

**LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE**

Tuesday, October 8, 2024
5:00 p.m. to 6:30 p.m.

Lane Transit District Board Room & Zoom

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|--|--|---|
| <input type="checkbox"/> Phil Barnhart | <input type="checkbox"/> Joshua Myatt | <input type="checkbox"/> Vidal Francis (non-voting) |
| <input type="checkbox"/> Kelly Clarke | <input type="checkbox"/> Eugene Organ | <input type="checkbox"/> Gino Grimaldi (non-voting) |
| <input type="checkbox"/> Joshua Kashinsky, Vice Chair | <input type="checkbox"/> Cosette Rees | <input type="checkbox"/> Pete Knox (non-voting) |
| <input type="checkbox"/> Brenda Kosydar | <input type="checkbox"/> David Reesor, Chair | |
| <input type="checkbox"/> Susy Lacer | <input type="checkbox"/> Kari Turner | |
| | <input type="checkbox"/> Vacant Seat | |

AGENDA

- I. Call to Order
- II. Roll Call
- III. Agenda Review
- IV. Public Comment
- V. STIF Discretionary & Statewide Transit Network Program
 - a. Process Overview
 - b. Project Overview
 - c. Committee Voting and Recommendation
- VI. Next/Future Meeting Agendas
- VII. Adjournment

Zoom: Link to watch live and provide public participation provided on the web calendar at www.LTD.org.

Broadcasting: Watch live (no participation) via link: <https://metrotv.ompnetwork.org/>

LTD STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK APPLICATION PACKET

DATE: October 8, 2024
TO: LTD STIF Advisory Committee
FROM: LTD Qualified Entity
SUBJECT: LTD STIF Discretionary & Statewide Transit Network Applications

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STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROGRAM OVERVIEW

FUNDING OVERVIEW

Competitive Statewide Transportation Improvement Fund (STIF) discretionary grant programs include:

| STIF Discretionary Fund | Statewide Transit Network Program | |
|--|---|--|
| | STIF Intercommunity Fund | FTA Section 5311(f) Intercity |
| <ul style="list-style-type: none"> ○ 5% of STIF funds will be awarded to eligible sub-recipients based on a competitive grant process ○ \$12 million anticipated statewide | <ul style="list-style-type: none"> ○ 4% of STIF funds will be used to improve public transportation between two or more communities based on a competitive grant process ○ \$10 million anticipated statewide | <ul style="list-style-type: none"> ○ Federal dollars funding routes over 20+ miles with infrequent stops making meaningful connections to the larger intercity network ○ \$3 million anticipated statewide |

STIF DISCRETIONARY FUND

The STIF Discretionary fund is a flexible fund source that aims to expand or improve public transportation services by supporting projects that create new service routes, adopt enhanced forms of technology and data collection, maintain transit fleets in a state of good repair, and advance the equity and sustainability of transportation in the state. STIF Discretionary funds are not a source of ongoing operations funding.

Goals of the STIF Discretionary Fund are to fund projects that appear in a local plan or that meet one or more of the following characteristics:

- Improvement of Public Transportation Service to Low-Income Households
- Improved Coordination between Public Transportation Service Providers and reduced fragmentation of Public Transportation Services
- Consistency with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
 - Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects
 - Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network
 - Advancement of State greenhouse gas emission reduction goals
 - Support or improvement of a useful and well-connected Statewide Transit Network

- Operations Projects that do not substantially rely on discretionary state funding beyond a pilot phase
- Geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal)

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Management, planning, and research
- Transit-adjacent projects, such as infrastructure updates
- Pilot operations projects if the application includes a feasible ongoing operations financial plan

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project meets specific criteria.

STATEWIDE TRANSIT NETWORK PROGRAM OVERVIEW

The Statewide Transit Network Program currently uses two fund sources: STIF Intercommunity and Federal Transit Administration Section 5311(f) Intercity funds. While each funding source has different project eligibility requirements, there is significant overlap between the two. The purpose of the Statewide Transit Network Program is to support projects that enhance Oregon’s statewide fixed route bus transit network by investing in key transit hubs, closing gaps between two or more communities, improving collaboration and coordination between agencies that results in functional benefits, or other activities that improve the function of the overall transit network and serve the interests of more than one transit provider.

Goals of the Statewide Transit Network Program are to:

- Increase strategic intercity connections
- Improve coordination between public transportation services
- Enhance ease of use of the Statewide Transit Network
- Improve infrastructure at inter-regional transit hubs

STIF INTERCOMMUNITY DISCRETIONARY FUND

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects.

Match requirement:

- 20% match is required. This can be reduced to 10% match if the project meets specific criteria.

FTA SECTION 5311(f) INTERCITY

Eligible projects include:

- Capital projects such as vehicles, facilities, equipment, and technology
- Mobility management, planning, research
- Pilot and ongoing operations projects.

Eligible projects need to demonstrate that they support a public transportation service that:

- a) covers longer distances (20+ miles) or closes a significant gap in the Statewide Transit Network;
- b) makes infrequent stops and is not designed primarily to serve commuters;
- c) has the capacity to carry passenger luggage; and
- d) makes meaningful connections to the larger intercity and Statewide Transit Network, including passenger rail, where possible.

Match Requirement:

- 50 percent match of the net cost for operations projects
- 20 percent match of the net cost for capital projects and project administration

APPLICATION FUNDING OVERVIEW

Applicants indicate on the application if they are applying for one, two, or three of the eligible funding opportunities. With input from the Area Commissions on Transportation and STIF Advisory Committees, ODOT staff will review the project applications and determine which level of each type of funding shall be used for each project; some projects may receive more than one type of funding.

STIF ADVISORY COMMITTEE ROLE

OVERVIEW

The STIF Discretionary and STN solicitation process provides Qualified Entities (QEs) the opportunity to review and comment on applications relevant to their areas of responsibility. QEs must consult with their STIF Advisory Committees prior to submitting application feedback to ODOT. QE Feedback on STIF Discretionary and STN applications is due to ODOT on October 22, 2024.

ODOT has asked the LTD STIF Advisory Committee to review seven STIF Discretionary/STN applications that are located either within or adjacent to Lane County:

- 1) City of Eugene Downtown and Riverfront Circulator Project
- 2) Lane Council of Governments Eugene-Florence Connector
- 3) Lane Council of Governments Florence-Yachats Connector
- 4) Lane Transit District Diamond Express Oakridge-Eugene Service
- 5) Lane Transit District Florence Mobility Hub Site Selection and Concept Design
- 6) Lane Transit District Rural Lane County On-Demand Shuttle Program
- 7) Lane Transit District Shopper Shuttle Replacement Project

The application summaries provided in this packet include basic project and budget information from each application. Complete applications and all relevant attachments provided by applicants can be found in Attachment B or on ODOT’s website at the following link:

<https://www.oregon.gov/odot/RPTD/Pages/STIF-Discretionary-Grant-Applications.aspx>

Attachment A includes a scoring document that committee members may use during project review to assess how well each project addresses STIF Discretionary and STN selection criteria.

STIF DISCRETIONARY & STN PROJECT SELECTION PROCESS

- 1) Public Transportation Service Providers submit grant applications to ODOT.
- 2) ODOT reviews applications for completeness, applicant eligibility, and project eligibility.
- 3) ODOT forwards eligible applications to relevant Area Commissions on Transportation (ACTs) for review and comment and to Qualified Entities for review, recommendation, and, potentially, project prioritization following consultation with STIF Advisory Committees.
 - a) Qualified Entities, with Advisory Committee guidance, review and recommend whether each project should be awarded funding. Qualified Entities may recommend a prioritized list of projects for their Qualified Entity’s geographic area of responsibility.
 - b) Advisory Committee reviews shall be conducted in compliance with Committee bylaws.
 - c) Qualified Entity reviews shall consider the extent to which each project meets the project selection criteria established by the Oregon Transportation Commission (OTC) (*See STIF Discretionary/STN Project Selection Criteria below*).
- 4) ODOT Project Selection Committee reviews applications, Qualified Entity recommendations, and ACT comments and prepares a ranked list of project applications recommended for funding to the Public Transportation Advisory Committee (PTAC).
- 5) The PTAC considers the ODOT Project Selection Committee ranked list of projects, Qualified Entity recommendations, and ACT comments and provides a rank-ordered funding recommendation to the Oregon Transportation Commission (OTC).
- 6) The OTC reviews and decides which projects will be awarded funds.

- 7) ODOT posts OTC funding awards on the ODOT Public Transportation Division (PTD) website and notifies applicants via email of the posting.

STIF DISCRETIONARY & STN PROJECT SELECTION CRITERIA

Qualified Entity reviews shall consider the extent to which each project meets the project selection criteria established by the Oregon Transportation Commission (OTC).

| Focus Areas | Selection Criteria | Score Weighing | |
|--|--|----------------|-----|
| | | STIF - D | STN |
| Community Benefits <i>OPTP goals:</i> <ul style="list-style-type: none"> • Communication, Collaboration, and Coordination • Mobility and Public Transportation User Experience • Community Health • Community Livability and Economic Vitality • Accessibility and Connectivity | <ul style="list-style-type: none"> • Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. • Improves coordination between public transportation providers. OAR 732-044-0030(1)(b) • Provides integrated planning where affected communities will plan or partner to develop public transportation project(s). OAR 732-044-0030(1)(c)(A) • Implements technological innovations that improve efficiencies and support a seamless, easy-to-use Statewide Transit Network. OAR 732-044-0030(1)(c)(B) • Supports positive health outcomes. OAR 732-044-0030(1)(c) • Has the potential to result in increased use and participation in active transportation, including public transportation. OAR 732-044-0030(1)(c) • Improves or maintains service between geographically separated communities. OAR 732-044-0030(1)(c)(D) • Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. OAR 732-044-0030(1)(c) | 30% | 50% |
| Equity <i>OPTP goal:</i> <ul style="list-style-type: none"> • Equity | <ul style="list-style-type: none"> • Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities • Improves public transportation service to low-income households. OAR 732-044-0030(1)(a) • Improves or expands service to vulnerable or transportation-disadvantaged populations (e.g., seniors and people with disabilities). OAR 732-044-0030(1)(c) | 20% | 15% |
| Climate Benefits <i>OPTP goals:</i> <ul style="list-style-type: none"> • Environmental Sustainability | <ul style="list-style-type: none"> • Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design • Reduces greenhouse gas emissions in or through public transportation systems. OAR 732-044-0030(1)(c)(C) | 20% | 15% |
| Safety <i>OPTP goals:</i> <ul style="list-style-type: none"> • Safety and Security | <ul style="list-style-type: none"> • Project enhances safety of vulnerable road users and transit riders • Protects fleet condition and ensures vehicles are maintained in a state of good repair. OAR 732-044-0030(1)(c) | 20% | 10% |
| Readiness to Proceed <i>OPTP goals:</i> <ul style="list-style-type: none"> • Funding and Strategic Investment | <ul style="list-style-type: none"> • Project is well planned and has a high likelihood of succeeding • Project does not substantially rely on discretionary state funding beyond the pilot phase. OAR 732-044-0030(1)(d) Note: For STIF-D only | 10% | 10% |

OPTP = Oregon Public Transportation Plan
STIF-D = STIF Discretionary fund
STN = Statewide Transit Network Program

STIF DISCRETIONARY & STATEWIDE TRANSIT NETWORK PROJECT SUMMARIES

SUMMARY OF PROJECTS

| # | Project Title | Agency | Project Cost (Grant + Match) | Project Overview |
|---|--|-----------------------------|---------------------------------|---|
| 1 | Downtown and Riverfront Circulator Pilot | City of Eugene | \$1,275,000 | Initiation and operations of a new circulator service that connects key destinations in downtown Eugene |
| 2 | Eugene-Florence Connector Route | Lane Council of Governments | \$1,172,500 | 7 days/week from Florence to Eugene. Route administration and operational costs. |
| 3 | Florence-Yachats Connector | Lane Council of Governments | \$579,600 | 7 days/week from Florence to Yachats. Route operational costs. |
| 4 | Diamond Express | Lane Transit District | \$850,000 | 6/days week between Oakridge and Eugene. Operations, administration, and preventive maintenance funding. |
| 5 | Florence Mobility Hub | Lane Transit District | \$250,000 | Planning for mobility hub in central Florence. |
| 6 | Rural Lane County On-Demand Shuttle | Lane Transit District | \$1,000,000 | 5 days/week on-demand service in multiple rural areas of Lane County. Operations, administration, and preventive maintenance funding. |
| 7 | Shopper Shuttle Replacement | Lane Transit District | \$249,000 | Purchase one cutaway bus to be used for LTD's Shopper Shuttle service |

PROJECT 1 | DOWNTOWN AND RIVERFRONT CIRCULATOR PILOT

Project Information

ENTITY:

City of Eugene

DESCRIBE THE PROJECT TO BE FUNDED:

The Downtown and Riverfront Circulator Pilot is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This pilot project proposes the initiation and

operations for a new circulator service that will connect key destinations, including LTD’s Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service will operate frequently to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children.

The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. While vehicles, drivers, and other resources required for the service have not yet been procured, the project anticipates the need for up to 7 new vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). The City of Eugene will partner with LTD to implement this service, adhering to LTD’s Pilot Program Guidelines and Mobility Management Framework.

This circulator will significantly improve mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$500,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

If this project does not receive funding from this funding cycle, we will not be able to provide the community benefits listed above including expanding mobility options, improving health outcomes, and meeting our climate goals.

Without this funding, service levels and transit options downtown will remain unchanged from present conditions. Currently, people living downtown in senior and low-income housing have limited access to downtown destinations via transit. LTD’s Route 1, which only runs hourly, connects to LTD’s Downtown Eugene Station but requires a transfer to reach other destinations. Without additional funding, new destinations and increased frequency will not be feasible to provide due to limited resources in the LTD service area.

Additionally, without additional funding, the introduction of new transit options to the new Riverfront neighborhood will not occur, which is a missed opportunity to encourage transit use as new residents move in and establish new travel habits. Over 500 housing units, including an affordable housing project, are expected in the Riverfront neighborhood as development is completed over the next five years.

MATCH SOURCE AND AMOUNT:

Other (LTD operating funds and/or STIF Formula funds): \$240,000.00

In-Kind: \$15,000.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|------------------------|------------------------------------|-------------------------|---------------------|-----------------------|---------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Operations | \$1,200,000.00 | \$960,000.00 | \$240,000.00 | \$1,080,000.00 | \$120,000.00 |
| Mobility Management | \$75,000.00 | \$60,000.00 | \$15,000.00 | \$67,500.00 | \$7,500.00 |
| Total: | \$1,275,000.00 | \$1,020,000.00 | \$255,000.00 | \$1,147,500.00 | \$127,500.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS:

Describe the need this project addresses.

This funding will be used to create a pilot project for a Downtown Circulator service aimed at improving mobility in Downtown Eugene. The project builds on insights from the ongoing Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement.

The pilot circulator service will connect key downtown destinations, including LTD’s Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the public library, Lane County Public Health, and more. The pilot route is designed to address several key needs:

- Enhance service for seniors and people with disabilities: The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access.
- Attract visitors and families with young children: The service will feature distinctive branding, lowfloor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving.
- Provide convenient access to pharmacies and grocery stores: The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown’s offerings.
- Connect the Riverfront and new City Hall: The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years.
- Serve students and young adults: The pilot will create new transit connections for college students and young adults in the west campus area, a demographic less likely to own cars.
- Facilitate access to the Amtrak Station: The circulator will provide frequent, all-day service between the downtown transit station and regional train services.

This pilot will address various transportation needs while enhancing connectivity within the downtown area.

Describe the expected community benefits from this project.

The pilot service is expected to provide a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet our climate goals.

Expand mobility options: The pilot project seeks to increase public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council-adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets.

Improve health outcomes: The pilot would provide enhanced public transportation service for seniors and people with disabilities residing downtown and increase access to parks, open space, pharmacies, and affordable grocery stores.

Meet climate goals: By providing a new public transportation options that complements active transportation, the pilot service can help people living, working, and visiting downtown live a car-light or car-free lifestyle, which helps reduce carbon emissions and meet the city's climate change goals outlined in the Climate Action Plan 2.0.

EQUITY:

What are the specific geographic boundaries of your transit service area?

The downtown transit service area is bound by the Willamette River on the north, Alder Street on the east, E 18th Avenue on the south, and Jefferson Street on the west.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Extensive stakeholder engagement, including with individuals and representatives of disadvantaged communities, older adults, and people with disabilities, has been conducted during the planning phase and will continue during the implementation phase of this project.

Stakeholder Outreach with Community-Based Organizations:

- The need for the pilot circulator service was identified through extensive stakeholder engagement as part of the Downtown and Riverfront Public Transportation and Shared Mobility Study. Engagement took place in May and June 2024 through focus group sessions, individual meetings, and an online questionnaire.
- Stakeholder groups included community-based organizations representing older adults, people with disabilities, individuals living below the poverty line, transportation advocacy groups, housing organizations, downtown business groups, and regional and local government partners.
- More than 30 community-based and government organizations participated in stakeholder meetings.

- Feedback showed strong support for a fixed-route transit service connecting the new Riverfront District and ensuring accessibility for all, particularly older adults, individuals with disabilities, and families with young children.

Region-wide Public Engagement:

- LTD's System Review project conducted region-wide public engagement to identify priorities, including downtown Eugene. This engagement included disadvantaged community groups and informed the pilot project.

- The System Review also conducted targeted outreach to bus riders, who are more likely to be part of disadvantaged communities compared with the general Lane County population.

Bus Rider Feedback:

- During the pilot service implementation, additional targeted public outreach is planned to engage with current bus riders on routes affected by the proposed service changes.

How will disadvantaged communities benefit from this project?

The pilot route has been designed to bring benefits to disadvantaged communities residing, working, and living in Downtown Eugene. Benefits include:

- Enhanced service for older adults and people living with disabilities: Multiple downtown older adult, assisted, and affordable housing buildings will be located less than a five-minute walk or roll from the pilot route. The pilot route will provide residents with improved access to key destinations including grocery stores, pharmacies, parks, and community centers. The pilot route provides frequent, non-stop transit service to and from pharmacies and affordable groceries that are not otherwise available in the downtown core. Currently, only one LTD route (Route 1) provides service around downtown, with a limited hourly schedule and requires a transfer to reach these destinations.

- Establishing a direct connection to the Riverfront and new City Hall: Ensures accessibility for all downtown residents and visitors, particularly older adults, people living with disabilities, and families with young children to enjoy the Riverfront plaza and access vital city functions at the new City Hall located at the Riverfront.

- Low or no fare: The pilot service would be offered at a very low or free fare in order to reduce barriers to transit ridership associated with collecting a fare.

How will disadvantaged communities be burdened by this project?

The pilot project is designed to provide an overall benefit to disadvantaged communities. However, potential burdens to these communities could include:

- Communication gaps: Some disadvantaged communities are more likely to face challenges related to project awareness and government communications.

- Opportunity Cost: The need for a pilot service in this area is based on stakeholder feedback, demographic analysis, and travel pattern analysis, however, there are also other areas in the LTD service area that are in need of enhanced transit services and will not benefit from this service.

CLIMATE BENEFITS:

For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

This project will support the State of Oregon’s and City of Eugene’s climate goals and reduce greenhouse gas emissions by providing lower-carbon transportation options for people living, working, and visiting downtown and through the use of lower-carbon vehicles.

- Support CFA designation: Downtown Eugene is slated to be adopted as a Climate-Friendly Area as part of the state Climate-friendly and Equitable Communities rule implementation. Climate-friendly Areas are places where people are able to meet most of their daily needs without relying on a car. They are designated in order to help the state meet its climate pollution goals. State rules require these areas to be served by high-quality public transportation services and active transportation infrastructure.

- Low-carbon fleet: The project aims to use a fleet of low-carbon vehicles, such as electric or hybrid vehicles, for the pilot service.

- Improve transportation options: The pilot service will enable people living, working, and visiting Eugene to arrive and circulate the downtown core without the use of a private automobile.

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Downtown Eugene is undergoing significant changes, including new high-density housing, continued development of the Riverfront neighborhood, the new City Hall at the former EWEB building, and the expanding Market District. These developments, along with the adjacent University of Oregon campus and the Midtown neighborhood, have altered how people travel to, from, and within downtown. While downtown offers a pedestrian-friendly environment and an extensive bike network, transit remains essential for mobility both within downtown and across the region. LTD’s Downtown Eugene Station serves as the central hub for regional transit, including the EmX Bus Rapid Transit line, which provides fast, frequent connections through downtown, the UO campus, and other key destinations.

In response to this growth, the City of Eugene and LTD have developed a pilot downtown circulator service to ensure that public transportation continues to serve key destinations where people live, work, and visit. This new service will address the evolving needs of the area’s residents and visitors. This project will help reduce greenhouse gas emissions by providing:

- Low-carbon transportation options: The pilot will enhance sustainable transportation by offering a new service for accessing Downtown and Riverfront neighborhoods, encouraging more people to choose transit over single-occupancy vehicles. With hundreds of new housing units in development, the demand for alternative transportation options is expected to grow over the next five years.

- Support for new movers: As new residents move into the Riverfront neighborhood, the pilot service will encourage a car-free or car-light lifestyle, making it easier for households to adopt sustainable travel behaviors during this critical transition period.

SAFETY:

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

The project supports safety by creating a new service in downtown Eugene that will provide a new transportation option for vulnerable road users and transit riders. The pilot service is designed to benefit older adults, people living with disabilities, and families with young children in particular. This new transit service will help people safely navigate several transportation barriers downtown including railroad tracks and multilane roads.

READINESS TO PROCEED:

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

The project is the result of a collaborative planning effort by the City of Eugene and LTD, in consultation with other regional partners. The City of Eugene and LTD would partner to provide this service. This pilot project would be implemented using LTD's Pilot Program Guidelines and guided by LTD's Mobility Management Framework. LTD is well-positioned to successfully launch and evaluate a pilot project within its service area. As the largest transit provider in Lane County, and one of only a handful of mass transit districts in the state, LTD clearly has capacity and expertise to implement the downtown circulator.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

If successful, the pilot service would ideally be extended beyond the next biennium. Ongoing funding could be provided through a combination of STIF formula funds and reallocation of Route 1 operating funds.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

The project team has developed a scalable service plan that can be adjusted over the course of the pilot project should actual costs exceed the budgeted amount. Service levels, such as frequency and span, pilot duration, or service area could be reduced to stay within the budgeted amount.

PROJECT 2 | EUGENE-FLORENCE CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, Veneta, Mapleton, the Three Rivers Casino, Old Town Florence, and the Florence Grocery Outlet. Please see the Route Location Map and Photos attached. This route runs seven days per week with one AM and one PM round trip as well as one midday trip on Monday, Tuesday, Thursday and Friday.

Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton. The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with Lane Transit District's (LTD) transit network which reaches urban and rural Lane County at Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. Buses are ADA accessible. Each bus is equipped with bike racks.

The funding requested is for operational and administrative costs through the 25-27 STIF Biennium. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$1,172,500.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

Without project funding, this service will terminate as 23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. Within this STIF biennium to date (July 2023-July 2024), this route provided 10,704 rides, representing 642,240 vehicle miles. Without this service, many of these trips will not be possible because people do not have another alternative, and many of the trips will translate to personal vehicle miles, increasing roadway vehicle volumes and miles traveled.

MATCH SOURCE AND AMOUNT:

Local: \$234,500.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|----------------|------------------------------------|-------------------------|---------------------|-----------------------|---------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Administration | \$109,000.00 | \$87,200.00 | \$21,800.00 | \$98,100.00 | \$10,900.00 |
| Operations | \$1,063,500.00 | \$850,800.00 | \$212,700.00 | \$957,150.00 | \$106,350.00 |
| Total: | \$1,172,500.00 | \$938,000.00 | \$234,500.00 | \$1,055,250.00 | \$107,250.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural area that is also a key travel destination with a major urban center. Passengers who use this service represent Lane County’s diversifying, aging, and lower income population, in addition to its increasing numbers of annual visitors.

LCOG’s Community Needs Assessment helps “pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” Findings highlighted the need for accessible and affordable transportation specifically between rural and urban areas. It found “the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs.” The Eugene-Florence Connector is addressing this need. The “Title VI and Transportation Disadvantaged Populations” attachment describes the population this route is serving. Compared to national and statewide populations, the communities along this route have high percentages of people identifying as having a disability, people 65 and older, and people living below the 100% poverty level.

Lane County is a prime visitor destination with pristine coastline. Visitor numbers reached an estimated 3,370,110 overnight person stays in 2023 (Economic Impact of Travel in Oregon), and numbers are increasing annually. The Eugene-Florence Connector is supported and promoted by Travel Lane County as it supports car free visitor travel and increased access to the Oregon coast.

This project is a vital link in the Statewide Transit Network. Over 10,000 rides have been taken on the service in the current biennium. The attached letters of support from local jurisdictions, community-based organizations, and travel and recreation organizations demonstrate the Eugene-Florence Connector’s importance and need.

Describe the expected community benefits from this project.

The Eugene-Florence Connector has benefited Lane County community members and visitors since it

began operations. Increasing demand prompted service expansion of four more trips in April 2024 and is supporting the proposed service expansion of three more trips this upcoming STIF biennium.

Riders use this service to travel from the coast to the Eugene-Springfield metropolitan area for medical appointment, education, jobs, shopping, social connections, and recreation, or further via interlining transit connections at the Amtrak station. The link between Mapleton and Florence is an important connection for those living in Mapleton to access jobs in Florence.

Eugene-Springfield residents and Lane County visitors also use this service to move between the coast and Eugene-Springfield, supporting local businesses and promoting car free travel.

Each Link Lane bus can accommodate up to two wheelchairs, allowing for increased mobility options. Each Link Lane bus is also equipped with bicycle racks, enhancing multi-modal options along the route.

EQUITY

What are the specific geographic boundaries of your transit service area?

This service runs 60 miles one-way on OR Hwy 126 west between Florence and downtown Eugene.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Our agency is committed to ensuring inclusivity and representation from the public.

In the original public outreach for the Eugene-Florence feasibility study, LCOG conducted extensive outreach with many community groups in the rural areas to ensure representation. Online outreach was distributed through over 15 different channels, including media outlets, Travel Lane County, and local agency support. Additionally, paper surveys were delivered at local community post offices, city halls, and other public areas to get feedback from a variety of community members. This resulted in over 1500 responses, and feedback was 95% in support of and advocating for a safe, reliable, and affordable transit route between Eugene and Florence.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG again conducted extensive outreach with communities throughout Lane County seeking feedback on transit needs in Lane County. Through this process, LCOG contacted over 700 people representing over 150 organizations seeking feedback on existing and needed transit options in Lane County. Many of these organizations represent disadvantaged communities and were asked to provide feedback on what the needs of those communities are. Additionally, representatives from a number of community-based organizations across Lane County served on the plan's Advisory Committee and guided its outcomes. LCOG conducted six outreach sessions, three in English and three in Spanish, throughout the development of the plan.

How will disadvantaged communities benefit from this project?

The Eugene-Florence Connector provides many benefits for disadvantaged communities in Lane County. All of the communities served by the bus have a lower median income than the state of Oregon. They all also have a high proportion of those over the age of 65 and a high percentage of individuals who identify

as having a disability. Employment rates in these communities are lower than across the state of Oregon as a whole.

At only \$5 for each one-way trip, the Eugene- Florence Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation.

Many of those living in these communities use the Eugene-Florence Connector as a lifeline service to access essential services, including healthcare facilities, employment centers, and educational institutions. Since all Link Lane buses are accessible, many non-ambulatory community members are able to travel to important medical visits.

LCOG has coordinated with other groups such as Siuslaw Vision, the City of Florence, and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) to ensure we are effectively engaging with local communities.

The Eugene-Florence Connector also provides a safe travel option for many living in disadvantaged rural communities who may not have access to reliable personal vehicles. Riders and potential riders have expressed concerns about safety on Hwy 126, and this service provides an option to not drive on the winding roads of Hwy 126.

How will disadvantaged communities be burdened by this project?

The Eugene-Florence Connector route is designed so that disadvantaged communities will not be burdened by this project, but it is important to recognize that burdens might exist with this service.

To minimize, bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities. Fares are \$5 for a one-way trip to provide an affordable connection for those in disadvantaged communities. LCOG does partner with Amtrak so that riders can pre-purchase tickets. However, in order to not disadvantage the unbanked, a number of seats on each bus are available for those that walk up that will pay for tickets with cash. LCOG buses also continue to take cash for those that are unbanked.

Communications can be a big area of concern to make sure we are connecting with those living in rural communities. We partner with local municipalities and organizations to ensure we are communicating with as many channels as possible.

We do not anticipate environmental justice considerations for those living in disadvantaged communities.

CLIMATE BENEFITS

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. The Eugene-Florence Connector trip is over 60 miles for each one-way trip. By providing this service, Link Lane is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. The frequency of this trip allows riders more options of travel times each day, so riders are more likely to choose less carbon intensive form of travel.

In the current biennium, Link Lane's frequency increased from 2 to 3 trips per day for four days per week. With this service increase, there has been an increase in ridership. This correlation suggests that riders are more likely to take the bus when they have more flexibility in each direction.

Active transportation is an important way to reduce reliance on single-occupancy vehicle use. Link Lane has stops at several locations connecting to Eugene's bikeshare system. Additionally, there has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips. LCOG supports this; we are currently researching options to add additional bike spots on the bus and best practices to accommodate e-bikes.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

LCOG manages the service and operates it under contract with Pacific Crest Bus Lines who also Operates for Oregon POINT, LTD's Diamond Express, Amtrak Thruway, and the Eugene-Bend bus line. PCBL upholds the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. There have been over 10,000 trips taken on the Eugene-Florence Connector in the current biennium; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LCOG has successfully operated the Eugene-Florence Connector since 2020 and delivered it within budget each year. The contract with the service operator can be extended through the upcoming biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

When the service increased to 3 trips per day/4 days per week, LCOG and the service operator worked together to ensure drivers were available for the increased service. For this upcoming biennium, we will once again work together to ensure all operational measures are in place to increase service to 3 trips per day/7 days per week.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The frequency of the Eugene-Florence Connector increased in April 2024, and this application is for another increase in service. The budget developed includes increased costs for that service increase.

The project and its potential completion within budget and timelines are a result of careful planning, a history of successful implementation of this service, a strong relationship with the service operator, proactive risk management, and a commitment to operate effectively and efficiently to best serve the community.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG is currently applying to ODOT to be in the 5311 Startup program. If accepted into the 5311 program, Link Lane will have some stable funding each year for operations and administration. LCOG will continue to apply for operational funding through the Statewide Transit Network program as the Eugene-Florence Connector is an integral part of the Statewide Transportation Network. LCOG will also continue to apply for Formula Funds from both the CTCLUSI and LTD District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If actual costs exceed the budgeted amount for the project, this service would be reduced to fewer trips per day and fewer trips per week.

PROJECT 3 | FLORENCE-YACHATS CONNECTOR

Project Information

ENTITY:

Lane Council of Governments

DESCRIBE THE PROJECT TO BE FUNDED:

The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline. Prior to this route's beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit option. This route now serves travelers between and beyond Florence and Yachats. It is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is "on road" along this stretch of highway, and it is recommended that backpackers use the bus to traverse this stretch. Highway 101 is not a comfortable stretch to bicycle between these two communities, and riders often use the bus as a safer option.

The route begins at the Florence Grocery Outlet where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and Lane Council of Governments (LCOG) Eugene-Florence Connector Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for transport along Highway 101 north of Yachats. The route operates 7 days per week from 7:30 AM to 7:25 PM with 4 round trips per day. It has one stop at Carl G. Washburne State Park and reaches its northern terminus at West 3rd Street and Pontiac Street in Yachats. The return route uses

the same stops. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer between the Florence-Yachats Connector and Eugene-Florence Connector. Please see the Route Location Map and Photos attached.

The funding requested for this project is for route operational costs through the 25-27 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$579,600

FUNDING SOURCES APPLIED FOR:

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

Without project funding, this service will terminate as 23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political and agency support as demonstrated in the attached letters of support. This service has provided 3,227 rides in this biennium (July 2023-July 2024), a 20% increase in ridership from the same period the year before. This continued growth shows that the community has come to rely on this service.

MATCH SOURCE AND AMOUNT:

Local: \$115,920.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|----------------|------------------------------------|-------------------------|---------------------|---------------------|--------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Administration | \$46,000.00 | \$36,800.00 | \$9,200.00 | \$41,400.00 | \$4,600.00 |
| Operations | \$533,600.00 | \$426,880.00 | \$106,720.00 | \$480,240.00 | \$53,360.00 |
| Total: | \$579,600.00 | \$463,680.00 | \$115,920.00 | \$521,640.00 | \$57,960.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

LCOG conducts a Community Needs Assessment “to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system.” It emphasized the need for accessible and affordable transportation specifically between rural and urban areas. It found “the lack of a variety of public transit availability options poses a barrier and may decrease quality of life

for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs.”

Communities adjacent to this corridor have high rates of vulnerable populations. Lane County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who identify as: White grew 4%, Hispanic/Latino grew 42%, Black or African American grew 18%; Asian grew 29%; and Native Hawaiian/Other Pacific Islander grew 34%, American Indian or Alaska Native declined by 25%. People identifying as two or more races grew 84%. In the US, the median annual household income is \$74,755; in Oregon it is \$75,657. In Lane County it is \$64,0569.

Florence’s median age is 58; people aged 65 and older is 40%; people aged 14 and under is 12%; median household income is \$57,568; non-auto households is 5%; people identifying with a disability is 24%. Yachats median age is 64; people aged 65 and older is 48%, people aged 14 and younger is 5%; median household income is \$55,313; non-auto households is 12.7%; people identifying with a disability is 27%.

This project aims to address identified travel barriers by maintaining a reliable travel option that connects with transit services along the coast and to urban destinations. Attached letters of support demonstrate the value of this service in providing an affordable travel option for vulnerable populations seeking access to services within and well beyond Lane County.

Describe the expected community benefits from this project.

This service provides important benefits to many different types of community members within Lane County and Lincoln County. Riders access shopping, employment, and recreation destinations along the coast. Many people use the services to travel from Yachats to Florence and then take the Eugene-Florence Connector to get into the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation.

The benefits of this service include:

- Accessibility - Each Link Lane bus is ADA accessible, increasing mobility options for many members of the community that might not have other ways to travel.
- Connection to Active Transportation - Each Link Lane bus is also equipped with bicycle racks, allowing riders multi-modal access on each end of their trip. The Florence-Yachats Connector is utilized by recreational hikers and bikers who do not feel safe walking or biking along this stretch of Hwy 101.
- Enhanced safety - Many riders do not feel safe driving along this stretch of Hwy 101 and utilize the service so that they do not have to drive on this narrow winding portion of the highway.

EQUITY

What are the specific geographic boundaries of your transit service area?

This project runs on Hwy 101 between Florence and Yachats.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Our agency is committed to ensuring inclusivity and representation from the public.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG conducted extensive outreach with communities throughout Lane County seeking feedback on transit needs in Lane County. Through this process, LCOG contacted over 700 people representing over 150 organizations seeking feedback on existing and needed transit options in Lane County. Many of these organizations represent disadvantaged communities and were asked to provide feedback on what the needs of those communities are. Additionally, representatives from a number of community-based organizations across Lane County served on the plan's Advisory Committee and guided its outcomes. LCOG conducted six outreach sessions, three in English and three in Spanish, throughout the development of the plan.

How will disadvantaged communities benefit from this project?

The Florence-Yachats Connector provides many benefits for disadvantaged communities in Lane County. Both Florence and Yachats have a lower median income than the state of Oregon. They all also have a high proportion of those over the age of 65 and a high percentage of individuals who identify as having a disability (see attached Title VI and Transportation Disadvantaged Populations table). Employment rates in these communities are lower than across the state of Oregon as a whole.

At only \$2.50 for each one-way trip, the Florence-Yachats Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation. All Link Lane buses are ADA accessible. We allow riders to pre-purchase tickets online, and we allow riders to pay with cash so that we do not burden the unbanked.

LCOG provides service updates on the Link Lane website and Facebook page. We also have updated paper schedules for those who do not use the internet. We require our operator to have a rider phone line so that those with questions about the route can call in.

How will disadvantaged communities be burdened by this project?

This route is designed so that disadvantaged communities will not be burdened by this project. Bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities.

Fares are held steady at \$2.50 for a one-way trip in effort to provide an affordable connection for those in disadvantaged communities. LCOG does partner with Amtrak so that riders can pre-purchase tickets. However, in order to not disadvantage the unbanked, a number of seats on each bus are available for those that walk up that will pay for tickets with cash. LCOG buses also continue to take cash for those that are unbanked.

Communications can be a big area of concern to make sure we are connecting with those living in rural communities. We partner with local municipalities and organizations to ensure we are communicating with as many channels as possible.

We do not anticipate environmental justice considerations for those living in disadvantaged communities.

CLIMATE BENEFITS

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. By providing this service, LCOG is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. Within this STIF biennium to date (July 2023-July 2024), this route has provided 3,227 rides, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. There has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

LCOG manages the service and operates it under contract with River Cities Taxi who also operates the Rhody Express under contract with the Lane Transit District and a private taxi service in Florence. River Cities Taxi upholds the highest standards for safety protocols and has a safe service record. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

ODOT's Oregon Coast Bicycle Route Map, identifies several sections of Hwy 101 between Florence and Yachats as "Coastal Bike route with less than 4' of shoulder." One solution for cyclists traveling by bike along the Oregon Coast Bike Route through this section is to put their bikes on the Florence-Yachats Connector bus and utilize this service to avoid an uncomfortable highway section. Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users. This route also provides a safe and reliable option for residents and visitors who do not feel comfortable driving this portion of the coastal highway because of the heavy roadway volumes on a winding coastal roadway. This route decreases the number of overall vehicles, improving safety overall.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LCOG has successfully operated the Florence-Yachats Connector since 2019. The project has stayed within budget since the beginning. The contract with the service operator can be extended through the upcoming biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high-quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. LCOG added one additional day of service in May 2024, bringing days of service from six to seven.

The proposed budget includes the increased costs for this service expansion. The project and its delivery to date within budget and timelines are a result of careful planning, a history of successful implementation of this service, a strong relationship with the service operator, proactive risk management, and a commitment to operate effectively and efficiently to best serve the community.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG is currently applying to ODOT to be in the 5311 Startup program. If accepted into the 5311 program, Link Lane will have some stable funding each year for operations and administration. LCOG will continue to apply for a portion of operating funds through the Statewide Transit Network program as the Florence-Yachats Connector is an integral part of the Statewide Transportation Network. LCOG will also continue to apply for Formula Funds from Lane Transit District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If costs exceed the budgeted amount, the service would be reduced to fewer trips per day or even would need to stop operating on certain days of the week.

PROJECT 4 | DIAMOND EXPRESS OAKRIDGE TO EUGENE SERVICE

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area, approximately 45 miles west of Oakridge. The Diamond Express is the only public transportation service that links Oakridge and Westfir to the metro area, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area, a central hub for interregional transportation services.

The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The Diamond Express makes multiple stops in Oakridge (including flag stops), one in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station.

The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front mounted bicycle rack that holds three bikes.

The round-trip fare remains \$5.00 and includes a one-day pass on LTD’s fixed route service. Fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at any LTD Customer Service center. LTD group pass holders and other LTD passes cannot currently be used to ride the Diamond Express, but LTD plans to add electronic fare validators using a tap card or mobile app in the upcoming biennium. Rider fares cover only a small portion of the cost of providing the service, and fares have not been increased since service was initiated.

Operators, equipment, and infrastructure for the service have been procured. LTD estimates that the project total to continue service as designed for two years is \$850,000.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$425,000.00

FUNDING SOURCES APPLIED FOR:

STIF Intercommunity Discretionary

FTA Section 5311(f) Intercity

WHY IS THIS PROJECT IMPORTANT?

The Diamond Express provides opportunities for low-income rural residents to access additional transit options near Eugene/Springfield, and it acts as a lifeline that connects residents of Oakridge and Westfir to hospitals, shopping, schools and employment. Terminating this project would substantially impact this transit-dependent community.

MATCH SOURCE AND AMOUNT:

State: \$158,000.00

Local: \$12,000.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|------------------------|------------------------------------|-------------------------|---------------------|---------------------|--------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Project Administration | \$10,000.00 | \$8,000.00 | \$2,000.00 | \$9,000.00 | \$1,000.00 |
| Operations | \$805,200.00 | \$644,160.00 | \$161,040.00 | \$724,680.00 | \$80,520.00 |
| Preventive Maintenance | \$34,800.00 | \$27,840.00 | \$6,960.00 | \$31,320.00 | \$3,480.00 |
| Total: | \$850,000.00 | \$680,000.00 | \$170,000.00 | \$765,000.00 | \$85,000.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

This project eliminates transportation barriers experienced by disadvantaged communities in Oakridge and Westfir. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations in Oakridge and Westfir by connecting these communities to the Eugene/Springfield metropolitan area at low cost. There is no other public transportation service between Oakridge and Westfir and the Eugene/Springfield area, which is approximately 45 miles west of Oakridge.

According to the U.S. Census Bureau (ACS 5-year, 2022), 21.4% of the population in Oakridge have a disability and 22.6% are age 65 or older, compared to 14.9% and 18.3% of all Oregonians respectively. The Census Bureau also reports that 29.6% of Oakridge's population lives below the poverty line, compared to 12.1% statewide. The 2023 Link Lane Transit Development Plan (TDP; Attachment 5), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported as well that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.

This service allows Oakridge and Westfir residents to access local hospitals, shopping, schools, and employment. The service also provides opportunities for low income rural residents to access other public transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. The project will eliminate transportation barriers often experienced by disadvantaged communities.

According to the U.S. Census Bureau (ACS 5-year, 2022), 21.4% of the population in Oakridge have a disability and 22.6% are age 65 or older, compared to 14.9% and 18.3% of all Oregonians respectively. The Census Bureau also reports that 29.6% of Oakridge's population lives below the poverty line, compared to 12.1% statewide.

The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1- Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips on Saturdays from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 2 -Oakridge Letter of Support).

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

EQUITY

What are the specific geographic boundaries of your transit service area?

The Diamond Express travels from Oakridge and Westfir to Eugene primarily along Highway 58.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

The Diamond Express service was created in 2003 through a partnership between Lane Transit District, the City of Oakridge and community partners from Oakridge and Westfir, and LTD continues to engage with local community members.

For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments (LCOG) about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service. LCOG subsequently developed the Link Lane Transit Development Plan, which addressed the transportation needs of rural residents of Lane County.

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents, and LTD staff have also communicated with Representative Charlie Conrad, who represents both Oakridge and Westfir.

In addition, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community.

How will disadvantaged communities benefit from this project?

The impacts and benefits of this project are significant, particularly as it pertains to disadvantaged communities. This service provides benefits to older adults, people with disabilities, and low-income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation

availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips each Saturday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 2: Oakridge Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

How will disadvantaged communities be burdened by this project?

While the Diamond Express service is intended to benefit disadvantaged communities, there may still be burdens that arise for some members of the communities LTD intends to serve.

LTD has expanded the Diamond Express service in the past two years, adding an additional weekday trip and Saturday service. However, lack of Sunday service may be challenging to passengers who need to travel to the Eugene area on Sundays. LTD is continuing to monitor ridership on the Saturday service that was added in 2023 before undertaking any additional service changes.

LTD has also worked to keep this service as affordable as possible, maintaining fare at \$5.00 round trip since the inception of the service and including an LTD fixed route day pass with round-trip fare. It is possible, though, that this fare could be seen as a burden by those with limited financial resources.

CLIMATE BENEFITS

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield, a direct link between the rural community and the metropolitan area. Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. Round trip riders receive a complimentary LTD day pass, which encourages riders to utilize public transit for their intercity trip, as well as for their local transportation needs. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene/Springfield, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area. The metropolitan area is a central hub for transit service and a focal point for inter-regional air, rail, and bus service.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachments 6 and 7). LTD is an integral and committed partner; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LTD has successfully operated the Diamond Express since 2003 and has operated service within budget. Equipment has already been procured, including a new 40-foot bus that went into service this year. LTD has completed a procurement process and begins a new contract with a Diamond Express operator by 10/1/24, with opportunities to extend into the upcoming biennium should LTD be awarded discretionary funding. Therefore, implementation of this project on 7/1/25 will be smooth and timely.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD's plan for ongoing funding is to apply for STIF Intercommunity and 5311(f) funds in the subsequent biennium. LTD will use STIF formula funds as match.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

Services can be scaled down if needed, for example by reducing the number of weekday trips or removing Saturday trips.

PROJECT 5 | FLORENCE MOBILITY HUB SITE SELECTION AND CONCEPT DESIGN

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

This project will result in site selection and concept design for a Mobility Hub in central Florence, preparing the City to pursue future capital funding opportunities to construct the facility. Identified as a priority project in both the 2023 Florence Transportation System (TSP) and the 2023 Link Lane Transit Development Plan (TDP), the Florence Mobility Hub will support the convergence of multiple existing public transit services including the Rhody Express (LTD), the Florence-Eugene Connector (Link Lane), the Florence-Yachats Connector (Link Lane), and the Florence Express (Coos County Area Transportation District). This project is crucial for addressing the limitations of the existing bus shelters and accommodating the increased demand from expanding local and regional transit services.

The Florence Mobility Hub will integrate safe and comfortable passenger amenities and will be designed to support potential expansion of public transit services in addition to integration of future shared micro-mobility options. STIF Discretionary funding would support consultant services for public engagement, site selection, concept design alternative analysis, and draft and final reports.

Engaging with stakeholders, including local government officials, transit operators, community organizations, and the public, will be a key component. This engagement will help gather input, address concerns, and ensure that the mobility hub's design aligns with community needs and expectations. In addition to identifying the mobility hub location, this planning grant would allow for research into specific amenities that would best suit the Florence coastal climate and other mobility options to bridge gaps in the public transit route, such as bicycle share, park and ride, or electric vehicle charging.

The project cost is estimated to be \$250,000. LTD is requesting grant funds in the amount of \$200,000 with an anticipated available match of \$50,000. Combined, these represent the total project cost.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$200,000.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

WHY IS THIS PROJECT IMPORTANT?

If the mobility hub project in the City of Florence does not receive funding, several impacts could be expected. The proposed funding to complete site selection, planning, and design will allow the City to have a shovel-ready project at the conclusion of the grant period and be ready to proceed with seeking funding for construction of the mobility hub.

Without this funding for site selection and planning, the City will have to defer its plans to build a mobility hub. The existing bus facility at Grocery Outlet will continue to be inadequate for handling the growing volume of service, which could lead to overcrowding and inefficiencies. The lack of a suitable facility would impede effective coordination between the various bus lines, resulting in continued long wait times and suboptimal transfer experiences for passengers.

Without the mobility hub, the city will miss out on the opportunity to improve connectivity and accessibility for residents and visitors. This will keep the current fragmented transit system in place, which may discourage public transit use and perpetuate reliance on personal vehicles.

MATCH SOURCE AND AMOUNT:

State: \$30,000.00

Local: \$20,000.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|---------------|------------------------------------|-------------------------|--------------------|---------------------|--------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Planning | \$250,000.00 | \$200,000.00 | \$50,000.00 | \$225,000.00 | \$25,000.00 |
| Total: | \$250,000.00 | \$200,000.00 | \$50,000.00 | \$225,000.00 | \$25,000.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

The proposed mobility hub project in the City of Florence addresses several key needs related to the expansion and efficiency of intercity and local transportation services. The current and anticipated

volume of service has exceeded the capacity of the existing bus stop at Grocery Outlet. This facility was originally designed for the Rhody Express (LTD), the only service operating at that location at the time. However, with the addition of new services like the Florence-Yachats Connector (Link Lane), the Florence-Eugene Connector (Link Lane), and Coos County Area Transit (Coos CAT), the demand has outgrown the stop's capacity. This creates a need for a mobility hub that can accommodate interlining agreements featuring multiple bus lines and the increased frequency of services.

Furthermore, the Link Lane Transit Development Plan highlights the importance of a mobility hub that can support not just buses, but also park-and-ride facilities, bike-sharing, and secure bike parking. These additional services would cater to a broader range of transportation needs, encouraging non-single-occupancy-vehicle trips and supporting a more sustainable and integrated transportation system.

The main focus of the Mobility Hub planning and research grant will be focused on the identified primary location at the Grocery Outlet stop located on 21st St in Florence. Additionally, two secondary mobility hub locations have been identified: (1) the Florence Event Center stop on 6th St.; and (2) relocating the Laurel and Bay St (Old Town) stop to the Port of Siuslaw property near Nopal and Bay St. The Florence Event Center stop does not serve as a transfer site for other transit service, but serves as an important stop to connect the public with community events. The Laurel and Bay St bus stop serves as the secondary transfer site for the Link Lane Connector services and the Rhody Express, but currently has no stop amenities. One or both of these locations may be researched for feasibility as identified in the 2023 Florence TSP.

Describe the expected community benefits from this project.

This project would fund site selection, planning, and design of a mobility hub in Florence, allowing the City of Florence to have a shovel-ready project at the completion of the grant period. At the conclusion of this project, the City will be in position to seek funding for construction of the hub.

The proposed mobility hub will improve connectivity and accessibility by centralizing various transportation services, reducing barriers by making it easier for residents and visitors to transfer between different transit lines like the Rhody Express, Florence-Yachats Connector, Florence- Eugene Connector, and Coos CAT. This improved connectivity will reduce wait times and enhance transit throughout the region.

The hub will enhance transit efficiency by facilitating better coordination of schedules between different services, minimizing the likelihood of missed connections and long wait times. This efficiency is particularly beneficial for those relying on public transportation for daily commutes or accessing essential services, such as healthcare and education. A 2024 Rhody Express ridership survey identified that 41% of riders rely on the Rhody Express service more than once per week for such essential services. In addition, 75% of respondents reported using the Rhody Express as a connection to the Florence-Eugene Connector.

By encouraging non-single-occupancy-vehicle trips, the hub will help reduce traffic congestion and lower greenhouse gas emissions, contributing to a healthier and more sustainable community. A well-connected transportation network supports local businesses by increasing foot traffic and making the city more attractive for potential employers, employees, and tourists.

EQUITY

What are the specific geographic boundaries of your transit service area?

The geographic boundaries of the transit service area for the mobility hub project encompass the City of Florence and its surrounding regions served by the various transit lines, including:

Rhody Express: Covers the City of Florence and extends to the urban growth boundary within a defined radius, and includes complementary paratransit service.

Florence-Yachats Connector: Serves the route between Yachats and Florence, including the coastal areas in between such as Tenmile and Washburne State Park.

Florence-Eugene Connector: Connects Eugene with Florence and includes intermediate stops in rural and small-town areas, including Mapleton and Veneta.

Coos CAT Florence Express: Provides service between Florence and Coos County, covering the southern Oregon coast including Coos Bay, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

We plan to use multiple forms of community engagement to ensure inclusive participation in the project planning process, including community workshops, outreach through local organizations, possible surveys, multilingual communication, and accessibility considerations. Engagement of disadvantaged communities is crucial to identify specific needs, promote inclusivity, build trust, and ensure that the project benefits all community members equitably. Ensuring that all community members, including those from disadvantaged backgrounds, have a voice in the planning process promotes inclusivity. This helps create a mobility hub that is accessible and beneficial to everyone, not just a subset of the population.

How will disadvantaged communities benefit from this project?

The proposed mobility hub project will be designed to provide substantial benefits to disadvantaged communities by improving access to essential services, enhancing safety and comfort, supporting economic and environmental goals, and bridging gaps in the transit system through bikeshare opportunities. By addressing the barriers and burdens faced by these populations, the project aims to create a more equitable and inclusive transit system. The mobility hub will enhance access to public transportation for individuals who rely on transit to meet their daily needs. This includes low-income populations, seniors, individuals with disabilities, and other disadvantaged communities. By providing a centralized, well-equipped facility, the hub will make it easier for these groups to access essential services, such as healthcare, education, and employment opportunities via the proposed mobility hub.

How will disadvantaged communities be burdened by this project?

While the proposed mobility hub project aims to provide substantial benefits to disadvantaged communities, it is important to acknowledge and address any potential burdens that might arise in subsequent stages of this project. During the construction phase, disadvantaged communities may

experience temporary disruptions, such as noise, reduced access to existing transit services, or changes in traffic patterns. These disruptions can disproportionately affect individuals who rely heavily on public transportation for their daily needs. The development of a new mobility hub may lead to increased property values and living costs in the surrounding area, potentially resulting in gentrification. This could displace low-income residents who are already struggling with affordability issues, thereby exacerbating the challenges faced by disadvantaged communities. Although the hub will be designed with accessibility in mind, there may still be challenges for individuals with disabilities or those who face other transit barriers. Ensuring that all design aspects fully meet ADA needs is crucial to prevent any unintended exclusion. For individuals without bank accounts or those with low incomes, there might be initial barriers related to the cost of accessing new services introduced at the hub. Ensuring that the project includes affordable options and financial assistance programs can help mitigate this issue. The introduction of a new mobility hub may involve changes to existing transit routes or schedules, which could initially create confusion or inconvenience for current users. Careful planning and clear communication are needed to minimize disruptions and ensure a smooth transition.

Addressing these potential burdens proactively will be crucial to the project's success. By implementing mitigation strategies and ensuring ongoing community engagement, the project can better mitigate or manage any negative impacts and enhance its overall benefits for disadvantaged communities.

CLIMATE BENEFITS

For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

By consolidating multiple transit services into a single, centralized mobility hub, this project encourages increased use of public transportation. This shift from individual car use to public transit reduces the number of single-occupancy vehicles on the road, which directly lowers GHG emissions associated with personal vehicle travel. The hub may incorporate bike-sharing stations, secure bike parking, and potentially electric vehicle charging stations. By promoting active transportation modes and providing infrastructure to support them, the project reduces reliance on fossil-fuel-powered vehicles and encourages more sustainable travel options. The improved coordination of transit schedules and routes at the hub will lead to more efficient transfers and reduced idling time. By centralizing transit services and improving the efficiency of connections between different routes, the hub could help reduce traffic congestion in the surrounding area. Lower congestion levels lead to smoother traffic flow and reduced idling time, which helps decrease GHG emissions from all vehicles.

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Improved coordination and efficiency of transit services at the hub will make it easier for passengers to use public transportation for their trips. Reduced travel times and simplified transfers encourage higher transit ridership, decreasing the reliance on single-occupancy vehicles. The hub will also feature amenities such as bike racks, potential bike-sharing stations, and secure bike parking. By supporting active transportation modes like cycling, the project encourages residents to choose biking over driving, reducing carbon emissions associated with vehicle travel. Overall, the mobility hub project is designed to reduce greenhouse gas emissions by promoting sustainable transportation options, improving transit efficiency, and incorporating energy-efficient practices. These efforts collectively contribute to a reduction in carbon emissions and support the broader goal of mitigating climate change.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

The mobility hub will feature improved lighting throughout the facility, including waiting areas, pathways, and bike parking areas, which is supported in Florence City Code Title 10, Chapter 37 regulating lighting. Better lighting increases visibility and reduces the risk of accidents and crime, enhancing the safety of all users, especially during early morning and late evening hours.

The project will also include well-designed bike and pedestrian pathways that separate non-motorized traffic from vehicle traffic, which is supported in Florence City Code Title 10, Chapter 35 regulating access and circulation of both vehicles and pedestrians. This separation helps prevent collisions between cyclists, pedestrians, and vehicles, making it safer for those traveling on foot or by bike.

The installation of clear and informative signage throughout the hub will guide users safely through the facility. Effective wayfinding helps prevent confusion and accidents, particularly for transit riders who may be unfamiliar with the layout of the stop.

The project will incorporate accessibility features such as ramps, tactile paving, and elevators to ensure that individuals with disabilities can navigate the hub safely and independently. These features are critical for improving the safety and convenience of all users, including those with mobility impairments.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

The project will follow established procurement and contracting processes to maintain budget integrity and ensure compliance with regulatory requirements. Regular monitoring and reporting will track progress and budget adherence, while ongoing community and stakeholder engagement will help address any issues early on, reducing the likelihood of delays or disputes. The project team is fully committed to meeting all grant requirements, ensuring that the project remains on track and within the defined scope, budget, and timeline.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The project is not anticipated to last beyond the 2025-2027 biennium, but if it does additional funding will be sought from local and regional sources, such as city and county transportation budgets, regional planning organizations, and transportation improvement districts. These sources will help cover ongoing operational costs and support the hub's sustainability. The project will explore opportunities for public-private partnerships to secure additional funding and resources. Collaborations with local businesses, developers, current transit providers and other stakeholders can provide financial support and operational contributions.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If actual costs exceed the budgeted amount for the mobility hub project, several contingency plans will be implemented to manage the budget shortfall effectively:

Prioritization of Essential Elements: The project scope will be reviewed to prioritize essential elements and functionalities. Non-essential add-ons or enhancements can be deferred or eliminated to ensure that the core components of the planning process are completed within budget.

Identification of Additional Funding Sources: Efforts will be made to identify and secure additional local funding or grants to cover any budget shortfalls. This may involve applying for supplemental grants, seeking contributions from public-private partnerships, or reallocating funds from other sources.

Budget Reallocation: If certain budget categories have surplus funds, these can be reallocated to cover cost overruns in other areas. This flexible approach helps manage unexpected expenses without affecting the overall project.

PROJECT 6 | RURAL LANE COUNTY ON-DEMAND SHUTTLE PROGRAM

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

This project will create a new expanded Rural Lane County On-Demand Shuttle pilot program similar in design to the existing South Lane County Metro Shuttle operated by the Lane Council of Governments (LCOG). The existing on-demand service connects South Lane County residents with locations north, such as Eugene and Springfield. Trips are scheduled by advanced reservation and are on a first-come, first-served basis with service provided Monday through Friday 7:30 AM to 5:30 PM.

The proposed Rural Lane County On-Demand Shuttle pilot service will right-size and distribute access to on-demand transit to additional locations across rural Lane County not currently served. Currently, the on-demand model is offered five days per week to those in a small geographic area in South Lane County. We propose a new model of rural on-demand service to reach a greater area by providing on-demand service one to two days per week to up to five rural communities in Lane County.

The Link Lane TDP (2023) and LTD's Lane Coordinated Public Transportation Plan (2019) will be used to help prioritize unserved or underserved areas in Lane County, which may include South Lane County, OR36 communities, Mohawk-Marcola area, McKenzie River-McKenzie Pass area, and the Oakridge/Westfir area. On-demand service will be focused on a specific area each weekday; community members in that area will be able to reserve trips ahead of time.

This pilot will ideally allow for a great amount of flexibility, including linking shared trips, using smaller vehicles for ambulatory passengers, and potentially offering vouchers for other modes of transportation such as TNC or taxi if needed. Operations will need to be procured; however, vehicles to support the project are already available.

LTD is requesting grant funds in the amount of \$800,000. This STIF Discretionary request represents 80% the total project cost of \$1,000,000, which is essential to expand Lane County Rural On-Demand Shuttle operations for up to five communities for two years.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$700,000

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

STIF Intercommunity Discretionary

WHY IS THIS PROJECT IMPORTANT?

Without an allocation of STIF-Discretionary funding in the FY26-27 biennium, the existing South Lane Metro Shuttle may cease to operate and the proposed expanded Lane County Rural On-Demand Shuttle program would not be implemented. Impacts to the community served today and the communities that could be served with the proposed project would be significant due to the loss of this lifeline service.

PROPOSED CAPITAL PURCHASES:

N/A

MATCH SOURCE AND AMOUNT:

State: \$200,000.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|------------------------|------------------------------------|-------------------------|---------------------|---------------------|---------------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Operations | \$853,600.00 | \$682,880.00 | \$170,720.00 | \$768,240.00 | \$85,360.00 |
| Administration | \$100,000.00 | \$80,000.00 | \$20,000.00 | \$90,000.00 | \$10,000.00 |
| Preventive Maintenance | \$46,400.00 | \$37,120.00 | \$9,280.00 | \$41,760.00 | \$4,640.00 |
| Total: | \$1,000,000.00 | \$800,000.00 | \$200,000.00 | \$900,000.00 | \$100,000.00 |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

The 2023 Link Lane Transit Development Plan identifies needs related to underserved areas and populations within Lane County which is disproportionately reliant on transit. The proposed project

would target new on-demand service in at least three areas within Rural Lane County to meet the needs of rural residents who have few if any mobility options to reach destinations within the Eugene-Springfield metropolitan area.

While Oakridge and Florence already have some coverage, additional routes or service are needed within and to these communities and others such as Mapleton, as well as on-demand service in rural areas. Additionally, connections beyond Lane County, such as to Harrisburg and Roseburg, can help to fill gaps in the transit network.

There are no services available in the Marcola/Mohawk area.

The largest growth in population in the 20-year projections outside Eugene-Springfield is anticipated in Creswell (+7,400), Florence (+6,700), Junction City (+4,250), and Veneta (+4,200). Coburg, Westfir, Lowell, and Florence are also forecast to experience substantial population growth relative to their current population. Additional demand for transit, especially in Junction City and Florence, could warrant increased service.

Individuals living in more rural areas may find it difficult to access the existing transit lines. More flexible transit service, such as on-demand service, can help provide a lifeline for riders living far from existing transit stops.

In rural Lane County, less than 25% of the general population lives within ½ mile of a fixed-route bus stop. This is true for all demographic categories except for people in households below 200% of poverty level. Jobs have slightly higher coverage, as many of the rural job clusters exist near fixed-route services in the rural cities.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations. This service provides benefits to older adults, people with disabilities, and low-income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities.

The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 5 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

On-demand rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs of individuals with disabilities, older adults and people with low incomes across all of Lane County; and particularly in areas where there is currently a lack of available public transportation.

EQUITY

What are the specific geographic boundaries of your transit service area?

Up to three transit area services areas within rural Lane County will be served by the proposed project. Specific service area locations and boundaries will be determined upon award of funding.

Primary beneficiaries of the proposed service reside outside of the Eugene-Springfield metropolitan area in rural areas with limited public transit mobility options as identified in the 2023 Link Lane Transit Development Plan. These communities may include South Lane County, OR36 communities, Mohawk-Marcola area, McKenzie River-McKenzie Pass area, and the Oakridge/Westfir areas.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

The proposed project is modeled after an established successful model that has operated in South Lane County for many years. The existing service as well as the proposed expanded project are each designed to specifically address rural mobility deficiencies identified through engagement activities conducted as part of the 2023 Link Lane Transit Development Plan and the 2019 LTD Coordinated Public Transit Human Services Transportation Plan.

Upon award of funding, the Lane Transit District (LTD) will develop and implement a robust engagement strategy designed to obtain direct input from potentially impacted/served communities. LTD will utilize the recently adopted 2024 “Communications and Outreach Framework” to establish an engagement strategy and approach for this project.

How will disadvantaged communities benefit from this project?

This project provides expanded access to affordable public transit mobility options for more members of rural Lane County. Analysis conducted in the 2023 Link Lane Transit Development Plan (Attachment 3) showed that most cities within Lane County exceed the statewide average in metrics associated with disadvantaged communities including households below 200% poverty, older adults, and people with disabilities. Specifically, the 2023 Link Lane TDP suggests that rural on-demand public transit services would “provide a lifeline for riders living far from existing stops.”

How will disadvantaged communities be burdened by this project?

Although the project proposes an expansion of the existing South Lane Metro Shuttle service model to additional locations within rural Lane County, it will not be able to reach all rural areas or individuals. We anticipate some members of rural South Lane County facing a burden by being provided with fewer days of service that will then be allocated to a number of new locations within rural Lane County. In other words, users of the current South Lane County Metro Shuttle will be required to utilize the service on up to two days per week rather than the currently available five days of service per week offered today.

CLIMATE BENEFITS

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

This project is helping to provide an environmentally sustainable option by freeing people from needing to drive. Many people within this project geography are relatively isolated geographically and access-wise. With this door-to-door service as a travel option, they are able to make a reservation for a ride and schedule that ride to coincide with such personal needs as their appointment time and/or transfer to another transit mode, including Amtrak or metro-area LTD services. This service goes beyond providing an alternative to personal car use as it is a piece of the transportation fabric that is severely lacking in the majority of rural areas.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Lane County Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes highly professional drivers for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

The service model and design of the proposed project are based off of the existing South Lane Metro Shuttle, a successful and proven model in operation for many years. Implementation of the proposed project will take the existing model and apply it in at least two additional Rural Lane County areas. Implementation of this project will begin shortly after award of funding.

If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD's plan for ongoing funding is to apply for STIF Intercommunity in the subsequent biennium. LTD will use STIF formula funds as match.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

Services can be scaled down if needed, for example by reducing the number of weekday trips.

PROJECT 7 | SHOPPER SHUTTLE REPLACEMENT PROJECT

Project Information

ENTITY:

Lane Transit District

DESCRIBE THE PROJECT TO BE FUNDED:

LTD's Shopper Shuttle provides low-cost transportation to grocery shopping for older adults and people with disabilities, serving multiple neighborhoods in the Eugene-Springfield area each week. In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips, ensuring that vulnerable populations have access to healthy foods. The service is operated by LTD's RideSource (paratransit) contractor, Medical Transportation Management (MTM). The shuttle driver assists passengers with their groceries and packages. Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic conduct in-person evaluations to determine eligibility for this service.

The 2015 vehicle LTD currently uses for the Shopper Shuttle service will soon need to be replaced. This project is intended to replace one medium size truck chassis cutaway. The current Shopper Shuttle vehicle is a 2015 model Chevy Arboc, Gasoline – GM 14,200 GVWR (27' 10" overall length) with ADA (wheelchair accessible) seating for three, and total seating capacity of 19 passengers. In the replacement year (FY27), the estimated life of this vehicle will be at 12 years and 135,000 miles.

LTD proposes to replace this 2015 vehicle with the same make, model, and specifications as the current vehicle. This proposed vehicle is currently available on the Oregon State Price Agreement #9465, in Category D. LTD has attached an Independent Cost Estimate for this new vehicle that estimates the cost

at \$221,115. However, LTD is requesting a project total of \$249,000 to account for inflation and rising vehicle costs.

MINIMUM AMOUNT APPLIED FOR (NOT INCLUDING MATCH)

\$199,200.00

FUNDING SOURCES APPLIED FOR:

STIF Discretionary

WHY IS THIS PROJECT IMPORTANT?

Without funding for this replacement vehicle, LTD would have to consider scaling back the Shopper Shuttle service when the current vehicle is no longer usable.

MATCH SOURCE AND AMOUNT:

State: \$49,800.00

BUDGET:

| Task | Total Task Cost (Grant + Match) | Match Rate Calculations | | | |
|---------------------|------------------------------------|-------------------------|--------------------|--------------|--------------|
| | | 20% | | 10% | |
| | | Grant Amount | Match Amount | Grant Amount | Match Amount |
| Vehicle Replacement | \$249,000.00 | \$199,200.00 | \$49,800.00 | N/A | N/A |
| Total: | \$249,000.00 | \$199,200.00 | \$49,800.00 | N/A | N/A |

Oregon Transportation Commission Investment Priorities

COMMUNITY BENEFITS

Describe the need this project addresses.

The vehicle currently used for LTD’s Shopper Shuttle service will be 12 years old with 135,000 miles in FY27, when LTD intends to use this project to purchase a new vehicle for this service. A new vehicle will allow LTD to continue to provide an essential service for older adults and people with disabilities in the Eugene-Springfield area.

Many older adults and people with disabilities have limited ability to do grocery shopping for themselves, which affects their ability to obtain nutritious foods and has an adverse effect on their health. They may only be able to get to the grocery store that is closest to their home, or they may not be able to get themselves to the store at all. They may have to limit their purchases because they cannot carry heavy bags of groceries.

By providing its Shopper Shuttle service, LTD offers older adults and people with disabilities in the Eugene-Springfield area the opportunity to grocery shop once a week at a variety of stores. The Shopper Shuttle serves various neighborhoods in the metropolitan area each week to ensure wide availability of

the service and offers riders the choice of up to four grocery stores. Community partners have noted that this service is a crucial component of the local support network for older adults and people with disabilities (see Attachment 2, Letter of Support from Lane Independent Living Alliance).

The Shopper Shuttle is low-cost, with round-trip fare set at \$2.00 to encourage participation by low-income passengers. This fare is significantly less than LTD's one-way paratransit fare of \$3.50.

In addition, unlike drivers on LTD's fixed route service, Shopper Shuttle drivers are allowed to help passengers carry their grocery bags and packages. This unique aspect of the Shopper Shuttle service ensures that passengers can buy all the groceries they need, knowing that the driver will place the bags in the vehicle and then carry the bags into the passenger's home.

Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly for vulnerable populations. A new vehicle will allow LTD to continue its Shopper Shuttle program, a service that provides benefits to older adults, people with disabilities, and low-income populations by offering low-cost transportation to grocery shopping and assistance with carrying bags.

This service has a beneficial impact on the health of its passengers by ensuring that older adults and persons with disabilities can access grocery shopping and obtain nutritious food for themselves. The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips for older adults and persons with disabilities. Shoppers have the option of up to four grocery stores depending on the neighborhood. The most frequented stores are Fred Meyer, Winco, Walmart, and Albertsons. The number of riders per trip typically ranges from two to six.

The Shopper Shuttle serves various neighborhoods throughout the Eugene-Springfield area, covering a different neighborhood each day to ensure the widest possible availability. On one day, the Shuttle covers Springfield and the Glenwood area. On the other four days, the Shuttle serves four areas of Eugene: the Coburg Road area, Santa Clara, West Eugene, and South Eugene.

Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic conduct in-person evaluations to determine eligibility for this service. At the same time, these transportation coordinators can determine if riders are also eligible for any of the other services offered by LTD's RideSource service, such as ADA paratransit or non-emergency medical transportation (NEMT).

EQUITY

What are the specific geographic boundaries of your transit service area?

LTD's Shopper Shuttle serves various neighborhoods throughout the Eugene-Springfield area, covering a different neighborhood each day of the week to ensure widespread availability. On one day, the Shuttle

covers Springfield and the Glenwood area. On the other four days, the Shuttle serves four areas in Eugene: the Coburg Road area, Santa Clara, West Eugene, and South Eugene.

What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

The need for this service was identified in The Lane Coordinated Public Transit - Human Services Transportation Plan, 2019 Update (Attachment 1). LTD also provides updates and solicits feedback and input on this service at meetings of its Board of Directors and Board committees. Most recently, LTD staff sought input on this service from community members at its 8/6/24 Strategic Planning Meeting, a committee of the Board of Directors on this project proposal.

Community partners have noted that this service is a crucial component of the local support network for older adults and people with disabilities (see Attachment 2, Letter of Support from Lane Independent Living Alliance).

How will disadvantaged communities benefit from this project?

The impacts and benefits of this project are significant for vulnerable populations. If LTD is able to continue to operate the Shopper Shuttle service with a replacement vehicle funded by this project, the service will provide benefits to older adults, people with disabilities, and low-income populations, eliminating some of the transportation barriers often experienced by disadvantaged communities, by offering low-cost transportation to grocery shopping and assistance with carrying bags and packages.

In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips for older adults and persons with disabilities. Shoppers have the option of up to four different grocery stores depending on the neighborhood. The most frequented stores are Fred Meyer, Winco, Walmart, and Albertsons. The number of riders per trip typically ranges from two to six.

The Shopper Shuttle service has a beneficial impact on the health of its passengers by ensuring that older adults and persons with disabilities can access grocery shopping and obtain nutritious food for themselves. The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

How will disadvantaged communities be burdened by this project?

While LTD's Shopper Shuttle provides affordable access to grocery shopping for many older adults and people with disabilities in the Eugene-Springfield area, LTD is aware that that same populations in rural communities outside the metropolitan area could benefit from similar services. LTD continues to seek opportunities to better serve rural areas in Lane County.

CLIMATE BENEFITS

If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

The Shopper Shuttle is a ride-sharing service, with 2-6 riders typically per trip. By providing these affordable group trips to local grocery stores, this service reduces solo car trips and encourages the use of public transportation, thus reducing greenhouse gas emissions.

SAFETY

Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

Shopper Shuttle drivers help older adults and people with disabilities carry their shopping bags, thereby preventing injury for vulnerable populations who might otherwise struggle with heavy bags.

In addition, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This service utilizes trained, professional drivers to transport groups of older adults who might otherwise choose to transport themselves under less safe conditions to a grocery store, or simply utilize less healthy meal options.

Finally, this vehicle will be equipped with audio and video surveillance and recording capabilities, which will further enhance safety on this new bus.

READINESS TO PROCEED

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LTD has made several purchases of multiple cutaway vehicles in the current biennium. These procurements have been carried out on schedule and completed on budget. For this purchase, LTD would replicate the procurement process it has used in the recent past to buy cutaway vehicles for other LTD services. Our Fleet Management staff is familiar at this point with build and delivery times for these types of vehicles, and would plan appropriately to ensure that this vehicle purchase is successfully completed in a timely manner.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

LTD would use STIF Formula funds or the LTD General Fund to make up the difference if actual costs exceeded the budgeted amount for this project.

| PROJECT 1: DOWNTOWN & RIVERFRONT CIRCULATOR PILOT | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 12 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 13 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 15 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 16 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> ·Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 16 | 10% | 10% | | |

| PROJECT 2: EUGENE-FLORENCE CONNECTOR ROUTE | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health · Community Livability and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 18 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 19 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 20 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 21 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> ·Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 21 | 10% | 10% | | |

| PROJECT 3: FLORENCE-YACHATS CONNECTOR | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health · Community Livability and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 23 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 24 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 26 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 26 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> ·Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 26 | 10% | 10% | | |

| PROJECT 4: DIAMOND EXPRESS | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 29 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 30 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 31 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 32 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> ·Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 32 | 10% | 10% | | |

| PROJECT 5: FLORENCE MOBILITY HUB | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | ODOT Score Weighting | | Recommendation |
|---|--|---|----------------------|-----|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 34 | 30% | 50% | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 36 | 20% | 15% | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 37 | 20% | 50% | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 38 | 20% | 10% | |
| Readiness to Proceed <i>OPTP goal:</i> · Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 38 | 10% | 10% | |

| PROJECT 6: RURAL LANE COUNTY ON-DEMAND SHUTTLE | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health · Community Livability and Economic Vitality · Accessibility and Connectivity | <ul style="list-style-type: none"> · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 40 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | <ul style="list-style-type: none"> · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 42 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | <ul style="list-style-type: none"> · Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 43 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | <ul style="list-style-type: none"> · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 43 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> · Funding and Strategic Investment | <ul style="list-style-type: none"> · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 44 | 10% | 10% | | |

| PROJECT 7: SHOPPER SHUTTLE REPLACEMENT | | <input type="checkbox"/> Fund <input type="checkbox"/> Don't Fund | | ODOT Score Weighting | | Recommendation |
|---|--|---|--------|----------------------|-------|----------------|
| Focus Areas | STIF/STN Evaluation Criteria | Packet Page # | Discr. | STN | Notes | |
| Community Benefits <i>OPTP goal:</i> · Communication Collaboration & Coordination · Mobility and Public Transit User Experience · Community Health · Community Livability and Economic Vitality · Accessibility and Connectivity | · Project achieves the purpose of the fund source, addresses important community needs, and will deliver a significant benefit to the community. · Improves coordination between public transportation providers · Provides integrated planning where affected communities will plan or partner to develop public transit project(s). · Implements technological innovations that improve efficiencies and support a seamless, easy-to-use STN. · Supports positive health outcomes. · Has the potential to result in increased use and participation in active transportation, including public transit. · Improves or maintains service between geographically separated communities. · Improves local connections and infrastructure at interregional transit hubs or develops service improvements and approaches that can be replicated statewide. | 45 | 30% | 50% | | |
| Equity <i>OPTP goal:</i> · Equity | · Project planning and implementation incorporates meaningful involvement of disadvantaged communities in decision-making. Project sustains or improves access to transportation for disadvantaged communities. · Improves public transportation service to low-income households. · Improves or expands service to vulnerable or transportation-disadvantaged populations. | 46 | 20% | 15% | | |
| Climate Benefits <i>OPTP goals:</i> · Environmental Sustainability | Project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon or carbon-efficient design. · Reduces greenhouse gas emissions in or through public transportation systems. | 48 | 20% | 50% | | |
| Safety <i>OPTP goal:</i> · Safety and Security | · Project enhances safety of vulnerable road users and transit riders. · Protects fleet condition and ensures vehicles are maintained in a state of good repair. | 48 | 20% | 10% | | |
| Readiness to Proceed <i>OPTP goal:</i> · Funding and Strategic Investment | · Project is well planned and has a high likelihood of succeeding. · Does not substantially rely on discretionary state funding beyond a pilot phase | 48 | 10% | 10% | | |

2025-27 City of Eugene STIF Disc. & STN

Applicant
 City of Eugene
 180 W, 8th Avenue, Suite 200 Eugene
 Eugene, OR 97401

Number: P-25-0957
Date: 09/05/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 931267301
FEIN: 936002160
Provider Type: City

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Trisha Sharma
Title:
Phone: 1 (541) 5010351
Email: TSharma@eugene-or.gov

Application Contact

Contact: Trisha Sharma
Title:
Phone: 1 (541) 5010351
Email: TSharma@eugene-or.gov

Risk Assessment

| | |
|--|-----------|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Automated |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | Yes |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | No |
| 7. If applicable, share a list of findings and repeat findings. no findings | |
| 8. If applicable, explain any repeat audit findings. N/A | |
| 9. List the year of your last audit and include a URL to the audit document. The last audit was for June 30, 2023. https://www.eugene-or.gov/DocumentCenter/View/72432/FY23-Annual-Comprehensive-Financial-Report-PDF Also look at the Federal Audit Clearinghouse https://app.fac.gov/dissemination/search/ | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
|---|-------------------------|
| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | Lane Transit District & |

possibly other
contractors

15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

The City of Eugene will oversee LTD, acting as the subcontractor for the Downtown and Riverfront Circulator Pilot project, through established project management and oversight procedures. The City has a long-standing partnership with LTD and will utilize proven methods of contractor oversight to ensure compliance with STIF Discretionary and Statewide Transit Network program requirements.

Oversight Procedures Include:

Regular Monitoring and Reporting: The City will conduct regular project progress meetings with LTD to monitor performance and ensure all activities align with the project's goals and compliance requirements. LTD will be required to submit periodic reports detailing service delivery, ridership data, and financial expenditures.

Compliance and Quality Control: The City will review all financial and operational reports from LTD to ensure that the funds are used in accordance with STIF Discretionary guidelines. This will include verifying that expenses are eligible, ensuring ridership reporting adheres to National Transit Database (NTD) requirements, and monitoring service standards.

Contractual Agreements: A formal contract will be established between the City of Eugene and LTD, outlining roles, responsibilities, and performance expectations. This contract will ensure that LTD adheres to all federal, state, and local public transportation compliance standards, including those specified by ODOT.

Project Management Expertise: The City's project management team has extensive experience in managing public transportation projects, including eligibility and compliance with funding sources. The team will ensure that LTD follows best practices in public transit service delivery and maintain transparent, up-to-date reporting throughout the project's lifecycle.

These oversight measures will be continuously reviewed and updated to ensure project success and compliance with all STIF and ODOT requirements.

Project Information

16. Project Title

Downtown
and Riverfront
Circulator Pilot

17. Project Description

The Downtown and Riverfront Circulator Pilot is a critical initiative designed to address the evolving transportation needs of Downtown Eugene. As the area undergoes significant changes, including the development of new high-density housing in the Riverfront neighborhood and the establishment of a new City Hall at the Riverfront, it is essential to provide a transit solution that accommodates this growth and enhances mobility for all community members. This pilot project proposes the initiation and operations for a new circulator service that will connect key destinations, including LTD's Downtown Eugene Station, Eugene Depot (Amtrak Station), the Riverfront District, the new City Hall, housing for older adults and people living with disabilities, and other major points of interest within downtown. The service will operate frequently to facilitate short trips and will feature low or no fares to ensure accessibility for everyone, especially older adults, people with disabilities, and families with small children.

The project is designed as a fixed-route service, aligning with stakeholder recommendations from the recent Downtown and Riverfront Public Transportation and Shared Mobility Study. While vehicles, drivers, and other resources required for the service have not yet been procured, the project anticipates the need for up to 7 new vehicles and expects to provide 29,000 annual revenue hours (as defined by the National Transit Database). The City of Eugene will partner with LTD to implement this service, adhering to LTD's Pilot Program Guidelines and Mobility Management Framework.

This circulator will significantly improve mobility within the downtown area, making it easier for residents and visitors to navigate the evolving urban landscape.

18. What is the main type of service that will be supported with this award?

Fixed Route

19. If you selected "Other" in question 18, please describe.

N/A

20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and

| | |
|--|-------------|
| contract completion date. | |
| The Downtown and Riverfront Circulator Pilot will be implemented through several key task-level deliverables: | |
| 1. Mobility Management: Ongoing throughout project. | |
| 2. Request for Proposal (RFP) Issue Date: The RFP for necessary services is anticipated to be issued by January 15, 2025. | |
| 3. Contract Award Date: The contract award for the selected vendors and service providers is expected by March 31, 2025. | |
| 4. Final Delivery Date: All services are expected to be fully operational by August 31, 2025. | |
| 5. Operations: Operations are expected to begin September 1, 2025. | |
| 21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. | |
| STIF Discretionary | |
| 22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project. | \$2,500,000 |
| 23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed? | \$500,000 |
| 24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. | |
| 25. Will Federal funds be used to complete this project? | |
| No | |
| 26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. | |
| N/A | |
| 27. What is the gap in intercity transportation service that it fills? | |
| N/A | |
| 28. Would this award support ongoing operations of an existing service? | |
| No | |
| 29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. | |
| N/A | |
| 30. If you answered "Yes" to question 28, provide a brief history of the current service. | |
| N/A | |
| 31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. | |
| 33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | 0 |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? | |
| No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? | |
| N/A | |
| 46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. | |
| N/A | |

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

| |
|---|
| 47. Describe the need this project addresses. Please provide information to support these statements. |
| This funding will be used to create a pilot project for a Downtown Circulator service aimed at improving mobility in Downtown Eugene. The project builds on insights from the ongoing Downtown and Riverfront Public Transportation and Shared Mobility Study, which included a comprehensive market analysis and extensive stakeholder engagement. |
| The pilot circulator service will connect key downtown destinations, including LTD's Downtown Eugene Station, the Amtrak Station, the Riverfront District, the new City Hall, senior and disabled housing, the |

public library, Lane County Public Health, and more. The pilot route is designed to address several key needs:

- ****Enhance service for seniors and people with disabilities****: The route is close to multiple downtown housing developments for older adults and people with disabilities, providing easy access.
- ****Attract visitors and families with young children****: The service will feature distinctive branding, low-floor vehicles, and low or no fares to make it user-friendly and encourage transit use over driving.
- ****Provide convenient access to pharmacies and grocery stores****: The route offers frequent service to pharmacies and affordable grocery stores on E 18th Ave, filling a gap in downtown's offerings.
- ****Connect the Riverfront and new City Hall****: The service ensures accessible transit to the Riverfront and new City Hall, benefiting over 500 new housing units, including affordable housing, expected in the area over the next five years.
- ****Serve students and young adults****: The pilot will create new transit connections for college students and young adults in the west campus area, a demographic less likely to own cars.
- ****Facilitate access to the Amtrak Station****: The circulator will provide frequent, all-day service between the downtown transit station and regional train services.

This pilot will address various transportation needs while enhancing connectivity within the downtown area.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

The pilot project builds on the insights gained from the ongoing Downtown and Riverfront Public Transportation and Shared Mobility Study. This study aims to evaluate the transit market and address the transportation needs of Downtown Eugene, including the newly developed Riverfront neighborhood and the new City Hall. The need for the pilot circulator service was determined through comprehensive market analysis, adherence to best practices, and extensive stakeholder engagement.

- **Comprehensive market analysis**: Assessed the existing transportation network in downtown Eugene, as well as the land use, demographic, and travel conditions that support the transportation network.
- **Adherence to best practices**: Evaluated services in seven peer regions with downtown transit options to determine best practices for downtown transit service.
- **Extensive stakeholder engagement**: Stakeholder engagement took place in May and June 2024, comprising focus group sessions, individual stakeholder meetings, and an online questionnaire. Stakeholder groups included community-based organizations focused on transportation and housing, downtown business groups, and regional government and local government partners. Participation in stakeholder meetings included representation from over 30 community-based and government organizations. Feedback gathered during these sessions revealed strong support for a fixed-route transit concept that would connect the new Riverfront District and ensure accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children. The pilot service, based on best practices and stakeholder feedback, would feature the following characteristics:
 - High-frequency operations to accommodate short trips.
 - Very low or free fare structure.
 - A simple, easy-to-understand route.
 - Specialized branding and wayfinding.
 - Integration with LTD's existing marketing and trip planning tools.

49. Describe the expected community benefits from this project.

The pilot service is expected to provide a variety of community benefits including helping the city to expand mobility options, improve health outcomes, and meet our climate goals.

Expand mobility options: The pilot project seeks to increase public transportation options in coordination with current and future land use changes in the Downtown and Riverfront neighborhoods. Coordinated public transportation and land use planning supports implementation of several Eugene City Council-adopted plans including the 2035 Eugene Transportation System Plan, Climate Action Plan 2.0, Downtown Plan, and Riverfront Urban Renewal Plan. Downtown is planned for adoption as a Climate-Friendly Area where active transportation will be prioritized in order to meet state and local greenhouse gas reduction targets.

Improve health outcomes: The pilot would provide enhanced public transportation service for seniors and people with disabilities residing downtown and increase access to parks, open space, pharmacies, and affordable grocery stores.

Meet climate goals: By providing a new public transportation options that complements active transportation, the pilot service can help people living, working, and visiting downtown live a car-light or car-free lifestyle, which helps reduce carbon emissions and meet the city's climate change goals outlined in the Climate Action Plan 2.0.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

If this project does not receive funding from this funding cycle, we will not be able to provide the community benefits listed above including expanding mobility options, improving health outcomes, and meeting our climate goals.

Without this funding, service levels and transit options downtown will remain unchanged from present conditions. Currently, people living downtown in senior and low-income housing have limited access to downtown destinations via transit. LTD's Route 1, which only runs hourly, connects to LTD's Downtown Eugene Station but requires a transfer to reach other destinations. Without additional funding, new destinations and increased frequency will not be feasible to provide due to limited resources in the LTD service area.

Additionally, without additional funding, the introduction of new transit options to the new Riverfront neighborhood will not occur, which is a missed opportunity to encourage transit use as new residents move in and establish new travel habits. Over 500 housing units, including an affordable housing project, are

expected in the Riverfront neighborhood as development is completed over the next five years.

51. Describe how this project supports positive health outcomes.

The pilot route has been designed to support positive health outcomes in several ways:

- Enhance service for seniors and people with disabilities residing downtown: Multiple Hundreds of downtown senior and affordable housing units will be located less than a five-minute walk or roll from the pilot route. The pilot route provides access to social destinations including the Downtown Eugene Public Library, the Downtown Farmers Market, Campbell Community Center, and parks and other public spaces. This supports positive health outcomes by encouraging exercise and social interactions.
- Provide convenient access to pharmacies and grocery stores on E 18th Ave: The pilot route provides frequent, non-stop transit service to and from pharmacies and affordable groceries that are not otherwise available in the downtown core.
- Establish a direct connection to the Riverfront: Ensures accessibility for all downtown residents and visitors, particularly older adults, individuals with disabilities, and families with young children to enjoy the Riverfront park and plaza and recreational opportunities, supporting positive health outcomes associated with green space and active recreation.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

The project has the potential to increase the use of public transportation and complements the use of active transportation modes including walking, biking, and bike share in Downtown Eugene.

Mode shift: The pilot project will encourage mode shift to transit and reduce reliance on personal vehicle use for people living, working, and visiting Downtown Eugene. People living downtown, including in senior and low-income housing, will have expanded access to downtown services and destinations via transit. People visiting downtown, including tourists and families with young children, will be enabled to visit downtown without a personal vehicle or to drive and "park once" in a downtown parking garage and use transit to make multiple stops. Downtown commuters can access the pilot service as part of their trip to work or to access City Hall, County Courthouse, Federal Courthouse, and other civic destinations during the work day. The new downtown transit service provided by the pilot project will complement other transportation options available in downtown Eugene including bike share and car share.

Intermodal trips: The pilot project will improve connectivity between regional trains and local buses in Downtown Eugene by creating a new frequent service connecting Amtrak station, LTD's Downtown Eugene Station, and important downtown destinations.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.

None apply to my project.

55. Describe how this project would improve each of the items you selected in question 54.

N/A

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.

N/A

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.

N/A

58. Describe how this project improves infrastructure at interregional transit hubs.

N/A

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.

N/A

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

N/A

61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?

No

62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?

No

63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?

No

64. What is the service frequency of the intercity service?

Service does not occur weekly

65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?

No

66. If you answered "Yes" in question 65, describe any additional project benefits.

N/A

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

The downtown transit service area is bound by the Willamette River on the north, Alder Street on the east, E 18th Avenue on the south, and Jefferson Street on the west.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

N/A

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Extensive stakeholder engagement, including with individuals and representatives of disadvantaged communities, older adults, and people with disabilities, has been conducted during the planning phase and will continue during the implementation phase of this project.

****Stakeholder Outreach with Community-Based Organizations:****

- The need for the pilot circulator service was identified through extensive stakeholder engagement as part of the Downtown and Riverfront Public Transportation and Shared Mobility Study. Engagement took place in May and June 2024 through focus group sessions, individual meetings, and an online questionnaire.
- Stakeholder groups included community-based organizations representing older adults, people with disabilities, individuals living below the poverty line, transportation advocacy groups, housing organizations, downtown business groups, and regional and local government partners.
- More than 30 community-based and government organizations participated in stakeholder meetings.
- Feedback showed strong support for a fixed-route transit service connecting the new Riverfront District and ensuring accessibility for all, particularly older adults, individuals with disabilities, and families with young children.

****Region-wide Public Engagement:****

- LTD's System Review project conducted region-wide public engagement to identify priorities, including downtown Eugene. This engagement included disadvantaged community groups and informed the pilot project.
- The System Review also conducted targeted outreach to bus riders, who are more likely to be part of disadvantaged communities compared with the general Lane County population.

****Bus Rider Feedback:****

- During the pilot service implementation, additional targeted public outreach is planned to engage with current bus riders on routes affected by the proposed service changes.

70. If such engagement is not important to the success of this project, please explain why.

N/A

71. How will disadvantaged communities benefit from this project?

The pilot route has been designed to bring benefits to disadvantaged communities residing, working, and living in Downtown Eugene. Benefits include:

- Enhanced service for older adults and people living with disabilities: Multiple downtown older adult, assisted, and affordable housing buildings will be located less than a five-minute walk or roll from the pilot route. The pilot route will provide residents with improved access to key destinations including grocery stores, pharmacies, parks, and community centers. The pilot route provides frequent, non-stop transit service to and from pharmacies and affordable groceries that are not otherwise available in the downtown core. Currently, only one LTD route (Route 1) provides service around downtown, with a limited hourly schedule and requires a transfer to reach these destinations.
- Establishing a direct connection to the Riverfront and new City Hall: Ensures accessibility for all downtown residents and visitors, particularly older adults, people living with disabilities, and families with young children to enjoy the Riverfront plaza and access vital city functions at the new City Hall located at the Riverfront.
- Low or no fare: The pilot service would be offered at a very low or free fare in order to reduce barriers to transit ridership associated with collecting a fare.

72. How will disadvantaged communities be burdened by this project?

The pilot project is designed to provide an overall benefit to disadvantaged communities. However, potential burdens to these communities could include:

- Communication gaps: Some disadvantaged communities are more likely to face challenges related to project awareness and government communications.
- Opportunity Cost: The need for a pilot service in this area is based on stakeholder feedback, demographic analysis, and travel pattern analysis, however, there are also other areas in the LTD service area that are in need of enhanced transit services and will not benefit from this service.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

This project will support the State of Oregon’s and City of Eugene’s climate goals and reduce greenhouse gas emissions by providing lower-carbon transportation options for people living, working, and visiting downtown and through the use of lower-carbon vehicles.

- Support CFA designation: Downtown Eugene is slated to be adopted as a Climate-Friendly Area as part of the state Climate-friendly and Equitable Communities rule implementation. Climate-friendly Areas are places where people are able to meet most of their daily needs without relying on a car. They are designated in order to help the state meet its climate pollution goals. State rules require these areas to be served by high-quality public transportation services and active transportation infrastructure.
- Low-carbon fleet: The project aims to use a fleet of low-carbon vehicles, such as electric or hybrid vehicles, for the pilot service.
- Improve transportation options: The pilot service will enable people living, working, and visiting Eugene to arrive and circulate the downtown core without the use of a private automobile.

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

N/A

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Downtown Eugene is undergoing significant changes, including new high-density housing, continued development of the Riverfront neighborhood, the new City Hall at the former EWEB building, and the expanding Market District. These developments, along with the adjacent University of Oregon campus and the Midtown neighborhood, have altered how people travel to, from, and within downtown. While downtown offers a pedestrian-friendly environment and an extensive bike network, transit remains essential for mobility both within downtown and across the region. LTD’s Downtown Eugene Station serves as the central hub for regional transit, including the EmX Bus Rapid Transit line, which provides fast, frequent connections through downtown, the UO campus, and other key destinations.

In response to this growth, the City of Eugene and LTD have developed a pilot downtown circulator service to ensure that public transportation continues to serve key destinations where people live, work, and visit. This new service will address the evolving needs of the area’s residents and visitors.

This project will help reduce greenhouse gas emissions by providing:

- ****Low-carbon transportation options**:** The pilot will enhance sustainable transportation by offering a new service for accessing Downtown and Riverfront neighborhoods, encouraging more people to choose transit over single-occupancy vehicles. With hundreds of new housing units in development, the demand for alternative transportation options is expected to grow over the next five years.
- ****Support for new movers**:** As new residents move into the Riverfront neighborhood, the pilot service will encourage a car-free or car-light lifestyle, making it easier for households to adopt sustainable travel behaviors during this critical transition period.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?

No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A “standard fuel vehicle” is a vehicle that uses diesel or gasoline. “Low- or no-emission vehicles” include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?

No

78. If you answered “Yes” to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.

79. If you answered “Other alternative fuel” for question 78, please explain.

80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.

81. If you selected “Other” for question 80, please explain.

82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.

83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.

84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

The project supports safety by creating a new service in downtown Eugene that will provide a new transportation option for vulnerable road users and transit riders. The pilot service is designed to benefit older adults, people living with disabilities, and families with young children in particular. This new transit service will help people safely navigate several transportation barriers downtown including railroad tracks

and multilane roads.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

The project is the result of a collaborative planning effort by the City of Eugene and LTD, in consultation with other regional partners. The City of Eugene and LTD would partner to provide this service. This pilot project would be implemented using LTD’s Pilot Program Guidelines and guided by LTD’s Mobility Management Framework. LTD is well-positioned to successfully launch and evaluate a pilot project within its service area. As the largest transit provider in Lane County, and one of only a handful of mass transit districts in the state, LTD clearly has capacity and expertise to implement the downtown circulator.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

If successful, the pilot service would ideally be extended beyond the next biennium. Ongoing funding could be provided through a combination of STIF formula funds and reallocation of Route 1 operating funds.

88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A.

Yes. The 20% match will come from existing LTD operating funds and/or STIF Formula funds.

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

The project team has developed a scalable service plan that can be adjusted over the course of the pilot project should actual costs exceed the budgeted amount. Service levels, such as frequency and span, pilot duration, or service area could be reduced to stay within the budgeted amount.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

The project team has developed a scalable service plan that can be adjusted over the course of the pilot project should actual costs exceed the budgeted amount. Service levels, such as frequency and span, pilot duration, or service area could be reduced.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

The service would be integrated with existing LTD GTFS data.

Requested (Summary)

| | |
|------------------------------|----------------|
| Total Project Budget: | \$1,275,000.00 |
| Local Match: | \$255,000.00 |
| Total Grant: | \$1,020,000.00 |

Project Details

| Number | Number | Sub Type | Status | Total |
|--------------|-------------|---------------------|----------|----------------|
| P-25-0957-01 | Non-Capital | Mobility Management | Complete | \$75,000.00 |
| P-25-0957-02 | Non-Capital | Operations (State) | Complete | \$1,200,000.00 |

Create: Trisha Sharma

Date: 09/05/2024

Issue: Trisha Sharma

Date: 09/20/2024

Mobility Management

2025-27 City of Eugene STIF Disc. & STN

| | |
|----------------|--------------|
| Number: | P-25-0957-01 |
| Date: | 09/05/2024 |

Task Description

Task Description: Pilot project development, marketing and branding, management, and performance review.

Task Cost: \$75,000

Match Source: In-kind

Task Budget

| | |
|-----------------------------|-------------|
| Task Cost | \$75,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$60,000.00 |

Match Source

| | |
|----------|-------------|
| State | \$0.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$15,000.00 |
| Other | \$0.00 |

Operations (State)

2025-27 City of Eugene STIF Disc. & STN

| | |
|----------------|--------------|
| Number: | P-25-0957-02 |
| Date: | 09/05/2024 |

Task Description

Task Description: Operations for pilot service operating with frequent trips, seven days per week.

Task Cost: \$1,200,000

Match Source: LTD operating funds and/or STIF Formula funds.

Task Budget

| | |
|-----------------------------|----------------|
| Task Cost | \$1,200,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$960,000.00 |

Match Source

| | |
|----------|--------------|
| State | \$0.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$240,000.00 |

**2025-27 Lane Council of Governments STIF
Disc. & STN**

Applicant
Lane Council of Governments
859 Willamette St, Ste 500
Eugene, OR 97401

Number: P-25-0849
Date: 08/21/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 107957268
FEIN: 936014373
Provider Type: Private non-profit agency

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Brenda Moore
Title: Executive Director
Phone: 1 (541) 6824395
Email: bmoore@lcog.org

Application Contact

Contact: Kate Wilson (LCOG)
Title:
Phone: 1 (541) 6824422
Email: kwilson@lcog.org

Risk Assessment

| | |
|---|--|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Combined |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | No |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | No |
| 7. If applicable, share a list of findings and repeat findings. | NA |
| 8. If applicable, explain any repeat audit findings. | NA |
| 9. List the year of your last audit and include a URL to the audit document. | FY2023 https://www.lcog.org/administrative/page/fiscal-services |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
|--|-------------------------|
| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | Pacific Crest Bus Lines |
| 15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. | |
| LCOG contracts with Pacific Crest Bus Lines to operate the Eugene-Florence route. LCOG employs several | |

oversight strategies including regular check-in meetings to discuss service status and provide direction and oversight as needed. LCOG requires monthly summary of services and invoices informing expenditures and contract deliverables. Staff establishes protocols to meet unfulfilled contract terms. LCOG maintains copies of the contractor's annual audits and insurance for liability purposes.

Project Information

| | |
|--|---------------------------|
| 16. Project Title | Eugene-Florence Connector |
| <p>17. Project Description The Eugene-Florence Connector begins and ends at the Eugene Amtrak Station with stops in both directions at the LTD downtown transit station, Veneta, Mapleton, the Three Rivers Casino, Old Town Florence, and the Florence Grocery Outlet. Please see the Route Location Map and Photos attached. This route runs seven days per week with one AM and one PM round trip as well as one midday trip on Monday, Tuesday, Thursday and Friday.</p> <p>Fares are \$5.00 one-way and \$1.00 between Florence and Mapleton. The route interlines with public and private transit routes in both Florence and Eugene. In Florence, it connects with the Rhody Express for transit trips within Florence; the Florence-Yachats Connector for access to coastal Oregon north of Florence; and with the Coos County Area Transit's Florence Express for access to coastal Oregon south of Florence. In Eugene, it connects with Lane Transit District's (LTD) transit network which reaches urban and rural Lane County at Eugene's downtown transit station as well as with the Amtrak Station for access to statewide and national destinations. Buses are ADA accessible. Each bus is equipped with bike racks.</p> <p>The funding requested is for operational and administrative costs through the 25-27 STIF Biennium. The funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.</p> | |
| <p>18. What is the main type of service that will be supported with this award? Intercity</p> | |
| <p>19. If you selected "Other" in question 18, please describe.</p> | |
| <p>20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. LCOG has managed the Eugene-Florence Connector since 2020 and has a contract with Pacific Crest Bus Line to operate the service. If funded, LCOG will extend the contract with Pacific Crest Bus Line to June 30, 2027 as stipulated in said contract.</p> | |
| <p>21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. FTA Section 5311(f) Intercity, STIF Discretionary, STIF Intercommunity Discretionary</p> | |
| <p>22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.</p> | \$1,172,500 |
| <p>23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?</p> | \$1,172,500 |
| <p>24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)</p> | |
| <p>25. Will Federal funds be used to complete this project? No</p> | |
| <p>26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. The Eugene-Florence Connector begins at the Eugene Amtrak Station. It has one stop in Eugene near the LTD downtown transit hub. The bus stops in Veneta, Mapleton, and the Three Rivers Casino. In Florence, the bus has a stop at the Old Town Gazebo before reaching its western terminus at the Grocery Outlet in Florence. It returns to the Eugene Amtrak Station along the same route. See route map attached.</p> | |
| <p>27. What is the gap in intercity transportation service that it fills? This project directly links coastal rural Lane County with the Eugene-Springfield urban area and is actively working to ensure the Statewide Transit Network is complete along this corridor. This route originates and terminates at the Eugene Amtrak Station, a Key Transit Hub within Lane County with multiple multi-modal travel options. Stops along its route outside of the urban area serve Lane County's rural communities: Veneta with a population of 5,214 and an employment rate of 49.8%; Mapleton with a population of 493 and an employment rate of 38.8%; and Florence with a population of 9,396 and an employment rate of 38.6%.</p> | |
| <p>Three other fixed route transit services meet the Eugene-Florence Connector at its final stop in Florence:</p> | |

the Rhody Express, the Florence-Yachats Connector and the Florence Express. None of these four services are wholly contained within the service area of the others, creating a Key Transit Hub. Developing a transit hub has been a goal for the City of Florence, and this route is a key component.

This route is connecting people in rural Lane County with car-free access to jobs, services, recreation, entertainment and social outlets. Social service providers and Workforce Oregon in Florence as well as agencies such as the Devereux Center in Coos Bay purchase or have expressed interest in purchasing tickets for their clients to travel to Eugene. Transportation for employment is of particular interest between Mapleton and Florence where coastal Oregon employers are experiencing a lack of employees, and Mapleton has residents lacking transportation. Travel Lane County and Lane Community College participated throughout the planning and implementation of this route as they both value the potential for visitors, students and faculty to travel car-free and access recreational and educational destinations throughout and beyond Lane County.

| | |
|---|--------------|
| 28. Would this award support ongoing operations of an existing service? | |
| Yes | |
| 29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. | |
| This proposal includes a request for an increase in service from four midday trips to seven midday trips, an increase of three additional trips per week. | |
| 30. If you answered "Yes" to question 28, provide a brief history of the current service. | |
| The Eugene-Florence Connector route began operations February 8, 2020 in response to community demand for an affordable transit option between the Eugene metropolitan area and the coastal community of Florence. This is an area outside of LTD's service district. As a qualifying public transportation service provider, LCOG responded to this need and applied for STIF funding to begin this route as a pilot. It was fully funded, and LCOG began operations in February 2020. | |
| There has been a steady increase in ridership demand since this service began. LCOG has purchased buses with added capacity to accommodate the increased ridership. | |
| The service began with twice-daily operations 7 days per week. In April 2024, an additional midday trip was added to the service 4 days per week. | |
| 31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. | \$386,527.42 |
| 33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. | NA |
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | NA |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? | |
| No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? | |
| 46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. | |
| N/A | |

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

| |
|--|
| 47. Describe the need this project addresses. Please provide information to support these statements. |
| The Eugene-Florence Connector is a reliable, safe, and affordable intercommunity transit service connecting a rural area that is also a key travel destination with a major urban center. Passengers who use this service represent Lane County's diversifying, aging, and lower income population, in addition to its increasing numbers of annual visitors. |
| LCOG's Community Needs Assessment helps "pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." Findings highlighted the need for accessible and affordable transportation specifically between rural and urban areas. It found "the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs." The Eugene-Florence Connector is addressing this need. The "Title VI and Transportation Disadvantaged Populations" attachment describes the population this route is serving. Compared to national and statewide populations, the communities along this route have high percentages of people identifying as having a |

disability, people 65 and older, and people living below the 100% poverty level.

Lane County is a prime visitor destination with pristine coastline. Visitor numbers reached an estimated 3,370,110 overnight person stays in 2023 (Economic Impact of Travel in Oregon), and numbers are increasing annually. The Eugene-Florence Connector is supported and promoted by Travel Lane County as it supports car free visitor travel and increased access to the Oregon coast.

This project is a vital link in the Statewide Transit Network. Over 10,000 rides have been taken on the service in the current biennium. The attached letters of support from local jurisdictions, community-based organizations, and travel and recreation organizations demonstrate the Eugene-Florence Connector's importance and need.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

In 2018, LCOG staff conducted a feasibility study of transit needs along Highway 126 between Eugene and Florence. The study was initiated at the behest of community members advocating for a public transit route between Florence and Eugene. The feasibility study generated a large amount of interest across the county. Over 1500 community members responded to a survey seeking feedback, and over 95% of respondents advocated for public transportation between Eugene and Florence.

In 2023, LCOG, with the support of a Transportation Growth Management grant, finalized the Link Lane Transit Development Plan. This plan was developed between 2022 and 2023 and included three rounds of outreach to community members during that time. LCOG conducted outreach sessions in English and in Spanish. Again, the overwhelming consensus from the community was that rural Lane County needs more transit. Respondents agreed that the existing service is a lifeline for many in their communities in and between Florence and Eugene. The lessons learned from this outreach showed the importance of the service to a wide range of transit users.

Finally, increases in ridership each year and support from community-based organizations and Travel Lane County have shown that this service is important for Lane County community members and visitors.

49. Describe the expected community benefits from this project.

The Eugene-Florence Connector has benefited Lane County community members and visitors since it began operations. Increasing demand prompted service expansion of four more trips in April 2024 and is supporting the proposed service expansion of three more trips this upcoming STIF biennium.

Riders use this service to travel from the coast to the Eugene-Springfield metropolitan area for medical appointment, education, jobs, shopping, social connections, and recreation, or further via interlining transit connections at the Amtrak station. The link between Mapleton and Florence is an important connection for those living in Mapleton to access jobs in Florence.

Eugene-Springfield residents and Lane County visitors also use this service to move between the coast and Eugene-Springfield, supporting local businesses and promoting car free travel.

Each Link Lane bus can accommodate up to two wheelchairs, allowing for increased mobility options. Each Link Lane bus is also equipped with bicycle racks, enhancing multi-modal options along the route.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

Without project funding, this service will terminate as 23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. Within this STIF biennium to date (July 2023-July 2024), this route provided 10,704 rides, representing 642,240 vehicle miles. Without this service, many of these trips will not be possible because people do not have another alternative, and many of the trips will translate to personal vehicle miles, increasing roadway vehicle volumes and miles traveled.

51. Describe how this project supports positive health outcomes.

This project addresses the LCOG Senior & Disability Services division's Community Needs Assessment findings of community concerns that public transportation options are limited in rural areas and some parts of urban areas. As the Needs assessment states: "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs." This project is improving transit access to/from services that improve health outcomes.

In Lane County and beyond, the Eugene-Springfield metropolitan area is a key destination and, in many cases, the only local destination for certain medical services, personal needs, education, jobs, social outlets, and recreation/entertainment. Providing access and mobility for rural Oregonians contributes to positive health outcomes and responds to a community need. However, as identified in the Lane Coordinated Public Transportation Plan (2019), many residents are transportation-disadvantaged and seek support in travel for medical and other needs. This service contributes to positive health outcomes by providing access for vulnerable populations to primary care, educational opportunities and personal shopping needs.

This route is an affordable service for the many Lane County residents and visitors who are mobility restricted, wish not to drive, or desire a public transportation option to the coast. It supports economic development and the health of local businesses within Florence by bringing in additional visitors.

Within this STIF biennium to date (July 2023-July 2024), this route provided 10,704 rides, taking cars off

the road between Eugene and Florence, reducing carbon dioxide and other fossil fuel emissions.

| | |
|--|-----|
| 52. Does your project have the potential to increase the use of active transportation, including public transportation? | Yes |
|--|-----|

53. If you answered "Yes" in question 52, please describe how.
 The Eugene-Florence bus route reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is a vital link between Florence and Eugene.

This 120-mile round trip route provides a public transportation option between the valley and the coast, connecting the Eugene-Springfield area to Florence along Highway 126. The survey administered in 2018 for this project's feasibility study asked the question of what barriers to travel people experience along Hwy 126. Responses identified not having access to a car, lack of a public transportation option, and safety concerns about driving on Hwy 126. This route addresses those barriers by providing an option that does not require access to a personal vehicle.

Ridership has steadily increased since operations began in February 2020. These trips were taken by people who did not have access to a personal vehicle or who chose not to drive and represent a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

This route's success is also dependent upon connectivity between active transportation modes and its role as a link in both Eugene and Florence where multiple providers come together. In Florence, this route connects with the Rhody Express, the Florence Express and the Florence-Yachats Connector for intercommunity access and car-free travel all along Highway 101. Stops in Old Town Florence offer visitors access to a walkable downtown. The buses accommodate up to three bikes, and numbers of riders with bicycles is increasing. In Eugene, the route connects with LTD's urban transit services and with Amtrak. The Eugene transit station is a multi-modal hub, surrounded by many walkable destinations and an onsite bikeshare hub.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

| | |
|---|------------------------------------|
| 54. Select all that apply to your project. | Improves the passenger experience. |
|---|------------------------------------|

55. Describe how this project would improve each of the items you selected in question 54.
 Link Lane provides a very affordable, accessible option for passengers traveling between Eugene and Florence. The service is designed to interline well with connected services at both ends of the route. All buses are ADA accessible and can accommodate up to three bicycles. The bus stops at key locations in Eugene and Florence to ensure riders have viable access to the route.

Link Lane works in close partnership with other agencies to ensure that this service is as efficient as possible for all passengers. As the service manager, LCOG collaborates with local partners to provide reliable, consistent operation. The Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) have partnered with LCOG throughout route planning operations. CTCLUSI contributes both a bus and Formula Funds that are vital to continued operations. The Cities of Florence and Eugene support the service by ensuring access for bus stops and movement. Lane County stores the buses when not in operations within secured lots and provides both preventative maintenance and service when needed. LTD lends expertise, shared stop spaces, and transfer information to riders looking beyond the LTD services for access to and from the coast. LTD and Link Lane have recently collaborated on marketing and outreach, highlighting the connection between the two services. LCOG coordinates with service providers on both ends of our service line when updating service changes, to ensure connections can happen. LTD is in the process of implementing an integrated fare program in which LCOG will participate and make fare acquisition and transfer between these two transit providers easier for riders. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer. Collectively this collaborative approach improves passenger experience.

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.

The Eugene-Florence Connector provides an important connection between multiple rural communities - Florence, Mapleton, and Veneta - and the Eugene-Springfield urban area. This route is the only public transit route that connects all of these communities to the larger Statewide Transit Network by connecting to Amtrak at the eastern terminus and at the Florence Grocery Outlet hub at the western terminus. The Eugene-Florence Connector's stops are designed to time with other providers stops, so that there is seamless service between providers.

LTD and LCOG are currently working on a partnership so that LCOG can utilize LTD's fare system, allowing riders to travel more easily between Link Lane and LTD. LCOG also has a partnership with Amtrak so that people can purchase tickets before they arrive. Tickets purchase through Amtrak can be part of a longer trip offered by multiple service providers, a more efficient reservation and payment method for passengers.

57. Describe how this project develops service improvements and/or approaches that can be

replicated statewide.

LCOG staff are dedicated to making Link Lane services an affordable, comfortable trip for all. LCOG staff meet biweekly with our operator, Pacific Crest Bus Line, to make sure that we have an open line of communication and that services are running smoothly.

Link Lane operates an active website and Facebook page and provides regular updates and service alerts. Link Lane also coordinates with LTD, local municipalities, Travel Lane County, and community groups to share messaging.

58. Describe how this project improves infrastructure at interregional transit hubs.

This project does not specifically fund infrastructure improvements at interregional transit hubs. However, LCOG works with partner transit agencies to ensure seamless connectivity at interregional transit hubs.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.

Both passengers and transit providers benefit from the Eugene-Florence Connector route as it is designed to interline with multiple other routes and provide connected transit travel within, to, and from Lane County. At the western terminus of the route, LCOG and Coos County Area Transit coordinate to ensure services best meet the public's needs. LCOG and CCAT have coordinated schedules to better interline these routes at the Florence Grocery Outlet, so that there is connected service to the south in Coos County, to the north on the Florence-Yachats Connector, and to the east on the Eugene-Florence Connector. LTD manages Florence's Rhody Express transit system. The Eugene-Florence route stops at the Grocery Outlet to connect local riders to the larger regional system. On the eastern terminus, The Eugene-Florence Connector starts at the Amtrak station, connecting riders regionally and farther to Amtrak destinations as well as to the Point bus and to the privately-operated Eugene-Bend service.

Besides the two interregional hubs on either end of the Eugene-Florence Connector route, this bus stops at several other locations that are served by multiple transit agencies. In Florence, Rhody Express riders can transfer to the Eugene-Florence Connector at the Rhody Express's Old Town stop. Coos County Area Transit riders can also connect at the Three Rivers Casino. On the east side of the route, Link Lane and LTD share stops in Veneta as well as downtown Eugene, where Link Lane riders can transfer at the Eugene downtown station to many of LTD's buses.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

Amtrak passenger rail service, the Point bus service, Eugene-Bend, Florence Express, Florence-Yachats Connector.

61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?

Yes

62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?

Yes

63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?

Yes

64. What is the service frequency of the intercity service?

7 days/week

65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?

No

66. If you answered "Yes" in question 65, describe any additional project benefits.

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

This service runs 60 miles one-way on OR Hwy 126 west between Florence and downtown Eugene.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The primary communities served by this service are the Eugene-Springfield metropolitan area, Veneta, Mapleton, and Florence.

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Our agency is committed to ensuring inclusivity and representation from the public.

In the original public outreach for the Eugene-Florence feasibility study, LCOG conducted extensive outreach with many community groups in the rural areas to ensure representation. Online outreach was distributed through over 15 different channels, including media outlets, Travel Lane County, and local agency support. Additional, paper surveys were delivered at local community post offices, city halls, and other public areas to get feedback from a variety of community members. This resulted in over 1500 responses, and feedback was 95% in support of and advocating for a safe, reliable, and affordable transit route between Eugene and Florence.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG again conducted extensive outreach with communities throughout Lane County seeking feedback on transit needs in Lane County. Through this process, LCOG contacted over 700 people representing over 150 organizations seeking feedback on existing and needed transit options in Lane County. Many of these organizations represent disadvantaged communities and were asked to provide feedback on what the needs of those communities are. Additionally, representatives from a number of community-based organizations across Lane County served on the plan's Advisory Committee and guided its outcomes. LCOG conducted six outreach sessions, three in English and three in Spanish, throughout the development of the plan.

70. If such engagement is not important to the success of this project, please explain why.
NA

71. How will disadvantaged communities benefit from this project?

The Eugene-Florence Connector provides many benefits for disadvantaged communities in Lane County. All of the communities served by the bus have a lower median income than the state of Oregon. They all also have a high proportion of those over the age of 65 and a high percentage of individuals who identify as having a disability. Employment rates in these communities are lower than across the state of Oregon as a whole.

At only \$5 for each one-way trip, the Eugene- Florence Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation.

Many of those living in these communities use the Eugene-Florence Connector as a lifeline service to access essential services, including healthcare facilities, employment centers, and educational institutions. Since all Link Lane buses are accessible, many non-ambulatory community members are able to travel to important medical visits.

LCOG has coordinated with other groups such as Siuslaw Vision, the City of Florence, and the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) to ensure we are effectively engaging with local communities.

The Eugene-Florence Connector also provides a safe travel option for many living in disadvantaged rural communities who may not have access to reliable personal vehicles. Riders and potential riders have expressed concerns about safety on Hwy 126, and this service provides an option to not drive on the winding roads of Hwy 126.

72. How will disadvantaged communities be burdened by this project?

The Eugene-Florence Connector route is designed so that disadvantaged communities will not be burdened by this project, but it is important to recognize that burdens might exist with this service.

To minimize, bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities. Fares are \$5 for a one-way trip to provide an affordable connection for those in disadvantaged communities. LCOG does partner with Amtrak so that riders can pre-purchase tickets. However, in order to not disadvantage the unbanked, a number of seats on each bus are available for those that walk up that will pay for tickets with cash. LCOG buses also continue to take cash for those that are unbanked.

Communications can be a big area of concern to make sure we are connecting with those living in rural communities. We partner with local municipalities and organizations to ensure we are communicating with as many channels as possible.

We do not anticipate environmental justice considerations for those living in disadvantaged communities.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

NA

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

NA

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. The Eugene-Florence Connector trip is over 60 miles for each one-way trip. By providing this service, Link Lane is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. The frequency of this trip allows riders more options of travel times each day, so riders are more likely to choose less carbon intensive form of travel. In the current biennium, Link Lane's frequency increased from 2 to 3 trips per day for four days per week. With this service increase, there has been an increase in ridership. This correlation suggests that riders are more likely to take the bus when they have more flexibility in each direction.

Active transportation is an important way to reduce reliance on single-occupancy vehicle use. Link Lane

has stops at several locations connecting to Eugene’s bikeshare system. Additionally, there has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips. LCOG supports this; we are currently researching options to add additional bike spots on the bus and best practices to accommodate e-bikes.

| | |
|--|----|
| 76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)? | No |
|--|----|

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A “standard fuel vehicle” is a vehicle that uses diesel or gasoline. “Low- or no-emission vehicles” include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

| | |
|---|----|
| 77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)? | No |
|---|----|

| | |
|--|--|
| 78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply. | |
|--|--|

| | |
|--|--|
| 79. If you answered “Other alternative fuel” for question 78, please explain. | |
|--|--|

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|---|--|
| 80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply. | |
|---|--|

| | |
|---|--|
| 81. If you selected “Other” for question 80, please explain. | |
|---|--|

| | |
|---|--|
| 82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently. | |
|---|--|

| | |
|--|--|
| 83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type. | |
|--|--|

| | |
|---|--|
| 84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled). | |
|---|--|

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

LCOG manages the service and operates it under contract with Pacific Crest Bus Lines who also Operates for Oregon POINT, LTD’s Diamond Express, Amtrak Thruway, and the Eugene-Bend bus line. PCBL upholds the highest standards for safety protocols and have a safe history. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

Anecdotally, respondents to the Eugene-Florence survey reported that they often feel unsafe driving along Highway 126 because of the high volume of vehicles and the roadway configuration. This service has provided an option for users to choose not to drive, potentially decreasing the number of vehicles on the roadway. There have been over 10,000 trips taken on the Eugene-Florence Connector in the current biennium; a large number of those trips would most likely have been vehicular trips if Link Lane was not in operation.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LCOG has successfully operated the Eugene-Florence Connector since 2020 and delivered it within budget each year. The contract with the service operator can be extended through the upcoming biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

When the service increased to 3 trips per day/4 days per week, LCOG and the service operator worked together to ensure drivers were available for the increased service. For this upcoming biennium, we will once again work together to ensure all operational measures are in place to increase service to 3 trips per day/7 days per week.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. The frequency of the Eugene-Florence Connector increased in April 2024, and this application is for another increase in service. The budget developed includes increased costs for that service increase.

The project and its potential completion within budget and timelines are a result of careful planning, a history of successful implementation of this service, a strong relationship with the service operator, proactive risk management, and a commitment to operate effectively and efficiently to best serve the community.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing

funding including match. If not applicable, respond N/A.

LCOG is currently applying to ODOT to be in the 5311 Startup program. If accepted into the 5311 program, Link Lane will have some stable funding each year for operations and administration. LCOG will continue to apply for operational funding through the Statewide Transit Network program as the Eugene-Florence Connector is an integral part of the Statewide Transportation Network. LCOG will also continue to apply for Formula Funds from both the CTCLUSI and LTD District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A.

LCOG is currently applying to be a part of the 5311 Formula Fund program. This funding is not currently guaranteed. LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County as well as CTCLUSI. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If actual costs exceed the budgeted amount for the project, this service would be reduced to fewer trips per day and fewer trips per week.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

The project could be scaled down to fewer trips per day. However, when the route was operating fewer trips per day, there were times when the bus reached capacity, so this is in not an ideal solution for the riders in our community.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

Link Lane’s GTFS is maintained by Trillium Transit as part of Trillium Transit’s relationship with ODOT. LCOG staff coordinate with Trillium Transit to make sure they are aware when there are service changes to the Eugene-Florence Connector.

Requested (Summary)

| | |
|------------------------------|----------------|
| Total Project Budget: | \$1,172,500.00 |
| Local Match: | \$234,500.00 |
| Total Grant: | \$938,000.00 |

Project Details

| Number | Number | Sub Type | Status | Total |
|--------------|-------------|--------------------|----------|----------------|
| P-25-0849-01 | Non-Capital | Operations (State) | Complete | \$1,063,500.00 |
| P-25-0849-02 | Non-Capital | Administration | Complete | \$109,000.00 |

Create: Kate Wilson (LCOG)
Issue: Elena Kuhnhehn (LCOG)

Date: 09/05/2024
Date: 09/05/2024

Non-Capital
Operations (State)
Eugene-Florence Operations

Number: P-25-0849-01
Date: 09/04/2024

Task Description

Operations for Eugene-Florence Connector.

Task Budget

| | |
|-----------------------------|----------------|
| Task Cost | \$1,063,500.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$850,800.00 |

Match Source

| | |
|----------|--------------|
| State | \$0.00 |
| Local | \$212,700.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Number: P-25-0849-02
Date: 09/04/2024

Task Description

Administration for Eugene Florence administration

Task Budget

| | |
|-----------------------------|--------------|
| Task Cost | \$109,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$87,200.00 |

Match Source

| | |
|----------|-------------|
| State | \$0.00 |
| Local | \$21,800.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

**2025-27 Lane Council of Governments STIF
Disc. & STN**

Applicant

Lane Council of Governments
859 Willamette St, Ste 500
Eugene, OR 97401

Number:

P-25-0905

Date:

09/04/2024

Notice #:

D25STIFSTN

Closing Date/Time:

09/05/2024 11:59
PM

Planned Agreement Start:

07/01/2025

Planned Agreement End:

06/30/2027

D-U-N-S Number: 107957268
FEIN: 936014373
Provider Type: Private non-profit agency

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Brenda Moore
Title:
Phone: 1 (541) 682-4405
Email: bmoore@lcog.org

Application Contact

Contact: Kate Wilson (LCOG)
Title:
Phone: 1 (541) 6824422
Email: kwilson@lcog.org

Risk Assessment

| | |
|---|----------|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Combined |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | No |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | |
| 7. If applicable, share a list of findings and repeat findings. NA | |
| 8. If applicable, explain any repeat audit findings. NA | |
| 9. List the year of your last audit and include a URL to the audit document. FY2023 https://www.lcog.org/administrative/page/fiscal-services | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
|---|-------------------|
| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | River Cities Taxi |
| 15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. LCOG contracts with River Cities Taxi to operate the Florence-Yachats Connector. LCOG employs several | |

oversight strategies including regular check-in meetings to discuss service status and provide direction and oversight as needed. LCOG requires monthly summary of services and invoices informing expenditures and contract deliverables. Staff establishes protocols to meet unfulfilled contract terms. LCOG maintains copies of the contractor's annual audits and insurance for liability purposes.

Project Information

| | |
|--|----------------------------|
| 16. Project Title | Florence-Yachats Connector |
| <p>17. Project Description The Florence-Yachats Connector links the rural, coastal communities of Florence and Yachats along Oregon's Highway 101 and serves as an important car-free transportation option for local community members and visitors along Oregon's premier coastline. Prior to this route's beginning of operations in 2018, the distance between Florence and Yachats was the only stretch along Highway 101 that did not have a transit option. This route now serves travelers between and beyond Florence and Yachats. It is an important modal option for people backpacking and biking along the coast. The Oregon Coast Trail is "on road" along this stretch of highway, and it is recommended that backpackers use the bus to traverse this stretch. Highway 101 is not a comfortable stretch to bicycle between these two communities, and riders often use the bus as a safer option.</p> <p>The route begins at the Florence Grocery Outlet where the Coos County Area Transit's Florence Express, Lane Transit District's Rhody Express, and Lane Council of Governments (LCOG) Eugene-Florence Connector Route all interline. At the northern terminus, it links with the Lincoln County's Northwest Connector for transport along Highway 101 north of Yachats. The route operates 7 days per week from 7:30 AM to 7:25 PM with 4 round trips per day. It has one stop at Carl G. Washburne State Park and reaches its northern terminus at West 3rd Street and Pontiac Street in Yachats. The return route uses the same stops. LCOG maintains an interline agreement with Amtrak for seamless ticket purchase and bus transfer between the Florence-Yachats Connector and Eugene-Florence Connector. Please see the Route Location Map and Photos attached.</p> <p>The funding requested for this project is for route operational costs through the 25-27 STIF Biennium. The operational funding includes contractor operational costs, vehicle maintenance, administration, and marketing costs.</p> | |
| <p>18. What is the main type of service that will be supported with this award? Intercity</p> | |
| <p>19. If you selected "Other" in question 18, please describe.</p> | |
| <p>20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. LCOG has managed the Florence-Yachats Connector since 2019 and currently contracts with River Cities Taxi (RCT) to act as the service operator. If this grant is awarded, LCOG will extend the contract with RCT through June 30, 2027 per contract terms.</p> | |
| <p>21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. FTA Section 5311(f) Intercity, STIF Intercommunity Discretionary</p> | |
| <p>22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.</p> | \$579,600 |
| <p>23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?</p> | \$579,600 |
| <p>24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)</p> | |
| <p>25. Will Federal funds be used to complete this project? No</p> | |
| <p>26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. The Florence-Yachats Connector is a round trip route that originates and terminates in Florence and reaches its northern stop in Yachats. The Florence stop is at the Grocery Outlet. The service stops midway at Carl Washburn State Park and stops at the Little Log Church in Yachats before returning to Florence. It has one flag stop along Hwy 101 at Tenmile.</p> | |
| <p>27. What is the gap in intercity transportation service that it fills?</p> | |

This project is a vital link in the Statewide Transit Network along Hwy 101. Prior to its service initiation, this corridor was the only stretch along Hwy 101 that had neither a private nor a public transit option, leaving residents and visitors with few car-free travel options. Now it stands as an important link in the public transportation network, providing a safe, affordable, and reliable travel option.

The Florence-Yachats Connector terminates in Florence at the Grocery Outlet, meeting up with CCAT's Florence Express and LCOG's Eugene-Florence Connector. With these three intercommunity routes and Florence's Rhody Express intracity route all in operation, both residents and visitors have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. The Florence-Yachats Connector interlines with the Lincoln County service in Yachats for access north of Yachats on Hwy 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence Grocery Outlet.

28. Would this award support ongoing operations of an existing service?
 Yes

29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service.
 NA

30. If you answered "Yes" to question 28, provide a brief history of the current service.
 The Florence-Yachats Connector began as a pilot service in 2018; this effort was initiated by ODOT to fill a gap in the Statewide Transit Network along Hwy 101 and ensure there was a transit option along the entire coast. LCOG took over the service in Fall 2019. The service operator for the route has been River Cities Taxi since the route began. The service originally operated six days per week with 4 trips per day. In May 2024, service expanded to 7 days per week. Ridership has steadily increased since 2019. Ridership tends to be seasonal, with more riders in the summer months.

31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. \$198,563

33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. NA

37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. NA

41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked.

44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?
 No

45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project?

46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A.
 NA

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements.

LCOG conducts a Community Needs Assessment "to help pinpoint the service needs of older adults and persons with disabilities and also identify gaps in the current service delivery system." It emphasized the need for accessible and affordable transportation specifically between rural and urban areas. It found "the lack of a variety of public transit availability options poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers, and other time sensitive needs."

Communities adjacent to this corridor have high rates of vulnerable populations. Lane County is quickly diversifying, growing older and earning lower incomes. From 2010 to 2020 the population of people who identify as: White grew 4%, Hispanic/Latino grew 42%, Black or African American grew 18%; Asian grew 29%; and Native Hawaiian/Other Pacific Islander grew 34%, American Indian or Alaska Native declined by 25%. People identifying as two or more races grew 84%. In the US, the median annual household income is \$74,755; in Oregon it is \$75,657. In Lane County it is \$64,0569.

Florence's median age is 58; people aged 65 and older is 40%; people aged 14 and under is 12%; median household income is \$57,568; non-auto households is 5%; people identifying with a disability is 24%. Yachats median age is 64; people aged 65 and older is 48%, people aged 14 and younger is 5%; median household income is \$55,313; non-auto households is 12.7%; people identifying with a disability is 27%.

This project aims to address identified travel barriers by maintaining a reliable travel option that connects

with transit services along the coast and to urban destinations. Attached letters of support demonstrate the value of this service in providing an affordable travel option for vulnerable populations seeking access to services within and well beyond Lane County.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

This route was originally initiated by ODOT. Since its inception, ridership has steadily grown. The service has provided 3,227 rides this biennium (July 2023-July 2024). In 2023, LCOG, with the support of a Transportation Growth Management grant, finalized the Link Lane Transit Development Plan. This plan was developed between 2022 and 2023 and included three rounds of outreach to community members. LCOG conducted outreach sessions in English and in Spanish. Overwhelming consensus from the community was that rural Lane County needs more transit. The lessons learned from this outreach showed the importance of the service to many different types of transit users: residents, visitors, bicyclists, backpackers, and more.

LCOG also conducted an onboard survey in 2023 and found that respondents used the service for a variety of trip purposes, including transportation to jobs as well as transportation down the coast while traveling. Increases in ridership each year have shown that this service is important for Lane and Lincoln County community members as well as for those traveling down to the coast.

49. Describe the expected community benefits from this project.

This service provides important benefits to many different types of community members within Lane County and Lincoln County. Riders access shopping, employment, and recreation destinations along the coast. Many people use the services to travel from Yachats to Florence and then take the Eugene-Florence Connector to get into the Eugene-Springfield metropolitan area for medical appointments, education, jobs, shopping, social connections, and recreation.

The benefits of this service include:

- Accessibility - Each Link Lane bus is ADA accessible, increasing mobility options for many members of the community that might not have other ways to travel.
- Connection to Active Transportation - Each Link Lane bus is also equipped with bicycle racks, allowing riders multi-modal access on each end of their trip. The Florence-Yachats Connector is utilized by recreational hikers and bikers who do not feel safe walking or biking along this stretch of Hwy 101.
- Enhanced safety - Many riders do not feel safe driving along this stretch of Hwy 101 and utilize the service so that they do not have to drive on this narrow winding portion of the highway.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

Without project funding, this service will terminate as 23-25 STIF funding expires. LCOG is not a taxing district and does not have an alternate source of funding to operate this route. This project leverages strong community, political and agency support as demonstrated in the attached letters of support. This service has provided 3,227 rides in this biennium (July 2023-July 2024), a 20% increase in ridership from the same period the year before. This continued growth shows that the community has come to rely on this service.

51. Describe how this project supports positive health outcomes.

The Florence-Yachats Connector improves access to/from services that support positive health outcomes and also contributes towards a reduction of carbon dioxide and other pollutant emissions. It addresses the LCOGs Senior & Disability Services Community Needs Assessment findings of community concern that public transportation options are limited in rural areas and some parts of urban areas. The Needs Assessment found that, "This particular lack of robust public transit availability poses a barrier and may decrease quality of life for those with medical appointments, jobs, activities at local community centers and other time sensitive needs."

The Eugene/Springfield, Newport and Corvallis/Albany areas are key destinations for many coastal residents and, in many cases, the only location for certain medical services, personal needs, education, jobs, and social outlets. A high percentage of residents living along this project corridor are transportation disadvantaged. The mobility and access opportunity with this project contributes towards the quality of life for these individuals. It also supports economic development and health of the business community and employers within Florence and Yachats by providing visitors a transportation option they will otherwise not have.

Within this STIF biennium to date (July 2023-July 2024), this route has provided 3,227 rides, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. This route plays an important role in creating a connected transit network along the coast, enabling visitors and residents with a choice for this low-environmental impact mode of travel.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

The Florence-Yachats Connector reduces reliance on personal vehicle use, results in mode shift to transit, improves connectivity between active transportation modes, and is an important link in the Statewide Transit Network. It interlines with three routes in Florence and one route in Yachats. Each of these connections allow for people to travel on to their final destination without a gap in service.

This route began service in September 2018, and ridership shows trends with summer peaks and winter lows, indicating regular riders throughout the year with more recreational riders during summer months. These rides were taken by people who did not have access to personal vehicle or who chose not to drive.

They represent trips that were not taken by personal vehicle and a mode shift to transit. Regardless of the personal circumstance, the choice this route provides is valuable and must remain consistently reliable and frequent for its continued success as a viable transportation option.

Hwy 101 is designated as the Oregon Coast Bike route, and this route is utilized by bicyclists to help navigate through a portion of the highway that feels uncomfortable for some cyclists. Cyclists put their bike on one of the bus's three bike racks, travel by bus between Yachats and Florence and continue on beyond these communities by bike. Riders also utilize the stop at Carl G. Washburne State Park to access the State Park trails, beach access and other amenities. The route also sees a significant number of backpackers hiking along the coast but taking the bus through this corridor of the coastline.

This route is a critical component to the Active Transportation network along the coast, and it is contributing to a mode shift to transit, reduced reliability on personal vehicle use, and enhanced connectivity between active travel modes.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.

Improves the passenger experience.

55. Describe how this project would improve each of the items you selected in question 54.

This project improves the passenger experience along a stretch of Hwy 101 that many people do not feel comfortable driving, biking or hiking. Riders can choose from any of four daily trips, providing flexibility in travel.

This project is a coordinated effort with the City of Florence, Lane Transit District (LTD), ODOT, Coos County Area Transit (CCAT), and Lincoln County Public Transit to ensure efficiency of service benefiting multiple transit providers, passenger experience, and reduction of fragmentation.

The Florence-Yachats Connector is a major link of intercommunity and intracity routes interlining at the Grocery Outlet in Florence, connecting CCAT's Florence Express, LCOG's Eugene-Florence Connector, and LTD's Rhody Express routes. With these three intercommunity routes and the Rhody Express intracity route all in operation, both residents and visitors have the opportunity to travel east/west from the valley to the coast and north/south within and beyond Florence all using public transportation. The Florence-Yachats Connector interlines with the Lincoln County service in Yachats for access north of Yachats on Hwy 101. LCOG has coordinated with the partner agencies to align route times for efficient route transfer at the Florence Transit Hub.

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.

This project connects two geographically separated rural, coastal communities along Oregon's premier Coastal Scenic Byway and is an important link in the Statewide Transit Network.

The City of Florence is a rural coastal community at the southern end of this corridor, with a population of 9,396 and employment of 3,386. The City of Yachats is also a rural coastal community, with a population of 994 and employment of 278.

The Florence-Yachats Connector's stops are designed to time with other providers' stops, so that there is seamless service between providers as much as possible. When implementing service changes, LCOG staff ensure that transfers to Lincoln County in the north, Coos County in the south, and Eugene in the east are all possible.

LTD and LCOG are currently working on a partnership so that LCOG can utilize LTD's fare system, allowing riders to travel more easily between Link Lane and LTD. LCOG also has a partnership with Amtrak so that people can purchase tickets for the bus before they arrive. Tickets purchased on Amtrak can be purchased as part of a longer trip with multiple providers, to provide an easier payment system when someone is traveling to and from Yachats.

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.

LCOG staff are dedicated to making Link Lane services affordable and efficient for our riders. LCOG staff meet biweekly with our operator, River Cities Taxi, to ensure we have an open line of communication, that services are running smoothly, and that complications are efficiently managed.

LCOG operates a website and Facebook page and provides updates to the community through both for regular communication and service alerts. LCOG also coordinates with LTD, local municipalities, Travel Lane County, and community groups to share messaging across platforms as needed.

58. Describe how this project improves infrastructure at interregional transit hubs.

This project does not specifically fund infrastructure improvements at interregional transit hubs. However, LCOG works with partner transit agencies to ensure seamless connectivity at interregional transit hubs.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.

This service connects with four other public transportation service providers and contributes to the network of services within and beyond Florence and Yachats. It creates a key transit hub in Florence with these other routes: 1) Rhody Express which is the City of Florence's public transportation service, managed by LTD and operated by River Cities Taxi. The Rhody serves Florence with a north and south loop that meet at the Grocery Outlet transit stop; 2) the Florence Express, a CCAT route between Florence and Coos Bay ; 3) the Eugene-Florence Connector managed by LCOG. Its western terminus is the Grocery Outlet transit stop. At its northern stop in Yachats, this route interlines with Lincoln County Transit's Southern Loop at the Little Log Church & Museum. A long-term goal for this project is to enter into the NW Connector system as a way to better interline service and provide enhanced passenger experience when making transfers.

The connections with these four public transportation service providers creates a public transportation network that is just recently available to Oregon residents and tourists, and the Florence-Yachats Connector is a vital link in that network. Sustaining this service is crucial to supporting the utility and connectivity of the Statewide Transit Network.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

LCOG's Eugene-Florence Connector, CCAT's Florence Express, and Lincoln County South County route.

| | |
|--|-------------|
| 61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service? | Yes |
| 62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less? | Yes |
| 63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business? | Yes |
| 64. What is the service frequency of the intercity service? | 7 days/week |
| 65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section? | No |
| 66. If you answered "Yes" in question 65, describe any additional project benefits. | |

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

This project runs on Hwy 101 between Florence and Yachats.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The City of Florence and the City of Yachats

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

Our agency is committed to ensuring inclusivity and representation from the public.

LCOG finalized the Link Lane Transit Development Plan in 2023. Through that process, LCOG conducted extensive outreach with communities throughout Lane County seeking feedback on transit needs in Lane County. Through this process, LCOG contacted over 700 people representing over 150 organizations seeking feedback on existing and needed transit options in Lane County. Many of these organizations represent disadvantaged communities and were asked to provide feedback on what the needs of those communities are. Additionally, representatives from a number of community based organizations across Lane County served on the plan's Advisory Committee and guided its outcomes. LCOG conducted six outreach sessions, three in English and three in Spanish, throughout the development of the plan.

70. If such engagement is not important to the success of this project, please explain why.

NA - engagement is very important to the success of the project.

71. How will disadvantaged communities benefit from this project?

The Florence-Yachats Connector provides many benefits for disadvantaged communities in Lane County. Both Florence and Yachats have a lower median income than the state of Oregon. They all also have a high proportion of those over the age of 65 and a high percentage of individuals who identify as having a disability (see attached Title VI and Transportation Disadvantaged Populations table). Employment rates in these communities are lower than across the state of Oregon as a whole.

At only \$2.50 for each one-way trip, the Florence-Yachats Connector provides a low-cost transportation option in these communities for those who need a transportation option for inter-city transportation. All Link Lane buses are ADA accessible. We allow riders to pre-purchase tickets online, and we allow riders to pay with cash so that we do not burden the unbanked.

LCOG provides service updates on the Link Lane website and Facebook page. We also have updated paper schedules for those who do not use the internet. We require our operator to have a rider phone line so that

those with questions about the route can call in.

72. How will disadvantaged communities be burdened by this project?

This route is designed so that disadvantaged communities will not be burdened by this project. Bus stops are located strategically to create viable connections for riders, including those in disadvantaged communities.

Fares are held steady at \$2.50 for a one-way trip in effort to provide an affordable connection for those in disadvantaged communities. LCOG does partner with Amtrak so that riders can pre-purchase tickets. However, in order to not disadvantage the unbanked, a number of seats on each bus are available for those that walk up that will pay for tickets with cash. LCOG buses also continue to take cash for those that are unbanked.

Communications can be a big area of concern to make sure we are connecting with those living in rural communities. We partner with local municipalities and organizations to ensure we are communicating with as many channels as possible.

We do not anticipate environmental justice considerations for those living in disadvantaged communities.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

NA

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

NA

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Public transportation is a less carbon intensive form of transportation than single occupant vehicle travel. By providing this service, LCOG is enabling many users to choose that long distance trip as a shared use trip with other transit riders rather than using a single occupant vehicle. Within this STIF biennium to date (July 2023-July 2024), this route has provided 3,227 rides, taking cars off the road between Florence and Yachats, reducing carbon dioxide and other fossil fuel emissions. There has been an uptick in the number of riders bringing their bikes on the bus, indicating an increase in multi-modal active transportation trips.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?

No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?

No

78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.

79. If you answered "Other alternative fuel" for question 78, please explain.

80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.

81. If you selected "Other" for question 80, please explain.

82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.

83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.

84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

LCOG manages the service and operates it under contract with River Cities Taxi who also operates the Rhody Express under contract with the Lane Transit District and a private taxi service in Florence. River Cities Taxi upholds the highest standards for safety protocols and has a safe service record. LCOG ensures safety compliance with industry standards of the American Public Transportation Association and Federal Transit Administration.

ODOT's Oregon Coast Bicycle Route Map, identifies several sections of Hwy 101 between Florence and Yachats as "Coastal Bike route with less than 4' of shoulder." One solution for cyclists traveling by bike along the Oregon Coast Bike Route through this section is to put their bikes on the Florence-Yachats

Connector bus and utilize this service to avoid an uncomfortable highway section. Oregon Coast Bike Route Plan project identifies several sections between Florence and Yachats as a critical need, citing substandard bicycling infrastructure, crash history, crash risk, gaps and barriers. The Florence-Yachats Connector is a solution already in place to address needed long-term improvements to improve the safety of roadway users. This route also provides a safe and reliable option for residents and visitors who do not feel comfortable driving this portion of the coastal highway because of the heavy roadway volumes on a winding coastal roadway. This route decreases the number of overall vehicles, improving safety overall.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LCOG has successfully operated the Florence-Yachats Connector since 2019. The project has stayed within budget since the beginning. The contract with the service operator can be extended through the upcoming biennium, so the service will be ready to continue seamlessly from one biennium to the next. The service operator provides consistent high quality customer service; the main bus driver has been with the service since it began operations.

The budget for this project was developed with careful consideration for all of the associated costs of operations and administration. LCOG added one additional day of service in May 2024, bringing days of service from six to seven. The proposed budget includes the increased costs for this service expansion.

The project and its delivery to date within budget and timelines are a result of careful planning, a history of successful implementation of this service, a strong relationship with the service operator, proactive risk management, and a commitment to operate effectively and efficiently to best serve the community.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LCOG is currently applying to ODOT to be in the 5311 Startup program. If accepted into the 5311 program, Link Lane will have some stable funding each year for operations and administration. LCOG will continue to apply for a portion of operating funds through the Statewide Transit Network program as the Florence-Yachats Connector is an integral part of the Statewide Transportation Network. LCOG will also continue to apply for Formula Funds from Lane Transit District as the Qualified Entity for Lane County. LCOG is not a tax generating district and relies on grant funding each biennium for continued operations.

88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A.

LCOG is currently applying to be a part of the 5311 Formula Fund program. This funding is not currently guaranteed. LCOG will also apply for STIF Formula Funds from LTD as the Qualified Entity in Lane County. LCOG plans to apply for these funds as match for this application. LCOG has been successful in the past with applications for match funding for local Formula Funds.

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If costs exceed the budgeted amount, the service would be reduced to fewer trips per day or even would need to stop operating on certain days of the week.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

NA

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

Link Lane's GTFS is maintained by Trillium Transit as part of Trillium Transit's relationship with ODOT. LCOG staff coordinate with Trillium Transit to make sure they are aware when there are service changes to the Florence-Yachats Connector.

Requested (Summary)

| | |
|------------------------------|--------------|
| Total Project Budget: | \$579,600.00 |
| Local Match: | \$115,920.00 |
| Total Grant: | \$463,680.00 |

Project Details

| Number | Number | Sub Type | Status | Total |
|--------------|-------------|--------------------|----------|--------------|
| P-25-0905-01 | Non-Capital | Operations (State) | Complete | \$533,600.00 |
| P-25-0905-02 | Non-Capital | Administration | Complete | \$46,000.00 |

Create: Kate Wilson (LCOG)
Issue: Elena Kuhnnehn (LCOG)

Date: 09/05/2024
Date: 09/05/2024

Non-Capital
Operations (State)
Florence-Yachats Operations

Number: P-25-0905-01
Date: 09/04/2024

Task Description

This task will fund operations for Florence-Yachats route.

Task Budget

| | |
|-----------------------------|--------------|
| Task Cost | \$533,600.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$426,880.00 |

Match Source

| | |
|----------|--------------|
| State | \$0.00 |
| Local | \$106,720.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Non-Capital
Administration
Florence-Yachats Administrative Costs

Number: P-25-0905-02
Date: 09/04/2024

Task Description

These costs are administrative costs for Florence-Yachats.

Task Budget

| | |
|-----------------------------|-------------|
| Task Cost | \$46,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$36,800.00 |

Match Source

| | |
|----------|------------|
| State | \$0.00 |
| Local | \$9,200.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

2025-27 Lane Transit District STIF Disc. & STN

Applicant
Lane Transit District
PO Box 7070

Springfield, OR 97475-0100

Number: P-25-0879
Date: 08/29/2024
Notice #: D25STIFSTN
Closing Date/Time: 09/05/2024 11:59 PM
Planned Agreement Start: 07/01/2025
Planned Agreement End: 06/30/2027

D-U-N-S Number: 060588639
FEIN: 930586982
Provider Type: Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact: Jameson Auten
Title: Chief Executive Officer
Phone: 1 (541) 682-6105
Email: Jameson.Auten@ltd.org

Application Contact

Contact: Kathleen Flynn
Title: Grant Specialist
Phone: 1 (541) 682-3228
Email: Kathleen.flynn@ltd.org

Risk Assessment

| | |
|---|-----------|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Automated |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | Yes |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | Yes |

7. If applicable, share a list of findings and repeat findings.
2024 FTA Triennial Review Findings:
(1) Legal: (L1-1) Failure to notify FTA of potential or pending litigation;
(2) Technical Capacity-Project Management (TC-PjM1-2) Statute, code, ordinance, or safety standard violation;
(3) Transit Asset Management: (TAM5-3) Participant accountable executive not designated/responsibilities not implemented;
(4) Satisfactory Continuing Control: (SCC1-3) Property reports not submitted as required;
(5) Satisfactory Continuing Control: (SCC2-1) Lacking excess real property utilization inventory/plan out-of-date;
(6) Satisfactory Continuing Control: (SCC7-2) Inadequate procedures for identifying federally assisted buildings in special flood hazard area and for determining sufficient levels of insurance;
(7) Maintenance: (M5-1) Inadequate oversight of subrecipient, contractor or lessee maintenance activities;
(8) Disadvantaged Business Enterprise: (DBE2-2) Insufficient resources to administer the DBE program;
(9) Disadvantaged Business Enterprise: (DBE4-1) Semi-annual DBE reports not submitted or not submitted timely;
(10) Disadvantaged Business Enterprise: (DBE5-1) Uniform Reports Contain Inaccuracies and/or Missing Require Information;
(11) Disadvantaged Business Enterprise: (DBE8-1) Inadequate implementation of race-neutral measures;
(12) Disadvantaged Business Enterprise: (DBE11-1) Unreported transit vehicle purchases;
(13) Equal Employment Opportunity: (EEO1-1) Full EEO program not prepared, maintained, and/or submitted;

| | |
|--|-----|
| (14) Equal Employment Opportunity: (EEO4-1) Deficiencies in publicizing and disseminating the EEO Policy Statement; | |
| (15) Equal Employment Opportunity: (EEO5-1) Insufficient oversight of subrecipient/contractor EEO program; | |
| (16) Charter Bus: (CB1-1) Charter service not operated under exemption or exception; and | |
| (17) PTASP: (PTASP3-1) ASP missing required elements | |
| 8. If applicable, explain any repeat audit findings. N/A | |
| 9. List the year of your last audit and include a URL to the audit document. 2023; https://www.ltd.org/annual-report/ | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
|---|--|
| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | TAC Transportati on Inc dba Pacific Crest Bus Lines |
| <p>15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.</p> <p>LTD provides transit services for a roughly 4,000 square mile area in Lane County. This broad service area has provided LTD with extensive experience and a foundation on which to promote public transportation in all communities as demonstrated by its continued commitment to excellence and service.</p> <p>LTD currently serves as the program and contract manager for the Diamond Express service. As this is an existing program and not a new service, LTD has demonstrated its operational capacity to ensure that the service continues in an effective and efficient manner.</p> <p>LTD will continue to manage grants and services that are contracted to a qualified bidder through a standard public procurement process. LTD provides contract and grant management to ensure that eligibility is maintained. LTD has a qualified management team, an experienced procurement team, and an experienced Mobility Services Grant Specialist, who will manage Diamond Express operations. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.</p> | |

Project Information

| | |
|--|---|
| 16. Project Title | Diamond Express Oakridge- Eugene Service |
| <p>17. Project Description</p> <p>LTD proposes to continue an essential transportation project that serves as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area, approximately 45 miles west of Oakridge. The Diamond Express is the only public transportation service that links Oakridge and Westfir to the metro area, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area, a central hub for interregional transportation services.</p> <p>The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The Diamond Express makes multiple stops in Oakridge (including flag stops), one in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station.</p> <p>The primary Diamond Express bus is a 35-passenger vehicle with two spaces for persons who use a mobility device. This bus also includes a front mounted bicycle rack that holds three bikes.</p> <p>The round-trip fare remains \$5.00 and includes a one-day pass on LTD's fixed route service. Fare must be paid in cash with exact change or with Diamond Express tickets that can be pre-purchased at any LTD Customer Service center. LTD group pass holders and other LTD passes cannot currently be used to ride the Diamond Express, but LTD plans to add electronic fare validators using a tap card or mobile app in the upcoming biennium. Rider fares cover only a small portion of the cost of providing the service, and fares have not been increased since service was initiated.</p> | |

Operators, equipment, and infrastructure for the service have been procured. LTD estimates that the project total to continue service as designed for two years is \$850,000.

18. What is the main type of service that will be supported with this award?

Intercity

19. If you selected "Other" in question 18, please describe.

20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

The request for proposals for the Diamond Express contract was issued on 7/16/24; proposals are due on 8/30/24. LTD will review proposals and interview bidders in early September of 2024, and a new contract will be awarded effective 10/1/24. The initial nine-month contract term will run until 6/30/25. Upon successful performance, this contract may be renewed for up to two, two-year terms. The first two-year renewal term would begin on 7/1/25 and end on 6/30/27, in alignment with the FY26-FY27 STIF biennium.

21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply.

FTA Section 5311(f) Intercity, STIF Intercommunity Discretionary

22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project.

\$850,000

23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$425,000

24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project.

Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

25. Will Federal funds be used to complete this project?

No

26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

The Diamond Express originates in Oakridge, and Eugene serves as the destination. The service also stops in Westfir. The Diamond Express provides round-trip service between Oakridge and Eugene. Please see Attachment 3 (Diamond Express Service Brochure) for a map of the service.

27. What is the gap in intercity transportation service that it fills?

No other public transportation provider offers service between Oakridge and Eugene. Oakridge is approximately 45 miles east of Eugene, and the communities of Oakridge and Westfir have come to depend on the Diamond Express to access the Eugene/Springfield metropolitan area. This service acts as a lifeline, connecting Oakridge and Westfir residents to local hospitals, shopping, schools and employment.

In addition, the service provides opportunities for low income rural residents to access other transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane. This project supports the transit network by serving the two key transit stations in the Eugene/Springfield area, which is a central hub for transit service and a focal point for interregional air, rail, and bus service.

28. Would this award support ongoing operations of an existing service?

Yes

29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service.

LTD proposes to continue existing services largely unchanged from the prior biennium, maintaining important lifeline services between Oakridge and the metropolitan area. LTD does plan to make better use of technology to enhance the service in the upcoming biennium, including the addition of electronic validation, and LTD is also exploring additional affordable fare options for our low-income riders.

30. If you answered "Yes" to question 28, provide a brief history of the current service.

The Diamond Express service was created in 2003 through a partnership between Lane Transit District (LTD), the City of Oakridge, and community members from Oakridge and Westfir. The City of Oakridge had lost its train service in 1989 when the lumber industry closed operations in Oakridge, and community members were eager to restore a public transit connection to the Eugene/Springfield area.

This project will continue to serve as a direct link between the rural community of Oakridge and the Eugene/Springfield metropolitan area. In 2023, LTD expanded the Diamond Express service, adding an additional weekday round trip (for a total of four round trips per weekday) as well as two round trips on Saturdays. LTD also added a new 40-foot Gillig bus to serve as the primary vehicle for the Diamond Express in 2024.

31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year.

\$396,597.93

33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked.

N/A

| | |
|---|-----|
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | N/A |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? N/A | |
| 46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. N/A | |

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

| |
|--|
| <p>47. Describe the need this project addresses. Please provide information to support these statements.</p> <p>This project eliminates transportation barriers experienced by disadvantaged communities in Oakridge and Westfir. The Diamond Express service provides benefits to older adults, people with disabilities, and low-income populations in Oakridge and Westfir by connecting these communities to the Eugene/Springfield metropolitan area at low cost. There is no other public transportation service between Oakridge and Westfir and the Eugene/Springfield area, which is approximately 45 miles west of Oakridge.</p> <p>According to the U.S. Census Bureau (ACS 5-year, 2022), 21.4% of the population in Oakridge have a disability and 22.6% are age 65 or older, compared to 14.9% and 18.3% of all Oregonians respectively. The Census Bureau also reports that 29.6% of Oakridge’s population lives below the poverty line, compared to 12.1% statewide. The 2023 Link Lane Transit Development Plan (TDP; Attachment 5), which examined the transportation needs of rural communities in Lane County, also noted the disproportionately high numbers of older adults, people with disabilities, and low-income residents in Oakridge. This TDP reported as well that the percentages of older adults and people with disabilities in Westfir are higher than the respective statewide rates.</p> <p>This service allows Oakridge and Westfir residents to access local hospitals, shopping, schools, and employment. The service also provides opportunities for low income rural residents to access other public transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane.</p> |
| <p>48. Describe how your agency determined this need existed, including any community engagement you conducted.</p> <p>The Diamond Express service was created in 2003 through a partnership between Lane Transit District, the City of Oakridge, and community members from Oakridge and Westfir. The City of Oakridge had lost its train service in 1989 when the lumber industry closed operations in Oakridge, and community members were eager to restore a public transit connection to the Eugene/Springfield area. The Diamond Express now serves as the only public transit service that connects Oakridge and Westfir with the metropolitan area.</p> <p>LTD continues to engage with local community partners. For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service.</p> <p>LTD also maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City’s residents, and LTD staff have been in recent contact with Representative Charlie Conrad, who represents both Oakridge and Westfir, about this service.</p> <p>In addition, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community.</p> |
| <p>49. Describe the expected community benefits from this project.</p> <p>The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations, including older adults, people with disabilities, and low-income populations. The project will eliminate transportation barriers often experienced by disadvantaged communities.</p> <p>According to the U.S. Census Bureau (ACS 5-year, 2022), 21.4% of the population in Oakridge have a disability and 22.6% are age 65 or older, compared to 14.9% and 18.3% of all Oregonians respectively. The Census Bureau also reports that 29.6% of Oakridge’s population lives below the poverty line, compared to 12.1% statewide.</p> <p>The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports</p> |

the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1- Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips on Saturdays from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 2 - Oakridge Letter of Support).

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

The Diamond Express provides opportunities for low-income rural residents to access additional transit options near Eugene/Springfield, and it acts as a lifeline that connects residents of Oakridge and Westfir to hospitals, shopping, schools and employment. Terminating this project would substantially impact this transit-dependent community.

51. Describe how this project supports positive health outcomes.

Oakridge is a small rural community with limited access to medical care, grocery shopping, employment, and higher education. The Diamond Express, by connecting both Oakridge and Westfir to the Eugene/Springfield metropolitan area, offers residents of these communities access to medical specialists and hospitals for health care services and to many grocery stores for a wider variety of healthful foods, and it provides opportunities for educational and career advancement, which can lead to better economic outcomes, and potentially jobs that offer health insurance.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express has also participated in evacuation efforts when wildfires have threatened the Oakridge area, and can serve as a connection for rural residents during ice and snow events.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield area, a direct link between the rural community and the metropolitan area. Round trip riders receive a complimentary LTD day pass, which encourages riders to utilize public transit for their intercity trip, as well as for their local transportation needs. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene/Springfield, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area. The area is a central hub for transit service and a focal point for inter-regional air, rail, and bus service.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

54. Select all that apply to your project.

Improves the passenger experience.

55. Describe how this project would improve each of the items you selected in question 54.

Improves the passenger experience: In the upcoming biennium, LTD plans to add fare validators to its Diamond Express vehicles so that riders can make use of LTD's electronic fare system. While fares would remain the same on the Diamond Express, this change would relieve passengers from always needing to have the correct cash fare and allow them to use a tap card or mobile app to pay fare instead.

In addition, LTD would institute a fare capping system, setting a monthly cap on Diamond Express fare that would provide an economic benefit especially to regular riders. LTD would continue to include a fixed-route day pass with round-trip Diamond Express fare so that riders can continue their journey on public transportation upon arrival at LTD's Eugene Station.

Benefits multiple transportation service providers: The Diamond Express creates a link between Oakridge

and Westfir and the greater Eugene/Springfield metropolitan community, providing the only public transportation service between these areas. Upon arrival in Eugene, Diamond Express passengers can access additional transit options in the area, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. The Diamond Express stops at both the Eugene Amtrak Station and at LTD's Downtown Eugene Station, making it easy to connect with service from these other transportation service providers. An interline agreement with Amtrak streamlines service options further.

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.

LTD is planning to make better use of technology to enhance the Diamond Express service in the upcoming biennium, including the addition of electronic fare validators. LTD also uses an interlining agreement with Amtrak to allow for riders to seamlessly book their multimodal trips with one seamless ticketing system.

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.

There are many local interlining agreements with Amtrak that may be better suited by being rolled up into one larger agreement ODOT could maintain statewide with Amtrak. As LTD adds Diamond Express into an electronic fare validation and fare capping system, it would similarly be helpful to have a statewide public transit fare system.

58. Describe how this project improves infrastructure at interregional transit hubs.

This project does not affect infrastructure at interregional transit hubs.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.

LTD maintains transit stops for the Diamond Express at the Eugene Amtrak Station and next to the LTD Eugene Station. Multiple fixed route transportation service providers also stop at the Amtrak Station, including Link Lane and the POINT Bus. In addition, Link Lane also stops at the same stop used by the Diamond Express at the Chase Bank at 11th and Willamette in Eugene, across the street from LTD's Eugene Station.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

Amtrak, The POINT bus, Link Lane, Pacific Crest Bus Lines.

61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service?

Yes

62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less?

Yes

63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business?

Yes

64. What is the service frequency of the intercity service?

6 days/week

65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section?

No

66. If you answered "Yes" in question 65, describe any additional project benefits.

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

The Diamond Express travels from Oakridge and Westfir to Eugene primarily along Highway 58. Please see Attachment 3 (Diamond Express Service Brochure) for a map of the service area, as well as Attachment 4, a shapefile of the transit service area.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The City of Oakridge is the primary beneficiary of this service; however, it also allows community members in the metropolitan area to travel to Oakridge for tourism and recreation, bringing much needed funds to a community with a high proportion of low-income residents. Please see Attachment 3 (Diamond Express Service Brochure) for a map of the communities served by this service.

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

The Diamond Express service was created in 2003 through a partnership between Lane Transit District, the City of Oakridge and community partners from Oakridge and Westfir, and LTD continues to engage with local community members.

For example, in 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments (LCOG) about rural transportation in Lane County and responded to questions and comments from Oakridge and Westfir residents about the Diamond Express, including the schedule, fares, and desire for increased service. LCOG subsequently developed the Link Lane Transit Development Plan, which addressed the transportation needs of rural residents of Lane County.

As noted above, the City of Oakridge has disproportionately high percentages of residents who are over 65, have disabilities, and are low-income compared to the rest of the state. LTD maintains an ongoing relationship with the City of Oakridge to ensure that the Diamond Express is best serving the needs of the City's residents, and LTD staff have also communicated with Representative Charlie Conrad, who represents both Oakridge and Westfir.

In addition, LTD provides public presentations at LTD Board of Directors meetings and Board Committee meetings to discuss the Diamond Express service and solicit input and feedback from the community.

70. If such engagement is not important to the success of this project, please explain why.
As noted above, LTD believes such engagement is important to the success of this project.

71. How will disadvantaged communities benefit from this project?

The impacts and benefits of this project are significant, particularly as it pertains to disadvantaged communities. This service provides benefits to older adults, people with disabilities, and low-income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities.

Moreover, the Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

The Diamond Express will provide four round trips each weekday and two round trips each Saturday from the Oakridge/Westfir communities located in eastern Lane County to the metro Eugene/Springfield area. The fare on this general public service is \$2.50 one way or \$5.00 round trip. Riders who purchase the round-trip fare also receive a day pass, which is honored on any LTD fixed-route bus on the date purchased. The Diamond Express provides an essential lifeline service to the rural residents for work, education, and health care.

In consideration of the population that is served, LTD has a well-established partnership with the City of Oakridge who has fully supports this project as evidenced by the attached letter of support (Attachment 2: Oakridge Letter of Support). In today's environment of limited resources, it is not only advantageous to collaborate from a public transportation perspective; it is also fiscally responsible to encompass multidisciplinary strategies to promote transit to those groups which may otherwise be overlooked.

Funding the LTD Diamond Express project will ensure the continued availability of mobility options to the transportation disadvantaged; more importantly, it will facilitate improved quality of life and social equity.

72. How will disadvantaged communities be burdened by this project?

While the Diamond Express service is intended to benefit disadvantaged communities, there may still be burdens that arise for some members of the communities LTD intends to serve.

LTD has expanded the Diamond Express service in the past two years, adding an additional weekday trip and Saturday service. However, lack of Sunday service may be challenging to passengers who need to travel to the Eugene area on Sundays. LTD is continuing to monitor ridership on the Saturday service that was added in 2023 before undertaking any additional service changes.

LTD has also worked to keep this service as affordable as possible, maintaining fare at \$5.00 round trip since the inception of the service and including an LTD fixed route day pass with round-trip fare. It is possible, though, that this fare could be seen as a burden by those with limited financial resources.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

N/A

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

N/A

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Diamond Express is a public transportation service between Oakridge and the Eugene/Springfield, a direct link between the rural community and the metropolitan area. Utilizing public transit will directly reduce the carbon footprint of these individuals if they instead utilized single occupancy vehicles for their transportation. Round trip riders receive a complimentary LTD day pass, which encourages riders to utilize public transit for their intercity trip, as well as for their local transportation needs. People who use public transportation increase their daily amount of physical activity by either walking or bicycling to and from their transit stops and their final destination.

Moreover, this transportation service provides opportunities for low income rural residents to access additional transit options near Eugene/Springfield, such as Amtrak, Greyhound/FlixBus, the POINT bus, and Link Lane. An interline agreement with Amtrak streamlines service options further. This project supports the transit network by serving the two main transit stations in the Eugene/Springfield area. The metropolitan area is a central hub for transit service and a focal point for inter-regional air, rail, and bus

service.

| | |
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| 76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)? | No |
|--|----|

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

| | |
|---|----|
| 77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)? | No |
|---|----|

| | |
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| 78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply. | |
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| 79. If you answered "Other alternative fuel" for question 78, please explain. | |
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| 80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply. | |
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| 81. If you selected "Other" for question 80, please explain. | |
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| 82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently. | |
|---|--|

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| 83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type. | |
|--|--|

| | |
|---|--|
| 84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled). | |
|---|--|

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?

Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it.

LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Transportation Safety Action Plan (Attachments 6 and 7). LTD is an integral and committed partner; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system.

Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments.

To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes a highly professional driver for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

LTD has successfully operated the Diamond Express since 2003 and has operated service within budget. Equipment has already been procured, including a new 40-foot bus that went into service this year. LTD has completed a procurement process and begins a new contract with a Diamond Express operator by 10/1/24, with opportunities to extend into the upcoming biennium should LTD be awarded discretionary funding. Therefore, implementation of this project on 7/1/25 will be smooth and timely.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.

LTD's plan for ongoing funding is to apply for STIF Intercommunity and 5311(f) funds in the subsequent biennium. LTD will use STIF formula funds as match.

88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A.

N/A

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.

Services can be scaled down if needed, for example by reducing the number of weekday trips or removing Saturday trips.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

The Diamond Express budget includes three tasks: LTD administration of the service, contractor operations of the service, and preventive maintenance. If needed, the project could be scaled down by dropping the two-year costs of LTD administration (\$10,000) and preventive maintenance (\$34,800). LTD could explore the use of other sources of funding to cover administrative and preventive maintenance costs without impacting service levels.

The operations budget is scalable, however, any reduction in the operations budget would require cuts in the amount of service provided. If the operations budget is scaled down, LTD would need to reduce service on the Diamond Express by reducing the number of trips offered accordingly. With such service cuts, LTD could reduce the project total to as low as \$600,000 for the two-year biennium instead of \$850,000. At the 20% STIF Intercommunity Discretionary match rate of 20 percent, this would result in a grant share of as low as \$480,000. This would reduce service by an estimated one trip per weekday and remove Saturday service entirely.

Finally, LTD is pursuing this project as a STIF intercommunity discretionary project at a 20% match rate for a grant share of \$680,000. If needed, LTD can maintain this project including a proportion of FTA Section 5311(f) funds at a 50% match rate, up to a grant share of \$425,000.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

LTD works with Trillium Transit/Optibus to maintain the public GTFS feed for the Diamond Express Service. LTD promptly notifies Trillium Transit of any change in service schedules so that the public GTFS feed remains consistently accurate.

Requested (Summary)

| | |
|------------------------------|----------------|
| Total Project Budget: | \$1,655,200.00 |
| Local Match: | \$572,600.00 |
| Total Grant: | \$1,082,600.00 |

Project Details

| Number | Number | Sub Type | Status | Total |
|--------------|-------------|------------------------|----------|--------------|
| P-25-0879-01 | Non-Capital | Operations (State) | Complete | \$805,200.00 |
| P-25-0879-02 | Non-Capital | Administration | Complete | \$10,000.00 |
| P-25-0879-03 | Non-Capital | Preventive Maintenance | Complete | \$34,800.00 |
| P-25-0879-04 | Non-Capital | Operations (Federal) | Complete | \$805,200.00 |

Create: Kathleen Flynn
Issue: Pam Strutz

Date: 09/05/2024
Date: 09/18/2024

Operations (State)

2025-27 Lane Transit District STIF Disc. & STN

| | |
|----------------|--------------|
| Number: | P-25-0879-01 |
| Date: | 09/03/2024 |

Task Description

Operations: The Diamond Express is an intercity bus service that connects the rural community of Oakridge with the Eugene-Springfield metropolitan area, located approximately 45 miles west of Oakridge. This service is the only public transportation service between Oakridge and Eugene, and it links rural residents of Oakridge and Westfir with essential metro area services, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The service makes multiple stops in Oakridge (including flag stops), one in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station. LTD currently contracts with TAC Transportation Inc to operate the Diamond Express service.

Task Budget

| | |
|-----------------------------|--------------|
| Task Cost | \$805,200.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$644,160.00 |

Match Source

| | |
|----------|--------------|
| State | \$149,040.00 |
| Local | \$12,000.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Administration

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0879-02
Date: 09/03/2024

Task Description

Administration: LTD currently contracts with TAC Transportation Inc. to operate the Diamond Express service, a vital bus route that connects the rural community of Oakridge with the Eugene-Springfield metropolitan area. An LTD program manager and grants specialist oversee the Diamond Express contract, meeting regularly with the contractor to monitor service delivery and providing oversight of contract expenses.

Task Budget

| | |
|-----------------------------|-------------|
| Task Cost | \$10,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$8,000.00 |

Match Source

| | |
|----------|------------|
| State | \$2,000.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Preventive Maintenance

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0879-03
Date: 09/03/2024

Task Description

Preventive Maintenance: LTD has assigned three vehicles to the Diamond Express service, two forty-foot buses and a cutaway. The newer of the two forty-foot buses, which went into service in 2024, serves as the primary vehicle for this service, while the older bus is available as a backup. The cutaway is typically used for the Saturday Diamond Express service, which has lower ridership than the weekday service. LTD estimates preventive maintenance costs of \$5,800 per vehicle per year, for a total two-year cost for the three vehicles of \$34,800.

Task Budget

| | |
|-----------------------------|-------------|
| Task Cost | \$34,800.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$27,840.00 |

Match Source

| | |
|----------|------------|
| State | \$6,960.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Operations (Federal)

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0879-04
Date: 09/18/2024

Task Description

Operations: The Diamond Express is an intercity bus service that connects the rural community of Oakridge with the Eugene-Springfield metropolitan area, located approximately 45 miles west of Oakridge. This service is the only public transportation service between Oakridge and Eugene, and it links rural residents of Oakridge and Westfir with essential metro area services, including hospitals, shopping, schools, and employment. The service also allows rural residents to access additional transit options, such as Amtrak and Link Lane. The Diamond Express operates four round trips between Oakridge and Eugene on weekdays and two round trips on Saturdays. The service makes multiple stops in Oakridge (including flag stops), one in Westfir, and up to seven stops in Eugene including University of Oregon, the Downtown Eugene LTD Transit Center, and the Eugene Amtrak station. LTD currently contracts with TAC Transportation Inc to operate the Diamond Express service.

Task Budget

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|-----------------------------|--------------|
| Task Cost | \$805,200.00 |
| Match Ratio (Fund/Provider) | 50%/50% |
| Total Grant Request | \$402,600.00 |

Match Source

| | |
|----------|--------------|
| State | \$390,600.00 |
| Local | \$12,000.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

2025-27 Lane Transit District STIF Disc. & STN

Applicant

Lane Transit District
 PO Box 7070
 Springfield, OR 97475-0100

Number:

P-25-0897

Date:

09/03/2024

Notice #:

D25STIFSTN

Closing Date/Time:

09/05/2024 11:59 PM

Planned Agreement Start:

07/01/2025

Planned Agreement End:

06/30/2027

D-U-N-S Number:

060588639

FEIN:

930586982

Provider Type:

Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact:

Jameson Auten

Title:

Chief Executive Officer

Phone:

1 (541) 682-6105

Email:

Jameson.Auten@ltd.org

Application Contact

Contact:

Kathleen Flynn

Title:

Grant Specialist

Phone:

1 (541) 682-3228

Email:

Kathleen.flynn@ltd.org

Risk Assessment

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| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Automated |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | Yes |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | Yes |

7. If applicable, share a list of findings and repeat findings.

2024 FTA Triennial Review Findings:

- (1) Legal: (L1-1) Failure to notify FTA of potential or pending litigation;
- (2) Technical Capacity-Project Management (TC-PjM1-2) Statute, code, ordinance, or safety standard violation;
- (3) Transit Asset Management: (TAM5-3) Participant accountable executive not designated/responsibilities not implemented;
- (4) Satisfactory Continuing Control: (SCC1-3) Property reports not submitted as required;
- (5) Satisfactory Continuing Control: (SCC2-1) Lacking excess real property utilization inventory/plan out-of-date;
- (6) Satisfactory Continuing Control: (SCC7-2) Inadequate procedures for identifying federally assisted buildings in special flood hazard area and for determining sufficient levels of insurance;
- (7) Maintenance: (M5-1) Inadequate oversight of subrecipient, contractor or lessee maintenance activities;
- (8) Disadvantaged Business Enterprise: (DBE2-2) Insufficient resources to administer the DBE program;
- (9) Disadvantaged Business Enterprise: (DBE4-1) Semi-annual DBE reports not submitted or not submitted timely;
- (10) Disadvantaged Business Enterprise: (DBE5-1) Uniform Reports Contain Inaccuracies and/or Missing Require Information;
- (11) Disadvantaged Business Enterprise: (DBE8-1) Inadequate implementation of race-neutral measures;
- (12) Disadvantaged Business Enterprise: (DBE11-1) Unreported transit vehicle purchases;
- (13) Equal Employment Opportunity: (EEO1-1) Full EEO program not prepared, maintained, and/or submitted;

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| (14) Equal Employment Opportunity: (EEO4-1) Deficiencies in publicizing and disseminating the EEO Policy Statement; | |
| (15) Equal Employment Opportunity: (EEO5-1) Insufficient oversight of subrecipient/contractor EEO program; | |
| (16) Charter Bus: (CB1-1) Charter service not operated under exemption or exception; and | |
| (17) PTASP: (PTASP3-1) ASP missing required elements | |
| 8. If applicable, explain any repeat audit findings. N/A | |
| 9. List the year of your last audit and include a URL to the audit document. 2023; https://www.ltd.org/annual-report/ | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

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| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | No |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | N/A |
| 15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. As this request is for capital funds supporting a bus replacement project, there will be no sub-recipient; however, LTD will utilize a transit vehicle manufacturer for the acquisition of the new Shopper Shuttle vehicle. LTD will manage the procurement for this bus replacement project, as well as administer the grant. LTD's Fleet Director, who has an extensive background in the management of vehicle acquisition projects, will oversee this project. | |

Project Information

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| 16. Project Title | Shopper Shuttle Replacement Project |
| 17. Project Description LTD's Shopper Shuttle provides low-cost transportation to grocery shopping for older adults and people with disabilities, serving multiple neighborhoods in the Eugene-Springfield area each week. In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips, ensuring that vulnerable populations have access to healthy foods. The service is operated by LTD's RideSource (paratransit) contractor, Medical Transportation Management (MTM). The shuttle driver assists passengers with their groceries and packages. Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic conduct in-person evaluations to determine eligibility for this service. The 2015 vehicle LTD currently uses for the Shopper Shuttle service will soon need to be replaced. This project is intended to replace one medium size truck chassis cutaway (VIN 1GB6G5BG4E12000687). The current Shopper Shuttle vehicle is a 2015 model Chevy Arboc, Gasoline – GM 14,200 GVWR (27' 10" overall length) with ADA (wheelchair accessible) seating for three, and total seating capacity of 19 passengers. The 2015 Vehicle that is being replaced will have met its useful life by the anticipated arrival time of the new shuttle vehicle in 2027. LTD proposes to replace this 2015 vehicle with the same make, model, and specifications as the current vehicle. This proposed vehicle is currently available on the Oregon State Price Agreement #9465, in Category D. LTD has attached an Independent Cost Estimate for this new vehicle that estimates the cost at \$221,115. However, LTD is requesting a project total of \$249,000 to account for inflation and rising vehicle costs. | |
| 18. What is the main type of service that will be supported with this award? Other | |
| 19. If you selected "Other" in question 18, please describe. The Shopper Shuttle intends to provide transportation to groups of paratransit eligible riders who would otherwise be served with less efficient individual paratransit trips. Instead we can create a positive social outing that promotes independent living, while also providing assistance with carrying bags that is not typically available on paratransit service. This makes for a more useful transportation service at a lower cost than we would otherwise be able to provide. We further can incentivize the service for passengers by lowering the fare for the Shopper Shuttle from our typical \$3.50 one-way paratransit fare to a special \$2.00 round trip Shopper rate. | |
| 20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and | |

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| contract completion date. LTD expects to order the new Shopper Shuttle vehicle on 8/1/25, one month after the start of the grant period. The expected vehicle delivery date is 6/30/26. The new vehicle will go into service once LTD completes its inspection and any needed post-inspection repairs are completed by the vendor. | |
| 21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. STIF Discretionary | |
| 22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project. | \$249,000 |
| 23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed? | \$199,200 |
| 24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. | |
| 25. Will Federal funds be used to complete this project? Yes | |
| 26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. N/A | |
| 27. What is the gap in intercity transportation service that it fills? N/A | |
| 28. Would this award support ongoing operations of an existing service? No | |
| 29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. | |
| 30. If you answered "Yes" to question 28, provide a brief history of the current service. | |
| 31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. | |
| 33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | 700 |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? N/A | |
| 46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. This project would fund the purchase of a replacement vehicle for LTD's Shopper Shuttle service. LTD plans to purchase a New Model Year Medium Size, Medium Duty Transit Bus and Truck Chassis Cutaway, Low-Floor, ADA Accessible, 14 passenger or 5 passenger with 3 ADA wheelchair accessible bays, 6.6L Gasoline Engine, GM 14,200 GVWR, 27'-10" overall length. | |

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

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| 47. Describe the need this project addresses. Please provide information to support these statements. The vehicle currently used for LTD's Shopper Shuttle service will be 12 years old with 135,000 miles in FY27, when LTD intends to use this project to purchase a new vehicle for this service. A new vehicle will allow LTD to continue to provide an essential service for older adults and people with disabilities in the Eugene-Springfield area. Many older adults and people with disabilities have limited ability to do grocery shopping for themselves, which affects their ability to obtain nutritious foods and has an adverse effect on their health. They may only be able to get to the grocery store that is closest to their home, or they may not be able to get themselves to the store at all. They may have to limit their purchases because they cannot carry heavy bags of groceries. By providing its Shopper Shuttle service, LTD offers older adults and people with disabilities in the Eugene- |
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Springfield area the opportunity to grocery shop once a week at a variety of stores. The Shopper Shuttle serves various neighborhoods in the metropolitan area each week to ensure wide availability of the service and offers riders the choice of up to four grocery stores. Community partners have noted that this service is a crucial component of the local support network for older adults and people with disabilities (see Attachment 2, Letter of Support from Lane Independent Living Alliance).

The Shopper Shuttle is low-cost, with round-trip fare set at \$2.00 to encourage participation by low-income passengers. This fare is significantly less than LTD's one-way paratransit fare of \$3.50.

In addition, unlike drivers on LTD's fixed route service, Shopper Shuttle drivers are allowed to help passengers carry their grocery bags and packages. This unique aspect of the Shopper Shuttle service ensures that passengers can buy all the groceries they need, knowing that the driver will place the bags in the vehicle and then carry the bags into the passenger's home.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

The need for a Shopper Service is intrinsic in that older adults and people with disabilities are often unable to ride a fixed route bus still need access to shopping and groceries. While this need can be served using individual paratransit trips, it is far more efficient to use a scheduled shared ride service like a Shopper Shuttle.

The need for this service was identified in The Lane Coordinated Public Transit - Human Services Transportation Plan, 2019 Update (Attachment 1). LTD also provides updates and solicits feedback and input on this service at meetings of its Board of Directors and Board committees. Most recently, LTD staff sought input on this service at its 8/6/24 Strategic Planning Meeting, a committee of the Board of Directors on this project proposal.

Community partners have noted that this service is a crucial component of the local support network for older adults and people with disabilities (see Attachment 2, Letter of Support from Lane Independent Living Alliance).

49. Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly for vulnerable populations. A new vehicle will allow LTD to continue its Shopper Shuttle program, a service that provides benefits to older adults, people with disabilities, and low-income populations by offering low-cost transportation to grocery shopping and assistance with carrying bags.

This service has a beneficial impact on the health of its passengers by ensuring that older adults and persons with disabilities can access grocery shopping and obtain nutritious food for themselves. The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips for older adults and persons with disabilities. Shoppers have the option of up to four grocery stores depending on the neighborhood. The most frequented stores are Fred Meyer, Winco, Walmart, and Albertsons. The number of riders per trip typically ranges from two to six.

The Shopper Shuttle serves various neighborhoods throughout the Eugene-Springfield area, covering a different neighborhood each day to ensure the widest possible availability. On one day, the Shuttle covers Springfield and the Glenwood area. On the other four days, the Shuttle serves four areas of Eugene: the Coburg Road area, Santa Clara, West Eugene, and South Eugene.

Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic conduct in-person evaluations to determine eligibility for this service. At the same time, these transportation coordinators can determine if riders are also eligible for any of the other services offered by LTD's RideSource service, such as ADA paratransit or non-emergency medical transportation (NEMT).

50. If this project did not receive funding from this solicitation, what are the expected impacts?

Without funding for this replacement vehicle, LTD would have to consider scaling back the Shopper Shuttle service when the current vehicle is no longer usable.

51. Describe how this project supports positive health outcomes.

A new vehicle will allow LTD to continue its Shopper Shuttle program, which provides benefits to older adults, people with disabilities, and low-income populations, eliminating some of the transportation barriers often experienced by disadvantaged communities, by offering low-cost transportation to grocery shopping and assistance with carrying bags and packages. This service has a beneficial impact on the health of its passengers by ensuring that older adults and persons with disabilities can access grocery shopping and obtain nutritious food for themselves.

The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

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| 52. Does your project have the potential to increase the use of active transportation, including public transportation? | Yes |
| 53. If you answered "Yes" in question 52, please describe how. If LTD is able to continue to provide its Shopper Shuttle service with the purchase of a replacement vehicle, the evaluation process for this service could increase the use of public transportation. Transportation coordinators from Alternative Work Concepts, Senior & Disability Services, and White Bird Clinic conduct in-person evaluations to determine eligibility for the Shopper Shuttle service. At the same time, these transportation coordinators can determine if riders are also eligible for any of the other transportation services offered by LTD's RideSource service, such as ADA paratransit or non-emergency medical transportation (NEMT). | |
| If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67. | |
| For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A. | |
| 54. Select all that apply to your project. | None apply to my project. |
| 55. Describe how this project would improve each of the items you selected in question 54. N/A | |
| 56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network. N/A | |
| 57. Describe how this project develops service improvements and/or approaches that can be replicated statewide. N/A | |
| 58. Describe how this project improves infrastructure at interregional transit hubs. N/A | |
| 59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers. N/A | |
| 60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops. N/A | |
| 61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service? | No |
| 62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less? | No |
| 63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business? | No |
| 64. What is the service frequency of the intercity service? | Service does not occur weekly |
| 65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section? | No |
| 66. If you answered "Yes" in question 65, describe any additional project benefits. | |

Equity (STIF-Discretionary 20%, STN 15%)

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| 67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application. LTD's Shopper Shuttle serves various neighborhoods throughout the Eugene-Springfield area, covering a different neighborhood each day of the week to ensure widespread availability. On one day, the Shuttle covers Springfield and the Glenwood area. On the other four days, the Shuttle serves four areas in Eugene: the Coburg Road area, Santa Clara, West Eugene, and South Eugene. Please see Attachment 5 – Shopper Shuttle Service Areas for a map of the neighborhoods served. |
| 68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service? LTD's Shopper Shuttle serves neighborhoods within the cities of Eugene and Springfield. Please see Attachment 5 – Shopper Shuttle Service Areas for a map of the neighborhoods served. |
| 69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project? The need for this service was identified in The Lane Coordinated Public Transit - Human Services Transportation Plan, 2019 Update (Attachment 1). LTD also provides updates and solicits feedback and input on this service at meetings of its Board of Directors and Board committees. Most recently, LTD staff sought input on this service from community members at its 8/6/24 Strategic Planning Meeting, a |

committee of the Board of Directors on this project proposal.

Community partners have noted that this service is a crucial component of the local support network for older adults and people with disabilities (see Attachment 2, Letter of Support from Lane Independent Living Alliance).

70. If such engagement is not important to the success of this project, please explain why.

N/A

71. How will disadvantaged communities benefit from this project?

The impacts and benefits of this project are significant for vulnerable populations. If LTD is able to continue to operate the Shopper Shuttle service with a replacement vehicle funded by this project, the service will provide benefits to older adults, people with disabilities, and low-income populations, eliminating some of the transportation barriers often experienced by disadvantaged communities, by offering low-cost transportation to grocery shopping and assistance with carrying bags and packages.

In Fiscal Year 2024, LTD's Shopper Shuttle provided 2,857 grocery store trips for older adults and persons with disabilities. Shoppers have the option of up to four different grocery stores depending on the neighborhood. The most frequented stores are Fred Meyer, Winco, Walmart, and Albertsons. The number of riders per trip typically ranges from two to six.

The Shopper Shuttle service has a beneficial impact on the health of its passengers by ensuring that older adults and persons with disabilities can access grocery shopping and obtain nutritious food for themselves. The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 1 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

72. How will disadvantaged communities be burdened by this project?

While LTD's Shopper Shuttle provides affordable access to grocery shopping for many older adults and people with disabilities in the Eugene-Springfield area, LTD is aware that that same populations in rural communities outside the metropolitan area could benefit from similar services. LTD continues to seek opportunities to better serve rural areas in Lane County.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

N/A

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

N/A

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

The Shopper Shuttle is a ride-sharing service, with 2-6 riders typically per trip. By providing these affordable group trips to local grocery stores, this service reduces solo car trips and encourages the use of public transportation, thus reducing greenhouse gas emissions.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?

No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)?

Yes

78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply.

Battery electric vehicle

79. If you answered "Other alternative fuel" for question 78, please explain.

80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply.

Vehicle cost

81. If you selected "Other" for question 80, please explain.

In addition to the reasons selected above, LTD also considered the limited vehicle range and overall lifetime cost in determining that a low or no-emission vehicle was not currently a practical option.

82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently.

LTD is seeking to replace a cutaway vehicle for its Shopper Shuttle service with a vehicle of the same size. Currently, it is not possible to purchase cutaway vehicles directly from manufacturers with an electric battery propulsion built in. Instead, the electrification of the vehicle would have to be done post-purchase by a third-party, which increases the cost of the vehicle.

Vehicle range also continues to be a major limiting factor across the industry. LTD continues to monitor advancements in alternative fuel vehicle technology.

83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type.
 New Model Year Medium Size, Medium Duty Transit Bus and Truck Chassis Cutaway, Low-Floor, ADA Accessible, 14 passenger or 5 passenger with 3 ADA wheelchair accessible bays, 6.6L Gasoline Engine, GM 14,200 GVWR, 27'-10" overall length

84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled).
 7,500 miles.

Safety (STIF-Discretionary 20%, STN 10%)

85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders?
 Shopper Shuttle drivers help older adults and people with disabilities carry their shopping bags, thereby preventing injury for vulnerable populations who might otherwise struggle with heavy bags.

In addition, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This service utilizes trained, professional drivers to transport groups of older adults who might otherwise choose to transport themselves under less safe conditions to a grocery store, or simply utilize less healthy meal options.

Finally, this vehicle will be equipped with audio and video surveillance and recording capabilities, which will further enhance safety on this new bus.

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?
 LTD has made several purchases of multiple cutaway vehicles in the current biennium. These procurements have been carried out on schedule and completed on budget. For this purchase, LTD would replicate the procurement process it has used in the recent past to buy cutaway vehicles for other LTD services. Our Fleet Management staff is familiar at this point with build and delivery times for these types of vehicles, and would plan appropriately to ensure that this vehicle purchase is successfully completed in a timely manner.

87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A.
 N/A

88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A.
 N/A

89. If actual costs exceed the budgeted amount for the project, describe your contingency plans.
 LTD would use STIF Formula funds or the LTD General Fund to make up the difference if actual costs exceeded the budgeted amount for this project.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.
 N/A

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.
 The Shopper Shuttle is a reservation-based system. Riders call LTD's RideSource Call Center in advance to schedule their trip. Therefore, LTD does not maintain a public GTFS feed for this service.

Requested (Summary)

Total Project Budget: \$249,000.00
Local Match: \$49,800.00
Total Grant: \$199,200.00

Project Details

| Number | Number | Sub Type | Status | Total |
|--------------|---------------|---------------------|----------|--------------|
| P-25-0897-01 | Capital Asset | Vehicle Replacement | Complete | \$249,000.00 |

Create: Kathleen Flynn

Date: 09/04/2024

Issue: Pam Strutz

Date: 09/05/2024

Vehicle Replacement

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0897-01
Date: 09/03/2024

Task Description

LTD's Shopper Shuttle provides low-cost transportation to grocery shopping for older adults and people with disabilities, serving multiple neighborhoods in the Eugene-Springfield area each week. The 2015 vehicle LTD currently uses for the Shopper Shuttle service will soon need to be replaced. This project is intended to replace one medium size truck chassis cutaway.

The current Shopper Shuttle vehicle is a 2015 mode Chevy Arboc, Gasoline - GM 14,200 GVWR (27' 10" overall length) with ADA (wheelchair) seating for three, and total seating capacity of 19 passengers. In the replacement year (FY27), the estimated life of this vehicle will be at 12 years and 135,000 miles. LTD proposes to replace this 2015 vehicle with the same make, model, and specifications as the current vehicle. This proposed vehicle is currently available on the Oregon State Price Agreement #9465, in Category D. This project would start on 7/1/25. The new Shopper Shuttle vehicle would be ordered on 8/1/25, with delivery estimated by 6/30/26. LTD has attached an Independent Cost Estimate for this new vehicle that estimates the cost at \$221,115. However, LTD is requesting a project total of \$249,000 to account for inflation and rising vehicle costs.

Task Budget

| | |
|-----------------------------|--------------|
| Total Project Cost | \$249,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$199,200.00 |

Match Source

| | |
|----------|-------------|
| State | \$49,800.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

| | |
|--|-----|
| Will you use the ODOT/DAS state price agreement contract? | Yes |
| If No, describe the needs not addressed in state contracts (e.g., no contracts for trolley-style vehicles, no contracts for buses larger than 44 passengers, etc.). Note that under new FTA guidelines, piggybacking on outside contracts is strictly limited. | N/A |
| Did you complete an independent cost estimate that included an estimate of the total cost of the vehicle as well as timeline for procurement? | Yes |

| ALI Coding | | | | |
|------------|----------|---|------------|--------------|
| Item # | Quantity | Description | Unit Price | Total Cost |
| 1 | 1 | 11.12.04 Bus < 30ft Attachments Exist Item Information Indicate the category of vehicle your agency intends to procure if awarded funding. If applying for more than one vehicle, indicate the category for each vehicle you intend to procure. | \$249,000 | \$249,000.00 |
| | | Category D: medium, light-duty bus and chassis cutaway | | |

Vehicle Replacement

2025-27 Lane Transit District STIF Disc. & STN

| Item # | Quantity | Description | Unit Price | Total Cost |
|--------|----------|--|------------|------------|
| | | <p>If applying for a vehicle replacement or right-sizing project, what is the condition of the vehicle that will be replaced or right-sized.</p> <p>The condition of the vehicle that will be replaced is currently Marginal. This vehicle will be five years beyond its useful life of seven years when it is replaced in FY 2027. The contractor that operates the Shopper Shuttle service for LTD reported in August 2024 that the oil pump is malfunctioning and that the engine produces a lot of upper and lower end noise when running. The source of the lower end noise cannot be identified without a teardown. Contractor is recommending an engine replacement for this vehicle.</p> <p>Total Seats: 14 ADA Seats: 3 Vehicle Length Vehicle propulsion type Gasoline (Non-Ethanol)</p> <p>Milestones Project start date 07/01/2025 RFP/IFB: Request for proposal/Invitation for bid date 08/01/2025 First vehicle delivered 06/30/2026 All vehicles delivered 06/30/2026</p> <p>Vehicles to Replace 1. Asset Type: Vehicle (Non-PTD) Asset #: V002451 Category: Bus < 30 FT VIN #: 1GB6G5BG4E1200687 Condition Marginal Year: 2015 Mileage 117201</p> | | |

2025-27 Lane Transit District STIF Disc. & STN

Applicant

Lane Transit District
 PO Box 7070
 Springfield, OR 97475-0100

Number:

P-25-0912

Date:

09/04/2024

Notice #:

D25STIFSTN

Closing Date/Time:

09/05/2024 11:59 PM

Planned Agreement Start:

07/01/2025

Planned Agreement End:

06/30/2027

D-U-N-S Number:

060588639

FEIN:

930586982

Provider Type:

Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact:

Jameson Auten

Title:

Chief Executive Officer

Phone:

1 (541) 682-6105

Email:

Jameson.Auten@ltd.org

Application Contact

Contact:

Kathleen Flynn

Title:

Grant Specialist

Phone:

1 (541) 682-3228

Email:

Kathleen.flynn@ltd.org

Comments:

The mobility hub project represents a significant opportunity to enhance the efficiency and accessibility of transit services in the City of Florence and the surrounding areas. By centralizing transit operations and improving connectivity, this project will greatly benefit both local residents and regional travelers. Over the last year, LTD has collaborated closely with the City to make significant improvements on the Rhody Express. In June 2024, LTD launched a second bus on the Rhody Express and increased route frequency from once per hour to every 30 minutes. LTD is also currently working to replace up to four Rhody Express bus shelters in the City with an anticipated installation in Fall 2024, and worked closely with the City of Florence Transportation Committee to complete the 2024 Rhody Express Ridership Survey. In the last year, Link Lane has increased the number of daily trips between Florence and Eugene and added Florence-Yachats service on Sundays.

LTD has demonstrated commitment to improving transit service within the City of Florence and regionally and being good partners with the City. Grant funding for the research and planning of the mobility hub would serve to continue the positive impact they are making in the community.

We appreciate your consideration of our funding request and are committed to delivering a high-quality, impactful project. Our team is dedicated to ensuring that our planning for a mobility hub in Florence not only meets but exceeds the expectations outlined in the grant application. We are also open to collaborating with ODOT and other stakeholders to address any questions or provide additional information as needed.

Thank you for your support and for considering the transformative potential of this mobility hub for our community.

Risk Assessment

| | |
|---|-----------|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Automated |

| | |
|--|-----|
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | Yes |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | Yes |
| 7. If applicable, share a list of findings and repeat findings. 2024 FTA Triennial Review Findings: (1) Legal: (L1-1) Failure to notify FTA of potential or pending litigation; (2) Technical Capacity-Project Management (TC-PjM1-2) Statute, code, ordinance, or safety standard violation; (3) Transit Asset Management: (TAM5-3) Participant accountable executive not designated/responsibilities not implemented; (4) Satisfactory Continuing Control: (SCC1-3) Property reports not submitted as required; (5) Satisfactory Continuing Control: (SCC2-1) Lacking excess real property utilization inventory/plan out-of-date; (6) Satisfactory Continuing Control: (SCC7-2) Inadequate procedures for identifying federally assisted buildings in special flood hazard area and for determining sufficient levels of insurance; (7) Maintenance: (M5-1) Inadequate oversight of subrecipient, contractor or lessee maintenance activities; (8) Disadvantaged Business Enterprise: (DBE2-2) Insufficient resources to administer the DBE program; (9) Disadvantaged Business Enterprise: (DBE4-1) Semi-annual DBE reports not submitted or not submitted timely; (10) Disadvantaged Business Enterprise: (DBE5-1) Uniform Reports Contain Inaccuracies and/or Missing Require Information; (11) Disadvantaged Business Enterprise: (DBE8-1) Inadequate implementation of race-neutral measures; (12) Disadvantaged Business Enterprise: (DBE11-1) Unreported transit vehicle purchases; (13) Equal Employment Opportunity: (EEO1-1) Full EEO program not prepared, maintained, and/or submitted; (14) Equal Employment Opportunity: (EEO4-1) Deficiencies in publicizing and disseminating the EEO Policy Statement; (15) Equal Employment Opportunity: (EEO5-1) Insufficient oversight of subrecipient/contractor EEO program; (16) Charter Bus: (CB1-1) Charter service not operated under exemption or exception; and (17) PTASP: (PTASP3-1) ASP missing required elements | |
| 8. If applicable, explain any repeat audit findings. N/A | |
| 9. List the year of your last audit and include a URL to the audit document. 2023; https://www.ltd.org/annual-report/ | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
|---|----------------------|
| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | The City of Florence |
| 15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys. A dedicated LTD program manager will be assigned to oversee all aspects of program grant compliance. The LTD program manager will work closely with Planning staff at the City of Florence throughout the course of the project, with regularly scheduled oversight meetings, and will participate in meetings with the consultants procured by the City of Florence. LTD's experienced Finance team will provide regular financial oversight of this project. Details of this coordination and oversight will be documented in an IGA between LTD and the City of Florence. The IGA will also specify LTD's funding agreement with the City. | |

Project Information

| | |
|--|---|
| 16. Project Title | Florence Mobility Hub Site Selection and Concept Design |
| 17. Project Description This project will result in site selection and concept design for a Mobility Hub in central Florence, preparing the City to pursue future capital funding opportunities to construct the facility. Identified as a priority project in both the 2023 Florence Transportation System (TSP) and the 2023 Link Lane | |

Transit Development Plan (TDP), the Florence Mobility Hub will support the convergence of multiple existing public transit services including the Rhody Express (LTD), the Florence-Eugene Connector (Link Lane), the Florence-Yachats Connector (Link Lane), and the Florence Express (Coos County Area Transportation District). This project is crucial for addressing the limitations of the existing bus shelters and accommodating the increased demand from expanding local and regional transit services. The Florence Mobility Hub will integrate safe and comfortable passenger amenities and will be designed to support potential expansion of public transit services in addition to integration of future shared micro-mobility options. STIF Discretionary funding would support consultant services for public engagement, site selection, concept design alternative analysis, and draft and final reports. Engaging with stakeholders, including local government officials, transit operators, community organizations, and the public, will be a key component. This engagement will help gather input, address concerns, and ensure that the mobility hub's design aligns with community needs and expectations. In addition to identifying the mobility hub location, this planning grant would allow for research into specific amenities that would best suit the Florence coastal climate and other mobility options to bridge gaps in the public transit route, such as bicycle share, park and ride, or electric vehicle charging. The project cost is estimated to be \$250,000. LTD is requesting grant funds in the amount of \$200,000 with an anticipated available match of \$50,000. Combined, these represent the total project cost.

18. What is the main type of service that will be supported with this award?
 Other

19. If you selected "Other" in question 18, please describe.
 This award will support both Intercity and Fixed Route service.

20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

LTD anticipates the Florence Mobility Hub project initiation to begin in late 2025 (FY 2026), with the project duration estimated to be 12 to 16 months. The project will include the following tasks and deliverables:

- Project Management Plan
- Public Engagement Strategy
- Site Selection Criteria and Decision-Making Process
- Mobility Hub Concept Design
- Mobility Hub Operations and Maintenance Requirements
- Implementation Strategy

Work on this project would begin with issuing a Request for Proposal (RFP) for selecting planning and design consultants. The RFP will be issued in FY 2026. This RFP will seek proposals from qualified firms to conduct feasibility studies, environmental impact assessments, and design work for the Mobility Hub. Following this, proposals will be evaluated, and the contract for planning and design services is planned to be awarded within two months of the RFP issuance. Consultants would be expected to deliver initial design drafts and feasibility studies within four months of the contract award. This will include preliminary architectural and engineering plans, as well as a summary of feasibility findings.

21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply.
 STIF Discretionary, STIF Intercommunity Discretionary

| | |
|--|-----------|
| 22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project. | \$250,000 |
|--|-----------|

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|--|-----------|
| 23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed? | \$200,000 |
|--|-----------|

24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project.

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located, Fills a significant gap in the Statewide Transit Network, i.e. the service connects two or more communities that are 20 or more miles from each other, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less)

25. Will Federal funds be used to complete this project?
 No

26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route.

The future Florence Mobility Hub will provide an improved centralized connection point for the following intercity services:

- The Florence-Eugene Connector (Link Lane), serving Eugene, Veneta, Mapleton, and Florence,
- The Florence-Yachats Connector (Link Lane), serving Florence, Yachats, and Tenmile.
- The Florence Express (Coos County Area Transportation District), serving Coos Bay, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence.

It will also provide a connection point for the Rhody Express (LTD), a pickup and drop-off point for Transportation Network Companies (TNCs) and local taxi services, and integration opportunities for future shared micro-mobility options, park and ride, or other transportation connections.

27. What is the gap in intercity transportation service that it fills?
 The proposed Mobility Hub in the City of Florence addresses several gaps in intercity transportation service.

It would enhance the coordination of transfer schedules among the various bus lines, making it easier for passengers to transfer between services and reducing waiting times and in turn serve to increase ridership. This improved connectivity would help fill gaps in the current transportation network and increases the overall efficiency of intercity travel.

The Florence Mobility Hub would also provide an improved passenger transfer and waiting area along with operator layover facilities and designated vehicle parking and layover space. Currently, connections between existing intercity and local transit services occur informally in a commercial business parking lot. There are no public restrooms or passenger amenities.

In addition, the proposed Hub would expand the range of services available, potentially including bike-sharing and electric vehicle charging, both of which would enhance accessibility and provide more options for travelers. By supporting these alternatives, the hub would promote the use of public transit and other shared transit services, reducing reliance on personal vehicles for intercity travel.

| | |
|--|-----|
| 28. Would this award support ongoing operations of an existing service? | |
| No | |
| 29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. | |
| N/A | |
| 30. If you answered "Yes" to question 28, provide a brief history of the current service. | |
| N/A | |
| 31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. | |
| 33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | N/A |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? | |
| No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the project? | |
| N/A | |
| 46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A. | |
| N/A | |

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

| |
|--|
| 47. Describe the need this project addresses. Please provide information to support these statements. |
| <p>The proposed Mobility Hub project in the City of Florence addresses several key needs related to the expansion and efficiency of intercity and local transportation services. The current and anticipated volume of service has exceeded the capacity of the existing bus stop at Grocery Outlet. This facility was originally designed for the Rhody Express (LTD), the only service operating at that location at the time. However, with the addition of new services like the Florence-Yachats Connector (Link Lane), the Florence-Eugene Connector (Link Lane), and Coos County Area Transit (Coos CAT), the demand has outgrown the stop's capacity. This creates a need for a transit hub that can accommodate interlining agreements featuring multiple bus lines and the increased frequency of services.</p> <p>Furthermore, the Link Lane Transit Development Plan highlights the importance of a mobility hub that can support not just buses, but also park-and-ride facilities, bike-sharing, and secure bike parking. These additional services would cater to a broader range of transportation needs, encouraging non-single-occupancy-vehicle trips and supporting a more sustainable and integrated transportation system.</p> <p>The main focus of the Mobility Hub planning and research grant will be focused on the identified primary location at the Grocery Outlet stop located on 21st St in Florence. Additionally, two secondary mobility hub locations have been identified: (1) the Florence Event Center stop on 6th St.; and (2) relocating the Laurel and Bay St (Old Town) stop to the Port of Siuslaw property near Nopal and Bay St. The Florence Event Center stop does not serve as a transfer site for other transit service, but serves as an important stop to connect the public with community events. The Laurel and Bay St bus stop serves as the secondary transfer site for the Link Lane Connector services and the Rhody Express, but currently has no stop amenities. One or both of these locations may be researched for feasibility as identified in the 2023</p> |

Florence TSP

48. Describe how your agency determined this need existed, including any community engagement you conducted.

The need for a mobility hub in the City of Florence was identified through several key assessments and community engagement efforts. Most importantly, input from local residents, stakeholders, and transit users was gathered through public meetings, surveys, and consultations facilitated by City staff for the creation of the 2023 Florence Transportation System Plan (TSP). These engagements provided valuable insights into the community's transportation needs and preferences, as well as the challenges they face with the current transit system. Feedback from the community highlighted the demand for better connectivity, more frequent services, and additional amenities that would make public transit more accessible and convenient.

The 2023 TSP delineated the inadequacies of the current bus stop at Grocery Outlet. This plan emphasized the facility's limited capacity, which is insufficient to handle the expanded services of the Rhody Express, Florence-Yachats Connector, Florence-Eugene Connector, and Coos CAT. The plan prioritized the development of a mobility hub to address these capacity issues and improve service coordination.

49. Describe the expected community benefits from this project.

This project would fund site selection, planning, and design of a mobility hub in Florence, allowing the City of Florence to have a shovel-ready project at the completion of the grant period. At the conclusion of this project, the City will be in position to seek funding for construction of the hub.

The proposed mobility hub will improve connectivity and accessibility by centralizing various transportation services, reducing barriers by making it easier for residents and visitors to transfer between different transit lines like the Rhody Express, Florence-Yachats Connector, Florence- Eugene Connector, and Coos CAT. This improved connectivity will reduce wait times and enhance transit throughout the region.

The hub will enhance transit efficiency by facilitating better coordination of schedules between different services, minimizing the likelihood of missed connections and long wait times. This efficiency is particularly beneficial for those relying on public transportation for daily commutes or accessing essential services, such as healthcare and education. A 2024 Rhody Express ridership survey identified that 41% of riders rely on the Rhody Express service more than once per week for such essential services. In addition, 75% of respondents reported using the Rhody Express as a connection to the Florence-Eugene Connector.

By encouraging non-single-occupancy-vehicle trips, the hub will help reduce traffic congestion and lower greenhouse gas emissions, contributing to a healthier and more sustainable community. A well-connected transportation network supports local businesses by increasing foot traffic and making the city more attractive for potential employers, employees, and tourists.

50. If this project did not receive funding from this solicitation, what are the expected impacts?

If the mobility hub project in the City of Florence does not receive funding, several impacts could be expected. The proposed funding to complete site selection, planning, and design will allow the City to have a shovel-ready project at the conclusion of the grant period and be ready to proceed with seeking funding for construction of the mobility hub.

Without this funding for site selection and planning, the City will have to defer its plans to build a mobility hub. The existing bus facility at Grocery Outlet will continue to be inadequate for handling the growing volume of service, which could lead to overcrowding and inefficiencies. The lack of a suitable facility would impede effective coordination between the various bus lines, resulting in continued long wait times and suboptimal transfer experiences for passengers.

Without the mobility hub, the city will miss out on the opportunity to improve connectivity and accessibility for residents and visitors. This will keep the current fragmented transit system in place, which may discourage public transit use and perpetuate reliance on personal vehicles.

51. Describe how this project supports positive health outcomes.

By promoting the use of public transportation, biking, and walking, the hub encourages more active lifestyles. Increased use of these transportation options can lead to greater physical activity among residents, which is beneficial for cardiovascular health, weight management, and overall fitness. By providing improved transit options and reducing reliance on personal vehicles, the mobility hub helps decrease traffic congestion and air pollution. Reduced vehicular emissions contribute to better air quality, which can lower the incidence of respiratory conditions such as asthma and other lung diseases. Cleaner air and reduced traffic stress can lead to better overall health for the community. Finally, improved connections between public transit services at the hub will make it easier for transit users to connect to healthcare facilities throughout the region, and such connections could also make social and recreational activities that can foster better health more accessible.

52. Does your project have the potential to increase the use of active transportation, including public transportation?

Yes

53. If you answered "Yes" in question 52, please describe how.

The improved coordination of transit schedules at the hub will make public transportation more efficient and user-friendly. By reducing wait times and streamlining transfers between different bus lines, the hub enhances the overall appeal of public transit. This convenience encourages more people to choose public transportation over driving, increasing ridership and reducing traffic congestion. By centralizing

various transit services and providing potential amenities such as bike-sharing, secure bike parking, and improvement of pedestrian facilities, the hub makes active transportation options more accessible and convenient for users.

The mobility hub project includes several features designed to increase walking and bicycling to and from public transportation, and to shift trips from driving alone to using public transit. The project plans to research providing a bike-sharing station and secure bike parking, which encourages residents to use bicycles for short trips or as part of their commute to transit. By providing these amenities at a central location, the hub makes it easier and more convenient for people to incorporate cycling into their daily routines. This reduces reliance on personal vehicles and supports active transportation. Pedestrian infrastructure improvements related to the mobility hub will enhance accessibility and safety for those walking to the transit center. Well-lit walkways, pedestrian crossings, and improved signage will make it easier for people to reach the hub on foot, increasing the likelihood of choosing walking as a mode of transportation. Illumination of the mobility hub and improved amenities, such as comfortable waiting areas as opposed to waiting in front of a store, contribute to a safer and more inviting environment for transit users. These enhancements make public transportation a more attractive option compared to driving alone.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

| | |
|--|---|
| <p>54. Select all that apply to your project.</p> | <p>Improves the passenger experience.</p> |
|--|---|

55. Describe how this project would improve each of the items you selected in question 54.
Improving Passenger Experience: The mobility hub will provide improved amenities such as designated waiting areas, enhanced pedestrian infrastructure, secure bike parking, and potential bike-sharing facilities. These upgrades will create a more comfortable and user-friendly environment for passengers, making public transportation more attractive and convenient.
Benefiting Multiple Transportation Providers: The hub serves as a central point for the Rhody Express, Florence-Yachats Connector, Florence-Eugene Connector, and Coos CAT, and offers the potential to add additional public transit services. By providing a single location for these services to converge, the mobility hub would allow for better scheduling coordination and resource management. This centralization helps streamline operations for multiple transit providers, facilitating smoother transfers and reducing operational inefficiencies.
Coordination Between Agencies and Stakeholders: The project involves collaboration between Lane Transit District (LTD), the City of Florence, and the Lane Council of Governments (LCOG), among others. LTD is leading the application for funding, supported by city staff and LCOG, which also endorses the mobility hub (please see attached letters of support).
 This collaboration ensures that the hub aligns with regional transportation plans and integrates seamlessly with existing services. The partners are committed to working together to achieve efficient and coordinated transit operations, contributing to a more useful and well-integrated local and statewide transit network.

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.
 Having a centralized point for all the services to come together lays the foundation for continued coordination toward a seamless transportation system for the rider. In designing the Mobility Hub, LTD and the City of Florence will look at supporting interlining agreements and future technologies that are designed to reduce friction between the different public transit services and various modes of transportation that use the hub. It also could support a consolidated fare system that could be used across the various transit lines currently used throughout the area.

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.
 By showcasing a successful integration of transit services, active transportation, and technology, the mobility hub project in Florence provides a replicable model for enhancing intercity/interregional transit systems statewide. The principles and strategies demonstrated in this project can be adapted to improve coordination, efficiency, and passenger experience across various regions statewide.

58. Describe how this project improves infrastructure at interregional transit hubs.
 This project consolidates multiple transit services—Rhody Express, Florence-Yachats Connector, Florence-Eugene Connector, and Coos CAT—into a single, centralized facility. This centralization improves the efficiency of transfers between interregional services, providing a more streamlined and convenient experience for passengers traveling between different regions. These proposed improvements collectively enhance the efficiency, accessibility, and overall quality of interregional transit connections.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.
 The mobility hub project enhances the bus stop currently served by multiple fixed-route and intercity transportation service providers—Lane Transit District, Link Lane, and Coos County Area Transportation District —by implementing several key improvements:
Centralized Transfer Point: The project establishes a centralized facility at a location that serves all the aforementioned transit lines. This centralization ensures that passengers transferring between different

routes can do so more easily and efficiently. The hub will be designed to handle the increased volume of passengers and service frequency, providing a seamless transfer experience.
 Enhanced Infrastructure: The new hub will feature infrastructure improvements tailored to the needs of multiple transit providers. This includes waiting areas, well-organized bus bays, and improved signage to facilitate easier transfers. By upgrading the physical infrastructure, the hub can accommodate the needs of several transit services operating simultaneously and reduce potential congestion and confusion.
 Coordinated Scheduling: The project aims to improve coordination between the different fixed-route services by aligning schedules more effectively. This coordination will minimize wait times for passengers transferring between routes and ensure that connections are more reliable. Improved scheduling can help create a more synchronized and efficient transit network.
 The mobility hub will significantly enhance the bus stop served by multiple fixed-route providers. It will provide a centralized, well-coordinated, and user-friendly facility that supports efficient transfers and improves the overall passenger experience.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

Lane Transit District, Link Lane, Coos County Area Transportation District

| | |
|--|-------------|
| 61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service? | Yes |
| 62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less? | Yes |
| 63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business? | Yes |
| 64. What is the service frequency of the intercity service? | 7 days/week |
| 65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section? | Yes |
| 66. If you answered "Yes" in question 65, describe any additional project benefits. The mobility hub could serve as a prototype for integrating multiple transit services and active transportation modes. By demonstrating successful approaches to coordination, scheduling, and infrastructure improvements, it could provide valuable insights and best practices for other regions looking to enhance their transit networks. | |

Equity (STIF-Discretionary 20%, STN 15%)

67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application.

The geographic boundaries of the transit service area for the mobility hub project encompass the City of Florence and its surrounding regions served by the various transit lines, including:

- Rhody Express: Covers the City of Florence and extends to the urban growth boundary within a defined radius, and includes complementary paratransit service.
- Florence-Yachats Connector: Serves the route between Yachats and Florence, including the coastal areas in between such as Tenmile and Washburne State Park.
- Florence-Eugene Connector: Connects Eugene with Florence and includes intermediate stops in rural and small-town areas, including Mapleton and Veneta.
- Coos CAT Florence Express: Provides service between Florence and Coos County, covering the southern Oregon coast including Coos Bay, Lakeside, Winchester Bay, Reedsport, Gardiner, and Florence.

68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

The proposed project serves multiple communities, with the geographic boundaries of the primary beneficiaries including:

- City of Florence: The hub serves as the main transit center for Florence, providing connections to various local and regional transit services.
- Yachats: The Yachats Connector links Yachats with Florence, benefiting residents of both cities and visitors along the route.
- Eugene: The Link Lane Eugene service connects Eugene with Florence, stopping in Mapleton and Veneta as well.
- Coos County: Coos County Area Transit (CAT) extends the service area to include Coos County, covering a significant portion of the southern Oregon coast.

The primary beneficiaries include residents and travelers within these geographic areas, particularly those who use the transit services to commute, travel between communities, or connect to other transportation options.

69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project?

We plan to use multiple forms of community engagement to ensure inclusive participation in the project planning process, including community workshops, outreach through local organizations, possible surveys, multilingual communication, and accessibility considerations.

70. If such engagement is not important to the success of this project, please explain why.

Engagement of disadvantaged communities is crucial to identify specific needs, promote inclusivity, build trust, and ensure that the project benefits all community members equitably. Ensuring that all community members, including those from disadvantaged backgrounds, have a voice in the planning process promotes inclusivity. This helps create a mobility hub that is accessible and beneficial to everyone, not just a subset of the population.

71. How will disadvantaged communities benefit from this project?

The proposed mobility hub project will be designed to provide substantial benefits to disadvantaged communities by improving access to essential services, enhancing safety and comfort, supporting economic and environmental goals, and bridging gaps in the transit system through bikeshare opportunities. By addressing the barriers and burdens faced by these populations, the project aims to create a more equitable and inclusive transit system. The mobility hub will enhance access to public transportation for individuals who rely on transit to meet their daily needs. This includes low-income populations, seniors, individuals with disabilities, and other disadvantaged communities. By providing a centralized, well-equipped facility, the hub will make it easier for these groups to access essential services, such as healthcare, education, and employment opportunities via the proposed mobility hub.

72. How will disadvantaged communities be burdened by this project?

While the proposed mobility hub project aims to provide substantial benefits to disadvantaged communities, it is important to acknowledge and address any potential burdens that might arise in subsequent stages of this project. During the construction phase, disadvantaged communities may experience temporary disruptions, such as noise, reduced access to existing transit services, or changes in traffic patterns. These disruptions can disproportionately affect individuals who rely heavily on public transportation for their daily needs. The development of a new mobility hub may lead to increased property values and living costs in the surrounding area, potentially resulting in gentrification. This could displace low-income residents who are already struggling with affordability issues, thereby exacerbating the challenges faced by disadvantaged communities. Although the hub will be designed with accessibility in mind, there may still be challenges for individuals with disabilities or those who face other transit barriers. Ensuring that all design aspects fully meet ADA needs is crucial to prevent any unintended exclusion. For individuals without bank accounts or those with low incomes, there might be initial barriers related to the cost of accessing new services introduced at the hub. Ensuring that the project includes affordable options and financial assistance programs can help mitigate this issue. The introduction of a new mobility hub may involve changes to existing transit routes or schedules, which could initially create confusion or inconvenience for current users. Careful planning and clear communication are needed to minimize disruptions and ensure a smooth transition.

Addressing these potential burdens proactively will be crucial to the project's success. By implementing mitigation strategies and ensuring ongoing community engagement, the project can better mitigate or manage any negative impacts and enhance its overall benefits for disadvantaged communities.

Climate mitigation (STIF-Discretionary 20%, STN 15%)

73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions.

By consolidating multiple transit services into a single, centralized mobility hub, this project encourages increased use of public transportation. This shift from individual car use to public transit reduces the number of single-occupancy vehicles on the road, which directly lowers GHG emissions associated with personal vehicle travel. The hub may incorporate bike-sharing stations, secure bike parking, and potentially electric vehicle charging stations. By promoting active transportation modes and providing infrastructure to support them, the project reduces reliance on fossil-fuel-powered vehicles and encourages more sustainable travel options. The improved coordination of transit schedules and routes at the hub will lead to more efficient transfers and reduced idling time. By centralizing transit services and improving the efficiency of connections between different routes, the hub could help reduce traffic congestion in the surrounding area. Lower congestion levels lead to smoother traffic flow and reduced idling time, which helps decrease GHG emissions from all vehicles.

74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project.

N/A

75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation.

Improved coordination and efficiency of transit services at the hub will make it easier for passengers to use public transportation for their trips. Reduced travel times and simplified transfers encourage higher transit ridership, decreasing the reliance on single-occupancy vehicles. The hub will also feature amenities such as bike racks, potential bike-sharing stations, and secure bike parking. By supporting active transportation modes like cycling, the project encourages residents to choose biking over driving, reducing carbon emissions associated with vehicle travel. Overall, the mobility hub project is designed to reduce greenhouse gas emissions by promoting sustainable transportation options, improving transit efficiency, and incorporating energy-efficient practices. These efforts collectively contribute to a reduction in carbon emissions and support the broader goal of mitigating climate change.

76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)?

No

Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85.

A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel.

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| 77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)? | No |
| 78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply. | |
| 79. If you answered "Other alternative fuel" for question 78, please explain. | |
| 80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply. | |
| 81. If you selected "Other" for question 80, please explain. | |
| 82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently. | |
| 83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type. | |
| 84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled). | |

Safety (STIF-Discretionary 20%, STN 10%)

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| 85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders? The mobility hub will feature improved lighting throughout the facility, including waiting areas, pathways, and bike parking areas, which is supported in Florence City Code Title 10, Chapter 37 regulating lighting. Better lighting increases visibility and reduces the risk of accidents and crime, enhancing the safety of all users, especially during early morning and late evening hours. The project will also include well-designed bike and pedestrian pathways that separate non-motorized traffic from vehicle traffic, which is supported in Florence City Code Title 10, Chapter 35 regulating access and circulation of both vehicles and pedestrians. This separation helps prevent collisions between cyclists, pedestrians, and vehicles, making it safer for those traveling on foot or by bike. The installation of clear and informative signage throughout the hub will guide users safely through the facility. Effective wayfinding helps prevent confusion and accidents, particularly for transit riders who may be unfamiliar with the layout of the stop. The project will incorporate accessibility features such as ramps, tactile paving, and elevators to ensure that individuals with disabilities can navigate the hub safely and independently. These features are critical for improving the safety and convenience of all users, including those with mobility impairments. |
|---|

Readiness to proceed (STIF-Discretionary 10%, STN 10%)

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| 86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period? The project will follow established procurement and contracting processes to maintain budget integrity and ensure compliance with regulatory requirements. Regular monitoring and reporting will track progress and budget adherence, while ongoing community and stakeholder engagement will help address any issues early on, reducing the likelihood of delays or disputes. The project team is fully committed to meeting all grant requirements, ensuring that the project remains on track and within the defined scope, budget, and timeline. |
| 87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A. The project is not anticipated to last beyond the 2025-2027 biennium, but if it does additional funding will be sought from local and regional sources, such as city and county transportation budgets, regional planning organizations, and transportation improvement districts. These sources will help cover ongoing operational costs and support the hub's sustainability. The project will explore opportunities for public-private partnerships to secure additional funding and resources. Collaborations with local businesses, developers, current transit providers and other stakeholders can provide financial support and operational contributions. |
| 88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A. N/A |
| 89. If actual costs exceed the budgeted amount for the project, describe your contingency plans. If actual costs exceed the budgeted amount for the mobility hub project, several contingency plans will be implemented to manage the budget shortfall effectively: Prioritization of Essential Elements: The project scope will be reviewed to prioritize essential elements and functionalities. Non-essential add-ons or enhancements can be deferred or eliminated to ensure that the core components of the planning process are completed within budget. Identification of Additional Funding Sources: Efforts will be made to identify and secure additional local |

funding or grants to cover any budget shortfalls. This may involve applying for supplemental grants, seeking contributions from public-private partnerships, or reallocating funds from other sources.

Budget Reallocation: If certain budget categories have surplus funds, these can be reallocated to cover cost overruns in other areas. This flexible approach helps manage unexpected expenses without affecting the overall project.

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.
 N/A.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.
 N/A

Requested (Summary)

Total Project Budget: \$250,000.00
Local Match: \$50,000.00
Total Grant: \$200,000.00

Project Details

| Number | Number | Sub Type | Status | Total |
|---------------|---------------|-----------------|---------------|--------------|
| P-25-0912-01 | Non-Capital | Planning | Complete | \$250,000.00 |

Create: Kathleen Flynn

Date: 09/05/2024

Issue: Pam Strutz

Date: 09/05/2024

Non-Capital
Planning

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0912-01
Date: 09/04/2024

Task Description

This project will result in site selection and concept design for a Mobility Hub in central Florence, preparing the City to pursue future capital funding opportunities to construct the facility. Identified as a priority project in both the 2023 Florence Transportation System (TSP) and the 2023 Link Lane Transit Development Plan (TDP), the Florence Mobility Hub will support the convergence of multiple existing public transit services including the Rhody Express (LTD), the Florence-Eugene Connector (Link Lane), the Florence-Yachats Connector (Link Lane), and the Florence Express (Coos County Area Transportation District). This project is crucial for addressing the limitations of the existing bus shelters and accommodating the increased demand from expanding local and regional transit services.

Engaging with stakeholders, including local government officials, transit operators, community organizations, and the public, will be a key component. This engagement will help gather input, address concerns, and ensure that the mobility hub's design aligns with community needs and expectations. In addition to identifying the mobility hub location, this planning grant would allow for research into specific amenities that would best suit the Florence coastal climate and other mobility options to bridge gaps in the public transit route, such as bicycle share, park and ride, or electric vehicle charging.

Task Budget

Task Cost \$250,000.00
Match Ratio (Fund/Provider) 80%/20%
Total Grant Request \$200,000.00

Match Source

State \$30,000.00
Local \$20,000.00
Fare Box \$0.00
In Kind \$0.00
Other \$0.00

| | |
|------------------------------|-------------------------------------|
| Select Planning Type: | Short Range Transportation Planning |
|------------------------------|-------------------------------------|

Planning Expenses

| | |
|--|--|
| Planning Expense Description Year 1 | Issue RFP, hire consultants, kick off planning project |
| Planning Expense Description Year 2 | Complete planning project, issue final report |

2025-27 Lane Transit District STIF Disc. & STN

Applicant

Lane Transit District
 PO Box 7070
 Springfield, OR 97475-0100

Number:

P-25-0937

Date:

09/05/2024

Notice #:

D25STIFSTN

Closing Date/Time:

09/05/2024 11:59 PM

Planned Agreement Start:

07/01/2025

Planned Agreement End:

06/30/2027

D-U-N-S Number:

060588639

FEIN:

930586982

Provider Type:

Transit or Transportation District

**Authorized Representative
(Person signing Grant Agreement)**

Contact:

Jameson Auten

Title:

Chief Executive Officer

Phone:

1 (541) 682-6105

Email:

Jameson.Auten@ltd.org

Application Contact

Contact:

Kathleen Flynn

Title:

Grant Specialist

Phone:

1 (541) 682-3228

Email:

Kathleen.flynn@ltd.org

Risk Assessment

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|---|-----------|
| 1. Did your agency have any turnover of management or financial staff in the last two years? | Yes |
| 2. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award? | Yes |
| 3. What type of accounting system does your agency use? | Automated |
| 4. Does your agency have a system in place that will account for 100 percent of each employee's time? | Yes |
| 5. Was your agency audited by the State and/or Federal government in the past two years? | Yes |
| 6. If you answered "Yes" in question 5, did the audit result in one or more audit findings? | Yes |

7. If applicable, share a list of findings and repeat findings.

FTA 2024 Triennial Review Findings:

- (1) Legal: (L1-1) Failure to notify FTA of potential or pending litigation;
- (2) Technical Capacity-Project Management (TC-PjM1-2) Statute, code, ordinance, or safety standard violation;
- (3) Transit Asset Management: (TAM5-3) Participant accountable executive not designated/responsibilities not implemented;
- (4) Satisfactory Continuing Control: (SCC1-3) Property reports not submitted as required;
- (5) Satisfactory Continuing Control: (SCC2-1) Lacking excess real property utilization inventory/plan out-of-date;
- (6) Satisfactory Continuing Control: (SCC7-2) Inadequate procedures for identifying federally assisted buildings in special flood hazard area and for determining sufficient levels of insurance;
- (7) Maintenance: (M5-1) Inadequate oversight of subrecipient, contractor or lessee maintenance activities;
- (8) Disadvantaged Business Enterprise: (DBE2-2) Insufficient resources to administer the DBE program;
- (9) Disadvantaged Business Enterprise: (DBE4-1) Semi-annual DBE reports not submitted or not submitted timely;
- (10) Disadvantaged Business Enterprise: (DBE5-1) Uniform Reports Contain Inaccuracies and/or Missing Require Information;
- (11) Disadvantaged Business Enterprise: (DBE8-1) Inadequate implementation of race-neutral measures;
- (12) Disadvantaged Business Enterprise: (DBE11-1) Unreported transit vehicle purchases;
- (13) Equal Employment Opportunity: (EEO1-1) Full EEO program not prepared, maintained, and/or submitted;

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| (14) Equal Employment Opportunity: (EEO4-1) Deficiencies in publicizing and disseminating the EEO Policy Statement; | |
| (15) Equal Employment Opportunity: (EEO5-1) Insufficient oversight of subrecipient/contractor EEO program; | |
| (16) Charter Bus: (CB1-1) Charter service not operated under exemption or exception; | |
| (17) PTASP: (PTASP3-1) ASP missing required elements | |
| 8. If applicable, explain any repeat audit findings. N/A | |
| 9. List the year of your last audit and include a URL to the audit document. Financial Audit -- 2023; https://www.ltd.org/annual-report/ | |
| 10. Is the Public Transportation Division currently conducting a forensic audit of your agency? | No |
| 11. Did your agency stay on budget in the past two years? | Yes |
| 12. Certification of Compliance | Yes |

Delegation of Administration

| | |
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| 13. Do you plan to use a subrecipient or contractor to implement the grant supported activity? | Yes |
| 14. If you answered "Yes" in question 13, list the subrecipient(s) and/or contractor(s). | LTD will undergo standard procurement for contractor. |
| <p>15. If you answered "Yes" in question 13, describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.</p> <p>LTD provides transit services for over 4,000 square miles throughout Lane County. This broad service area has provided LTD with extensive experience and a foundation on which to promote public transportation in all communities as demonstrated by its continued commitment to excellence and service.</p> <p>LTD currently serves as the program and contract manager for the South Lane Metro Shuttle service. As the proposed project is a new pilot based off an existing service, LTD has demonstrated its operational capacity to ensure that the service continues in an effective and efficient manner.</p> <p>LTD will continue to manage grants and services that are contracted to a qualified bidder through a standard public procurement process. LTD provides contract and grant management to ensure that eligibility is maintained. LTD has a qualified management team, an experienced procurement team, and an experienced Mobility Services Grant Specialist, who will manage Rural Lane County On-Demand Shuttle operations. Moreover, a dedicated program manager has been assigned to oversee all aspects of program grant compliance.</p> | |

Project Information

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| 16. Project Title | Rural Lane County On-Demand Shuttle Program |
| <p>17. Project Description</p> <p>This project will create a new expanded Rural Lane County On-Demand Shuttle pilot program similar in design to the existing South Lane County Metro Shuttle operated by the Lane Council of Governments (LCOG). The existing on-demand service connects South Lane County residents with locations north, such as Eugene and Springfield. Trips are scheduled by advanced reservation and are on a first-come, first-served basis with service provided Monday through Friday 7:30 AM to 5:30 PM.</p> <p>The proposed Rural Lane County On-Demand Shuttle pilot service will right-size and distribute access to on-demand transit to additional locations across rural Lane County not currently served. Currently, the on-demand model is offered five days per week to those in a small geographic area in South Lane County. We propose a new model of rural on-demand service to reach a greater area by providing on-demand service one to two days per week to up to five rural communities in Lane County.</p> <p>The Link Lane TDP (2023) and LTD's Lane Coordinated Public Transportation Plan (2019) will be used to help prioritize unserved or underserved areas in Lane County, which may include South Lane County, OR36 communities, Mohawk-Marcola area, McKenzie River-McKenzie Pass area, and the Oakridge/Westfir area. On-demand service will be focused on a specific area each weekday; community members in that area will be able to reserve trips ahead of time.</p> <p>This pilot will ideally allow for a great amount of flexibility, including linking shared trips, using smaller vehicles for ambulatory passengers, and potentially offering vouchers for other modes of transportation such as TNC or taxi if needed. Operations will need to be procured; however vehicles to support the project are already available.</p> <p>LTD is requesting grant funds in the amount of \$800,000. This STIF Discretionary request represents 80% the total project cost of \$1,000,000, which is essential to expand Lane County Rural On-Demand Shuttle</p> | |

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| operations for up to five communities for two years. | |
| 18. What is the main type of service that will be supported with this award? | |
| Demand Response | |
| 19. If you selected "Other" in question 18, please describe. | |
| N/A | |
| 20. Describe the task level deliverables, including where applicable the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date. | |
| The current contractor for the South Lane On-Demand Shuttle service is South Lane Wheels, which was contracted through a public procurement process. However, LTD's contract with South Lane Wheels expires on 6/30/25, and LTD plans to issue a Request for Proposals for operation of the Rural Lane County On-Demand Shuttle through a public procurement process in FY26. LTD will notify ODOT once selection of a contractor is complete before the end of FY26. Service on this pilot project will begin once a contractor is selected. The pilot will operate for at least two calendar years. | |
| 21. Select the fund source(s) for which you would like to be considered for and that you believe your project is eligible to receive. Check all that apply. | |
| STIF Discretionary, STIF Intercommunity Discretionary | |
| 22. What is the estimated total cost to complete this project? Include the total request in this application plus all additional expenditures required to complete the project. | \$1,000,000 |
| 23. What is the minimum award amount (grant share only, not including match) that will still allow your project to proceed? | \$700,000 |
| 24. If you would like to be considered for a 10% match, select each factor that you believe is exemplified by the proposed project. | |
| Serves an area outside of the Public Transportation Service Provider's geographic jurisdiction, Predominantly serves or provides access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less) | |
| 25. Will Federal funds be used to complete this project? | |
| No | |
| 26. For intercity projects, identify the origin and destination of the proposed service as well as each municipality that the service stops in along the route. | |
| Lane County Rural On-Demand Shuttle trip origins will include at least three rural areas within Lane County which may include South Lane County, OR36 communities, Mohawk-Marcola area, McKenzie River-McKenzie Pass area, and the Oakridge/Westfir areas. Passengers utilizing this service will receive door to door transportation to locations within the Eugene-Springfield metropolitan area. | |
| 27. What is the gap in intercity transportation service that it fills? | |
| On-demand rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs of individuals with disabilities, older adults and people with low incomes across all of Lane County; and particularly in areas where there is currently a lack of available public transportation. LTD's service boundary is primarily the Eugene-Springfield metropolitan area, significantly less area than Lane County. | |
| Further, the service provides opportunities for low income rural residents to access other transit options near Eugene, such as Amtrak, Greyhound/FlixBus, the Point bus, and Link Lane. This project supports the transit network by providing access to transit stations in the Eugene/Springfield metropolitan area, which is a central hub for transit service and a focal point for interregional air, rail, and bus service. | |
| 28. Would this award support ongoing operations of an existing service? | |
| No | |
| 29. If you answered "Yes" to the question 28, describe any elements of the proposed project that differ from the existing service. | |
| N/A | |
| 30. If you answered "Yes" to question 28, provide a brief history of the current service. | |
| N/A | |
| 31. If you answered "Yes" to question 28 provide the costs for operations for the service for the previous fiscal year. | |
| 33. If the service operated in 2022, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 37. If the service operated in 2023, how many unique riders were served by the service? Answer N/A if not tracked. | |
| 41. If you answered "No" to question 28, what is the predicted number of unique riders that will be served in the first full year of service? Answer N/A if not tracked. | N/A |
| 44. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements? | |
| No | |
| 45. If this project will involve breaking ground or any other activity that might require environmental review (e.g., facility construction or improvement), what is the address of the | |

project?

N/A

46. Describe proposed capital purchases. Capital assets are items that cost at least \$5,000 and have a useful life of at least three years. If no capital assets are included in your application, answer N/A.

N/A

Scored Questions

Community benefits (STIF-Discretionary 30%, STN 50%)

47. Describe the need this project addresses. Please provide information to support these statements.

The 2023 Link Lane Transit Development Plan identifies needs related to underserved areas and populations within Lane County which is disproportionately reliant on transit. The proposed project would target new on-demand service in at least three areas within Rural Lane County to meet the needs of rural residents who have few if any mobility options to reach destinations within the Eugene-Springfield metropolitan area.

- While Oakridge and Florence already have some coverage, additional routes or service are needed within and to these communities and others such as Mapleton, as well as on-demand service in rural areas. Additionally, connections beyond Lane County, such as to Harrisburg and Roseburg, can help to fill gaps in the transit network.
- There are no services available in the Marcola/Mohawk area.
- The largest growth in population in the 20-year projections outside Eugene-Springfield is anticipated in Creswell (+7,400), Florence (+6,700), Junction City (+4,250), and Veneta (+4,200). Coburg, Westfir, Lowell, and Florence are also forecast to experience substantial population growth relative to their current population. Additional demand for transit, especially in Junction City and Florence, could warrant increased service.
- Individuals living in more rural areas may find it difficult to access the existing transit lines. More flexible transit service, such as on-demand service, can help provide a lifeline for riders living far from existing transit stops.
- In rural Lane County, less than 25% of the general population lives within ½ mile of a fixed-route bus stop. This is true for all demographic categories except for people in households below 200% of poverty level. Jobs have slightly higher coverage, as many of the rural job clusters exist near fixed-route services in the rural cities.

48. Describe how your agency determined this need existed, including any community engagement you conducted.

Determination of need was identified and confirmed during development of the recently adopted 2023 Link Lane Transit Development Plan. In 2023, LTD staff participated in a series of conversations hosted by Lane Council of Governments about rural transportation in Lane County and responded to questions and comments from rural residents about services such as the South Lane Metro Shuttle, including the schedule, fares, and desire for increased service.

LTD maintains an ongoing relationship with the City of Cottage Grove and South Lane Wheels, the provider of the current South Lane Metro Shuttle service. During development of the concept for the proposed Lane County Rural On-Demand Shuttle, LTD has had conversations with stakeholders in South Lane County and plans on conducting robust engagement with stakeholders in rural areas where the new service may be introduced if this project is funded.

In 2023 and 2024, LTD held conversations with representatives of our community to help us prioritize mobility options. What we heard loud and clear is that access, both in and outside of the metro area, is a high priority to contribute to health of our communities and our residents. To that end, LTD consistently strives to assess the current performance of all services and programs; as well as develop a framework of recommendations upon which to improve existing services.

49. Describe the expected community benefits from this project.

The impacts and benefits of this project are significant, particularly as it pertains to vulnerable populations. This service provides benefits to older adults, people with disabilities, and low-income populations. Accordingly, the project will eliminate transportation barriers often experienced by disadvantaged communities.

The Lane Coordinated Public Transit - Human Services Transportation Plan reports that evidence supports the connection between access to affordable and appropriate transportation options and successful health outcomes; essentially, synergy exists between health and transportation availability (Attachment 5 - Lane Coordinated Public Transit - Human Services Transportation Plan 2019 Update).

On-demand rural transit is critical to meeting transportation needs of our rural transportation-disadvantaged community members. LTD's Coordinated Plan identifies the unmet transportation needs

of individuals with disabilities, older adults and people with low incomes across all of Lane County; and particularly in areas where there is currently a lack of available public transportation.

50. If this project did not receive funding from this solicitation, what are the expected impacts?
 Without an allocation of STIF-Discretionary funding in the FY26-27 biennium, the existing South Lane Metro Shuttle may cease to operate and the proposed expanded Lane County Rural On-Demand Shuttle program would not be implemented. Impacts to the community served today and the communities that could be served with the proposed project would be significant due to the loss of this lifeline service.

51. Describe how this project supports positive health outcomes.
 The existing South Lane Metro Shuttle service provides an affordable and convenient mobility option for rural residents to access destinations critical for positive health outcomes including grocery stores and medical services. Consistent with the 2023 Link Lane Transit Development Plan (TDP) vision, a better-connected transit network, inclusive of on-demand transit services, supports improved health and well-being outcomes.

Moreover, the Lane County Transportation Safety Action Plan (TSAP, 2017) reports that Improving public health is linked directly to encouraging active transportation. Lower levels of physical activity and active transportation in rural areas create a poorer public health outcome, with higher levels of obesity than their urban counterparts. Transit access plays an important role in a complete active transportation network.

The Lane County TSAP reports that traffic crashes are the leading cause of death in Lane County for ages 1-24. In 2014, Lane County has continued to have high rates of traffic fatalities. While most traffic is in the cities, most fatalities were in rural areas. Elements of rural roads, such as high speed limits, narrow shoulders with ditches, and the absence of median barriers can increase the risk of fatal crashes. Low population density and geographic isolation of rural communities can increase detection, response, and travel time for emergency medical services, thereby increasing mortality rates. The majority of highway fatalities take place on rural roads, creating a disproportionate impact to rural areas with regard to fatal and severe-injury collisions and associated economic costs. Multimodal safety is a challenge in rural areas. People who live in rural communities generally travel more in their automobiles and over further distances, increasing the likelihood of a crash. Transportation options in rural areas are limited, with insufficient bicycle and pedestrian networks and access to public transportation.

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| 52. Does your project have the potential to increase the use of active transportation, including public transportation? | Yes |
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53. If you answered "Yes" in question 52, please describe how.
 While not expected to significantly increase the use of active transportation, the Lane County Rural On-Demand Shuttle program could lead to nominally increased walking trips, and active transportation access within the metro area (i.e., bikeshare, etc.). Rural transportation is expected to connect residents from outlying areas into the larger transportation network throughout Lane County.

If you are not applying for Statewide Transit Network (STIF Intercommunity and FTA 5311(f)) funding, go to question 67.

For applications for Statewide Transit Network funding, please answer questions 54-66. For questions that don't apply to this project, respond N/A.

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| 54. Select all that apply to your project. | None apply to my project. |
|---|---------------------------|

55. Describe how this project would improve each of the items you selected in question 54.
 N/A

56. Describe how this project implements technological innovations that improve efficiencies and support a seamless and easy to use Statewide Transit Network.
 N/A

57. Describe how this project develops service improvements and/or approaches that can be replicated statewide.
 This project would provide mobility options to rural communities and individuals that may otherwise have limited or few options to travel to areas within the Eugene-Springfield metropolitan with access to the Statewide Transit Network. The proposed pilot project is based off of a proven model that has provided thousands of rides to residents of rural South Lane County. The model could be easily replicated in other parts of the state, many of which would benefit from improved rural mobility services.

58. Describe how this project improves infrastructure at interregional transit hubs.
 This project does not affect infrastructure at interregional transit hubs.

59. Describe how this project improves, maintains, or creates a transit stop that is served by two or more fixed route transportation service providers.
 This project provides on-demand service and does not require transit stop infrastructure.

60. If this is an intercity service, list the names of all other intercity transportation services such as other public transit services, nonprofit or for-profit transportation services, or passenger rail with which it shares stops.

The proposed on-demand service would provide rural residents with access to Amtrak, Greyhound/FlixBus, The POINT bus, Link Lane, Pacific Crest Bus Lines, and the Diamond Express.

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| 61. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time long enough for passengers to reliably transfer to another service? | Yes |
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| 62. When the intercity service connects with other intercity or local transportation services or passenger rail is the layover time 60 minutes or less? | Yes |
| 63. Can riders make a round trip on the intercity transportation service in the same day and have at least three hours at their destination to conduct business? | Yes |
| 64. What is the service frequency of the intercity service? | 5 days/week |
| 65. Does the project provide benefits for the Statewide Transit Network that have not been addressed in the previous questions in this section? | No |
| 66. If you answered "Yes" in question 65, describe any additional project benefits. N/A | |

Equity (STIF-Discretionary 20%, STN 15%)

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| 67. What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please attach it to your application. Up to three transit area services areas within rural Lane County will be served by the proposed project. Specific service area locations and boundaries will be determined upon award of funding. |
| 68. If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service? Primary beneficiaries of the proposed service reside outside of the Eugene-Springfield metropolitan area in rural areas with limited public transit mobility options as identified in the 2023 Link Lane Transit Development Plan. These communities may include South Lane County, OR36 communities, Mohawk-Marcola area, McKenzie River-McKenzie Pass area, and the Oakridge/Westfir areas. |
| 69. What engagement has your agency conducted or does it plan to conduct with disadvantaged communities or their representatives in the development of this project? The proposed project is modeled after an established successful model that has operated in South Lane County for many years. The existing service as well as the proposed expanded project are each designed to specifically address rural mobility deficiencies identified through engagement activities conducted as part of the 2023 Link Lane Transit Development Plan and the 2019 LTD Coordinated Public Transit Human Services Transportation Plan. Upon award of funding, the Lane Transit District (LTD) will develop and implement a robust engagement strategy designed to obtain direct input from potentially impacted/served communities. LTD will utilize the recently adopted 2024 "Communications and Outreach Framework" to establish an engagement strategy and approach for this project. |
| 70. If such engagement is not important to the success of this project, please explain why. N/A |
| 71. How will disadvantaged communities benefit from this project? This project provides expanded access to affordable public transit mobility options for more members of rural Lane County. Analysis conducted in the 2023 Link Lane Transit Development Plan (Attachment 3) showed that most cities within Lane County exceed the statewide average in metrics associated with disadvantaged communities including households below 200% poverty, older adults, and people with disabilities. Specifically, the 2023 Link Lane TDP suggests that rural on-demand public transit services would "provide a lifeline for riders living far from existing stops." |
| 72. How will disadvantaged communities be burdened by this project? Although the project proposes an expansion of the existing South Lane Metro Shuttle service model to additional locations within rural Lane County, it will not be able to reach all rural areas or individuals. We anticipate some members of rural South Lane County facing a burden by being provided with fewer days of service that will then be allocated to a number of new locations within rural Lane County. In other words, users of the current South Lane County Metro Shuttle will be required to utilize the service on up to two days per week rather than the currently available five days of service per week offered today. |

Climate mitigation (STIF-Discretionary 20%, STN 15%)

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| 73. For planning projects, please describe how the project will lead to reductions in greenhouse gas emissions. N/A |
| 74. If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. N/A |
| 75. If applicable, describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation. This project is helping to provide an environmentally sustainable option by freeing people from needing to drive. Many people within this project geography are relatively isolated geographically and access-wise. With this door-to-door service as a travel option, they are able to make a reservation for a ride and schedule that ride to coincide with such personal needs as their appointment time and/or transfer to another transit mode, including Amtrak or metro-area LTD services. This service goes beyond providing an alternative to personal car use as it is a piece of the transportation fabric that is severely lacking in the |

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| majority of rural areas. | |
| 76. Is the proposed project a zero-emission capital project (e.g., facility improvement or vehicle purchase)? | No |
| Answer questions 77-84 if you are applying for funding for one or more standard fuel vehicles (i.e., diesel or gasoline). Otherwise, skip to question 85. | |
| A "standard fuel vehicle" is a vehicle that uses diesel or gasoline. "Low- or no-emission vehicles" include battery electric, fuel cell electric, diesel-electric hybrid, gas-electric hybrid, natural gas, propane or other alternative fuel. | |
| 77. Does the proposed project include the acquisition of one or more standard fuel vehicle (i.e., diesel or gasoline)? | No |
| 78. If you answered "Yes" to question 77, what low- or no-emission vehicle options did your agency consider? Select all that apply. | |
| 79. If you answered "Other alternative fuel" for question 78, please explain. | |
| 80. Why does your agency believe that a low or no-emission vehicle is not a practicable option currently? Select all that apply. | |
| 81. If you selected "Other" for question 80, please explain. | |
| 82. If your agency is applying for a standard fuel vehicle, describe the efforts your agency made to determine that an alternative fuel vehicle is not a practicable option currently. | |
| 83. For each vehicle you intend to acquire if awarded funding, please provide the vehicle category and propulsion type. | |
| 84. For each vehicle you intend to acquire if awarded funding, please estimate the annual total miles each vehicle will be driven for each year of service (i.e., annual vehicle miles travelled). | |

Safety (STIF-Discretionary 20%, STN 10%)

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| 85. Describe the safety improvements or features funded by this project. In particular, how will the project improve the safety of vulnerable road users and transit riders? Since 1970, awareness of the relationship between automobile traffic and quality of life has increased. Not only does the community desire alternatives to relieve problems associated with poor air quality and increased traffic, federal and state governments demand it. LTD has responded to the challenge and has become an innovative leader in shaping local and regional transportation strategies. Transit service is a core component of the Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) and Lane County Transportation Safety Action Plan. LTD is an integral and committed stakeholder; and has worked with the MPO in this regard. The RTP includes provisions for meeting the transportation demand for a 20-year planning cycle and addresses transportation issues and changes that can contribute to improvements in the region's quality of life and economic vitality; the attainment of which is directly related to an efficient and effective transportation system. Moreover, transit is identified as a tool for improving safety on Lane County roads, which are among the most dangerous in the state. Lane County's first ever Transportation Safety Action Plan was adopted in 2017 to combat the epidemic of roadway deaths in the county. Throughout this plan, improved and reliable transit service, and safety enhancements to improve access to transit service, are identified as necessary investments. To that end, studies indicate that taking the bus is safer than driving a car, not only in terms of the safety of the vehicles but also in terms of the driving and extensive training of the LTD operators. This project utilizes highly professional drivers for passengers who might otherwise be sleepy or experiencing health care needs, and transporting significant numbers of older adults who might otherwise be driving themselves. |
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Readiness to proceed (STIF-Discretionary 10%, STN 10%)

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| 86. Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period? The service model and design of the proposed project are based off of the existing South Lane Metro Shuttle, a successful and proven model in operation for many years. Implementation of the proposed project will take the existing model and apply it in at least two additional Rural Lane County areas. Implementation of this project will begin shortly after award of funding. |
| 87. If this project will last beyond the 2025-2027 biennium, describe the plan for ongoing funding including match. If not applicable, respond N/A. LTD's plan for ongoing funding is to apply for STIF Intercommunity in the subsequent biennium. LTD will use STIF formula funds as match. |
| 88. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, answer N/A. N/A |
| 89. If actual costs exceed the budgeted amount for the project, describe your contingency plans. If awarded a smaller funding amount than requested, the project can reduce the number of service areas and/or the number of days of service. |

90. Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

Services can be scaled down if needed, for example by reducing the number of weekday trips.

91. Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

For these rural scheduled/on demand services, no GTFS feed would be planned. However, we do publicly maintain a GTFS feed for fixed route services which can be used to interline the proposed rural services with the larger transportation network in the area.

Requested (Summary)

Total Project Budget: \$1,000,000.00
Local Match: \$200,000.00
Total Grant: \$800,000.00

Project Details

| Number | Number | Sub Type | Status | Total |
|---------------|---------------|------------------------|---------------|--------------|
| P-25-0937-01 | Non-Capital | Operations (State) | Complete | \$853,600.00 |
| P-25-0937-02 | Non-Capital | Administration | Complete | \$100,000.00 |
| P-25-0937-03 | Non-Capital | Preventive Maintenance | Complete | \$46,400.00 |

Create: Kathleen Flynn
Issue: Pam Strutz

Date: 09/05/2024
Date: 09/05/2024

Operations (State)

2025-27 Lane Transit District STIF Disc. & STN

Number:

P-25-0937-01

Date:

09/05/2024

Task Description

This project will create a new expanded Rural Lane County On-Demand Shuttle pilot program similar in design to the existing South Lane County Metro Shuttle operated by the Lane Council of Governments (LCOG). The existing on-demand service connects South Lane County residents with locations north, such as Eugene and Springfield. Trips are scheduled by advanced reservation and are on a first-come, first-served basis with service provided Monday through Friday 7:30 AM to 5:30 PM.

The proposed Rural Lane County On-Demand Shuttle pilot service will right-size and distribute access to on-demand transit to additional locations across rural Lane County not currently served. Currently, the on-demand model is offered five days per week to those in a small geographic area in South Lane County. We propose a new model of rural on-demand service to reach a greater area by providing on-demand service one to two days per week to up to five rural communities in Lane County.

This pilot will ideally allow for a great amount of flexibility, including linking shared trips, using smaller vehicles for ambulatory passengers, and potentially offering vouchers for other modes of transportation such as TNC or taxi if needed. Operations will need to be procured; however vehicles to support the project are already available.

Task Budget

Task Cost \$853,600.00

Match Ratio (Fund/Provider) 80%/20%

Total Grant Request \$682,880.00

Match Source

State \$170,720.00

Local \$0.00

Fare Box \$0.00

In Kind \$0.00

Other \$0.00

Administration

2025-27 Lane Transit District STIF Disc. & STN

Number: P-25-0937-02
Date: 09/05/2024

Task Description

Administration: LTD will contract with a transportation service provider to operate the Rural Lane County On-Demand Shuttle pilot service. LTD's experienced procurement staff will issue an RFP at the outset of this project and manage a public procurement process. Once a contractor is procured, an LTD program manager will oversee the Rural On-Demand contract, meeting regularly with the contractor to monitor service delivery and providing oversight of contract expenses. LTD's planning team will also be involved in service monitoring to ensure that LTD can adapt quickly as it implements this pilot program.

Task Budget

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|-----------------------------|--------------|
| Task Cost | \$100,000.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$80,000.00 |

Match Source

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|----------|-------------|
| State | \$20,000.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |

Preventive Maintenance

2025-27 Lane Transit District STIF Disc. & STN

| | |
|----------------|--------------|
| Number: | P-25-0937-03 |
| Date: | 09/05/2024 |

Task Description

Preventive Maintenance: LTD anticipates using four cutaway vehicles for the Rural Lane County On-Demand Shuttle pilot project. The service contractor will be responsible for all preventive maintenance on these vehicles, and LTD will reimburse the contractor for preventive maintenance costs. LTD estimates preventive maintenance costs of \$5800 per year per vehicle, for a two-year total budget item of \$46,400.

Task Budget

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|-----------------------------|-------------|
| Task Cost | \$46,400.00 |
| Match Ratio (Fund/Provider) | 80%/20% |
| Total Grant Request | \$37,120.00 |

Match Source

| | |
|----------|------------|
| State | \$9,280.00 |
| Local | \$0.00 |
| Fare Box | \$0.00 |
| In Kind | \$0.00 |
| Other | \$0.00 |