Each 40-foot, all-electric bus is expected to cost approximately \$850,000 for a total project cost of approximately \$1,700,000. *Activities necessary in order to process the required request to transfer FHWA funds to FTA are in progress.*

Replacement Parts - ACM - Key: 21326

#19-ACMPTS-0302023

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------------|----------------|-----------|--------------|--------------------|
| LTD Match | 175,560 | 175,560 | FY 2019-2021 | Project Initiation |
| 5307 Formula - 1738-2018-8 | 702,240 | 702,240 | | |
| Total Project | 877,800 | 877,800 | | |

The purchase of replacement parts that are failing and/or unreliable as they have reached the end of their useful lives. *This Associated Capital Maintenance (ACM) grant will be used for major bus components consistent with the provisions specified in the FTA circular (9030.1E). The grant application is in progress.*

Spare Parts for Tooling for 16200 Series Buses - Key: 17959

#19-TOOLSP-0302024

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| LTD Match | 67,467 | 40,035 | FY 2019 | Rollout, Commissioning, Active |
| 5309 - OR-04-0038 | 269,869 | 160,142 | | |
| Total Project | 337,336 | 200,177 | | |

Procurement of spare parts, tooling, and training for 16200 series 2016 New Flyer buses. *The project is progressing as scheduled. LTD received several items that had been ordered and processed an additional PO an essential training module that will facilitate maintaining these vehicles in a state of good repair.*

Five 60-foot Diesel Bus Procurement - Keys: 20950/21339

#19-60FTDL-0302025

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|-----------------------|------------------|-----------|----------|---------------|
| LTD Match | 786,127 | 785,947 | FY 2019 | Acquisition |
| 5339 - 1738-2018-3 | 967,350 | 967,350 | | |
| 5339 - OR-2016-020-00 | 582,947 | 582,947 | | |
| 5309 - OR-03-0122-01 | 1,336,346 | 1,335,626 | | |
| 5337 - 1738-2018-3 | 257,871 | 257,871 | | |
| Total Project | 3,930,641 | 3,929,741 | | |

Procurement of five 60-foot diesel buses will replace the oldest 60-foot subfleet, four of which are no longer usable for revenue service and the fifth one is used sparingly because of ongoing mechanical issues. **The project is progressing as scheduled and the Purchase Order has been issued to New Flyer of America.**

One 40-foot Diesel/Hybrid Bus - Key: 20951

#19-40FTDH-0302026

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|-----------------------|----------------|-----------|----------|---------------|
| LTD Match | 114,011 | 113,876 | FY 2019 | Acquisition |
| 5339 - OR-2018-021-00 | 646,062 | 645,297 | | |
| Total Project | 760,073 | 759,173 | | |

Procurement of one 40-foot diesel/hybrid bus to help relieve the pressure of using part of LTD's contingency bus fleet in revenue service. These contingency buses range in age from 15 years to 19 years. **The project is progressing as scheduled and the Purchase Order has been issued to New Flyer of America.**

STATE OF GOOD REPAIR – PREVENTATIVE MAINTENANCE

| Preventative Maintenance - Key: 19377 | | | #19-PREVMN-0103001 | |
|---------------------------------------|------------------|-----------|--------------------|--------------------------------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| 5307 Formula - OR-2018-023 | 5,040,000 | 0 | FY 2019 | Rollout, commissioning, active |
| General Fund | 1,260,000 | 0 | | |
| Total Project | 6,300,000 | 0 | | |

Preventative maintenance on federal assets to improve their performance, safety and longevity. While the PM project is ongoing, all funds under this particular grant have been exhausted. The grant closeout is in progress.

SPECIALIZED SERVICES OUT OF DISTRICT

Rural ADA Fleet Preventative Maintenance - Key: 20985 #19-ODRFLT-0154001

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|------------------------|---------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 42,000 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 31386 - STF/State | 4,400 | 0 | | |
| ODOT 32010 - STF | 4,807 | 0 | | |
| Total Project | 51,207 | 0 | | |

Out-of-district paratransit and rural fleet preventative maintenance. *While this project is ongoing, this particular grant has been closed.*

Diamond Express Preventative Maintenance - Key: 20985 #19-DMEXPM-0154002

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|--------------|-----------|----------|--------------------------------------|
| ODOT 31971 - 5311 | | 0 | FY 2019 | Rollout, Commissioning, Active |
| General Fund | 5,136 | 0 | | |
| Total Project | 5,136 | 0 | | |

Diamond Express preventative maintenance. *While this project is ongoing, this particular grant has been closed.*

Florence/Yachats Pilot - Key: 21006 #19-FYACH-0154003

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|------------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 31386 - STF/State | 285,710 | 0 | FY 2019 | Rollout, Commissioning, Active |
| General Fund (in kind) | 12,550 | 10,352 | | |
| Total Project | 298,260 | 10,352 | | |

Twelve-month pilot project operations connecting Florence and Yachats to provide public transportation along the only unserved gap along the entire West Coastal highway. *While this project is ongoing, this particular grant has been closed.*

Oakridge Diamond Express - Key: 21005 #19-OAKDMX-0154004

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|---|----------------|-----------|----------|--------------------------------------|
| Farebox | 69,329 | 9,627 | FY 2019 | Rollout, Commissioning, Active |
| Local Funds (City of Oakridge) | 24,000 | 0 | | |
| Transit Network/Intercity Connection - ODOT 31971 | 167,628 | 0 | | |
| ODOT 32010 - STF | 167,628 | 0 | | |
| Total Project | 428,585 | 9,627 | | |

Operations in and between Oakridge and Metro area. *While this project is ongoing, this particular grant has been closed.*

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|--------------------------------|----------------|-----------|----------|--------------------------------------|
| Local Funds (City of Florence) | 60,000 | 0 | FY 2019 | Rollout, Commissioning, Active |
| Farebox | 13,000 | 0 | | |
| ODOT 31923 - 5311 | 160,056 | 0 | | |
| ODOT 32010 - STF | 122,540 | 0 | | |
| Total Project | 355,596 | 0 | | |

The Rhody Express is a local shuttle service within the city limits of Florence (plus a stop at the local tribal casino four miles outside the city limits) that is operated by River Cities Taxi. **While this project is ongoing, this particular grant has been closed.**

SPECIALIZED SERVICES IN DISTRICT

| Metro ADA Fleet Preventative Maintenance - Key: 20985 | | | #19-A&RFLT-0154006 | |
|--|------------------|-----------|--------------------|--------------------------------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| ODOT 32197 - 5310 | 559,910 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 64,085 | 0 | | |
| Total Project | 623,995 | 0 | | |
| In-District paratransit fleet preventative maintenance. While this project is ongoing, this particular grant has been closed. | | | | |
| Crucial Connections - Key: 20995 | | | #19-CRUCON-0154007 | |
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| ODOT 32197 - 5310 | 8,972 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 1,027 | 0 | | |
| Total Project | 9,999 | 0 | | |
| Transportation to relieve an immediate (non-emergency) or evolving situation when no other transportation option can be identified; offers quick relief to allow time to formulate long-term resolution. Crucial Connections pays for a limited number of trips that are situation specific and is administered through RideSource. While this project is ongoing, this particular grant has been closed. | | | | |
| DD Services | | | #19-DDSRVC-0154008 | |
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| Federal Funds through DHS | 1,800,000 | 302,376 | FY 2019 | Rollout, Commissioning, Active |
| General Funds | 612,000 | 217,192 | | |
| Total Project | 2,412,000 | 519,568 | | |
| Transportation for eligible individuals who receive vocational benefits through Lane County Developmental Disabilities Services. Provides transportation to/from home and work. This is shared cost service offered through the RideSource Call Center. While this project is ongoing, this particular grant has been closed. | | | | |
| Lane County Coordination Mobility Management - Key: 21001 | | | #19-MOBMGT-0154009 | |
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| ODOT 32197 - 5310 | 297,313 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 34,029 | 0 | | |
| Total Project | 331,342 | 0 | | |
| LTD oversees the coordination of transportation and transportation eligibility across a variety of transportation programs, including ADA paratransit, Medicaid Medical (NEMT) and Non-Medical, Veterans Transportation, and Crucial Connections (gap-based transportation) under its Mobility Management Program. Transportation eligibility assessments are conducted mostly in the homes of participants by a trained transportation coordinator. Assessments are conducted through three agencies, coordinated by Lane Council of Governments: LCOG Senior & Disability Services, White Bird Clinic, and Alternative Work Concepts. While this project is ongoing, this particular grant has been closed. | | | | |

Mental Health and Homeless - Key: 20995 **#19-MENH&H-0154010**

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 176,499 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 20,201 | 0 | | |
| Total Project | 196,700 | 0 | | |

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

Metro ADA Ops and Shopper Services - Key: 20991 **#19-OP&SHP-0154011**

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------------|------------------|-----------|----------|--------------------------------------|
| Farebox | 600,000 | 0 | FY 2019 | Rollout, Commissioning, Active |
| 5310 Formula - OR-2018-024 | 232,138 | 0 | | |
| ODOT 32197 - 5310 | 281,009 | 0 | | |
| ODOT 32010 - STF-IN | 1,091,719 | 0 | | |
| General Funds | 4,027,276 | 0 | | |
| Total Project | 6,232,142 | 0 | | |

This is origin-to-destination service within the metro area for people unable to use regular bus service (some or all of the time) because of a disability. RideSource ADA meets the Federal Transit Administration-mandated ADA requirements, serving a ¾ mile boundary around the fixed-route service. The Shopper is a low-cost, neighborhood-based shopping shuttle operating within the same metro ADA boundary. The driver assists people with their groceries and packages and is currently operated by Medical Transportation Management. Transportation coordinators from White Bird Clinic, Alternative Work Concepts, and Senior and Disabled Services (S&DS) make in-person evaluations to determine eligibility. S&DS is a division of the Lane Council of Governments and the local Area Agency on Aging. *While this project is ongoing, this particular grant has been closed.*

Pearl Buck - Key: 20997 **#19-PRLBCK-0154012**

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 173,700 | 0 | FY 2019 | Rollout, Commissioning, Active |
| Local Funds | 133,280 | 0 | | |
| Total Project | 306,980 | 0 | | |

Pearl Buck Center contracts with RideSource to transport at-risk children attending Pearl Buck Preschool. RideSource is a central partner with Pearl Buck Center in providing children, whose parents have cognitive disabilities, with safe, dependable, door-to-door transportation to a specialized preschool program. *While this project is ongoing, this particular grant has been closed.*

Service Animal Pilot **#19-SVANML-0154013**

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|------------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 31386 - STF/State | 86,578 | 0 | FY 2019 | Rollout, Commissioning, Active |
| General Funds | 30,000 | 0 | | |
| Total Project | 116,578 | 0 | | |

A service animal “paw print” program, which expedites boarding processes. *This grant has been closed.*

South Lane Wheels Services - Key: 20991 #19-SLSRVC-0154014

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|---------------|-----------|----------|--------------------------------------|
| ODOT 32010 - STF | 89,945 | 0 | FY 2019 | Rollout, Commissioning, Active |
| Total Project | 89,945 | 0 | | |

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

Transit Host - Key: 20999 #19-TRHOST-0154015

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 144,968 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 16,592 | 0 | | |
| Total Project | 161,560 | 0 | | |

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

Travel Training - Key: 20999 #19-TRVLTR-0154016

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 131,468 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 15,047 | 0 | | |
| Total Project | 146,515 | 0 | | |

Alternative Work Concepts contracts with LTD to provide travel training to people with disabilities on the fixed-route bus system. *The project is progressing as scheduled. Although the budget was revised to reflect actual total project cost/prior year's expenditures, the total project cost as reflected in the CIP remains unchanged.*

Veterans Transportation - Key: 20995 #19-VETTRP-0154017

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|---------------|-----------|----------|--------------------------------------|
| ODOT 32197 - 5310 | 17,946 | 6,463 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32010 - STF | 2,054 | 741 | | |
| Total Project | 20,000 | 7,204 | | |

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

Volunteer Coordination #19-VOLCRD-0154018

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|--------------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 31386 - STF/State | 108,700 | 108,700 | FY 2019 | Rollout, Commissioning, Active |
| General Fund (LTD Staff) | 7,300 | 7,300 | | |
| Total Project | 116,000 | 116,000 | | |

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

Volunteer Reimbursement - Key: 20994 #19-VOLRMB-0154019

| | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| ODOT 32010 - STF | 15,385 | 0 | FY 2019 | Rollout, Commissioning, Active |
| ODOT 32197 - 5310 | 134,420 | 0 | | |
| Local Funds | 20,400 | 0 | | |
| Total Project | 170,205 | 0 | | |

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

MEDICAID

| NEMT - State Reimbursed | | | #19-NEMTSR-0165001 | |
|--|------------------|-----------|--------------------|--------------------------------------|
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| Oregon Health Authority | 527,175 | -28,622 | ONGOING | Rollout, Commissioning, Active |
| General Fund | 13,200 | 7,690 | | |
| Total Project | 540,375 | 20,932 | | |
| Non-emergency medical transportation - state reimbursed. The project is progressing as scheduled. | | | | |
| NEMT - Trillium | | | #19-NEMTTR-0165002 | |
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| Trillium CHP | 8,902,600 | 1,830,501 | ONGOING | Rollout, Commissioning, Active |
| General Fund | 222,500 | 95,914 | | |
| Total Project | 9,125,100 | 1,926,415 | | |
| Non-emergency medical transportation - Trillium reimbursed. The project is progressing as scheduled. | | | | |
| Waivered - Non-Medical | | | #19-WAVNMD-0165003 | |
| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
| Oregon Department of Human | 788,000 | 217,473 | ONGOING | Rollout, Commissioning, Active |
| General Fund | 275,000 | 14,270 | | |
| Total Project | 1,063,000 | 231,743 | | |
| Waivered transportation is non-medical rides for low-income seniors and disabled persons living outside of nursing facilities. Rides are for basic needs, including grocery shopping, social outings, church, and hair care. The project is progressing as scheduled. | | | | |

POINT2POINT

Drive Less Connect - Key: 20969 #19-DLCONN-0146001

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|--------------|--------------------------------------|
| ODOT - 32517 | 101,349 | - | FY 2019-2021 | Rollout, Commissioning, Active |
| Total Project | 101,349 | - | | |

Point2point manages the Drive Less Connect Ridesharing Database for this region. Included with this effort is year-round outreach and education on how to use the program, encouraging carpooling and the tracking of transportation options trips along with the preparation and leadership of Lane County-wide participation in the Oregon Drive Less Challenge held in the early fall each year. This is funded by ODOT and a state priority outlined in the State Transportation Options Plan. **While the program is ongoing, funds for this year's allocation have been exhausted.**

Employer Transportation Coordinator Toolkit #19-TOOLKT-0146002

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|---------------|-----------|-------------|--------------------------------------|
| ODOT - 32359 | 30,724 | - | FY2017-2019 | Rollout, Commissioning, Active |
| Total Project | 30,724 | - | | |

Develop a host of tools for the local business employer transportation coordinators to use to assist their employees with accessing transportation options information. The project is designed to develop a Transportation Options (TO) Liaison Toolkit to create a cadre of community transportation option information specialists. This is funded by ODOT as a demonstration project to help all TO providers in Oregon with new tools when working with employers. It is outlined in the Point2point five-year strategic plan that is directed by all local jurisdictional transportation staff. **The project has been completed; this grant is closed.**

Safe Routes to School Assistants - Key: 21147 #19-SRTSAS-0146003

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|------------------------|---------------|-----------|--------------|--------------------------------------|
| STBG - OR-2018-026 | 45,762 | 45,762 | FY 2019-2023 | Rollout, Commissioning, Active |
| General Fund (in kind) | 4,700 | 4,700 | | |
| Total Project | 50,462 | 50,462 | | |

Safe Routes To School (SRTS) program assistants work closely with the school district SRTS coordinators implementing enhanced SRTS encouragement events, expanded education, and outreach services at the three local school districts (Bethel, Eugene, and Springfield). This program has proven to affect behavior change and school-age travel choices to and from school. This effort supports all local partner agency transportation goals and is a priority to all of them. **The project is progressing as scheduled.**

Smart Routes to School Bike Parking - Key: 21148 #19-SMTBKP-0146004

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|---------------|-----------|--------------|--------------------------------------|
| CMAQ 1738-2018-10 | 72,681 | 72,681 | FY 2019-2020 | Rollout, Commissioning, Active |
| General Fund | 18,170 | 18,170 | | |
| Total Project | 90,851 | 90,851 | | |

Develop short-term bicycle parking at three local school districts to improve the worst bike parking supply as rated in the Safe Route To School Regional Bicycle Parking Assessment. This effort is to help improve deficiencies in local school district bike parking facilities and in turn make it easier for local students to bike to school, which is a regional partner agency priority. **The project is progressing as scheduled.**

Safe Routes to School Bike Ped Program Expansion - Key: 21390 #19-BKPEDX-0146007

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|--------------------------|----------------|-----------|--------------|----------------|
| CMAQ | 154,468 | 154,468 | FY 2019-2021 | Secure Funding |
| City of Eugene (in kind) | 17,680 | 17,680 | | |
| Total Project | 172,148 | 172,148 | | |

The Regional Safe Routes to School (SRTS) mission is to serve a diverse community of parents, students, and organizations advocating for and promoting the use of transportation options including active transportation and the practice of safe bicycling and walking to and from schools throughout the Central Lane MPO area. The Eugene-Springfield SRTS program provides in-class pedestrian safety to second grade students and in-class bicycle safety education to fifth or sixth grade students throughout the regional school districts. These programs teach students how to walk and bike safely. They also encourage active travel and promote safe travel behaviors, which in turn can result in future safe drivers. This is a regional priority outlined specifically in local TSPs, the state transportation options plan, and the Point2point five-year strategic plan. The program is growing exponentially, and this helps meet some of that demand. **Activities necessary in order to process the required request to transfer FHWA funds to FTA are in progress.**

Safe Routes to School Regional Program - Keys: 20964/21328 #19-SRTSRG-0146008

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|--|----------------|-----------|--------------|--------------------------------|
| STBG Springfield - 1738-2018-10 | 15,176 | 15,176 | FY 2019-2021 | Rollout, Commissioning, Active |
| FHWA Transfer 5307 - OR-2018-026 | 39,000 | 39,000 | | |
| STBG - Bethel - 1738-2018-10 | 39,471 | 39,471 | | |
| STBG - 4J - 1738-2018-10 | 88,641 | 88,641 | | |
| Springfield School - HU-19-10-09 | 44,745 | 16,436 | | |
| Bethel School - FHWA Transfer 5307 OR-2018-026 | 4,054 | 4,054 | | |
| 4J School - FHWA Transfer OR-2018-026 | 9,103 | 9,103 | | |
| TAP | 350,000 | 350,000 | | |
| General Funds | 40,059 | 40,059 | | |
| Total Project | 630,249 | 601,940 | | |

This project supports funding for three district Safe Routes To School programs in order to maintain the current level of K-8 programming in the 4J, Bethel, and Springfield school districts from FFY 2019-2021. This is a regional partner/agency priority and is listed in all local TSPs, the state transportation options plan, and the Point2point five-year strategic plan. It has multi-year committed funding. **The project is progressing as scheduled.**

Transportation Options - Key: 21130 #19-TRANOP-0146009

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------------------|----------------|-----------|--------------|----------------|
| FHWA Transfer 5307 - OR-2017-024 | 300,000 | 300,000 | FY 2019-2021 | Secure Funding |
| ODOT - REGION 2 - 32517 | 94,571 | 0 | | |
| General Funds | 5,000 | 0 | | |
| Total Project | 399,571 | 300,000 | | |

This program provides a variety of positive marketing opportunities for LTD and more importantly provides options for the region's travelers to use a variety of transportation options in the region. Point2point does extensive year-round outreach and education about how to use the options and does a great deal of education on how to access and trip plan using the LTD fixed-route and accessible services transportation. The face-to-face outreach component provides a human face to the services we provide. Direct services include the management of the Valley Vanpool Program (17 vans), Emergency Ride Home, Drive Less Connect Ridesharing software for Lane County, lead the Business Commute Challenge and the Oregon Drive Less Challenge in Lane County, and lead the Regional Safe Routes to Schools Program. The Point2point program is supported by local and state partners, and it helps meet the regional goals around improving transportation system efficiency and climate recovery. **While the project is ongoing, funds allocated for grant 32517 for this fiscal year have been exhausted.**

UO Gateway SmartTrips - Key: 17162 #19-SMTUOG-0146010

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|--------------|--------------------------------------|
| STP - OR-95-X030 | 180,000 | 167,220 | FY 2019-2021 | Rollout, Commissioning, Active |
| General Funds | 20,601 | 19,139 | | |
| Total Project | 200,601 | 186,359 | | |

LTD will conduct public outreach (SmartTrips) relative to the enhanced EmX service, which will be beneficial to the business community. Increasing awareness of transportation resources and the various options available, in addition to the enhanced EmX service, will facilitate the establishment of long-term and sustainable transportation practices. This is a priority to the City of Springfield and helps meet the regional goals around transportation system efficiency. **The project is progressing as scheduled.** LTD continued to conduct neighborhood outreach, as well as to the business community during the reporting period.

SRTS Outreach and Encouragement Program 2019-21 - Key: 21392 #19-SRTSOE0146011

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| CMAQ | 90,000 | 90,000 | FY 2019 | Rollout, Commissioning, Active |
| General Funds | 22,500 | 22,500 | | |
| Total Project | 112,500 | 112,500 | | |

Outreach and encouragement activities for the Safe Routes to School (SRTS) program. This adds funding to the expanding SRTS program for the last two years of the funding cycle. It is a growing program and is a regional priority. **The project is progressing as scheduled.**

Vanpool - Key: 19395 #19-VNPOOL-0146010

| FUNDING SOURCE | BUDGET | REMAINING | TIMELINE | PROJECT PHASE |
|----------------------|----------------|-----------|----------|--------------------------------------|
| General Funds | 185,000 | 111,479 | FY 2019 | Rollout, Commissioning, Active |
| Total Project | 185,000 | 111,479 | | |

Operation of Point2point-Valley Vanpool program. Manage interest and help conduct outreach on the vanpool program and help attract new riders. Manage issues with the vanpools as they arise. Manage pick-up and drop-off locations. The vanpool program helps reduce 2,000,000 miles on Interstate 5 each year and helps meets the state and local goals to lower congestion and reduce carbon emissions. **The project is progressing as scheduled.**

2020 – 2029 Community Investment Plan

October 2, 2019





LTD MISSION

We believe in providing people with the independence to achieve their goals, creating a more vibrant, sustainable, and equitable community.

Agenda

- Goal: Community Investment Plan (CIP)
- Process
- CIP Summary
- CIP Details

Goal: Community Investment Plan

A long-term plan of community capital and operational investments that provide direction and guidance for the District to satisfy our mission to provide reliable transit services that address the needs of the community; provide a viable alternative to the automobile through high-quality transportation options, programs, and services; provide leadership in the development of the region's transportation system; practice safety and maintain safe and accessible vehicles, services, and facilities and practice sound fiscal and sustainability management.



Board approves budget



Ideas: **Board, Board Committees**, Public Comment, Community Partners, internal LTD



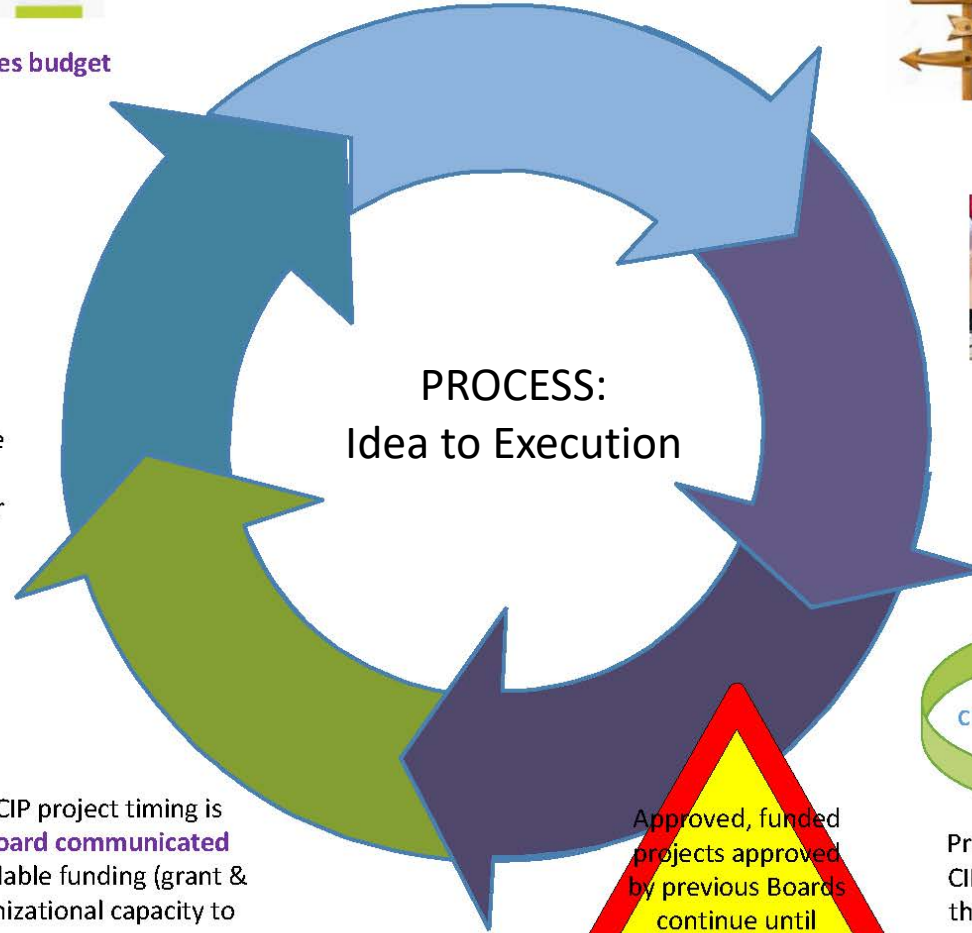
Board provides guidance on priorities: Board meetings, Board Committees



ONLY CIP approved projects which have funding **AND** the resources to execute are included in the budget. Tier I & Tier II projects get budget priority



Staff begins executing based on Board direction



PROCESS:
Idea to Execution



Project is put into the CIP, & vetted against the 11 criteria. **CIP is approved by the Board**



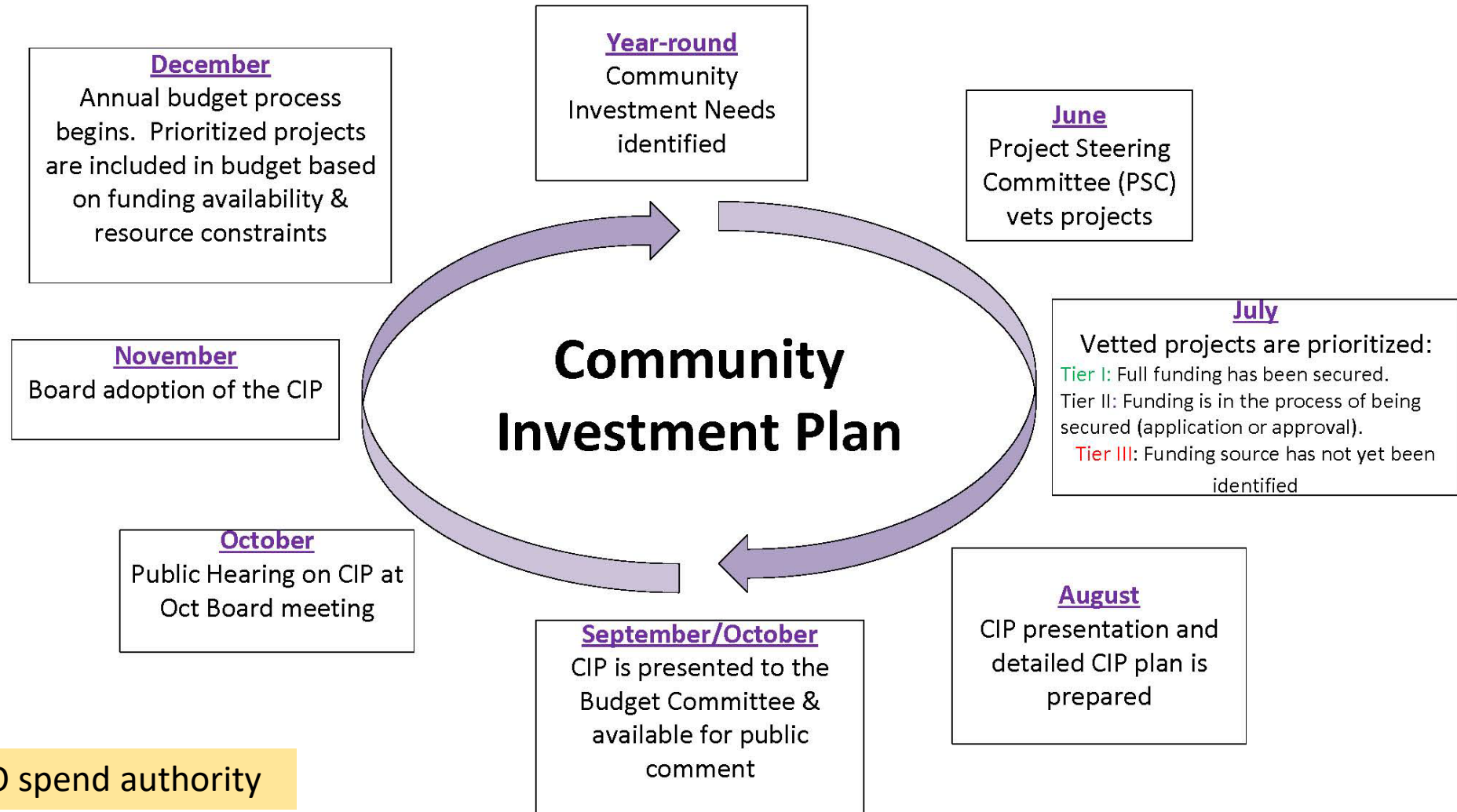
Approved, funded projects approved by previous Boards continue until completion



Approved CIP project timing is based on **Board communicated priority**, available funding (grant & GF), & organizational capacity to execute

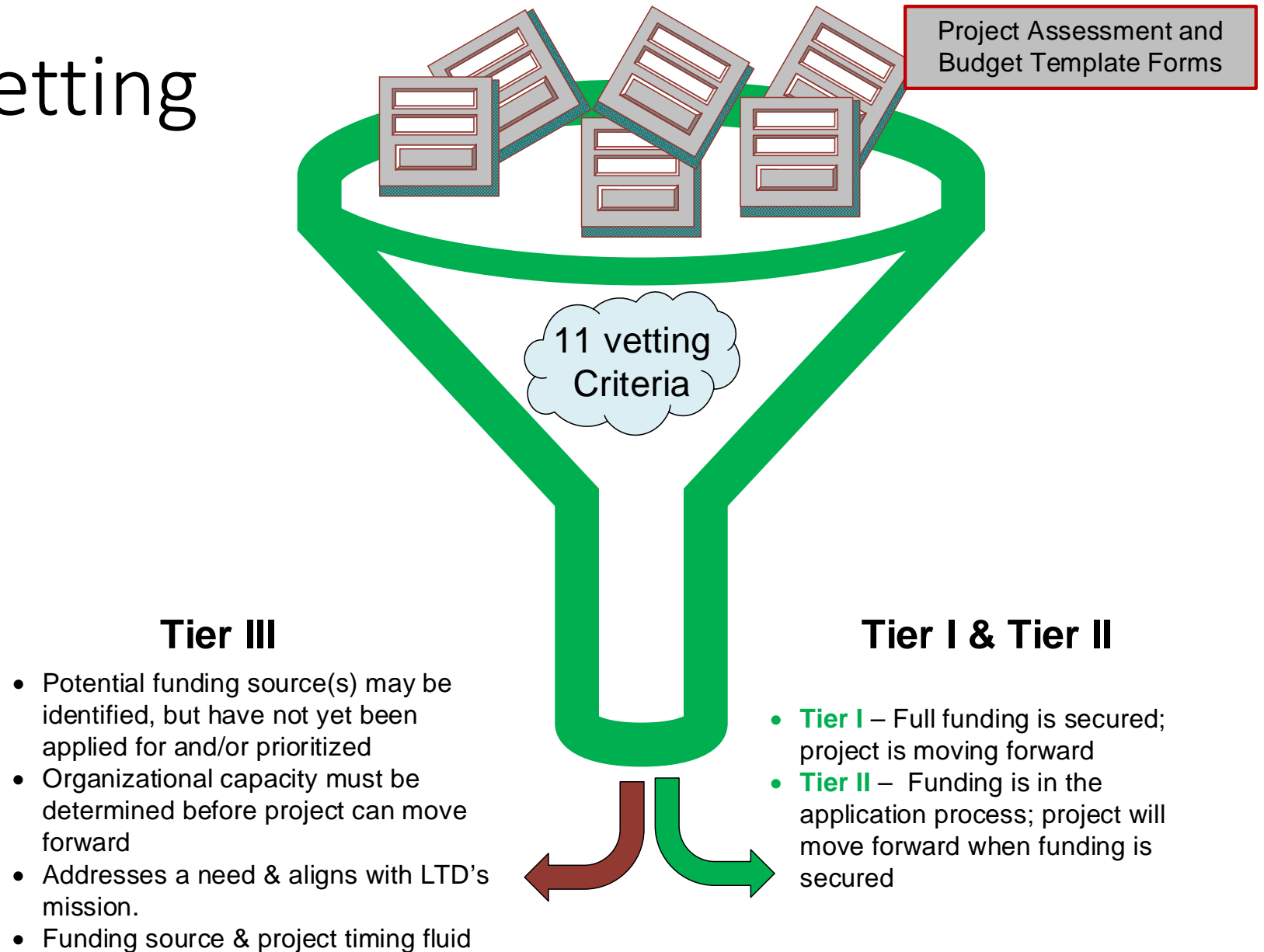
- Tier I:** Full funding has been secured.
- Tier II:** Funding is in the process of being secured (application or approval).
- Tier III:** Funding source has not yet been identified.

Process: CIP Development



NOTE: CIP has NO spend authority

Process: Vetting



Process: Vetting Criteria

11 Criteria

- Alignment with agency strategic objectives
- Project deferral implications
- Operating budget/organizational capacity/resources
- Environmental impact
- Feasibility of implementation
- Ridership/quality of service delivery
- Economic impact
- Alternatives considered
- Public/private partnerships/contractual relationships
- Project interdependencies or conflicts
- Other benefits

Process: Project Classifications

Operations

- These projects expand or maintain the District's services including preventative maintenance projects, ADA paratransit services, contracted services, and single-occupancy-vehicle (SOV) alternatives.

Safety and Security

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

Fleet

- These projects relate to the rehabilitation, replacement, or expansion of revenue and non-revenue vehicles used by the District across all modes.

Facilities

- These are projects that fund the design, purchase, installation, construction, and rehabilitation of the District's administrative and station facilities, shelters, bus signage, pedestrian access, bicycle access, functional landscaping improvements, and other passenger amenities.

Frequent Transit Network

- These projects encompass the planning, design, purchase, installation, 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.

Technology Infrastructure & Systems

- These projects deal with the acquisition, implementation, and enhancement of hardware, software, technology, infrastructure, and video and communications equipment.

CIP Summary: 2020-2029

| Project Category | Tier I Funding Secured | Tier II Funding identified. In application process | Tier III Unfunded | Total Project Cost |
|--------------------------|-----------------------------------|---|------------------------------|---------------------------|
| Improvement Projects | 23,629,926 | 230,000 | 10,926,410 | 34,786,336 |
| State of Good Repair | 18,708,261 | 10,707,990 | 106,426,214 | 135,842,465 |
| Preventative Maintenance | 6,500,000 | | 6,500,000 | 13,000,000 |
| Point2point | 2,156,260 | 645,651 | 500,383 | 3,302,294 |
| Medicaid | 120,283,749 | | | 120,283,749 |
| Specialized Services | 79,749,170 | 5,911,200 | | 85,660,370 |
| Operations | 32,346,000 | 16,840,000 | 200,000 | 49,386,000 |
| Totals | 283,373,366 | 34,334,841 | 124,553,007 | 442,261,214 |

CIP DETAILS: State of Good Repair

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|------------|------------|------------|------------|------------|------------|----------------|---------------|
| Facilities | | - | - | 1,135,000 | 750,000 | - | 150,000 | 2,035,000 | |
| Glenwood Facilities Assessment | Tier III | | | | | - | 150,000 | 150,000 | 150,000 |
| Welding Bay relocation | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Bus Wash Improvements | Tier II | - | - | - | 750,000 | - | - | 750,000 | 750,000 |
| Glenwood Fire System Update | Tier III | | | 150,000 | | - | - | 150,000 | 150,000 |
| Overhead Door Replacement | Tier II | | - | 250,000 | | - | - | 250,000 | 250,000 |
| Bus Gate Improvements | Tier II | - | - | 550,000 | - | - | - | 550,000 | 550,000 |
| Fleet Generator Fuel Tank | Tier II | | | 35,000 | | - | - | 35,000 | 35,000 |
| Fleet | | 261,700 | 11,194,263 | 23,579,517 | 14,912,594 | 38,498,061 | 34,830,230 | 123,014,664 | |
| ACM Replacement parts | Tier I | 261,700 | 366,500 | 249,600 | | - | - | 616,100 | 877,800 |
| Mobile Video Surveillance | Tier III | | | 293,543 | - | 1,839,119 | 588,090 | 2,720,751 | 2,720,751 |
| Fixed Route Replacement | Tier I, II, III | | 9,757,763 | 18,937,500 | 12,772,000 | 31,105,500 | 28,943,500 | 101,516,263 | 101,516,263 |
| Non-revenue vehicle replacement | Tier III | | - | 347,280 | 141,110 | 383,840 | 749,000 | 1,621,230 | 1,621,230 |
| Hybrid System Overhaul | Tier III | - | - | 2,960,244 | 373,464 | 1,563,282 | - | 4,896,990 | 4,896,990 |
| Specd Svc Vehicle Replmnt & Expansion | Tier I, II, III | | 1,070,000 | 590,850 | 1,425,520 | 3,606,320 | 4,549,640 | 11,242,330 | 11,242,330 |
| Spare Parts for Vehicles | Tier III | | | 200,500 | 200,500 | - | - | 401,000 | 401,000 |
| Technology Infrastructure & Systems | | 6,058 | 505,000 | 980,000 | 5,092,801 | 1,050,000 | 1,265,000 | 8,892,801 | |
| Data Warehouse/Governance | Tier I, III | 6,058 | 95,000 | 170,000 | 25,000 | - | - | 290,000 | 296,058 |
| HR Software | Tier III | | - | 10,000 | 10,000 | 30,000 | 10,000 | 60,000 | 60,000 |
| Fleet Mgmt SW upgrade | Tier III | | - | - | 252,801 | - | - | 252,801 | 252,801 |
| Finance SW | Tier III | | - | - | 500,000 | - | - | 500,000 | 500,000 |
| IT Hardware/Software Improvements | Tier I, III | - | 410,000 | 800,000 | 1,230,000 | 345,000 | 355,000 | 3,140,000 | 3,140,000 |
| CAD/AVL | Tier III | | | | 3,000,000 | 600,000 | 800,000 | 4,400,000 | 4,400,000 |
| VoIP | Tier III | | | | 25,000 | 75,000 | 100,000 | 200,000 | 200,000 |
| Workstations | Tier III | | | | 50,000 | - | - | 50,000 | 50,000 |
| Operations | | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | |
| Preventative Maintenance | Tier I, II, III | - | 4,200,000 | 4,200,000 | 3,500,000 | 3,000,000 | - | 14,900,000 | 14,900,000 |
| Total | | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 | |

CIP DETAILS: Improvement Projects

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|---------------|
| Facilities | | 4,182,279 | 5,513,434 | 3,883,280 | 200,000 | 3,600,000 | 4,300,000 | 17,496,714 | |
| Eugene Station Modernization | Tier III | - | - | - | - | 3,000,000 | - | 3,000,000 | 3,000,000 |
| Operation Command Control | Tier III | - | - | - | - | - | 3,500,000 | 3,500,000 | 3,500,000 |
| Passngr Brdng Imprvts & systs facils imprvts | Tier I | - | 275,000 | 200,000 | 200,000 | 600,000 | 800,000 | 2,075,000 | 2,075,000 |
| River Road Transit Station Disposal | Tier I | - | - | 75,000 | - | - | - | 75,000 | 75,000 |
| Garfield Property Sale | Tier I | - | 50,000 | - | - | - | - | 50,000 | 50,000 |
| Santa Clara Transit Station | Tier I | 2,208,286 | 4,788,434 | 3,303,280 | - | - | - | 8,091,714 | 10,300,000 |
| Green Lane Corner Improvement | Tier I | - | 400,000 | 100,000 | - | - | - | 500,000 | |
| Hunsaker Development Project | Tier I, II | 1,973,993 | - | 205,000 | - | - | - | 205,000 | 2,178,993 |
| Frequent Transit Network | | 104,052,005 | 3,525,236 | 2,187,976 | 5,526,410 | 5,650,000 | - | 16,889,622 | |
| Existing EmX Corridor Improvement | Tier I & III | - | - | - | 5,000,000 | 5,650,000 | - | 10,650,000 | 10,650,000 |
| Platform Validators | Tier III | - | - | 500,000 | - | - | - | 500,000 | 500,000 |
| West Eugene EmX Extension | Tier I/II | 100,436,645 | 430,000 | - | - | - | - | 430,000 | 100,866,645 |
| Franklin Blvd Phase 1 Transit Stations | Tier I | 205,765 | 729,235 | - | - | - | - | 729,235 | 935,000 |
| Main-McVay Transit Study | Tier I | 1,005,226 | 205,000 | 100,316 | - | - | - | 305,316 | 1,310,542 |
| River Road Transit Community Implentation Pl | Tier I | 216,900 | 347,100 | - | - | - | - | 347,100 | 564,000 |
| MovingAhead | Tier I | 2,187,469 | 375,776 | - | - | - | - | 375,776 | 2,563,245 |
| FTN Safety and Amenity Improvements | Tier I | - | 388,125 | 776,250 | - | - | - | 1,164,375 | 1,164,375 |
| Planning Studies | Tier I, II & III | - | 1,050,000 | 811,410 | 526,410 | - | - | 2,387,820 | 2,387,820 |
| Technology Infrastructure & Systems | | - | - | - | 400,000 | - | - | 400,000 | |
| Novus modules | Tier III | - | - | - | 400,000 | - | - | 400,000 | 400,000 |
| Total | | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 | |

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|----------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|---------------|
| Fixed route | | 120,000 | 4,825,000 | 4,929,000 | 5,129,000 | 14,787,000 | 19,716,000 | 49,386,000 | |
| Website | Tier III | - | - | - | 200,000 | - | - | 200,000 | 200,000 |
| Increased bus service | Tier I/Tier II | - | 2,000,000 | 2,899,000 | 2,899,000 | 8,697,000 | 11,596,000 | 28,091,000 | 28,091,000 |
| Sustainable Services Reserve in district | Tier II | - | 300,000 | 300,000 | 300,000 | 900,000 | 1,200,000 | 3,000,000 | 3,000,000 |
| STIF Grant Administration | Tier I/II | 120,000 | 280,000 | 280,000 | 280,000 | 840,000 | 1,120,000 | 2,800,000 | 2,920,000 |
| Fare Management System | Tier I | - | 765,000 | - | - | - | - | 765,000 | 765,000 |
| Low Income Pass | Tier I/Tier II | - | 750,000 | 750,000 | 750,000 | 2,250,000 | 3,000,000 | 7,500,000 | 7,500,000 |
| Student Transit Pass | Tier I/Tier II | - | 730,000 | 700,000 | 700,000 | 2,100,000 | 2,800,000 | 7,030,000 | 7,030,000 |
| Medicaid | | - | 12,028,375 | 12,028,375 | 12,028,375 | 36,085,125 | 48,113,500 | 120,283,749 | |
| NEMT - State Reimbursed | Tier I | - | 548,275 | 548,275 | 548,275 | 1,644,825 | 2,193,100 | 5,482,750 | 5,482,750 |
| NEMT - Trillium | Tier I | - | 10,371,450 | 10,371,450 | 10,371,450 | 31,114,350 | 41,485,800 | 103,714,500 | 103,714,500 |
| Waivered - Non-Medical | Tier I | - | 1,108,650 | 1,108,650 | 1,108,650 | 3,325,950 | 4,434,600 | 11,086,499 | 11,086,499 |
| Specialized Services | | 5,000 | 8,948,527 | 8,612,427 | 8,512,427 | 25,537,281 | 34,049,708 | 85,660,370 | |
| Out-of District | | | | | | | | | |
| Rural ADA Fleet PM | Tier I | - | 59,800 | 59,800 | 59,800 | 179,400 | 239,200 | 598,000 | 598,000 |
| Oakridge Diamond Express | Tier I | - | 227,938 | 227,938 | 227,938 | 683,814 | 911,752 | 2,279,380 | 2,279,380 |
| Rhody Express | Tier I | - | 420,006 | 420,006 | 420,006 | 1,260,018 | 1,680,024 | 4,200,060 | 4,200,060 |
| Lane County Provider | | | | | | | | | |
| Florence/Yachats (LCOG) | Tier I/Tier II | 5,000 | 25,000 | 25,000 | 25,000 | 75,000 | 100,000 | 250,000 | 255,000 |
| Florence/Yachats Connector | Tier II | - | 40,000 | - | - | - | - | 40,000 | 40,000 |
| Florence-Eugene | Tier I/Tier II | - | 32,000 | 32,000 | 32,000 | 96,000 | 128,000 | 320,000 | 320,000 |
| Florence-Eugene (LCOG) | Tier I/Tier II | - | 8,000 | 8,000 | 8,000 | 24,000 | 32,000 | 80,000 | 80,000 |
| Sustainable Services Reserve | Tier I/Tier II | - | - | 18,900 | 18,900 | 56,700 | 75,600 | 170,100 | 170,100 |
| In-District Accessible Services | | | | | | | | | |
| Metro ADA Fleet PM | Tier I | - | 299,000 | 299,000 | 299,000 | 897,000 | 1,196,000 | 2,990,000 | 2,990,000 |
| Crucial Connections | Tier I | - | 7,500 | 7,500 | 7,500 | 22,500 | 30,000 | 75,000 | 75,000 |
| DD Services | Tier I | - | 3,250,000 | 3,250,000 | 3,250,000 | 9,750,000 | 13,000,000 | 32,500,000 | 32,500,000 |
| Lane County Coordination Mobility Management | Tier I | - | 140,861 | 140,861 | 140,861 | 422,583 | 563,444 | 1,408,610 | 1,408,610 |
| Mental Health and Homeless | Tier I | - | 115,532 | 115,532 | 115,532 | 346,596 | 462,128 | 1,155,320 | 1,155,320 |
| Metro ADA Ops and Shopper Services | Tier I | - | 2,622,759 | 2,622,759 | 2,622,759 | 7,868,277 | 10,491,036 | 26,227,590 | 26,227,590 |
| Pearl Buck | Tier I | - | 147,597 | 147,597 | 147,597 | 442,791 | 590,388 | 1,475,970 | 1,475,970 |
| Transit Host | Tier I | - | 76,960 | 76,960 | 76,960 | 230,880 | 307,840 | 769,600 | 769,600 |
| Travel Training | Tier I | - | 73,258 | 73,258 | 73,258 | 219,774 | 293,032 | 732,580 | 732,580 |
| Veterans Transportation | Tier I | - | 15,000 | 15,000 | 15,000 | 45,000 | 60,000 | 150,000 | 150,000 |
| Volunteer Escort | Tier I | - | 222,941 | 222,941 | 222,941 | 668,823 | 891,764 | 2,229,410 | 2,229,410 |
| Specialized Services | | | | | | | | | |
| Mobility as a service - CG & Eugene | Tier I/Tier II | - | 715,000 | 650,000 | 650,000 | 1,950,000 | 2,600,000 | 6,565,000 | 6,565,000 |
| South Lane Services | Tier I | - | 99,375 | 99,375 | 99,375 | 298,125 | 397,500 | 993,750 | 993,750 |
| South Lane Wheels Demand Plan | Tier I | - | 100,000 | - | - | - | - | 100,000 | 100,000 |
| Mobility Management Plan | Tier I/Tier II | - | 250,000 | 100,000 | - | - | - | 350,000 | 350,000 |

CIP DETAILS: Operations

| | Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total | Project Total |
|--|-----------------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| Point2point | | 316,663 | 1,691,966 | 641,458 | 487,082 | 481,788 | - | 3,302,294 | 3,618,957 |
| Congestion Mitigation Project | Tier I | - | 29,875 | 29,875 | - | - | - | 59,750 | 59,750 |
| Get There (formerly DLC) - Rideshare (LTD) | Tier I/Tier III | 74,575 | 72,236 | 72,235 | 44,561 | 89,122 | - | 278,154 | 352,729 |
| Stages of Change Campaign Pilot | Tier II | - | 20,528 | 20,528 | - | - | - | 41,056 | 41,056 |
| Get There Rideshare Transition Management (ODOT) | Tier I | 4,018 | 19,241 | 19,240 | - | - | - | 38,481 | 42,499 |
| ODOT Vanpool management | Tier I/III | 2,361 | 20,070 | 20,070 | - | - | - | 40,140 | 42,501 |
| SRTS Outreach Support | Tier I | 52,040 | - | - | - | - | - | - | 52,040 |
| SRTS Outreach and Encouragement Program, 19-21 | Tier III | - | - | - | 50,150 | 50,150 | - | 100,300 | 100,300 |
| Safe Routes to School Bike Ped Expansion | Tier I | - | 57,382 | 57,382 | 57,382 | - | - | 172,146 | 172,146 |
| Safe Routes to Schools Regional Program | Tier I & III | - | 426,767 | - | 133,200 | 133,200 | - | 693,167 | 693,167 |
| Transportation Options - TDM | Tier I | 102,715 | 406,002 | 71,666 | - | - | - | 477,668 | 580,383 |
| Transportation Options - Rideshare | Tier I | 80,954 | 111,546 | 111,546 | - | - | - | 223,092 | 304,046 |
| UO Gateway Project | Tier I | - | 186,359 | - | - | - | - | 186,359 | 186,359 |
| Vanpool | Tier I | - | 196,234 | - | - | - | - | 196,234 | 196,234 |
| SRTS Bicycle Parking | Tier I | - | 45,426 | 45,426 | - | - | - | 90,852 | 90,852 |
| Mobility Management - SRTS | Tier I | - | 100,300 | - | - | - | - | 100,300 | 100,300 |
| SRTS Volunteer & SRTS Program | Tier II | - | - | 94,613 | 98,351 | 99,202 | - | 292,166 | 292,166 |
| SRTS Springfield Public Schools Coordinator | Tier II | - | - | 98,877 | 103,437 | 110,114 | - | 312,428 | 312,428 |
| Total | | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 | 259,074,076 |

CIP Summary: 2020-2029

CIP DETAILS: State of Good Repair

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|----------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| FUNDING SOURCES | 267,758 | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Federal | 209,360 | 12,404,257 | 16,433,505 | 3,400,000 | 2,400,000 | - | 34,637,762 |
| State | - | 305,141 | 2,150,000 | - | - | - | 2,455,141 |
| Local | - | - | - | - | - | - | - |
| General Fund | 58,398 | 3,189,865 | 2,248,483 | 850,000 | 600,000 | - | 6,888,348 |
| Unidentified | - | - | 9,062,529 | 20,005,395 | 39,548,061 | 36,245,230 | 104,861,214 |

CIP DETAILS: Improvement Projects

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|--------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| FUNDING SOURCES | 108,234,284 | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Federal | 75,406,000 | 1,931,776 | 2,260,531 | 20,531 | - | - | 4,212,838 |
| State | 22,787,537 | 3,943,040 | 1,727,012 | 5,000,000 | - | - | 10,670,051 |
| Local | 1,639,900 | 42,619 | 2,719 | - | - | - | 45,337 |
| General Fund | 8,400,847 | 3,121,236 | 2,080,995 | 705,879 | 600,000 | 800,000 | 7,308,110 |
| Unidentified | - | - | - | 400,000 | 8,650,000 | 3,500,000 | 12,550,000 |

CIP Summary: 2020-2029

CIP DETAILS: Operations

| Tier | Pre-FY2020 | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|------------------------|----------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| FUNDING SOURCES | 441,663 | 27,493,868 | 26,211,259 | 26,156,884 | 76,713,378 | 101,879,208 | 258,632,413 |
| Federal | 52,040 | 4,644,351 | 3,720,136 | 3,683,795 | 10,896,917 | 14,529,222 | 37,474,419 |
| State | 379,074 | 18,100,997 | 18,716,531 | 18,286,857 | 54,589,672 | 72,600,250 | 182,294,306 |
| Local | - | 303,941 | 356,154 | 358,434 | 951,977 | 1,192,192 | 3,162,698 |
| General Fund | 10,549 | 4,444,579 | 3,418,439 | 3,399,886 | 10,180,157 | 13,557,544 | 35,000,606 |
| Unidentified | - | - | - | 427,911 | 272,472 | - | 700,383 |

CIP DETAILS: Total

| | FY 2020 | FY 2021 | FY 2022 | Yrs 4 - 6 | Yrs 7 - 10 | Ten Year Total |
|----------------------|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
| State of Good Repair | 15,899,263 | 29,894,517 | 24,255,395 | 42,548,061 | 36,245,230 | 148,842,465 |
| Improvement Projects | 9,038,670 | 6,071,256 | 6,126,410 | 9,250,000 | 4,300,000 | 34,786,336 |
| Operations | 27,493,868 | 26,211,259 | 26,156,884 | 76,891,194 | 101,879,208 | 258,632,413 |
| Total | 52,431,801 | 62,177,032 | 56,538,689 | 128,689,255 | 142,424,438 | 442,261,214 |

81% of non-ops spend is for SGR



Appendix

Vetting Criteria Definitions

- Project Deferral Implication – To what extent will deferring a project create unsafe conditions and/or cause noticeable disruption to the level of service or user benefits and/or put the District out of compliance with legal, compliance, or regulatory mandates?
- Feasibility of Implementation – What is the likelihood that the project will be completed within the requested budget and schedule?
- Operating Budget/Organizational Capacity/Resources – What impact will the project have on the operating budget and resources of the District and will the ongoing costs be sustainable given the projected incoming revenue sources?

Vetting Criteria Definitions *(continued)*

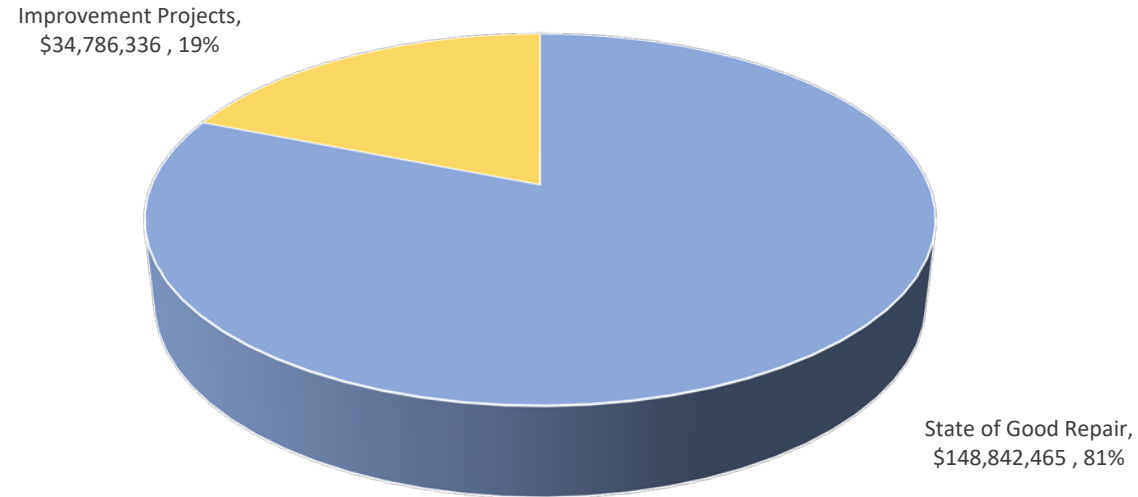
- Other Benefits - What benefits (beyond ridership/quality of service delivery) does the project have to the community (e.g., data insight, better transparency)?
- Ridership/Quality of Service Delivery – What impact will this project have on ridership, quality of service delivery, and benefits to the community?
- Economic Impact – How will a project increase the District’s revenue, create jobs, and/or improve the local economy?
- Environmental Impact – How will a project preserve the natural environment, conserve natural resources, reduce pollution, or otherwise contribute to a sustainable community?

Vetting Criteria Definitions *(continued)*

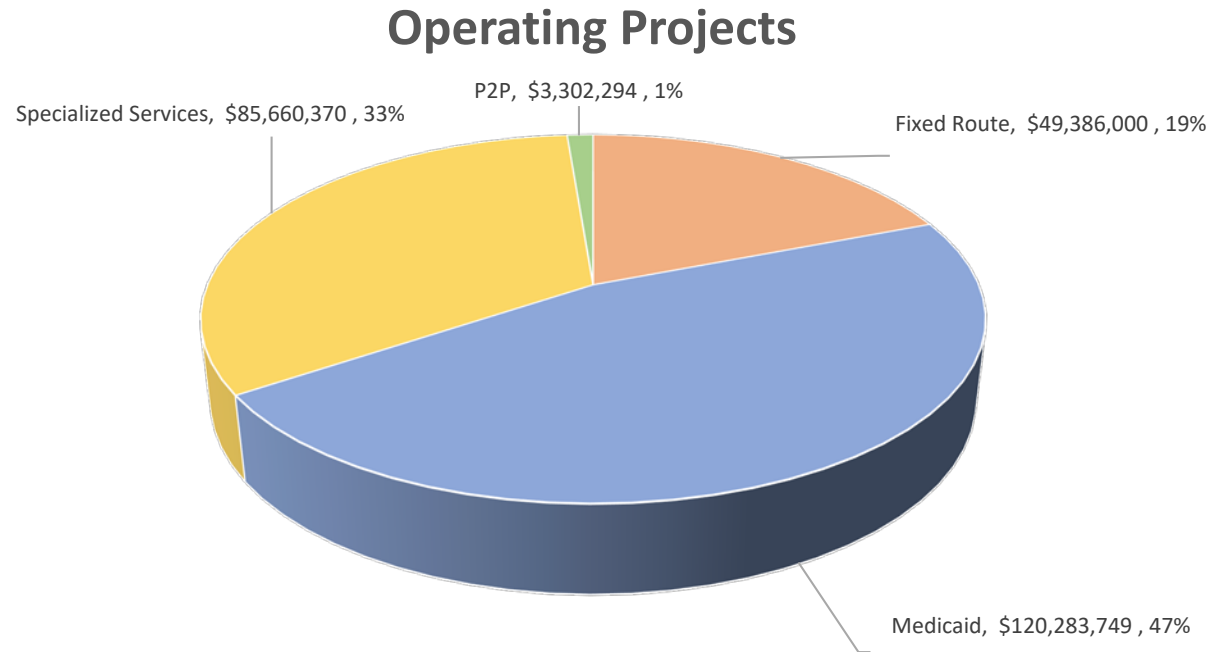
- Alignment with Agency Strategic Objectives – To what extent does this project align with the District’s strategic objective “to provide people with the independence to achieve their goals and to create a more vibrant, sustainable, and equitable community”?
- Alternatives Considered – What additional options exist to address the project’s objectives (e.g., extend the life of existing assets, compress space, change routes, etc.)
- Public/Private Partnerships/Contractual Relationships – Coordinating through a contract a public or private partnership (e.g., IGA with the City of Eugene, Eugene Mobility on Demand contract)
- Project Interdependencies or Conflicts – What impact does this have on other proposed or existing District projects? Does this project conflict with any other project or initiative?

Handout – 10 year CIP Plan

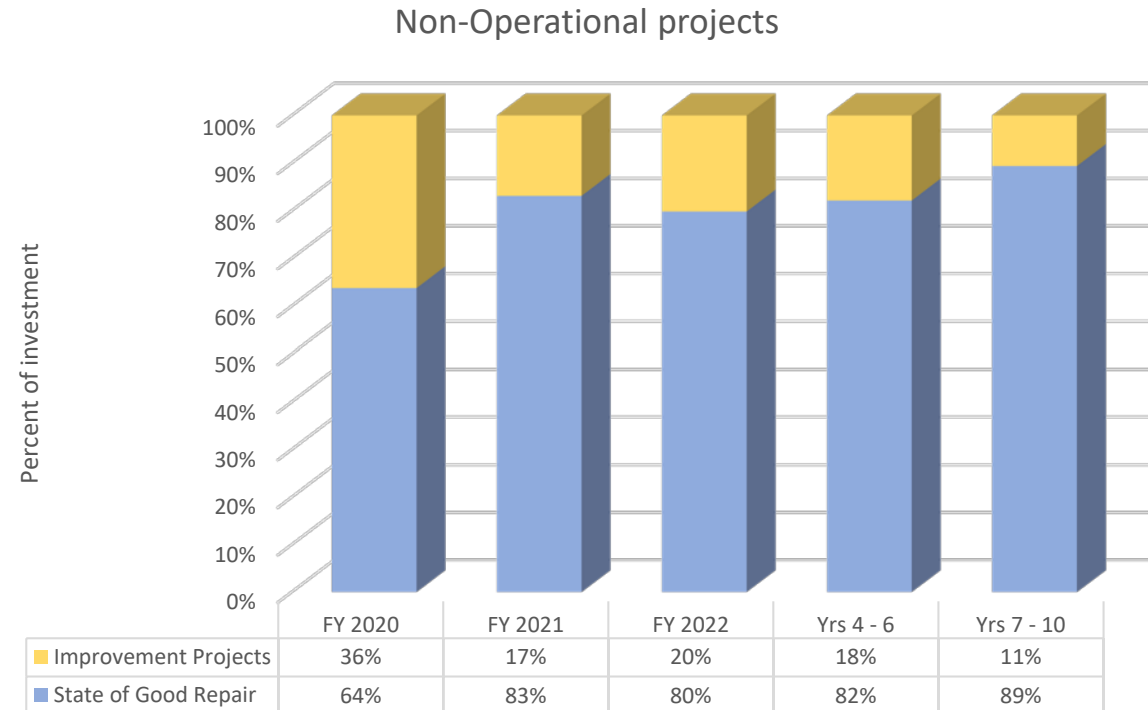
Non-Operational Projects



Handout – 10 year CIP Plan

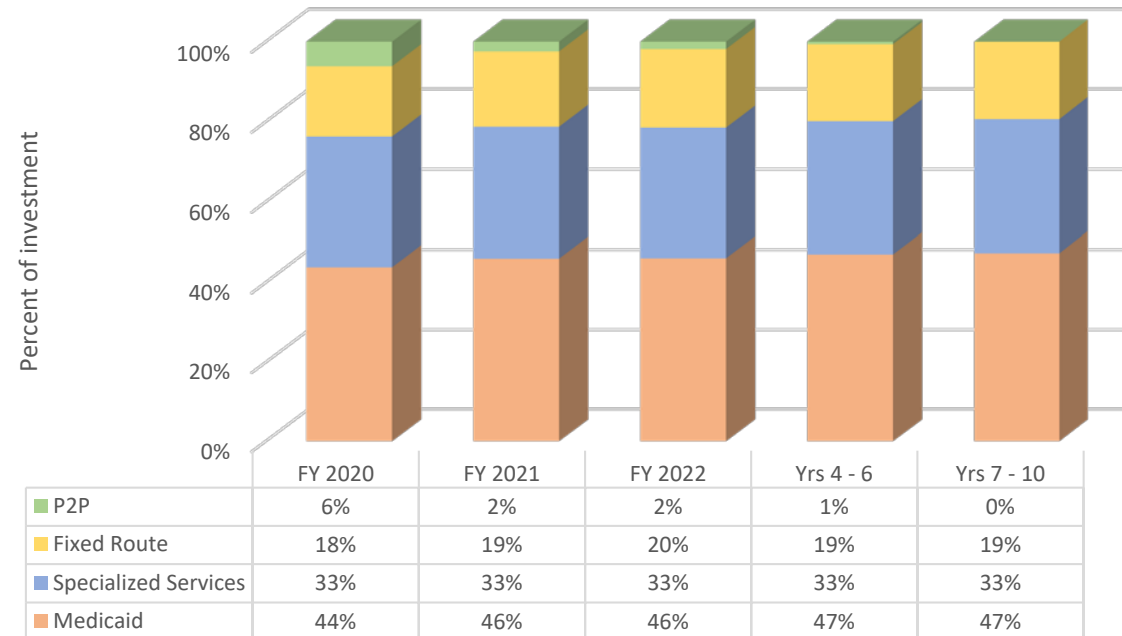


Handout – 10 year CIP Plan



Handout – 10 year CIP Plan

Operating Projects



AUDIENCE PARTICIPATION SIGN-UP SHEET— LTD BUDGET COMMITTEE MEETING

Date: October 2, 2019

Note: Please note that your verbal testimony is limited to three (3) minutes. If you wish to present written materials, please furnish at least one copy to the Clerk of the Board/Recording Secretary for the official record.

| NAME | CITY OF RESIDENCE | GROUP / REPRESENTING | TOPIC |
|------|-------------------|----------------------|-------|
| | | | |
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