



Lane Transit District Board Agenda Packet

October Board Meeting

Wednesday, October 16, 2024

5:30 – 7:40 p.m.

The meeting will be held in-person, remotely or via broadcasting.

Address: 3500 E. 17th Avenue, Eugene OR 97401

Zoom: Stream live via link: [October Board Meeting](#)

Broadcasting: Watch live on channel 21 or via link: <https://metrotv.ompnetwork.org/>

- 5:30 – 5:35 **I. CALL TO ORDER & ROLL CALL:** Gino Grimaldi (President), Susan Cox (Vice President), Pete Knox (Secretary), Kelly Sutherland, Lawrence Green (Treasurer), Michelle Webber, Heather Murphy

- 5:35- 5:40 **II. ADJUSTMENTS TO THE AGENDA**

- 5:40 – 5:45 **III. CEO COMMENTS**

- 5:45 – 5:50 **IV. PUBLIC COMMENT** – Public comment may be provided in writing to clerk@ltd.org, via Zoom, or in-person at the meeting.

- V. CONSENT AGENDA**
 - a. Anti-Trafficking Pledge

- 5:50 – 6:15 **VI. BUSINESS INFORMATION**
 - a. **EMPLOYEE OF THE MONTH** - September and October
 - b. **STIF Formula Plan Update**..... Dave Roth, Director of Mobility and Planning Policy and Cosette Rees, Director of Operations

- 6:15 – 7:30 **VII. BUSINESS ACTION ITEMS**
 - a. **COA (LTD System)**.....Dave Roth, Director of Mobility and Planning Policy
 - b. **STIF Discretionary Projects**.....John Ahlen, Mobility Services Manager
 - c. **Website Redesign**.....Eric Breitenstein, Director of Marketing
 - d. **CEO Evaluation Process**.....Jameson Auten, Chief Executive Officer

- 7:30 – 7:40 **VIII. OTHER BUSINESS**
 - a. **Delegated Authority Report**..... Jameson Auten, Chief Executive Officer
 - b. **Monthly Department Reports – September**.....Jameson Auten, Chief Executive Officer
 - c. **Operations Monthly Report**.....Aimee Reichert, Chief Performance Officer
 - d. **Board Members Report**.....Allie Brusasco, Board Administrator
 - e. **Information on Future Board Meetings**.....Allie Brusasco, Board Administrator
 - f. **Items for Action or Information for Future Board Meetings** – Requested by the Board

7:40

IX. ADJOURNMENT

The facility used for this meeting is wheelchair accessible. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).



Lane Transit District Agenda Item Summary (AIS)

Presented By: None

AIS title: Consent Agenda

Action: Approval

Consent Agenda:

- Adoption of Anti-Trafficking Pledge

PROPOSED MOTION: I move to approve the Consent Agenda as presented.



TRANSPORTATION LEADERS AGAINST HUMAN TRAFFICKING PLEDGE

The U.S. Department of Transportation's Transportation Leaders Against Human Trafficking initiative calls on all transportation industry leaders to join us in our commitment to employee education, raising public awareness, and measuring our collective impact by signing this voluntary pledge.

We pledge with one voice to join with partners across the transportation industry to work together and end human trafficking by:

- * Educating our employees and organizational members on how to recognize and report signs of human trafficking
- * Raising awareness among the traveling public on human trafficking issues by utilizing common messaging in targeted outreach campaigns
- * Measuring our collective impact on human trafficking by tracking and sharing key data points

By uniting our efforts across the transportation sector, we will see greater progress in reaching our ultimate goal of eliminating human trafficking.

Signature, Date

Name, Title

Organization/Address

Phone

Email

By signing this Pledge, you affirm that you are authorized to make this voluntary commitment on behalf of your organization, and you acknowledge and agree to grant USDOT permission to publicly reference that your organization is a TLAHT pledge signatory.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jake McCallum, Director of
Operations & Public Safety

AIS title: Employee of the Month September 2024

Action: Information Only

Becky McDermid has been selected as the Employee of the Month for September 2024. Becky joined us as a Bus Operator on December 14, 2015, and has accumulated eight years of safe driving, including the year 2023.

Becky's commitment to exceptional service was exemplified recently when she went out of her way to assist a young passenger. After providing him with directions to Goshen on a previous route, Becky took it upon herself to ensure he had boarded the correct bus. Upon returning to the station, she used her break time to cross the station and check on him personally. This act of dedication highlights her prioritization of passenger care and outstanding customer service.

Jeff Hadden, Transit Operations Supervisor, commented on Becky's recognition, stating, "It is a genuine pleasure to serve as Becky's supervisor. She is a dependable and trustworthy individual who deeply cares about our customers. Becky consistently performs at her best for LTD every day. I am thrilled that she has been honored as Employee of the Month, an award she truly deserves."

Becky will be introduced to the Board and receive her award at the Board Meeting on October 16.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jake McCallum, Director of Transit Operations and Public Safety

AIS Title: Employee of the Month October 2024

Action: Information Only

We are pleased to announce that Steve Hixon has been selected as the Employee of the Month for October 2024. Steve, who joined us as a Bus Operator on April 3, 2017, and was rehired on September 23, 2020, has distinguished himself with five years of Safe Driving awards during his tenure with the District.

Steve received two nominations that highlighted his exceptional dedication to service. He consistently goes above and beyond to ensure that passengers requiring walkers and wheelchairs have secure and comfortable accommodations on the bus. His polite, patient, and considerate demeanor has made a significant impact on the experience of all passengers.

Recently, Steve demonstrated his commitment by proactively contacting Operations to navigate an alternate route, allowing him to pick up ADA customers in need. Despite his ADA bays being fully occupied, he adeptly assisted other ADA passengers by ensuring they were safely positioned in the appropriate areas of the bus, facilitating their travel to their destinations.

When asked to comment on Steve's recognition, his supervisor stated, "I appreciate his positive nature and willingness to go the extra mile to help his passengers and co-workers."

Steve will be honored at the Board Meeting on October 16, where he will be introduced to the Board and presented with his award. Congratulations, Steve!



Lane Transit District Agenda Item Summary (AIS)

Presented By: Cosette Rees, Director of Mobility Services & Dave Roth, Director of Mobility and Planning Policy **AIS title:** FY 26/27 Statewide Transportation Improvement Fund (STIF) Formula Plan Update

Action: Discussion and Feedback

Agenda Item Summary: Provide information on the process and schedule for the development of Lane Transit District’s plan for the use of FY 26-27 Statewide Transportation Improvement Funds (STIF) as an eligible Public Transportation Service Provider (PTSP) and receive feedback on proposed new project concepts.

Description: The LTD Board has been designated as the Qualified Entity (QE) for Lane County. As required by ODOT’s process for the allocation of STIF funds, a STIF Advisory Committee has been established and approved at the Board’s meeting on August 21, 2024. The role of the STIF Advisory Committee is to provide recommendations to the Board (in its role as the QE) on the proposed Lane County STIF Formula plan for the FY 26-27 biennium. This plan will include applications from eligible providers of public transportation services within Lane County. As a provider of public transportation services, LTD is designated as a PTSP eligible to receive STIF funds.

As in previous STIF funding cycles, the Strategic Planning Committee (SPC) has provided feedback and guidance on LTD’s proposed projects to be included in the STIF Plan for Lane County. While most of LTD’s proposed projects for the FY 26-27 STIF Plan are carried forward from the FY 24-25 STIF Plan, four new project concepts are being introduced. At its meeting on October 1, 2024, the SPC reviewed LTD’s proposals for new projects for the FY 26-27 STIF Plan. Proposed new projects and their descriptions follow:

1. **Transit-Shared Mobility System Integration and Modernization**

Consistent with LTD’s mobility management strategy, this project would fund the modernization and integration of the Eugene-Springfield bike share system into LTD’s portfolio of mobility services. A modernized and transit-integrated shared micromobility system will provide the community with new and more accessible mobility options and extend the reach of LTD’s fixed-route bus network. Capital funding would be directed toward the purchase and launch of a replacement fleet of pedal-assist electric bicycles, with integrated charging and docking stations distributed throughout Eugene and Springfield. LTD plans to utilize established agency and stakeholder partnerships, through the Shared Mobility Work Group, to design and operationalize the integrated system. LTD proposes using STIF rollover funds from previous biennium for this one-time investment.

2. **Rural On-Demand Service Pilot**

LCOG currently provides an on-demand pilot service that connects residents in rural South Lane County to the metro area, providing access to groceries and services that may not be available in their own communities. This service operates Monday through Friday. This project would modify and expand the existing program to serve up to 3-5 different rural communities during the week. LTD has applied for STIF Discretionary funding, and, if approved, plans to utilize STIF Formula funds for the required 20% project match.



Lane Transit District Agenda Item Summary (AIS)

3. **Transit Access and Safety Improvement Opportunity Fund**

This project would establish a new program, administered by LTD, to fund transit access and safety improvements for city-owned rights-of-way within LTD's district boundary. The purpose of the program is to improve safety conditions for transit users walking, bicycling, or using a mobility device to access fixed-route transit stops and stations. Typical projects funded would include pedestrian crossing safety improvements, sidewalk infill, transit stop improvements, lighting, and other enhancements tied to transit access. Roadway jurisdictional owners would be able to apply for funding to leverage existing planned and programmed capital projects.

4. **Community Outcomes Opportunity Fund**

This project would establish a new program, administered by LTD, to fund mobility projects and programs designed to improve community outcomes related to housing, education, public health, and workforce development. During the summer of 2024, LTD engaged with a diverse group of stakeholders representing governmental agencies and non-profit organizations responsible for these four community outcome areas. The proposed Community Outcomes Opportunity Fund is designed to support new initiatives that directly improve housing, education, public health, and workforce outcomes through mobility investments.

Background: The STIF program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. Every two years, STIF funding is made available to support access to jobs, improve mobility, relieve congestion, and reduce greenhouse gas emissions in Oregon. An overview of the STIF program is provided at the following link: [STIF Program Overview](#). Attachment 2 is the most recent STIF Biennial Update (2021-2023) report to the Joint Committee on Transportation.

The STIF program is funded by a combination of ID card fees, non-highway gas tax, cigarette tax, and payroll tax dollars. STIF funds are divided into Formula Funds (90 percent), which are distributed as population-based and payroll-based funds, Discretionary Funds (5 percent), Intercommunity Discretionary Funds (4 percent), and administrative funds (1 percent). ODOT disburses Formula Funds to mass transit districts, transportation districts, or counties without either a mass transit or transportation district, as well as to federally recognized tribes based on formula allocation.

Based on estimates released by the Oregon Department of Transportation (ODOT) in August 2024, Lane County is estimated to receive approximately \$16.8 million over FY26 and FY27 (July 1, 2025, through June 30, 2027). Of those funds, approximately \$15.3 million will be generated within the LTD District, and approximately \$1.5 million will be generated outside of the LTD District.

The state has set an aggressive timeline for the completion and adoption of the FY 26-27 STIF Plan, which must be submitted to ODOT no later than January 16, 2025.

Attachments:

- STIF Biennial Update (2021-2023) Report, March 2024

I certify that my Department Chief has reviewed and approved this AIS:



Statewide Transportation Improvement Fund Program: 2021-2023 Biennial Update

Executive Summary

Introduction of the [Statewide Transportation Improvement Fund](#) through House Bill 2017 created Oregon’s first dedicated funding program for statewide public transit improvements. Following the program's enactment, ODOT Public Transportation Division was statutorily directed to produce a report on outcomes for FY 2020. Consistent with ODOT’s on-going commitment to good stewardship of public resources, Public Transportation Division has continued publishing its outcomes for each biennial cycle.

The Statewide Transportation Improvement Fund, also known as STIF, has strategically transformed the public transit landscape through investments in new services, capital, equipment, technology, and infrastructure. The resulting access improvements have included enhanced transit frequency, expanded service schedules and new service coverage, all contributing to ODOT’s equity and climate change objectives. Furthermore, the infusion of predictable state funding has empowered local systems to compete for federal resources by providing necessary matching funds.

From 2019 to 2023, the program allocated \$397 million in Formula funds to Qualified Entities and awarded an additional \$40 million to public transportation service providers in the form of Discretionary and Intercommunity grants. These investments have delivered 38.9 million rides, produced over 41 million miles of passenger service, and created reduced, often free, fare transit access for nearly 80,000 of Oregon’s students. It’s also supported the modernization of Oregon’s fleet through the purchase of 309 new vehicles including 35 with battery electric and 45 with hybrid electric propulsion.

This report underscores the vital role of STIF in preserving and enhancing Oregon's public transit services during a challenging biennium. Highlights will include public transit’s recovery from the COVID-19 pandemic, the consolidation of the STIF program and Oregon’s Special Transportation Fund (STF), and a look ahead to the challenges of the 2023-2025 cycle. The following sections will share the initiatives and outcomes that have shaped the success of the STIF Program, examine the ongoing developments that continue to define our public transit landscape, and explore the strategic needs of Oregon’s multimodal mobility network.

Image 1: Harney Hub in Burns, Oregon

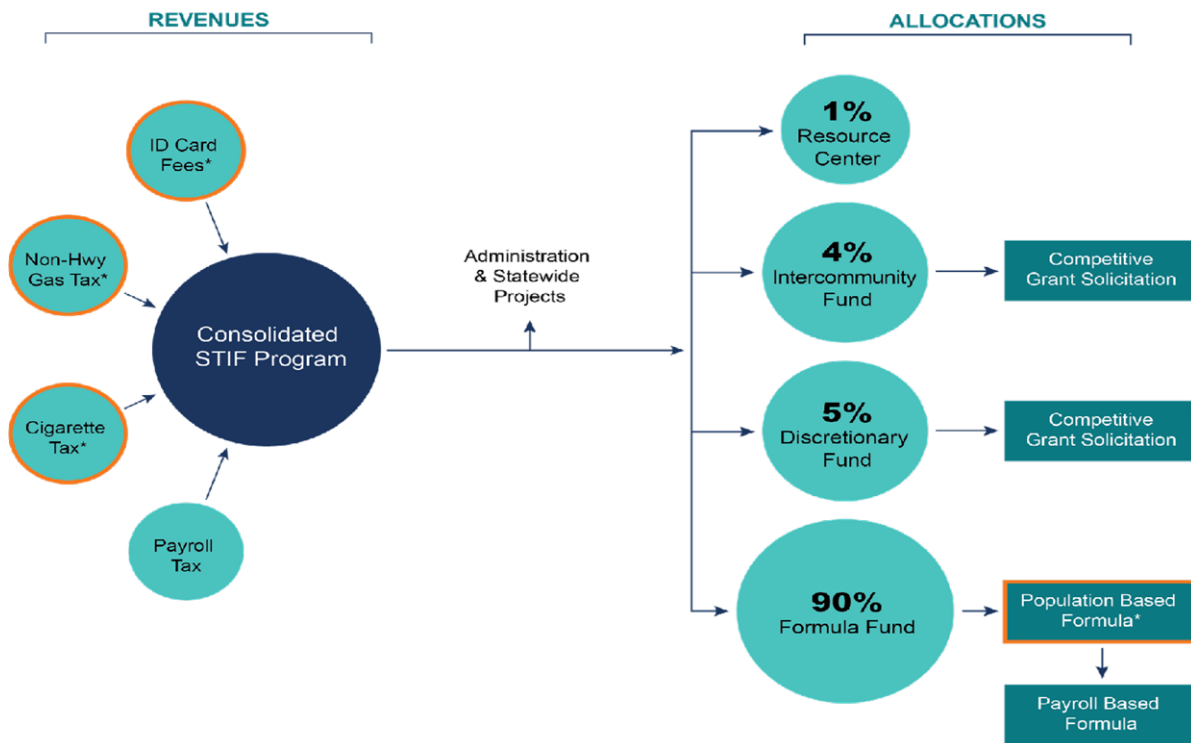


The STIF-funded Harney Hub partnership connects Burns, Hines, and the Burns Paiute Reservation. It provides free local transit and free access to Bend.

Additional Background on Consolidation of Special Transportation Fund and Statewide Transportation Improvement Fund

In 2020, the Oregon Legislature mandated consolidation of the STIF program with Oregon’s Special Transportation Fund. The Special Transportation Fund, primarily funded by proceeds from cigarette taxes, photo ID card sales from Driver and Motor Vehicle Services, and non-highway fuel sales, provided Qualified Entities a consistent resource to address the mobility needs of the elderly and individuals with disabilities.

Figure 1: STF/STIF Revenue and Distributions as a Consolidated Program:



With traditional funding sources for the Special Transportation Fund in steady decline, consolidation with STIF established a sustainable approach to its objectives. In the Special Transportation Fund’s final biennium (2021-2023), it distributed \$22 million to Oregon’s Qualified Entities. In comparison, the consolidated STIF Formula Plans approved by the Oregon Transportation Commission for 2023-2025 contain over \$50 million for services to Oregon’s elderly and individuals with disabilities, illustrating the continued commitment of the public transportation community to enhancing these services.

Table 1: December 2023 STIF Formula Fund Forecast FY 2024 and FY 2025

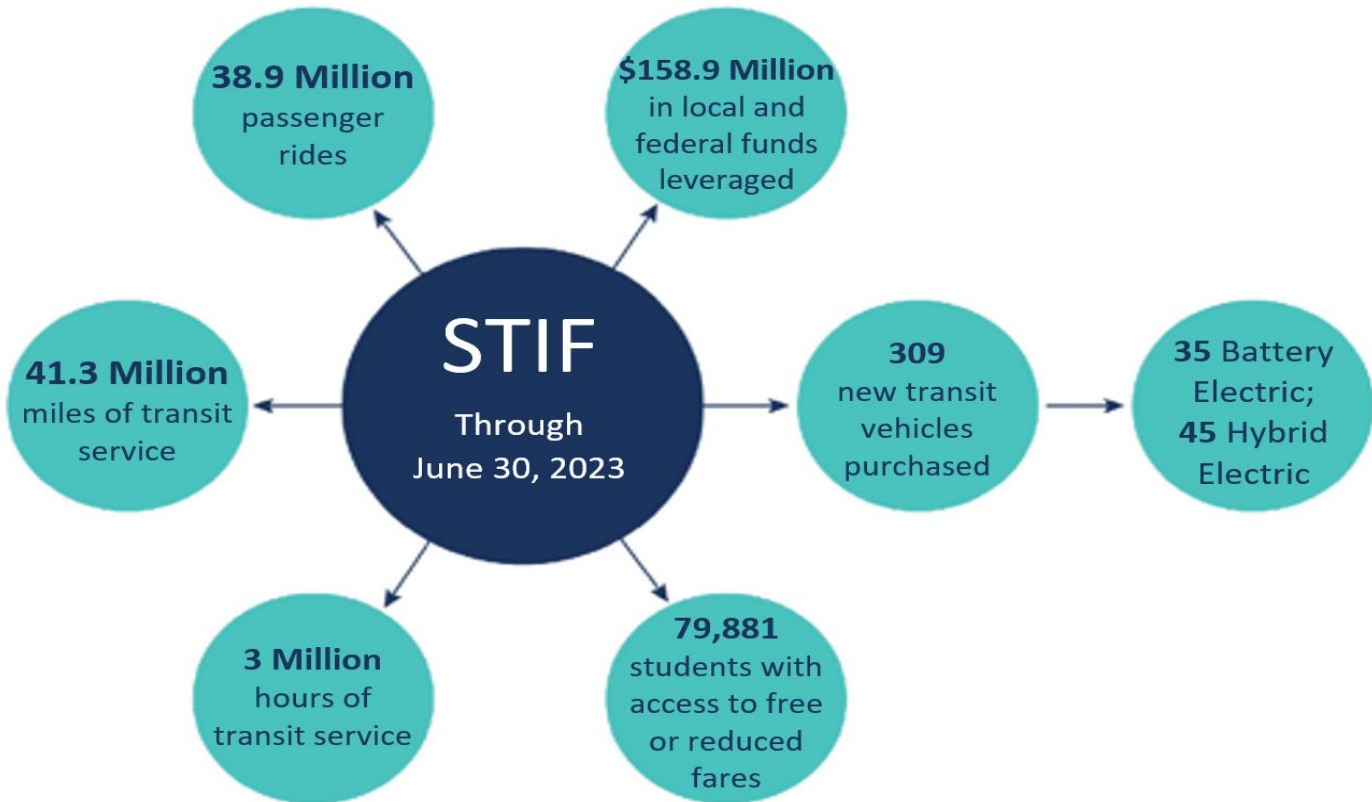
Fund	FY 2024	FY 2025	Total
Formula Fund (90%)	\$113.7 million	\$129.0 million	\$ 242.7 million
Discretionary (5%) Biennial Estimate			\$ 13.4 million
Intercommunity (4%) Biennial Estimate			\$ 10.8 million
Total Biennial Estimate			\$266.9 million

2021-23 STIF Report

Expanding and Enhancing Oregon's Transit System

Through Fiscal Year 2023, the STIF Formula program has delivered 38.9 million rides, produced over 41 million miles of passenger service, and created reduced fare (often free) transit access for nearly 80,000 of Oregon's students. It's also supported the modernization of Oregon's fleet through the purchase of over 300 new vehicles including 35 with battery electric and 45 with hybrid electric propulsion.

Figure 2: STIF Investment Outcomes to Date:



Note: ODOT's February 2024 "The Legacy of HB 2017" presentation to the Joint Committee on Transportation included an additional quarter of STIF reporting data (through September 30, 2024) and reflected the following updated outcomes:

- 40.1 million passenger rides;
- 45.8 million miles of passenger service;
- 130,525 students with free or reduced fares; and
- 350+ vehicles purchased.

The STIF Formula program created a transformational source of local matching funds (please see the Leverage column in Table 2). During the 2021-2023 biennium, national supply chain disruptions reduced the number of annual match-intensive capital projects to a trickle. At the same time, public transit providers were investing the substantial (but temporary), match-free, federal appropriations under the Coronavirus Aid, Relief, and Economic Security Act; Coronavirus Response, Relief, and Supplemental Support Act; and the American Rescue Plan Act.

Pandemic-related anomalies notwithstanding, Qualified Entities have provided an average of nearly 30% in local match to STIF-funded projects since the program's inception; in many cases, local contributions were

markedly higher. Three of the top five contributors of local match by way of percentage (please see Table 3) are Qualified Entities in rural areas, contributing between \$7.00 to \$8.00 for every STIF dollar invested. Even when sorted by net dollars leveraged, Coos County Area Transportation District remains in the top five.

Table 2: STIF Investment Outcome by Biennium

STIF Biennium	Rides	Miles	Hours	Leverage
2019-2021	20,545,414	19,249,316	1,393,922	\$91,078,383
2021-2023	18,442,619	22,118,064	1,685,434	\$67,837,500
Total	38,988,033	41,367,380	3,079,356	\$158,915,883

Table 3: Top Contributors of STIF Formula Match (by % from FY 2020 – FY 2023):

Qualified Entity	Total Project Expenditures	STIF Formula Investments	Other Investments	% Leveraged
Coos County Area Transportation District	\$8,489,656	\$1,532,365	\$6,957,291	82%
Tillamook County Transportation District	\$4,095,905	\$1,032,714	\$3,063,191	75%
Linn County	\$21,674,864	\$6,105,897	\$15,568,967	72%
Harney County	\$1,430,243	\$399,731	\$1,030,512	71%
Lane Transit District	\$29,180,521	\$9,283,332	\$19,897,189	68%

Table 4: Top Contributors of STIF Formula Match (by Dollars from FY 2020 – FY 2023):

Qualified Entity	Total Project Expenditures	STIF Formula Investments	Other Investments	% Leveraged
TriMet	\$209,262,363	\$150,606,635	\$58,655,728	28%
Lane Transit District	\$29,180,521	\$9,283,332	\$19,897,189	68%
Linn County	\$21,674,864	\$6,105,897	\$15,568,967	72%
Coos County Area Transportation District	\$8,489,656	\$1,532,365	\$6,957,291	82%
Benton County	\$11,117,952	\$5,246,557	\$5,871,395	53%

Rounding out the top ten by net *Other Investments* were: Tillamook County Transportation District: \$3,063,191; Hood River County Transportation District: \$2,670,069; Umatilla County: \$2,667,598; Yamhill County: \$2,308,028; and Wasco County: \$2,121,321.

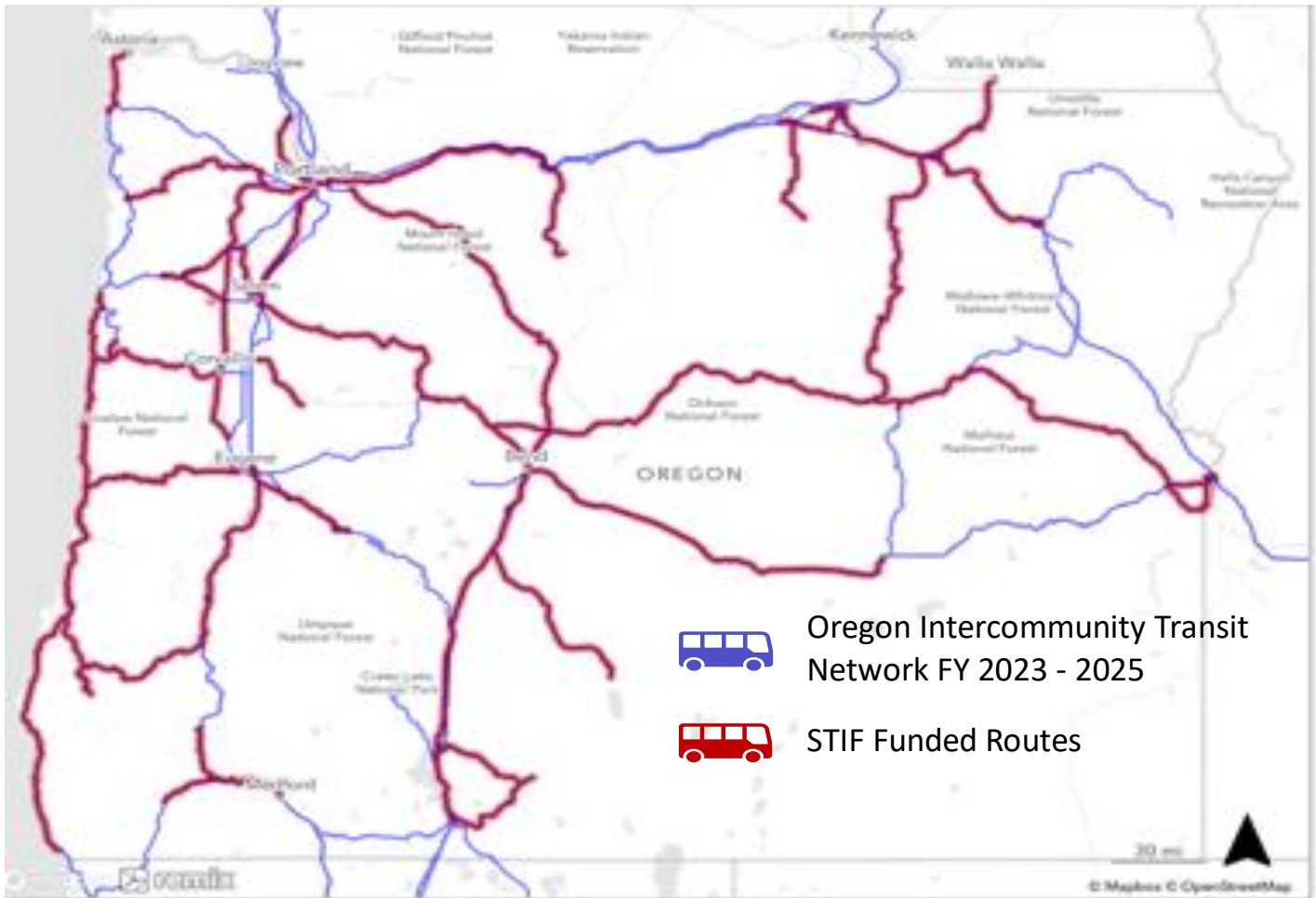
Expanding and Improving Community Connections

Intercommunity transportation plays a crucial role in connecting people and communities across the state. Seamless connectivity between different counties, cities and metropolitan areas helps ensure Oregonians have car-free access to essential services, employment opportunities, education, healthcare, and interstate travel resources such as Greyhound/Flix, Amtrak and regional airports.

Through Fiscal Year 2023, the STIF program invested \$29.7 million in extending intercommunity services to new communities, expanding schedules, and enhancing travel frequency (see Figure 3). Notably, local

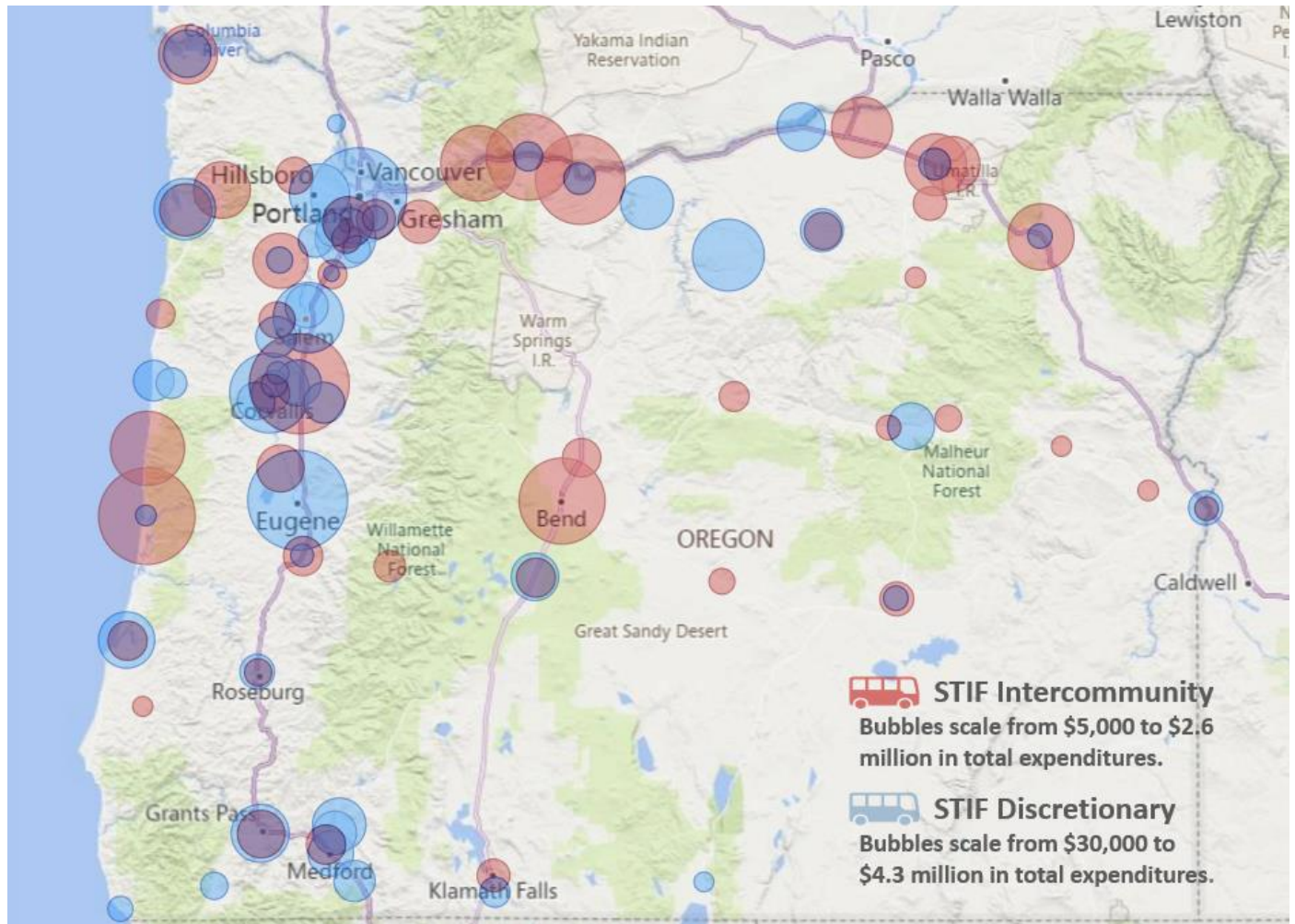
Qualified Entities have contributed \$14.6 million, nearly half of the intercommunity investments, from Formula program funding. Local prioritization of intercommunity travel lines provides far greater stability to the network than reliance on biennial competitive grants. In many cases, the dark magenta lines (where the network and STIF funding of services overlap) would be unsustainable without continued STIF investments.

Figure 3: STIF Investments in Oregon’s Intercommunity Network



STIF’s Discretionary and Intercommunity programs (designed for competitive award, independent of geography) have reached communities all around the state (see Figure 4). Coupled with the formula distribution to Qualified Entities, these resources contributed to a robust and responsive network that could scale and adapt to support the traveling public as Oregon’s economy reopened from the COVID-19 pandemic.

Figure 4: STIF Discretionary and Intercommunity Award Distributions to Date



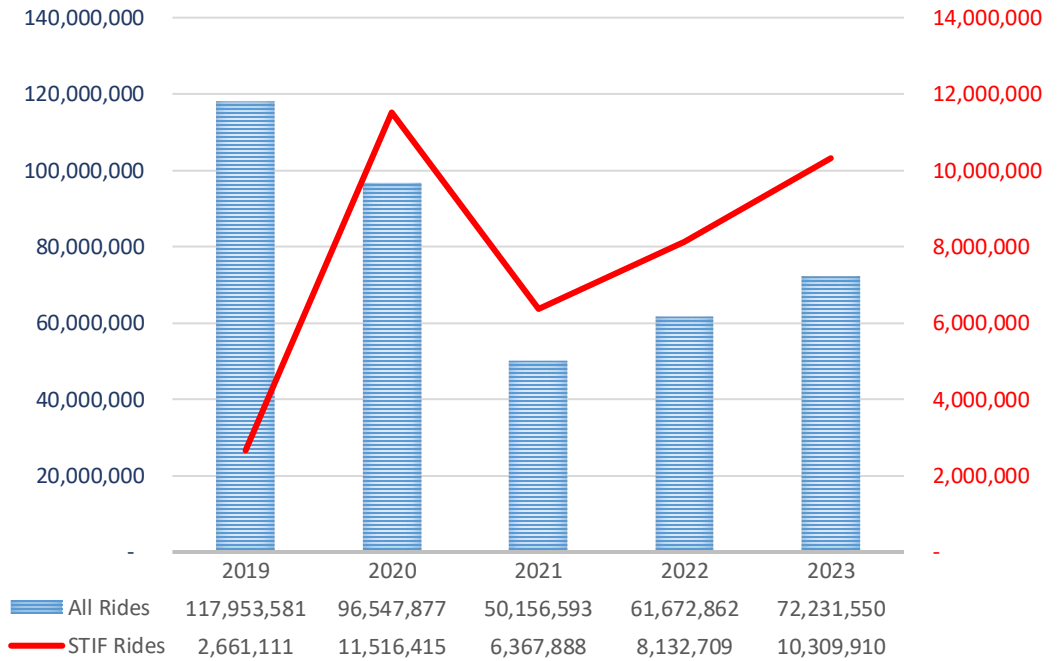
STIF and Pandemic Recovery

Fiscal Year 2019, the last full year unaffected by COVID-19 and before broad deployment of STIF resources, serves as a useful ridership baseline. In comparison, Fiscal Year 2020 (beginning July 1, 2019) contained six to nine months of rapid growth as riders responded to new STIF-funded services, followed by substantial reductions in demand (and sometimes service) with the arrival of the pandemic. The year that followed was characterized by the challenge of serving Oregon’s essential workers during the (figurative and literal) struggle for survival. STIF funding was pivotal to preserving service while addressing costly contagion mitigation measures such as social distancing buses at half capacity, providing personal protective equipment, and implementing enhanced sanitization practices.

The importance of the STIF program’s role in preserving critical operating capacity among Oregon’s transit providers during the pandemic cannot be overstated. Figure 5 illustrates that growth in public transit rides delivered via STIF-funded services has led pandemic transit recovery since the passenger volume bottomed out in fiscal year 2021.

STIF funding played a critical role in offsetting expensive pandemic accommodations such as social distancing, personal protective equipment, protective barriers, waiver of fares, and enhanced sanitization procedures, making public transit one of Oregon’s safest modes of travel. In fact, many transit systems are returning to (or exceeding) pre-pandemic ridership as a direct result.

Figure 5: STIF Ridership Growth as an Indicator of Pandemic Recovery



Hood River County Transportation District

Hood River County Transportation District has used STIF funding to collaborate with neighboring systems to provide car-free access to the Columbia River Gorge recreation corridor. Their operation of the Columbia Gorge Express has enhanced accessibility to attractions such as Multnomah Falls, where parking is limited.

Figure 6: Hood River County Transportation District Pandemic Recovery Profile



Hood River County Transportation used STIF support to nearly triple its ridership relative to the 2019 baseline.

City of Lebanon

Prior to the STIF program, demand for public mobility in and around the City of Lebanon typically exceeded the capacity of the local transit system. Thanks to the STIF-funded Linx Loop route, a Saturday expansion, and a rebranding campaign that emphasized the service as public and open to all ages, rapid ridership growth largely offset general pandemic-related demand declines.

Figure 7: City of Lebanon Pandemic Recovery Profile



As the economy reopened, Linx recovery was among the strongest in the state. With the addition of the Brownsville Connector starting Fiscal Year 2023, total ridership more than doubled relative to the 2019 baseline. In Fiscal Year 2024, the Lebanon Linx system anticipates passenger volume will exceed 60,000 boardings.

These examples were selected from a broad range of options. Other examples from Fiscal Year 2023 include:

- Linn and Baker counties more than doubled their Fiscal Year 2019 ridership,
- Nearly a quarter of Oregon’s public and tribal transit providers reported fully recovering or surpassing their pre-pandemic volume, and
- Another 10% reported total annual boardings within 10% of their 2019 baseline.

The STIF program preserved critical services and capacity during the global shutdown and has accelerated the pace of recovery as Oregon reopens for business. Due in part to the lessons learned during the pandemic, there is a call for innovative technologies, applications, practices and/or service models that can lead to more efficient public transit service, better mobility for Oregonians, and an overall enhanced ridership experience.

Investing in Equitable and Climate Friendly Outcomes

The STIF program has funded equitable mobility systems that begin to counteract the persistent inequity experienced by low-income communities and historically marginalized populations. Investments have improved access to a safe and reliable multimodal network while leveraging pedestrian, bike and active transportation partnerships and promoting the transition toward fleet electrification and low-carbon fuels.

Through Fiscal Year 2023, Qualified Entities allocated over \$80 million to expand and enhance the routes, schedules and frequencies of routes catering to communities with a high proportion of low-income households. STIF investments delivering benefits to low-income communities include the following projects:

Monmouth-Independence Trolley

The Monmouth-Independence Trolley program launched in April 2023 as a pilot project. The M-I Trolley uses hybrid-electric propulsion technology to deliver 250 to 300 miles of revenue service daily. Since inception, the project has delivered nearly 100,000 rides while improving an important connection between Western Oregon University and the downtown areas of the served communities where students often work, shop, and live off-campus. It received a \$562,500 award for operations support from the STIF Discretionary program as a demonstration project in the 2023-2025 funding cycle.

Image 2: Monmouth-Independence Trolley



Public Transportation Division staff is working with community partners to establish federal formula startup funding to support long-term sustainability of the program.

Lane Transit District

Lane Transit District in Eugene is using STIF investments to accelerate its transit fleet electrification efforts. In Fiscal Year 2023, the agency received 13 new electric buses designed for lighter weight, longer range, and with more rapid energy recovery technology. These new vehicles joined 18 pre-existing battery electric buses and 60 hybrid electric vehicles already in service. Since Fiscal Year 2020, LTD secured over \$4.2 million in STIF-funded vehicle replacement awards that advance its transit fleet electrification goals.

Image 3: New Electric Buses Roll in Eugene



Challenges and Unrealized Opportunities

While ODOT and Oregon have a lot to be proud of, there is much work left to do amid the myriad of immediate and long-term challenges faced by Oregon’s communities and the public transit systems that serve them.

As the examples we’ve shared illustrate, ridership is recovering all over the state. However, transit demand patterns have returned in different ways. Peak commute hours still attract significant ridership but the prevalence of remote and hybrid work has resulted in a smoothing of the demand curve throughout the day (or during the days of the week).

A positive, post-pandemic result for STIF services has been expanded service areas, schedules, and frequencies in previously underserved communities. As Oregon prioritizes the development of new housing, it’s likely that public transit’s service profile will continue to escalate.

As local transit systems are adapting to demand challenges, they're continuing to struggle with:

- An extremely tight and highly competitive labor market for commercially licensed drivers (especially those with a passenger endorsement).
- Supply chain disruptions that have doubled the time it takes to procure new vehicles and other capital equipment.
- A disruptive inflationary environment:
 - Capital grants are often prepared up to a year before they're awarded, and delivery can take another 24-36 months once a vehicle is ordered.
 - It's becoming increasingly common for agencies' purchasing power to erode before finalizing a planned transaction.

While acknowledging the commendable effort, community engagement, and foresight that informed long term plans adopted by Qualified Entities adopted in recent years, it's clear the COVID-19 pandemic fundamentally changed Oregon's mobility ecosystem. In most communities, planning updates are either underway or overdue.

The Road Ahead

In 2013, ODOT staff worked with other state agencies and partners to develop the Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction. The strategy followed goals set by the state legislature and called for a 75% reduction in emissions. In 2020, Governor Kate Brown issued Executive Order 20-04, revising the original transportation emission reduction goal set by the state legislature to 80% below 1990 levels by 2050. It also directs state agencies to work within their authority to expand past the goals stated in the Statewide Transportation Strategy.

Public transportation is a key component in meeting those climate targets as well as agency safety and equity goals. The expansion of geographic service, scheduling, frequency, and free or reduced fare programs, have collectively represented pivotal contributions toward Oregonians' quality of life. Beyond the essential support public transit provides for Oregonians' ability to age in place, with independence and dignity, Public Transportation Division's partners in housing, education and healthcare are relying upon the sustained excellence and growth of the local and statewide transit network to meet their strategic objectives.

Public transit plays a mission-critical role in Oregon's local and statewide livability priorities. Nationally, six in 10 adults have a least one chronic medical condition (a condition that lasts at least a year and limits their activity or requires medical care). Among those older than 65, nine in 10 have at least one chronic condition and three of four have at least two. In the last decade, the number of Oregonians aged 65 and over grew by 40%.ⁱ

Conclusion

A continued bold and pragmatic approach is necessary to preserve the gains realized under the STIF program during the recent biennia. Maximizing transit's contribution to industry growth while achieving climate, safety and equity targets outlined in the state's guiding documents – the Statewide Transportation Strategy, the Oregon Public Transportation Plan, the Oregon Transportation Plan, and ODOT's Strategic Action Plan – will require additional investment. ODOT's Public Transportation Division estimates the incremental costs of increasing service and fully electrifying the transit fleet to be in the billions. Continued state investment in public transportation is key to preserving and increasing the multiple benefits of a strong system.

ⁱ https://www.oregonlive.com/health/2008/07/coping_with_a_chronic_disease.html



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jeramy Card, Project Manager, Dave Roth, Director of Mobility Planning and Policy, & Thomas Wittman, Principal Planner at Nelson-Nygaard

AIS title: LTD System Review

Action: Adopting Resolution No. 2024-10-18-030 Approving the 2024 LTD System Review Final Report and Recommendations

Over the past year, the LTD System Review project assessed the effectiveness of existing LTD fixed-route services, identified the strengths and weaknesses of each route, and developed a series of short- and long-term recommendations for improving the system. The project, led by consultant Nelson-Nygaard and LTD staff, conducted a robust engagement program with stakeholders across LTD's service area throughout the process and used a data-driven approach to analyze transit demand and system performance. The System Review Final Report (Attachment) documents findings and actionable recommendations to improve LTD's fixed-route system.

System Review Proposed Fixed Route Changes:

- **Short-Term Recommendations:** Generally, cost-neutral minor routing adjustments and frequency increases that can be implemented within the year.
- **Long-Term Recommendations:** Further frequency increases and routing changes contingent on additional planning studies, increased staffing, and/or capital improvements.

Background: In June 2023, the LTD Board of Directors awarded Nelson-Nygaard a contract for a comprehensive operational analysis, or System Review, designed to assess LTD's fixed-route transit service and recommend opportunities for improvement. Rather than conduct a full system redesign, the System Review project utilized feedback gathered through engagement activities and data-driven insights to develop recommendations that would allow for a more effective allocation of service as the availability of resources increases.

Public engagement included a survey with over 1,000 responses, an onboard survey with 2,041 completed responses, and various outreach efforts. A second round of engagement in spring 2024 refined recommendations based on community feedback. A comprehensive public engagement summary is included in the Final Report.

I certify that my Department Chief has reviewed and approved this AIS:

Attachments: LTD System Review Final Report, September 2024

Proposed Motion: I move to Adopt LTD Resolution No. 2024-10-18-030 Approving the 2024 LTD System Review Final Report and Recommendations.



RESOLUTION NO. 2024-10-18-030

APPROVING THE 2024 LTD SYSTEM REVIEW PLAN

WHEREAS, Lane Transit District (LTD) may, from time to time, conduct a Comprehensive Operations Analysis (COA) to identify opportunities to improve fixed route service;

WHEREAS, LTD engaged Nelson Nygard (NN) to assist in conducting the COA which resulted in a System Review Plan;

WHEREAS, the LTD System Review assessed the effectiveness of existing LTD fixed route services, identified the strengths and opportunities of each route and the existing network, and developed a series of Short- and Long-Term recommendations for improving the system

WHEREAS, successful planning requires robust community engagement, including an on-board survey, virtual public meetings, and stakeholder discussions;

WHEREAS, public engagement was conducted in accordance with LTD's adopted Community Engagement Framework;

WHEREAS, on October 1, 2024, the LTD Strategic Planning Committee met and recommended approval of 2024 LTD System Review Plan as presented;

NOW, THEREFORE, BE IT RESOLVED, that the LTD Board of Directors approves the 2024 System Review Plan now on file in the office of the Chief Executive Officer; and

BE IT FURTHER RESOLVED, that Short-Term recommendations be made within the next year and Long-term service recommendations be implemented over time depending on availability of resources and community input.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16th DAY OF October, 2024.

Gino Grimaldi, Board President

Lane Transit District System Review Final Report

September 2024



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1 INTRODUCTION

The **LTD System Review** assesses the effectiveness of existing LTD fixed route services, identifies the strengths and opportunities of each route and the existing network, and develops a series of Short- and Long-Term recommendations for improving the system. The community was engaged throughout this process and input was incorporated into the recommendations. Topics by chapter are as follows:

Chapter	Title	What questions does the chapter answer?
1	Introduction	<ul style="list-style-type: none"> What is the purpose of this report?
2	LTD Document Review	<ul style="list-style-type: none"> What research compliments current efforts? How is the region planning for future mobility goals? What are LTD's long term goals?
3	Transit Demand Analysis	<ul style="list-style-type: none"> What conditions create demand for transit? Where is transit demand located?
4	System Overview	<ul style="list-style-type: none"> When, where, and how frequently does the system currently run? How has systemwide ridership changed since the onset of COVID-19? How well does the system operate on-time?
5	Route Profiles	<ul style="list-style-type: none"> When, where, and how frequently does each route run? How productive is each route? When is ridership highest on each route? What are each route's strengths and opportunities?
6	Service Recommendations	<ul style="list-style-type: none"> What are the Short- and Long-Term recommendations for improving LTD fixed route service? What are the recommended changes for each individual route?
7	Outreach and Engagement Summary	<ul style="list-style-type: none"> How was the community engaged throughout this study? What were the key themes of the input received? How was the community input incorporated into the Short- and Long-Term Service Recommendations?
Appendices		<ul style="list-style-type: none"> What are the detailed comments and input received from the community? What are the travel patterns and needs of existing fixed route passengers?

2 LTD DOCUMENT REVIEW

LTD and other regional partners are continually exploring ways to enhance and improve transportation and mobility services throughout Lane County. To provide a context for the LTD System Review, this chapter presents a summary of several of these recently completed planning studies as they relate to this project. This review is not an exhaustive review of all reports, plans or policies, which can be found on LTD's website (<https://www.ltd.org/projects-and-planning/>).

RideSource Service Review (in progress, 2023)

The *RideSource Service Review* will assess the ADA paratransit programs and processes to determine current strengths, weaknesses, potential improvement areas, and solutions for improving program quality, efficiency, and customer satisfaction. Of relevance to the study, the RideSource service operates within approximately 3/4 miles of LTD bus routes in the Eugene/Springfield metropolitan area and operates the same hours as the bus.

Mobility Management Strategy (2022-2024, in progress)

The focus of the *Mobility Management Strategy (MMS)* was to define LTD's role in supporting new (non-fixed route) transportation services and programs (e.g., shared mobility, carpool and vanpool services, trip planning services, integrated fare payment programs, TDM). Following a survey of transportation needs and gaps, the MMS identified a list of potential transportation programs and projects to implement in the short term.

MovingAhead City of Eugene Mobility Corridor Investments (2022)

MovingAhead is a partnership between the City of Eugene, LTD, and other regional partners. In 2022, MovingAhead collected input from the community to create Locally Preferred Alternatives (LPA) for five mobility corridors—Highway 99, River Road, 30th Avenue to Lane Community College via downtown, Coburg Road, and Martin Luther King Jr. Boulevard. The transportation investments outlined in the *MovingAhead* plan included bus stop consolidation, enhanced frequency, bus-only lanes, station shelters, higher capacity multi-door transit vehicles, and transit signal priority.

Strategic Business Plan for FY 2025-27 (2022)

LTD's *Strategic Business Plan* lists the priority goals and work plans for the next two years with five main strategy areas—customer satisfaction, employee involvement, community value, financial health, and sustainability. Within the customer satisfaction and community value areas, the Plan identified this system review as a direct initiative to guide transit

planning and operations for FY 2025-27. It identified milestones for the review, including an assessment of current fixed-route service, mobilizing and deploying communications plan, re-engaging the Technical Advisory Committee, and developing a Public Involvement Plan.

Franklin Boulevard Corridor Project (in progress, 2023)

This *Franklin Boulevard Corridor Project* focuses on the primary arterial connecting downtown Eugene to the University of Oregon and Springfield—Franklin Boulevard from Alder Street to Interstate 5. The purpose of the project is to transform Franklin from an auto-focused state highway to a multimodal urban street, prioritizing safety for people walking, biking, and riding the bus. The project includes enhancements to bus rapid transit (BRT) and promoting transit-oriented development (TOD). The recommended alternative includes: two dedicated EmX lanes to accommodate planned bus frequency, and the integration of five roundabouts with exclusive bus lanes.

Main Street Safety Project (2022)

Springfield's Main Street is one of the most unsafe city streets in Oregon based on the severity and frequency of traffic crashes. The *Main Street Safety Project* aims to engage the community in identifying thoughtful and effective safety solutions on Main Street. In January 2022, the City released a Draft Main Street Facility Plan, outlining recommendations for raised medians, roundabouts, and upgraded street cross-sections spanning from 20th Street to 72nd Street. After receiving feedback about the Plan, Springfield City Council members adopted a resolution in June 2022 to not move forward with the Draft Facility Plan and instead directed the development of an alternative plan for safety improvements on Main Street based on feedback from community members. A new alternative is currently underway with the intention of better aligning with the specific needs and preferences of the community.

Long Range Transit Plan (2014)

The 2014 *Long Range Transit Plan (LRTP)* established a 20-year strategic framework for expanding the regional Frequent Transit Network (FTN), which connects areas associated with higher density development. This document contains specific goals, policies, and strategies that are directly relevant to the study, including expansion of BRT by prioritizing transit-related infrastructure investments along FTN corridors. Another relevant goal listed in the *LRTP* is public engagement with the regional community in LTD's short- and long-term planning processes.

3 TRANSIT DEMAND ANALYSIS

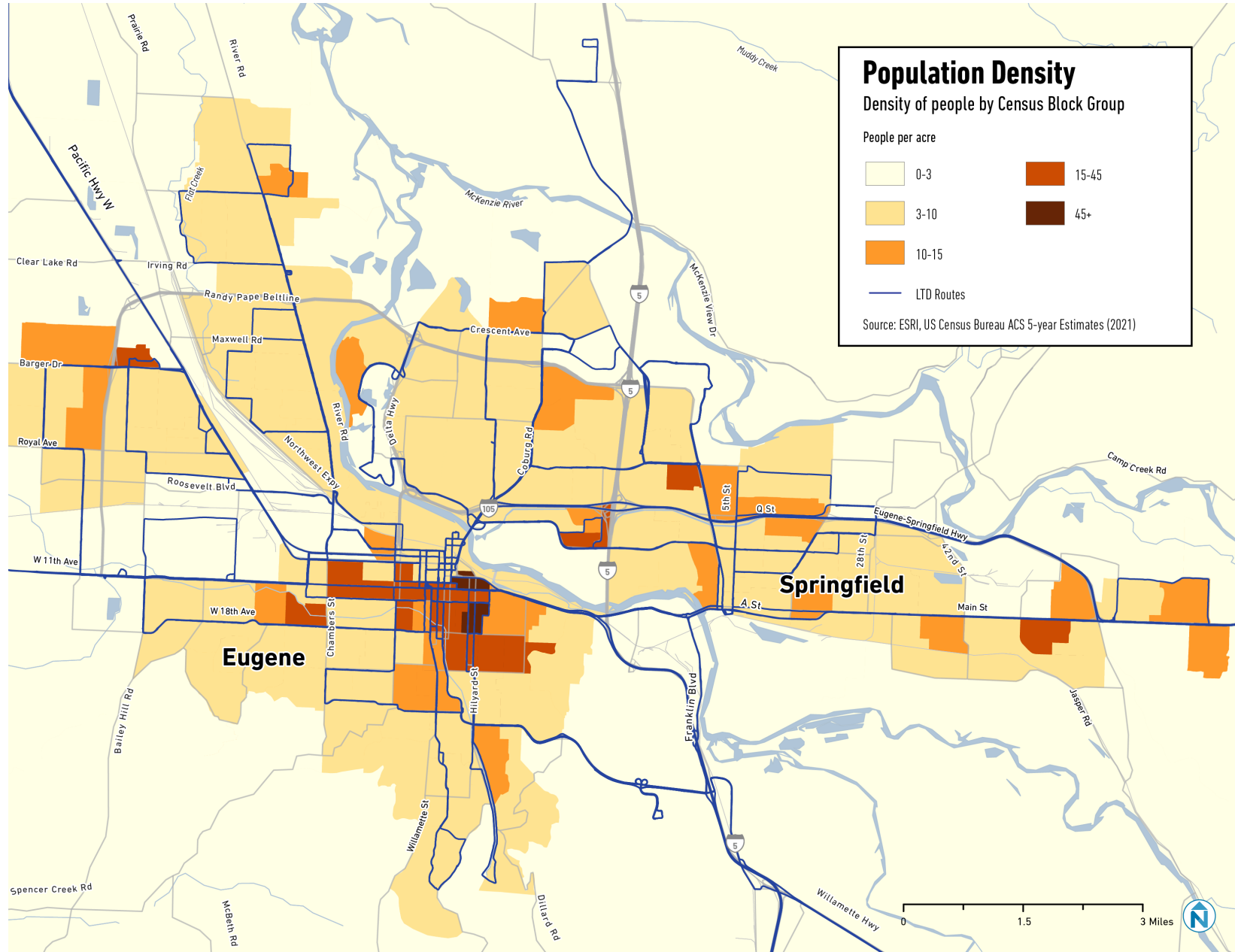
This chapter examines different demographic factors that have an impact on transit demand. It also analyzes employment data to determine areas where people might need transit service to get to work. Demographic data that can be correlated with school attendance was analyzed as well because there is a large student population attending the University of Oregon and Lane Community College. Analyzing this data allows for the identification of transit needs in the service area, which is presented towards the end of this chapter.

POPULATION

Population density is an important factor in determining how much demand there is for transit service. Higher density areas are more likely to have productive transit service while also having the infrastructure necessary (e.g., sidewalks, crosswalks) to make it easy to access transit. Lower density areas are typically more challenging to serve with transit and tend to be more auto-oriented.

Based on the most recent Census data (Figure 3-1), downtown Eugene and the area around the University of Oregon campus have the highest population density. Other pockets of notably high population density include the neighborhoods northwest of downtown Springfield along Pioneer Parkway, the Main Street corridor the Thurston neighborhood of Springfield, just east of Autzen Stadium along Garden Way and Commons Drive in Eugene, West Eugene, and in the Bethel-Danebo neighborhood in NW Eugene.

Figure 3-1 Population Density



DEMOGRAPHIC AND SOCIOECONOMIC CHARACTERISTICS

Certain demographic and socioeconomic characteristics can also indicate how likely an individual, household, or community are to take transit. Utilizing the latest American Community Survey (ACS) data, characteristics that were examined and visualized include:

Older adults, defined as 65 years or older (Figure 3-2) – As people age, they often cannot or choose not to drive. Having access to transit can allow older adults to be mobile even if they no longer drive. While older adults typically are not a significant market for fixed route service, they can represent potential riders for paratransit service. Older adults are spread throughout Eugene and Springfield.

Young adults, defined as 18 to 25 years old (Figure 3-3) – Young adults are more likely to not have a driver's license or own a personal vehicle, particularly if they are college students. Transit access helps this group get to/from school or employment. Not surprisingly, the largest concentration of young adults is near the University of Oregon campus between downtown Eugene and the main campus.

People with disabilities (Figure 3-4) – People with disabilities are less likely to be able to drive, and thus more likely to use transit. Depending on an individual's specific disability, they may be able to use fixed route service, otherwise, they may qualify to use paratransit service. Areas with a high concentration of people with disabilities include the areas around the University of Oregon as well as along Pioneer Parkway, Main Street, and Pacific Highway W in Springfield.

Low-income households (Figure 3-5) – Income is closely tied to the likelihood of a household having a vehicle available. When defining low-income as earning 200% or less of the federal poverty level (equating to a household income of roughly \$30,000 per year), the largest concentrations of low-income individuals is in downtown Eugene, around the University of Oregon campus, and in the Gateway neighborhood of Springfield.

Household vehicle ownership (Figure 3-6) – Households with zero vehicles are dependent on transit service to meet their travel needs. Vehicle ownership throughout most of Eugene and Springfield is quite high. The largest concentration of households without a vehicle is near the University of Oregon, which is consistent with the low-income household data. Pockets of high zero-car households are also located along Main Street in Springfield and Pacific Highway 99 in Eugene.

People of color (Figure 3-7) – Non-white individuals are classified as people of color. Traditionally, people of color have a higher likelihood to use transit. People of color are dispersed throughout Eugene and Springfield but the highest concentration is near the University of Oregon.

Figure 3-2 Older Adults Density

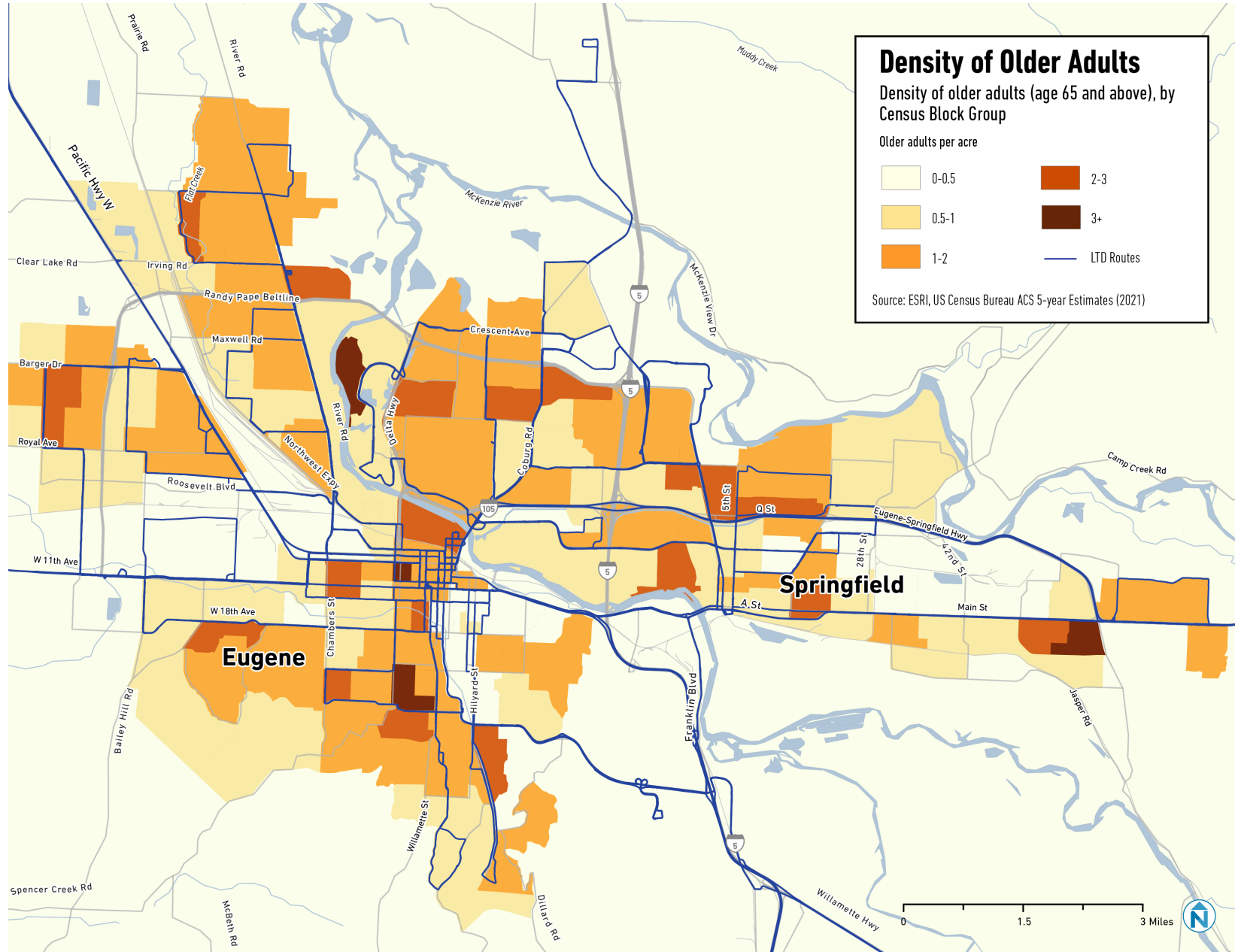


Figure 3-3 Young Adult Density

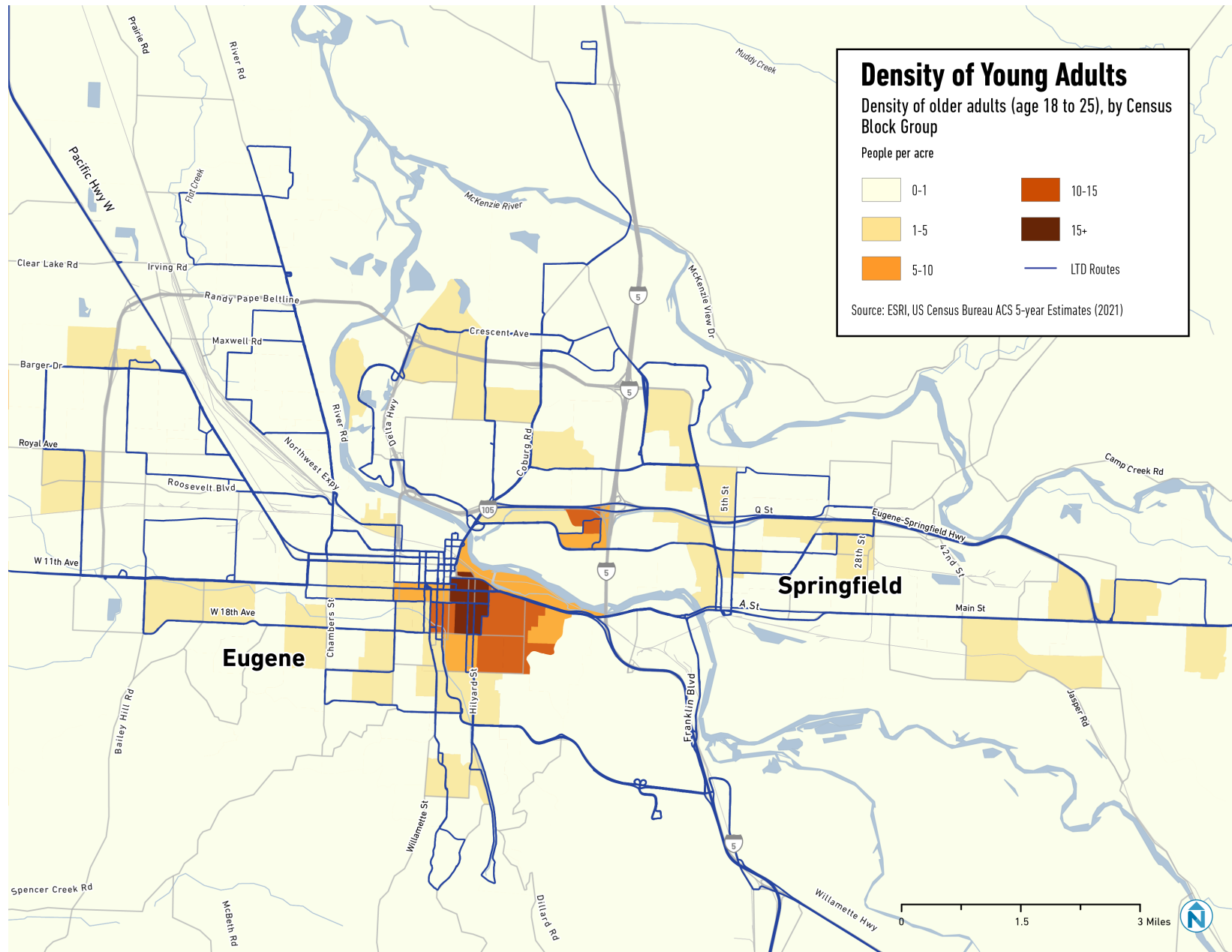


Figure 3-4 People with Disabilities

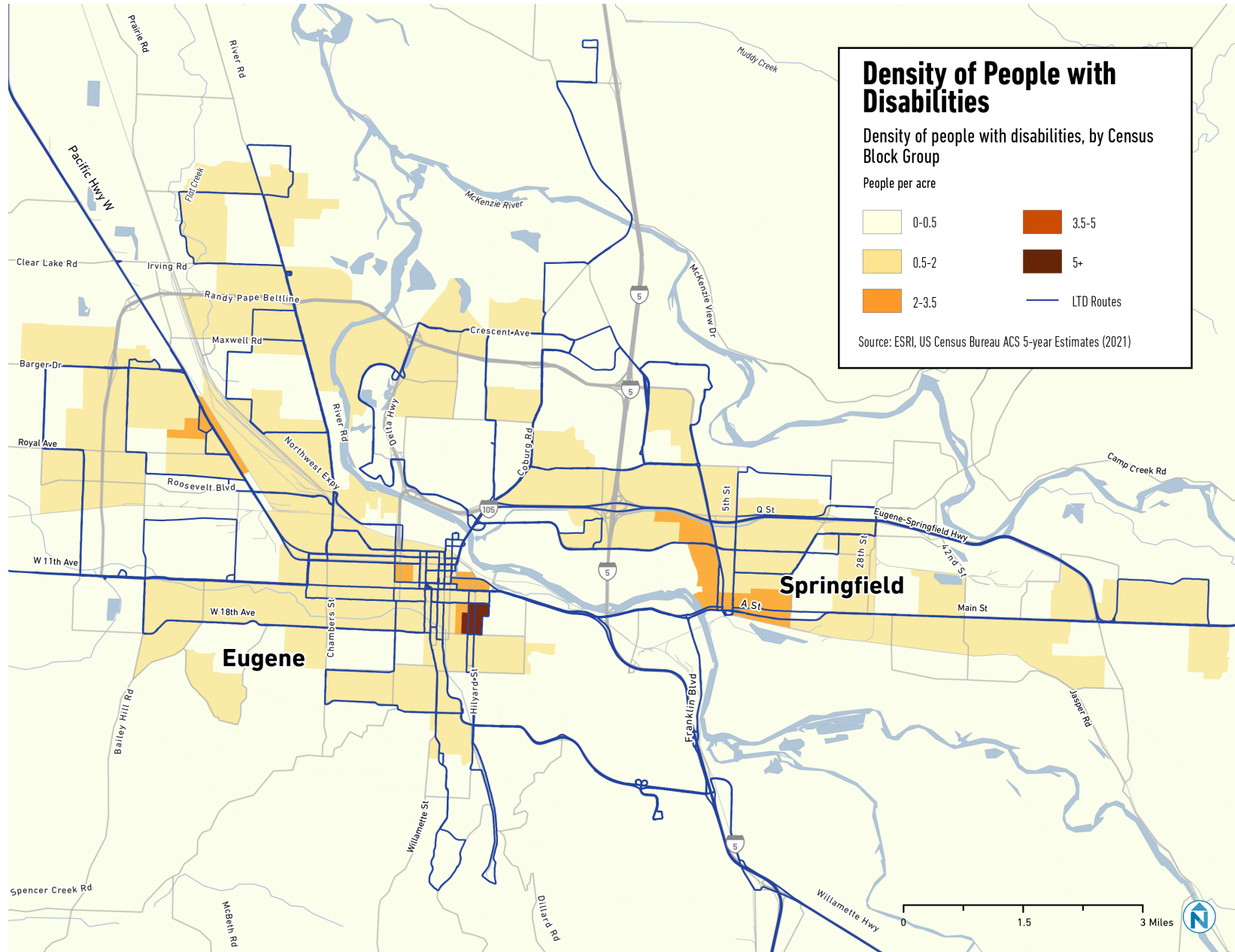


Figure 3-5 Low-Income Household Density

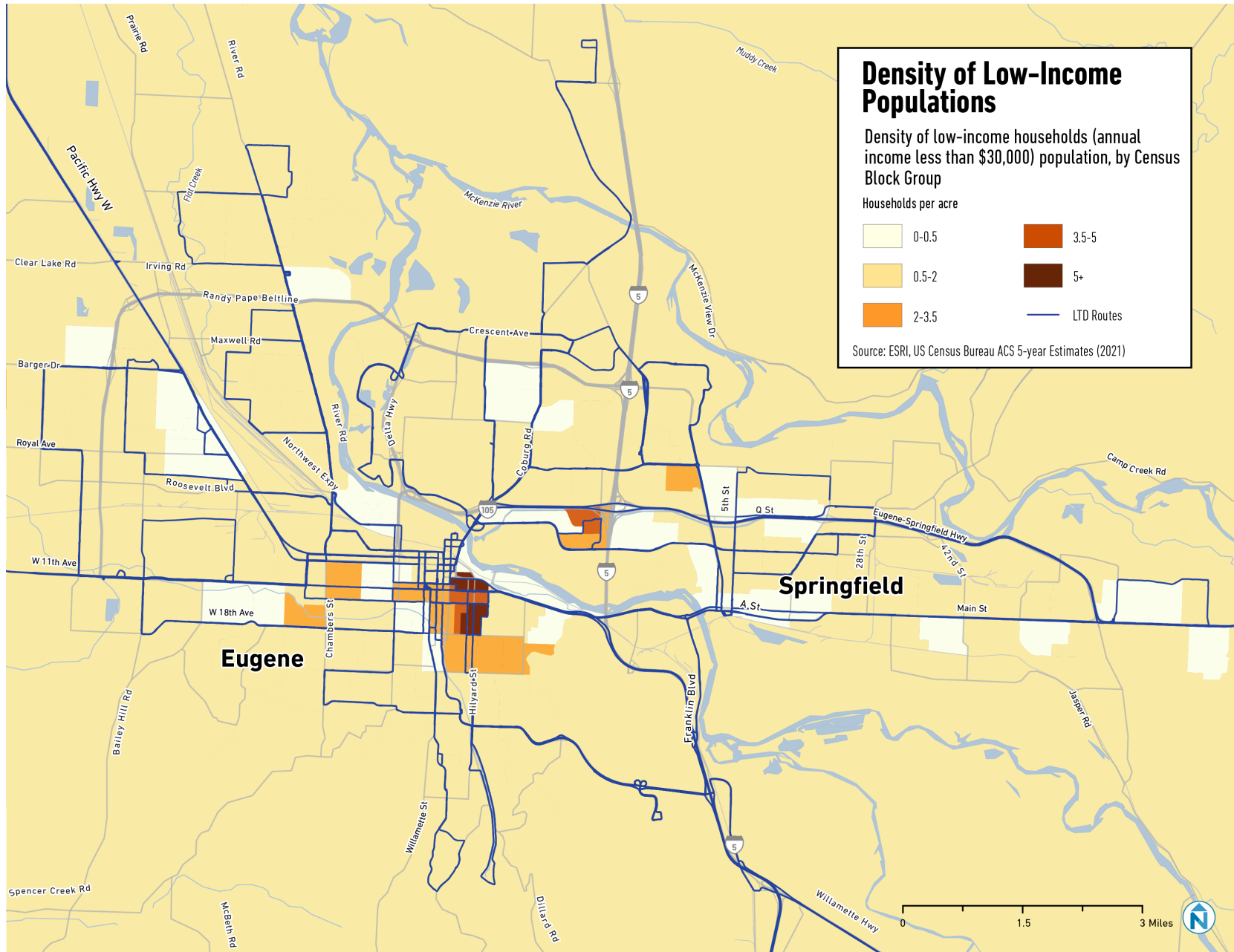


Figure 3-6 Zero-Vehicle Household Density

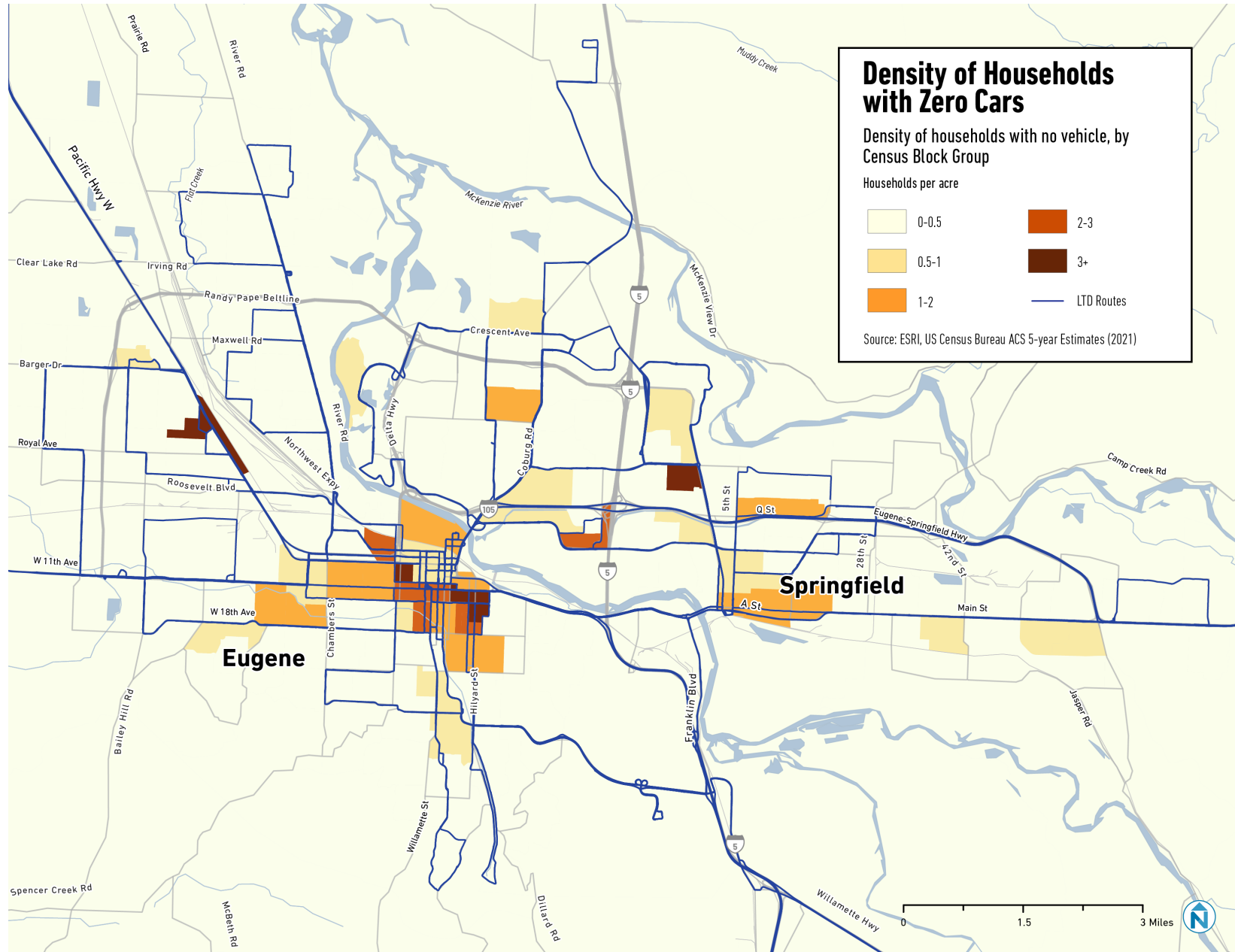
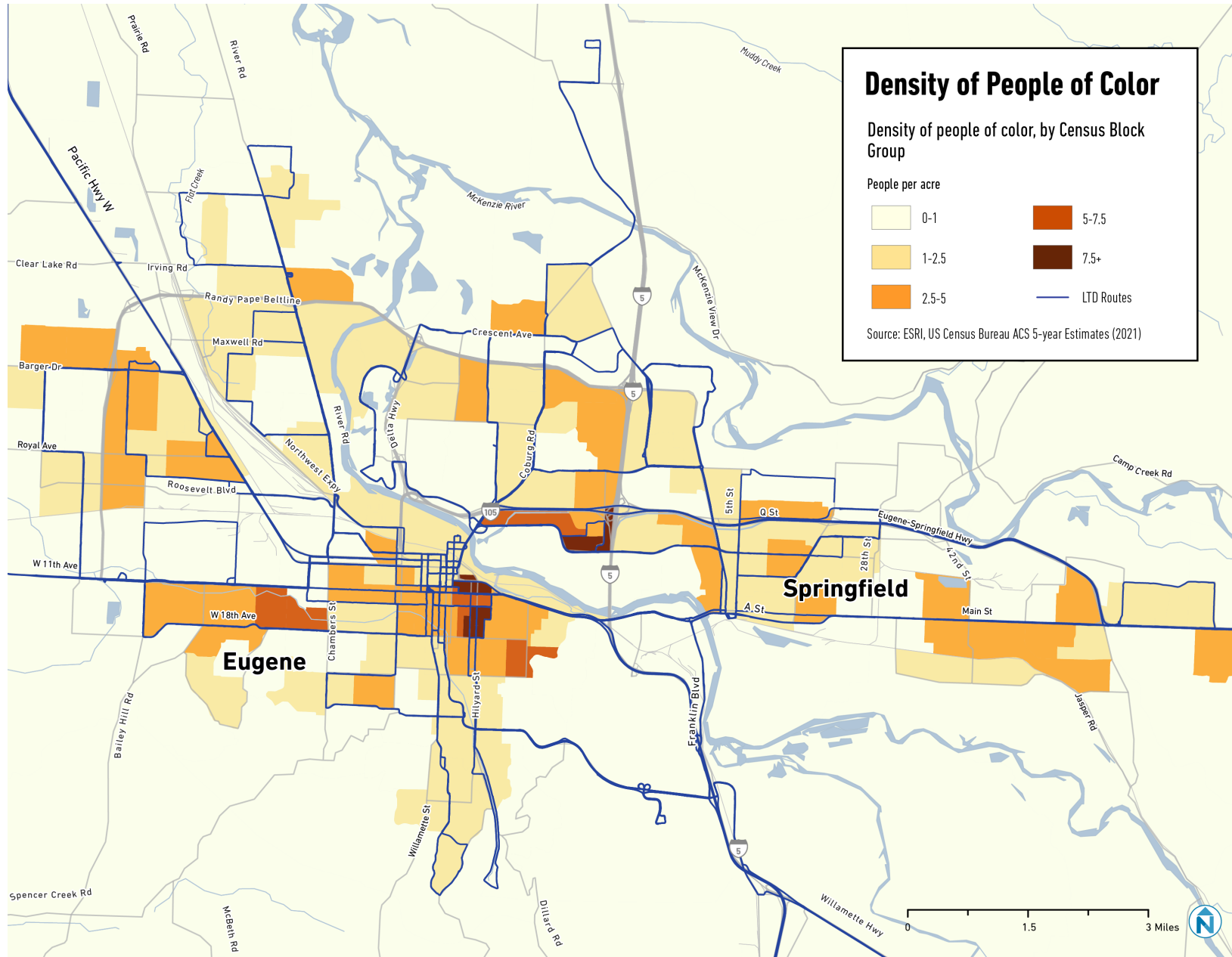


Figure 3-7 People of Color Density



EMPLOYMENT

Employment is another important factor in how much demand there is for transit service. Large concentrations of jobs in a particular area can make transit service more productive, generating trips from both workers and customers alike. Employment density data (Figure 3-8) shows the highest concentrations of employment located near downtown Eugene and the University of Oregon. Other areas of notable employment density include the area around Valley River Center, the Gateway neighborhood in Springfield. Delta Highway, West Eugene, and Highway 126 also have moderate concentrations of employment due to the presence of various retail and industrial businesses.

Low-Wage Jobs

Low wage jobs are a subset of total employment but are important to examine because individuals who fill these positions are more likely to be low-income and without access to a vehicle, and thus more likely to take transit to work. Longitudinal Employer-Household Dynamics (LEHD) data was analyzed to determine the location of low-wage jobs, defined as jobs that earn less than \$3,333 per month. As shown in Figure 3-9, the highest concentration of low-wage jobs are around the University of Oregon and downtown Eugene. Areas along Delta Highway and Coburg Road in Eugene, as well as the Gateway neighborhood of Springfield, have pockets of low-wage jobs.

Figure 3-8 Employment Density

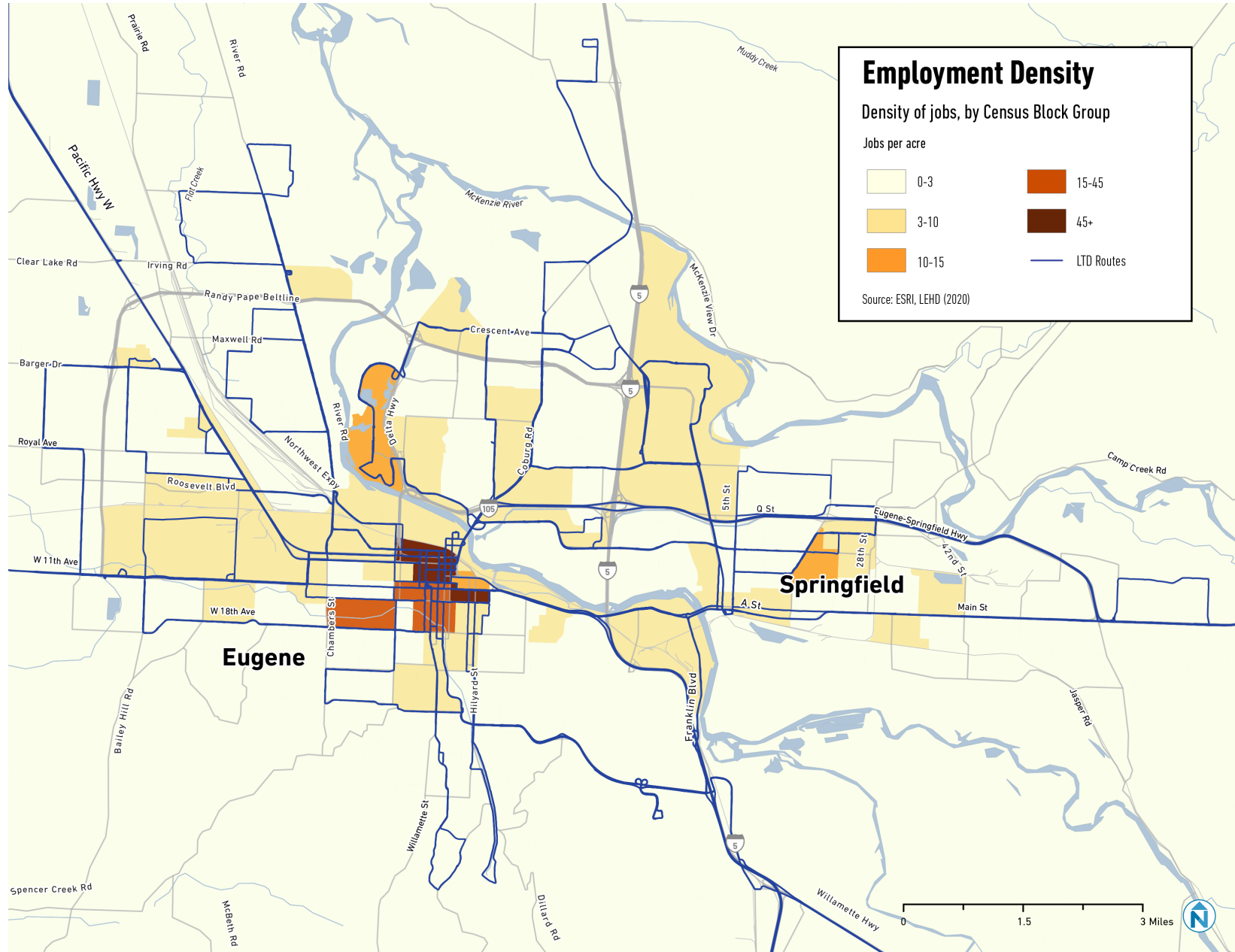
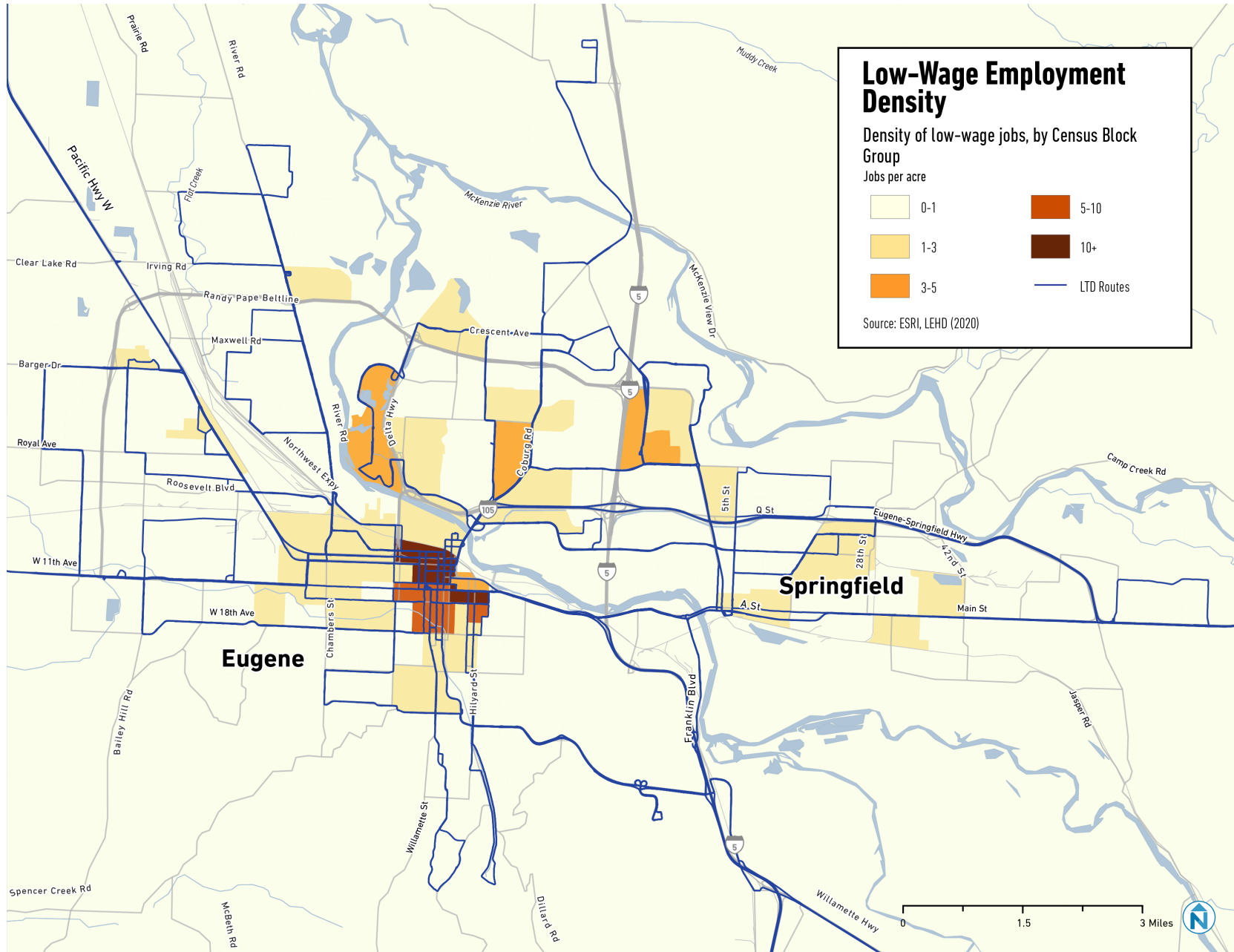


Figure 3-9 Low-Wage Job Density



TRANSIT DEMAND AND PROPENSITY

Transit works best in areas where there is both a high density of people and a mix of residents and workers. Higher densities of people generate demand to fill buses, while having a mix of people ensures transit service is productive all day long, seven days a week. As shown in Figure 3-10, areas with a high transit demand, based on both high population and employment density, are located near the University of Oregon in Eugene and along W 11th Avenue, Pioneer Parkway, and Main Street in Springfield.

Another way to assess the propensity of using transit is focusing on select demographic and socioeconomic groups that are more likely to use transit. Figure 3-11 presents the composite density of young adults (age 18-24), low-income individuals (defined as earning \$30,000 per year or less), households without a vehicle, and non-white individuals. Based on this map, the following areas were identified as having the highest propensity to use transit:

- Downtown Eugene and around the University of Oregon
- Downtown Springfield
- The Main Street corridor and Thurston neighborhood in Springfield
- The Gateway neighborhood in Springfield
- The W. 11th Avenue corridor in Eugene
- Coburg Road between downtown Eugene and Crescent Avenue
- Centennial Boulevard and MLK Jr. Boulevard in Eugene and Springfield
- River Road and the Santa Clara neighborhood in Eugene
- The South University and Amazon neighborhoods in Eugene
- Goodpasture Island Road north of Valley River Center
- Northwest Eugene along Barger Drive and Royal Avenue

Figure 3-10 Population and Employment Density

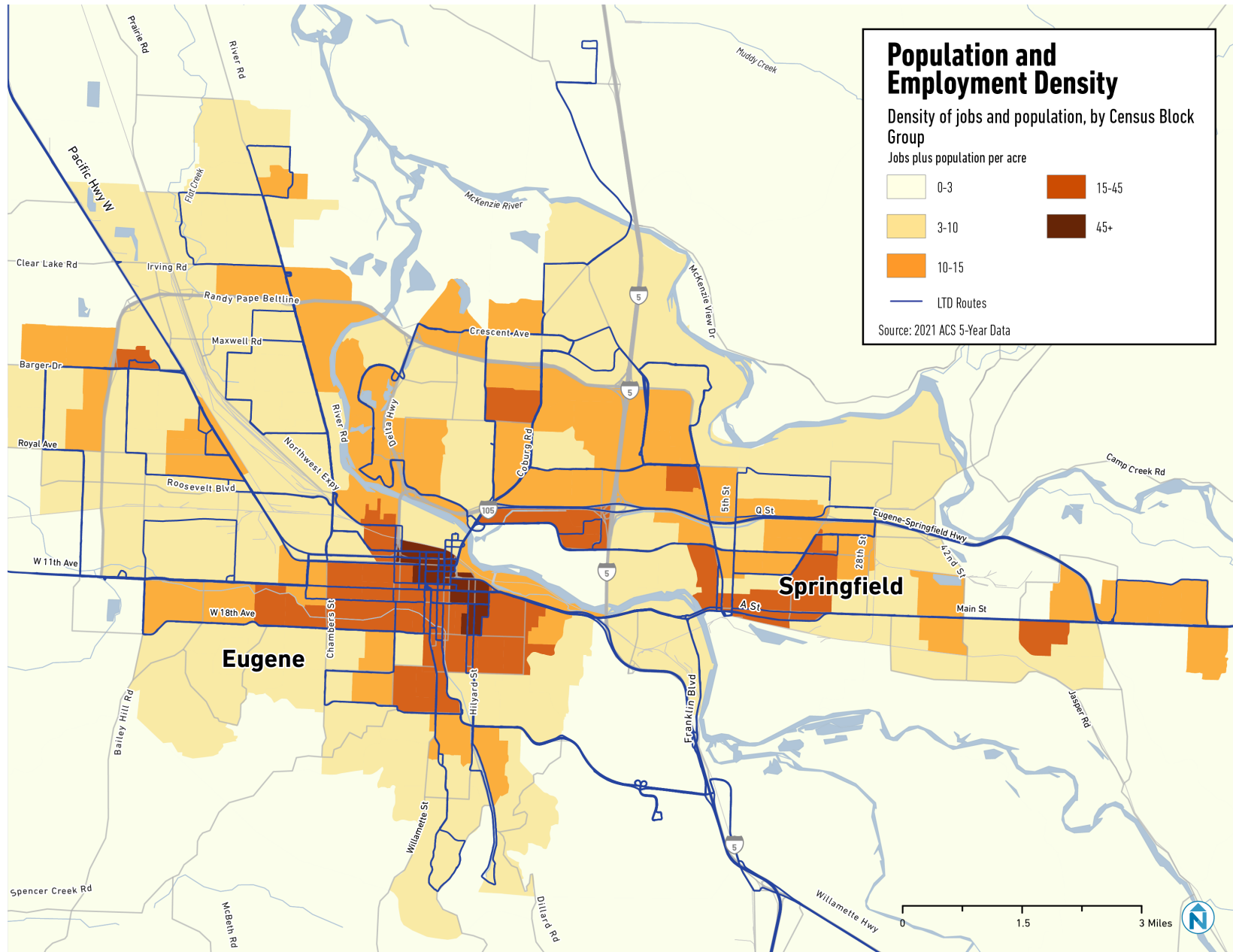


Figure 3-11 Transit Propensity

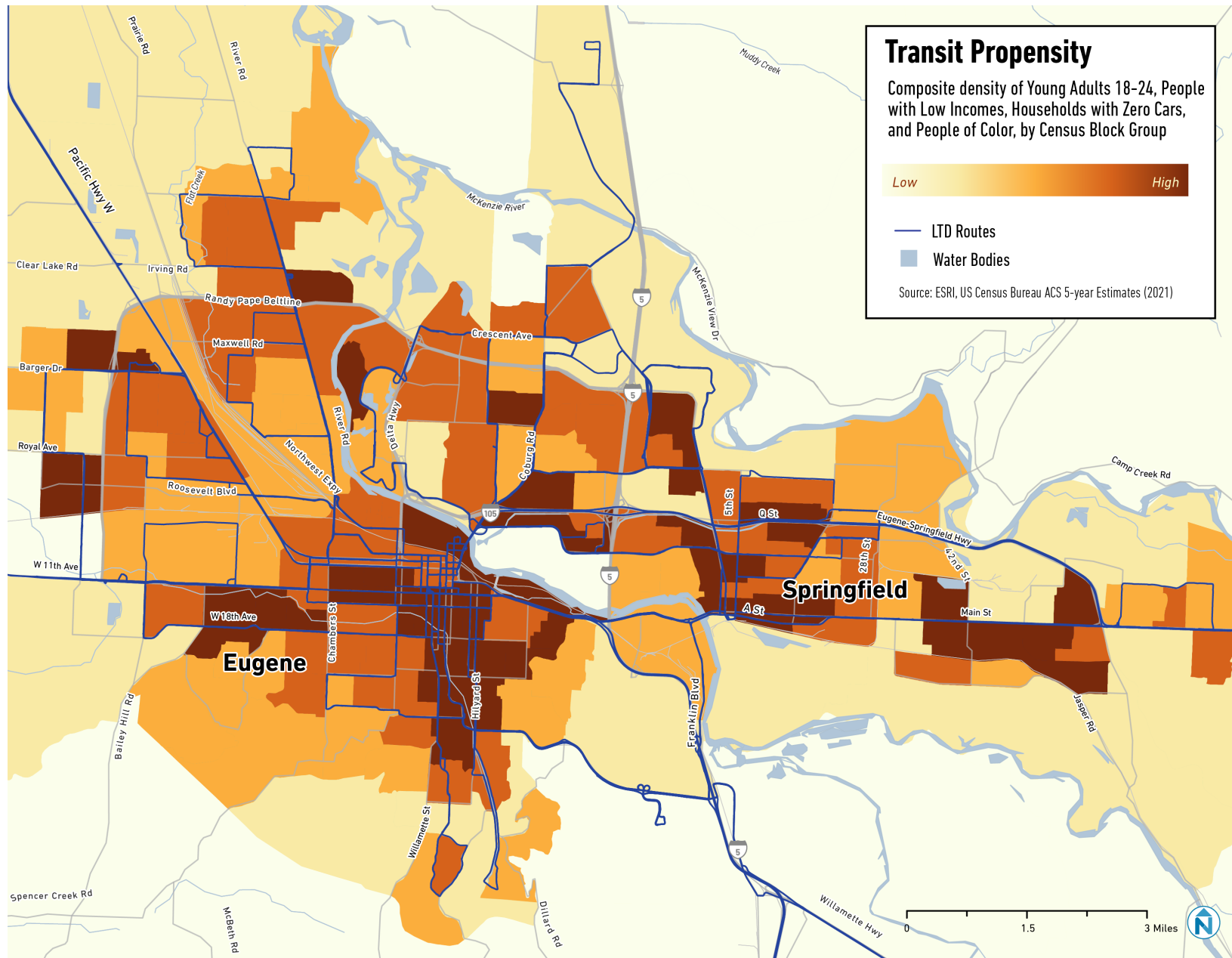
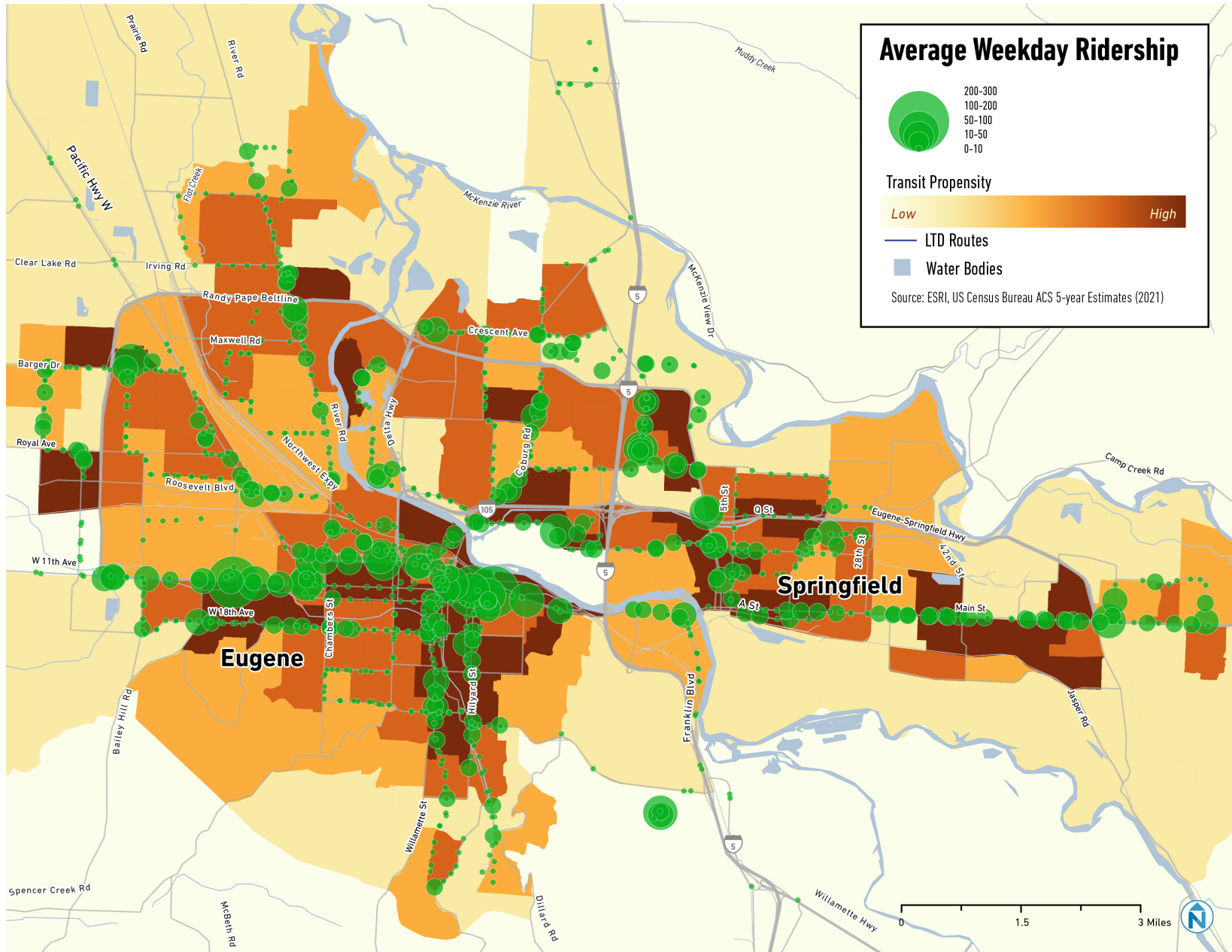


Figure 3-12 Ridership overlaid with Transit Propensity (TPI)



4 LTD SYSTEM OVERVIEW

As of October 2023, Lane Transit District (LTD) operates 31 fixed routes and accompanying paratransit service serving the cities of Eugene and Springfield and several surrounding communities in Lane County. The EmX BRT route, along with other high frequency routes, like Route 11, form the backbone of LTD's service network. The EmX route is especially robust with high levels of boarding and productivity over most time periods.

LTD fixed routes are divided into six categories of service to distinguish between different service level goals: BRT, Express, Core, College, Community, and Limited/Rural. These categories aid evaluation of the service based on the population served and help define service goals.

Most routes operate every 30-60 minutes and combine on some corridors to provide more frequent service. Core and community routes provide coverage in the LTD service area to allow for connections to higher frequency routes either on-street or at transit centers. LTD is an important means of transportation for students and staff of regional educational facilities. In particular, LTD is tasked with providing service to the University of Oregon and Lane Community College as well as service to middle and high schools throughout the region. Service for the UO and LCC can be very frequent when school is in session but reduces in frequency and span during break periods. LTD also notably serves rural communities outside of Eugene and Springfield, providing a critical link for residents to access services in the larger population center.

The analysis in this report primarily relies on data from fiscal year 2022, except where noted.

SERVICE STANDARDS

LTD's system is designed to balance the goals of high productivity and geographic coverage. High productivity is designated as areas with:

- Frequent routes
- Dense areas
- Walkable and rollable areas
- Linear routes with few deviations
- Continuous routes that avoid long stretches of low-density development

The geographic coverage goal seeks to provide service to people who lack other transportation options outside of high productivity areas and provide service to as many neighborhoods as possible.

LTD strives to allocate 75% of their service hours to maximize productivity and 25% to geographic coverage, according to their service standards.

LTD categorizes its service into six categories for the purposes of defining service standards. Below are the definitions of each service category.

Types of Service

- BRT/EmX: Highest productivity, highest ridership
 - offer frequent, all-day service, widely spaced stations, and longer hours of service
 - Higher travel speeds, reliable service, more station amenities, higher passenger loads
- Express Routes: High productivity, high ridership
 - Very frequent all-day or peak service, widely spaced stops, hours based on demand
 - Expect higher travel speeds and passenger loads, may include college-oriented express routes that might match class schedules
- Core Routes: High productivity, high ridership
 - Frequent all-day service, moderate distance between stops, longer service hours
 - Moderate travel speeds, reliable service, amenities at major stops, high passenger loads
- College Routes: High productivity, high ridership
 - Designed to provide transit to university students at University of Oregon or Lane Community College
 - Fluctuating frequency to meet demand and line up with class schedules, shorter hours of service
- Community Routes: Moderate productivity, moderate ridership
 - Lower frequency, infrequent all-day or peak service, variable distance between stops, provide transit in areas where density/development do not support high ridership
 - Low to moderate travel speeds, reliable service, fewer stops with amenities, moderate passenger loads
- Limited or Rural Routes: Low productivity, low ridership
 - Infrequent service at limited hours, variable distance between stops, few hours of service
 - Moderate to high travel speeds, reliable service, fewer stops with amenities, lower passenger loads

Service Guidelines

Figure 4-1 , Figure 4-2, and Figure 4-3 outline LTD’s service standards for spans of service, frequency, on-time performance, and other measures. When establishing these guidelines, LTD takes into consideration service span and frequency goals, customer clarity and consistency, adequate running time to meet customer loads, running time variation, and bus operator restroom breaks.

These measures will be used to evaluate LTD’s current service and performance statistics for the network as a whole as well as individual routes.

Figure 4-1 Service span guidelines by type of service and day of week

Route Type	Day of Week	Span of Service
EmX	Weekday	5:00 a.m. – 1:00 a.m.
	Saturday	7:00 a.m. – 11:30 p.m.
	Sunday	7:30 a.m. – 9:30 p.m.
Express	Weekday	7:00 a.m. – 10:00 p.m.
Core	Weekday	5:00 a.m. – 12:00 a.m.
	Saturday	7:00 a.m. – 11:30 p.m.
	Sunday	7:30 a.m. – 9:30 p.m.
College	Weekday	7:00 a.m. – 7:00 p.m.
	Saturday	Limited
Community	Weekday	6:30 a.m. – 8:30 p.m.
	Saturday	7:30 a.m. – 8:30 p.m.
	Sunday	Limited
Limited	Weekday	Variable
Rural	All day types	Variable

Figure 4-2 *Desired headway standards (min/max) by type of service and time of day*

Route Type	AM Peak	Midday	PM Peak	Evening	Saturday	Sunday
BRT/EmX	10/15	10/15	10/15	15/30	15/30	15/30
Express	5/25	30	20/30	60		
Core	15/30	15/30	15/30	30/60	30/60	30/60
Community	30	30/60	30/60	60	60	60
College	10/30	30/60	30/60	60	60	
Limited	≥60	≥60	≥60			
Rural	Variable – determined by commute demand					

LTD published four measurable standards for its routes, which were updated in 2022 and summarized in Figure 4-3. Notably, LTD does not have a specific goal for productivity of its routes which is used to understand how well used a service is based on the level of service that is being provided.

Figure 4-3 *Other performance standards*

Goal	Metric
On-Time Performance	90% of buses at timepoints on all routes will be on time (defined as departing a timepoint between 0 and 4 minutes after the scheduled time).
Missed Trips	Missed trips should be 0.5% of total trips
Vehicle Reliability	Road calls should not occur more than every 10,000 vehicle miles
Vehicle Age	Percent of bus revenue vehicles that have met/exceeded their Useful Life Benchmark should not exceed 25%

SYSTEM OVERVIEW

This section provides an overview of LTD's current transit network and associated performance. Several important measures of productivity, ridership, and running time are used to evaluate the performance of the network and its individual routes. This evaluation and comparison to LTD's service guidelines provides insight into the transit agency's strengths and opportunities to improve service. This section coupled with individual route profiles in Chapter 5 provide a comprehensive review of LTD's current fixed route network.

Service Span and Frequency

LTD operates fixed-route service seven days a week (Figure 4-4). All 31 routes operate on weekdays, when routes have the most frequent and longest hours of service. 20 routes operate seven days a week, while three routes do not operate on Sundays, and five routes do not operate on Saturdays or Sundays. Weekend service generally starts later, ends earlier, and operates less frequently. Many college routes operate limited service or no service on Saturdays, and there is no service on Sundays. The span and frequency tables do not show Routes 27, 73, and 78, which are currently suspended.

Systemwide Ridership

COVID-19 changed travel patterns and transit use throughout the country and LTD is no exception. Ridership in February 2023 was still 73% of ridership in February 2019. Some routes have lost more ridership than others, while some routes have recovered nearly to pre-pandemic ridership levels.

Routes 11, 17, and 41 have recovered 90 to 100% of pre-pandemic ridership levels. Routes offered during peak travel times and that serve the UO or LCC campuses, have had the lowest levels of ridership recovery, with recovery rates between 14% and 52% of pre-pandemic levels (Figure 4-6).

EmX has the highest levels of ridership in the LTD network with over five times as much weekday ridership than the next highest ridership route (Route 11). Recovery on EmX has been slightly better than the system average with just under 80% of pre-pandemic levels.

Figure 4-5 displays ridership change by area from 2019 to 2023. Most of the LTD service area lost significant ridership as a result of the pandemic and its aftereffects. There were very few areas with gains in ridership, mainly in western Eugene. The largest ridership decreases were observed in downtown Eugene and Springfield.

Figure 4-6 displays average weekday ridership by route. Figure 4-7 also displays average weekday ridership by route without EmX to allow for more detail among routes that have notably lower ridership.

Figure 4-4 Systemwide Span and Frequency

Current Network Frequency and Span of Service	Classification of Service	Weekday (Peak/Midday/Eve)	Saturday (Base/Eve)	Sunday (Base/Eve)	Weekday	Saturday	Sunday
		Frequency (minutes)			Span of Service		
EmX/BRT	BRT	10/15/30	15/30	15/30	5:37 a.m. – 11:39 p.m.	6:48 a.m. – 11:38 p.m.	7:45 a.m. – 9:18 p.m.
Route 1	Community	30/60/60	30/60	30/60	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.
Route 11	Core	10/20/30	15/30	15/15	5:25 a.m. – 12:34 a.m.	6:44 a.m. – 11:46 p.m.	7:22 a.m. – 9:30 p.m.
Route 12	Core	30/30/60	60/60	60/60	6:02 a.m. – 10:50 p.m.	7:08 a.m. – 10:50 p.m.	8:07 a.m. – 9:16 p.m.
Route 13	Core	30/30/60	60/60	60/60	6:03 a.m. – 10:53 p.m.	7:03 a.m. – 10:53 p.m.	8:04 a.m. – 9:11 p.m.
Route 17	Community	35/40/60	60/60	60/60	6:02 a.m. – 9:48 p.m.	8:07 a.m. – 9:34 p.m.	8:10 a.m. – 7:36 p.m.
Route 18	Community	40/40/60	60/60	60/60	6:29 a.m. – 10:14 p.m.	7:40 a.m. – 10:01 p.m.	7:41 a.m. – 7:04 p.m.
Route 24	Core	30/30/60	60/60	60/60	6:06 a.m. – 10:54 p.m.	7:05 a.m. – 10:54 p.m.	8:05 a.m. – 9:05 p.m.
Route 28	Core	30/30/60	60/60	60/60	5:52 a.m. – 10:59 p.m.	6:52 a.m. – 10:58 p.m.	7:57 a.m. – 9:15 p.m.
Route 33	Community	Four round trips	No Service	No Service	7:15 a.m. – 7:55 p.m. 12:45 p.m. – 1:25 p.m. 4:30 p.m. – 6:15 p.m.	No Service	No Service
Route 36	Core	30/30/60	60/60	60/60	6:06 a.m. – 10:47 p.m.	7:06 a.m. – 10:47 p.m.	8:06 a.m. – 9:25 p.m.
Route 40	Core	15/30/60	60/60	60/60	5:57 a.m. – 10:55 p.m.	6:53 a.m. – 10:54 p.m.	7:52 a.m. – 9:25 p.m.
Route 41	Core	15/30/60	30/60	30/60	5:31 a.m. – 11:01 p.m.	6:30 a.m. – 11:02 p.m.	7:24 a.m. – 9:25 p.m.
Route 51	Core	30/30/60	60/60	60/60	5:52 a.m. – 11:08 p.m.	6:45 a.m. – 11:10 p.m.	7:55 a.m. – 9:25 p.m.
Route 52	Core	30/30/30	60/60	60/60	6:38 a.m. – 7:25 p.m.	8:00 a.m. – 7:05 p.m.	11:00 a.m. – 6:55 p.m.
Route 55	Limited	Peak buses only	No Service	No Service	7:15 a.m. – 8:25 a.m. 3:15 p.m. – 4:25 p.m.	No Service	No Service
Route 66	Core	20/30/60	30/60	60/60	6:04 a.m. – 10:20 p.m.	7:04 a.m. – 10:17 p.m.	8:00 a.m. – 9:13 p.m.
Route 67	Core	20/60	30/60	60/60	6:10 a.m. – 10:55 p.m.	7:10 a.m. – 10:56 p.m.	7:30 a.m. – 9:19 p.m.
Route 79X*	Express	30/30/30	No Service	No Service	7:30 a.m. – 10:22 p.m.	No Service	No Service

Current Network Frequency and Span of Service	Classification of Service	Weekday (Peak/Midday/Eve)	Saturday (Base/Eve)	Sunday (Base/Eve)	Weekday	Saturday	Sunday
		Frequency (minutes)			Span of Service		
Route 81*	College	60/60/60	60/60	No Service	6:30 a.m. – 9:25 p.m.	7:30 a.m. – 5:20 p.m.	No Service
Route 82*	College	15/20/30	No Service	No Service	7:06 a.m. – 6:25 p.m.	No Service	No Service
Route 85	College	60/60/60	No Service	No Service	7:40 a.m. – 5:10 p.m.	No Service	No Service
Route 91	Rural	Peak buses only	2 a.m. trips 2 p.m. trips	2 a.m. trips 2 p.m. trips	6:00 a.m. – 11:20 a.m. 2:20 p.m. – 8:40 p.m.	8:30 a.m. – 11:25 a.m. 4:30 p.m. – 7:20 p.m.	8:30 a.m. – 11:25 a.m. 4:30 p.m. – 7:20 p.m.
Route 92	Rural	Peak buses only	Peak buses only	No Service	6:31 a.m. – 9:15 a.m. 5:35 p.m. – 7:10 p.m.	6:31 a.m. – 9:15 p.m. 5:35 p.m. – 7:10 p.m.	No Service
Route 93	Rural	Peak buses only	Peak buses only	Peak buses only	6:46 a.m. – 7:45 a.m. 12:05 p.m. - 1:03 p.m. 5:30 p.m. – 6:29	8:16 a.m. – 10:08 a.m. 5:32 p.m. – 6:24 p.m.	9:16 a.m. – 10:08 p.m. 6:17 p.m. – 7:08 p.m.
Route 95	Rural	Peak buses only	Peak buses only	Peak buses only	6:10 a.m. – 7:25 a.m. 11:30 a.m. – 12:45 p.m. 2:30 p.m. – 6:55 p.m.	8:05 a.m. – 9:15 a.m. 12:05 p.m. – 1:15 p.m. 5:05 p.m. – 6:15 p.m.	9:05 a.m. – 10:15 a.m. 6:05 p.m. – 7:15 p.m.
Route 96	Rural	Peak buses only	Peak buses only	No Service	6:30 a.m. – 7:25 a.m. 5:35 p.m. – 6:40 p.m.	7:20 a.m. – 8:25 a.m. 5:35 p.m. – 6:40 p.m.	No Service
Route 98	Rural	Peak buses only	Peak buses only	Peak buses only	5:28 a.m. – 7:55 a.m. 10:00 a.m. – 12:05 p.m. 2:30 p.m. – 7:35 p.m.	8:35 a.m. – 10:25 a.m. 1:00 p.m. – 2:52 p.m. 5:35 p.m. – 7:25 p.m.	8:35 a.m. – 10:25 a.m. 5:35 p.m. – 7:25 p.m.

*Span and headway are reduced during University of Oregon breaks

Source: LTD Fall 2023 Schedules

Figure 4-5 Weekday Ridership Change, 2019 to 2023

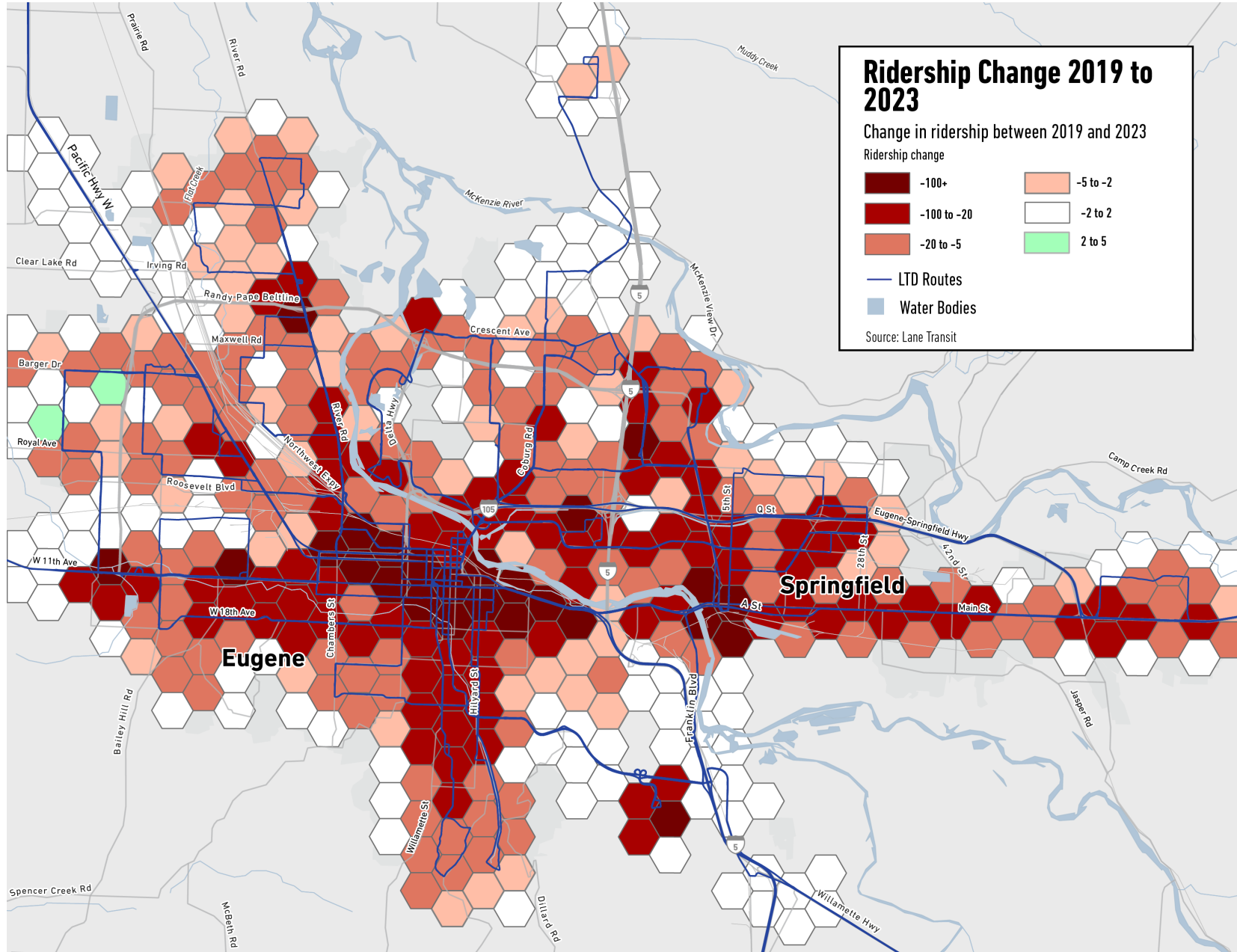


Figure 4-6 Average weekday ridership by route

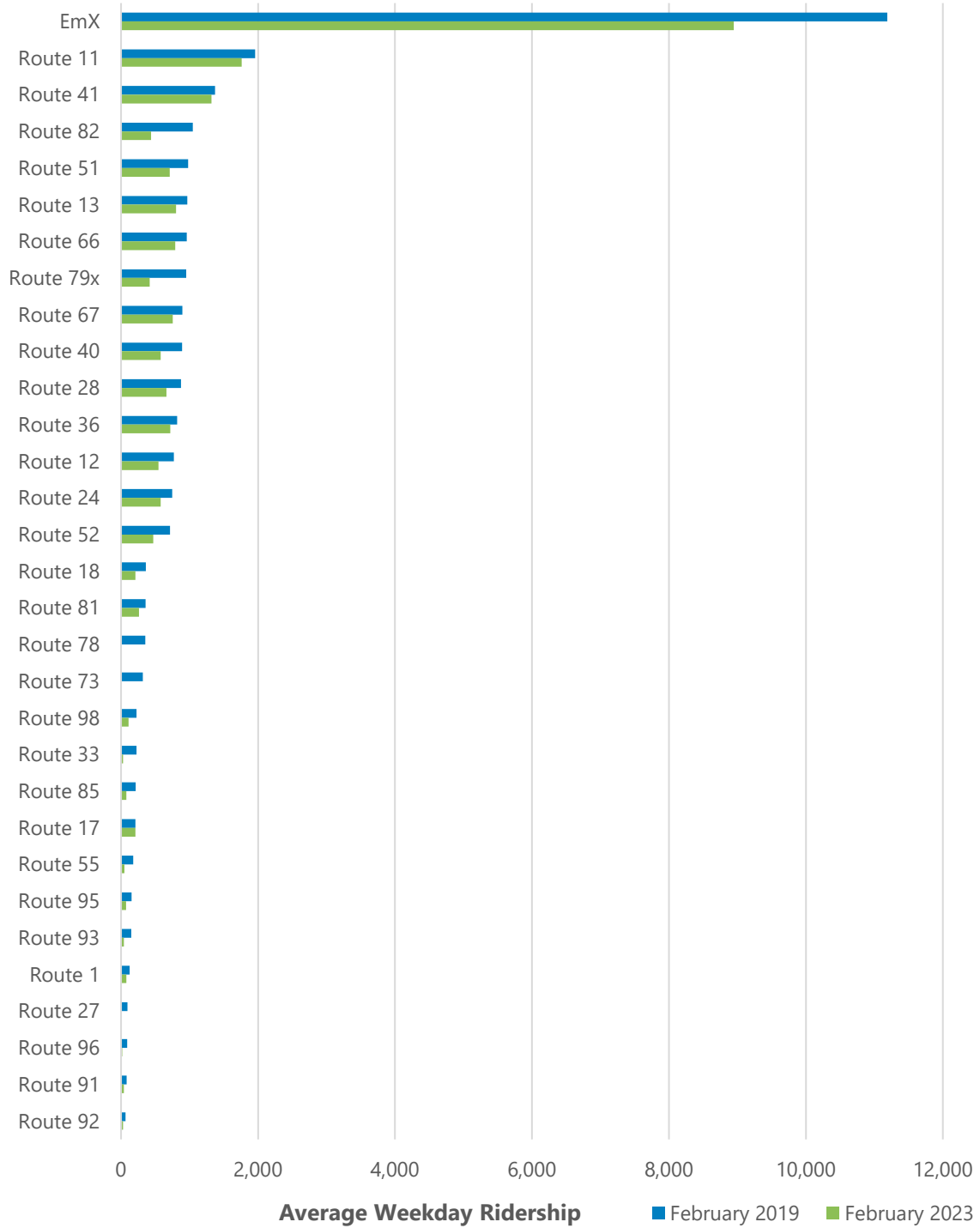
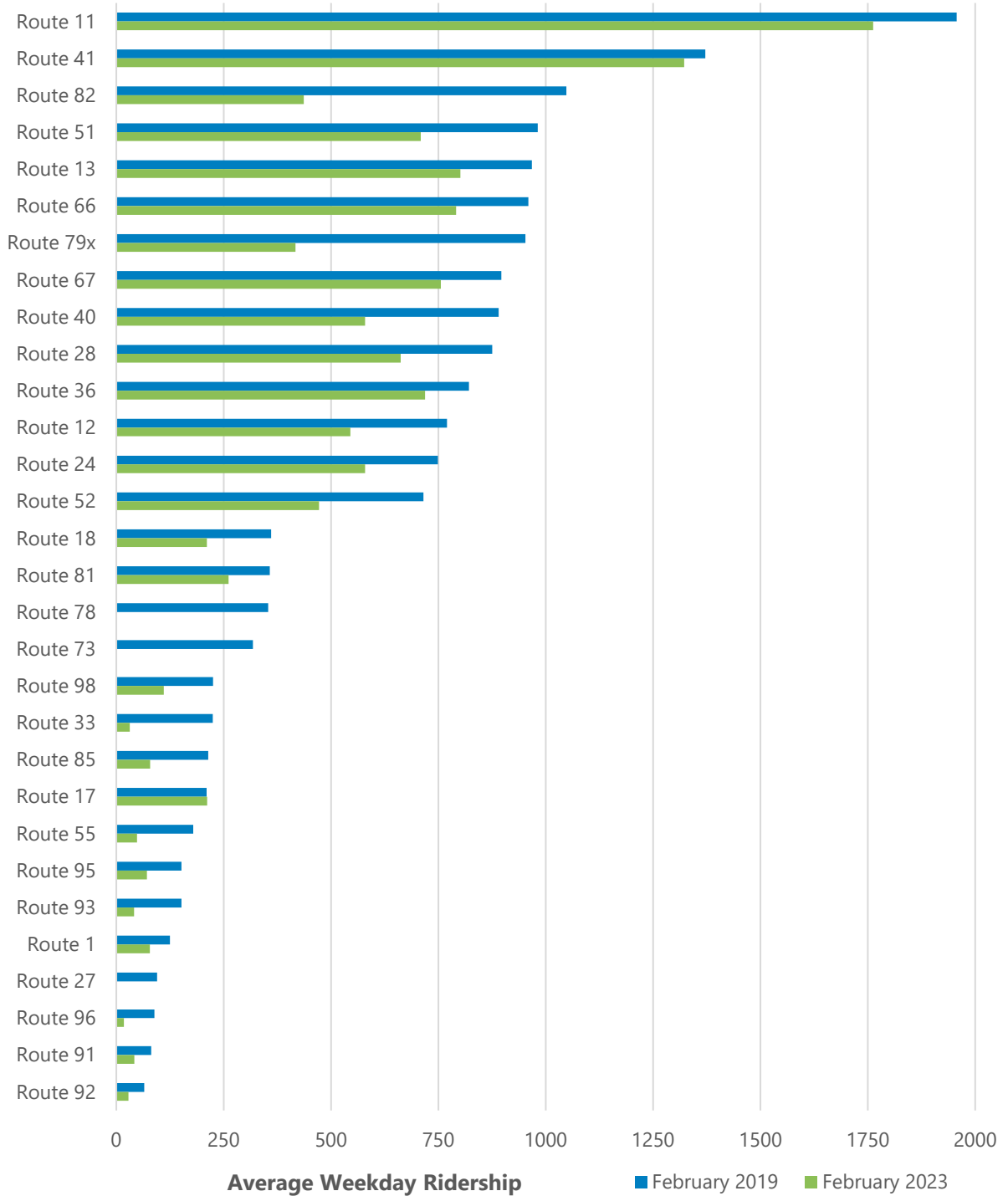


Figure 4-7 Average weekday ridership by route, excluding EmX



Systemwide Revenue Hours

Revenue hours measure the amount of in-service time and any associated layover time. Analysis of revenue hours per route allows understanding of where service resources are allocated.

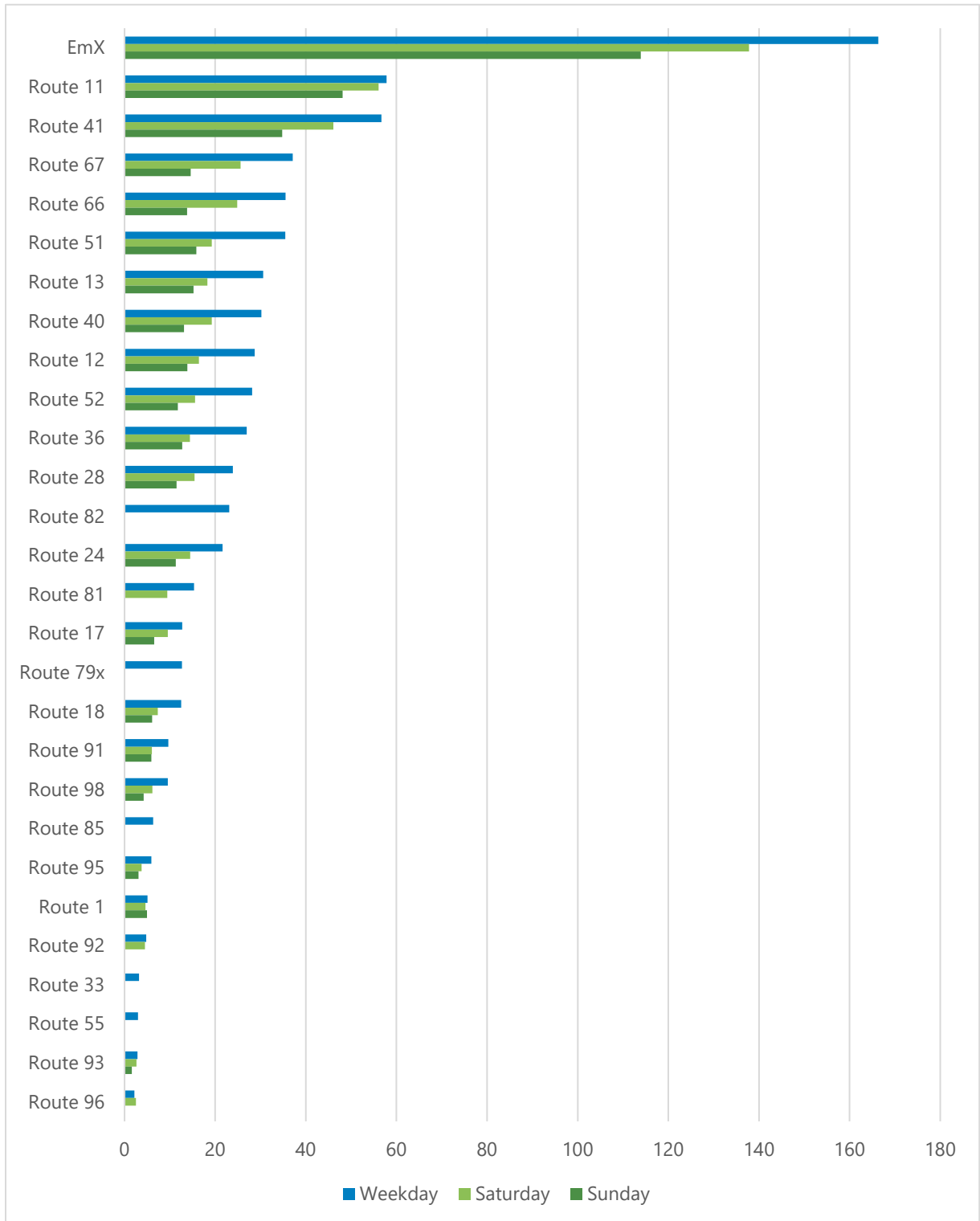
Revenue hours per route and day of week are presented in Figure 4-8. The largest share of revenue hours per day are allocated to the EmX, which offers very frequent service on weekdays and serves as a backbone for the rest of the LTD service area. The EmX operates about 120 revenue hours more than Route 11, the second most service intensive route.

Route Productivity

Productivity is measured by route based on the type of service provided. Routes that operate throughout the day are measured in boardings per revenue hour, while express and limited run routes are typically measured in boardings per trip. Both measures serve to evaluate the efficiency of service in terms of how many passengers are served with each unit of service. LTD does not currently have a performance standard for route level productivity.

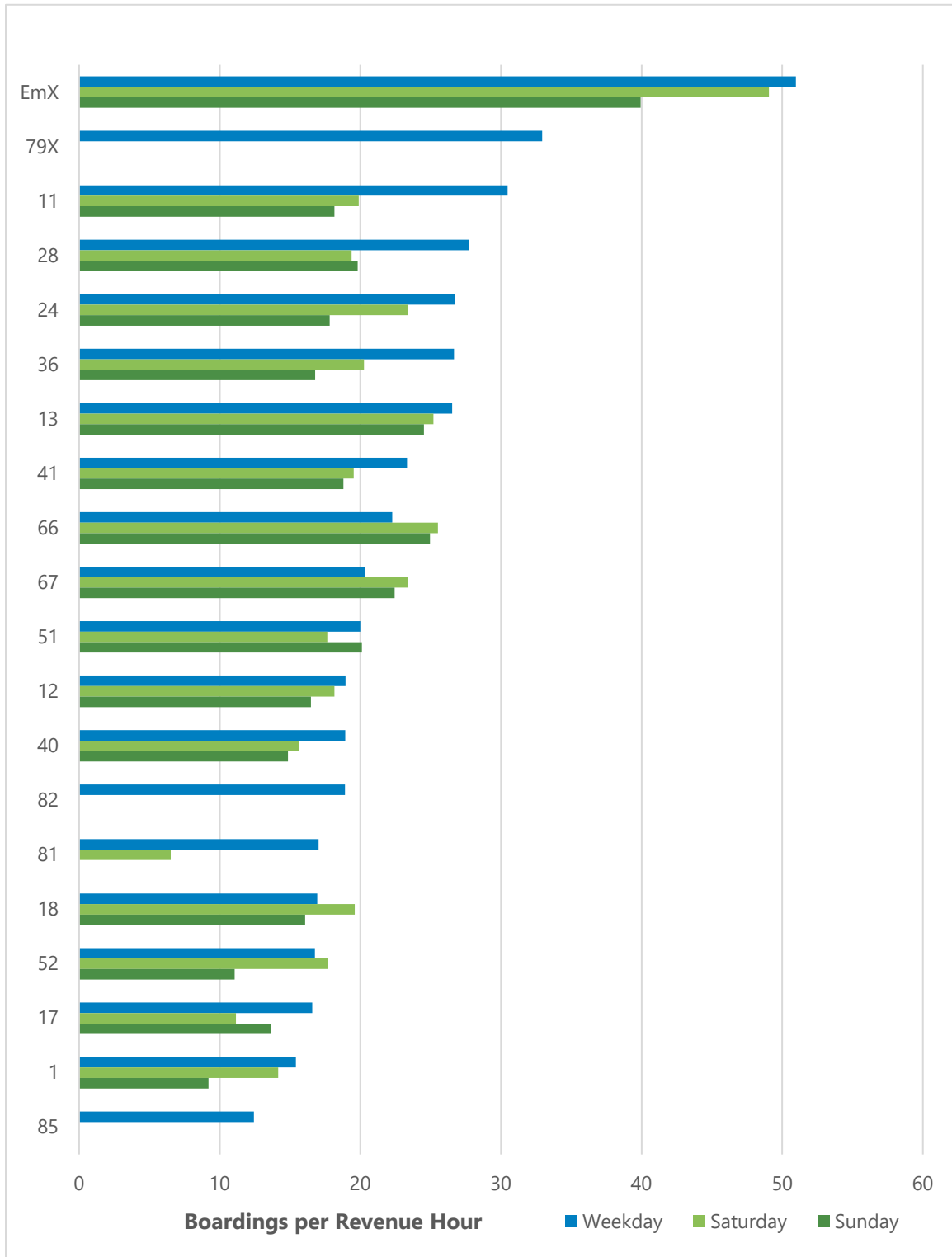
The EmX is the most productive route in the LTD network at nearly 50 boardings per revenue hour each weekday. Other high productivity routes are Routes 79x and 11. Routes 1 and 85 are the least productive routes in the LTD network, nearing 10-15 boardings per revenue hour. Figure 4-9 and Figure 4-10 show boardings per revenue hour for all day routes and boardings per trip for express/limited routes.

Figure 4-8 Revenue hours by route and day of week



Source: FY 2022 Service Data

Figure 4-9 Boardings per revenue hour



Source: FY 2022 Service Data

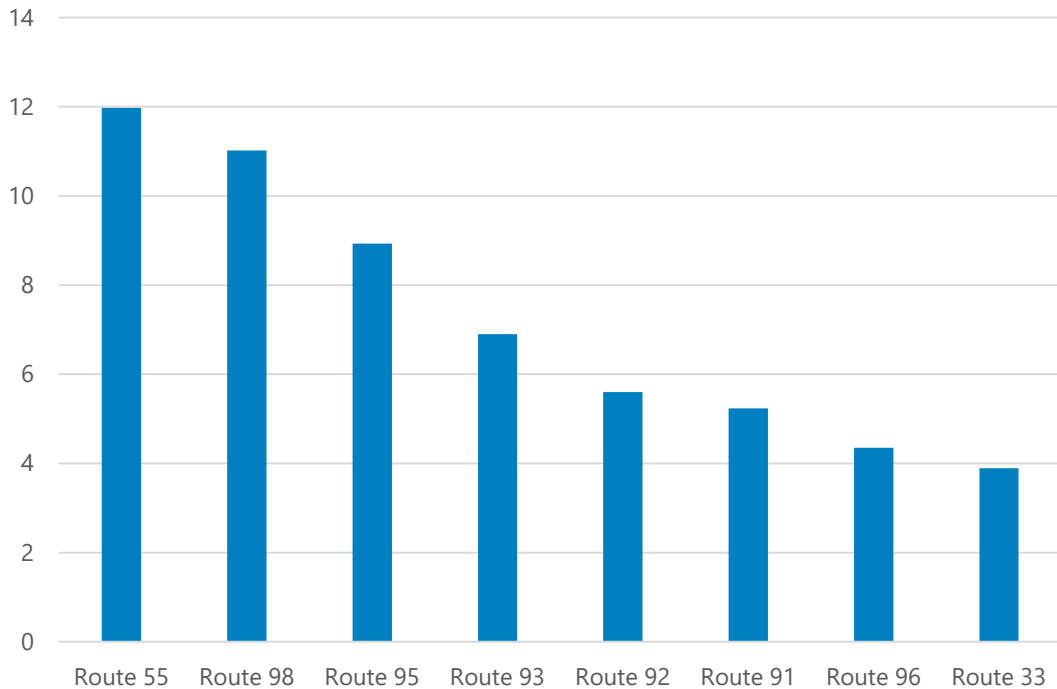
Limited and Rural Routes

There are eight routes that only operate a few trips per day. These routes do not operate regularly throughout the day but rather operate only during certain times of the day (typically the morning and afternoon).

The most productive of these routes is Route 55, which is primarily provided for North Eugene High School trips. While Route 55 only operates two round trips, it experiences an average of 12 boardings per trip. The least productive route is Route 33, which experiences an average of just below four boardings per trip (Figure 4-10).

The six rural routes (91 McKenzie Bridge, 92 Lowell/LCC, 93 Veneta, 95 Junction City, 96 Coburg, and 98 Cottage Grove) serve an important role in providing basic “insurance against isolation” service to communities in Lane County outside of the Eugene-Springfield urban growth boundary. Route 98 to Cottage Grove provides the most service (5 weekday, 3 Saturday and 2 Sunday round trips) and averages over 10 passenger boardings per trip. Route 96 to Coburg provides just two weekday and two Saturday round trips and averages just over 4 passengers per trip.

Figure 4-10 Boardings per trip for limited and rural service

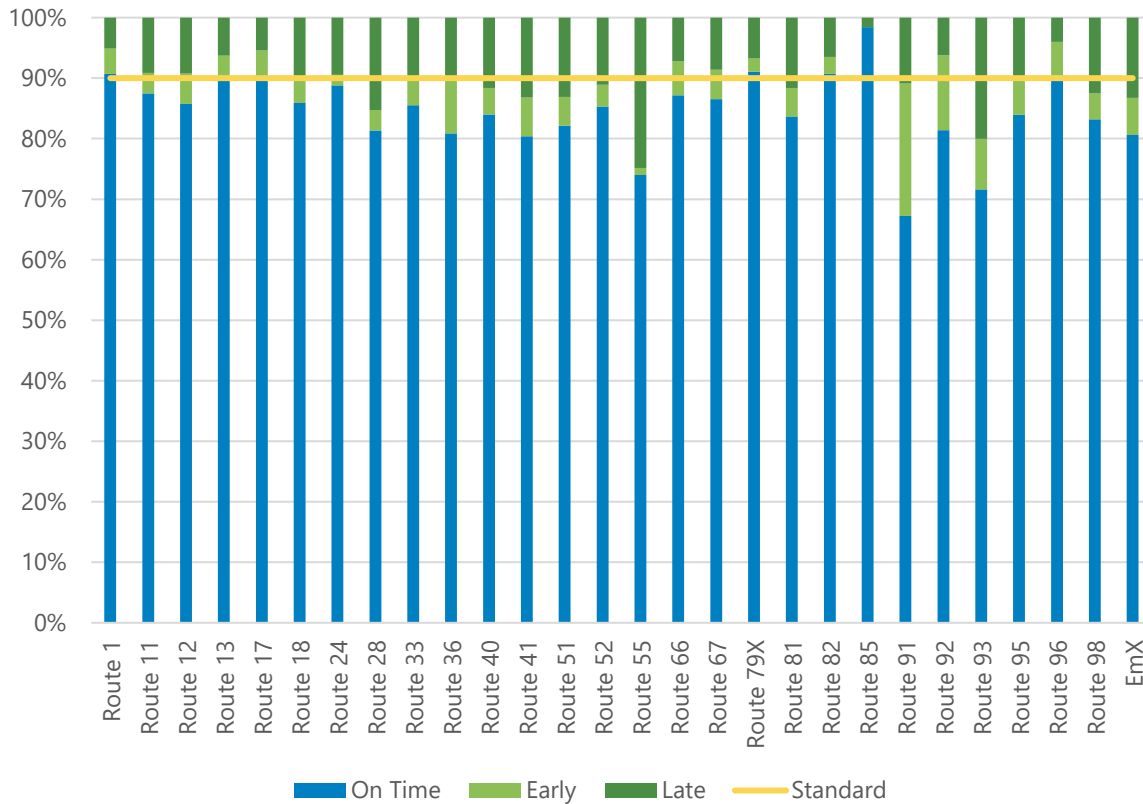


On-Time Performance (OTP)

On-time performance measures schedule adherence at timepoints along each route. Figure 4-11 displays at the route-level the percent of timepoints that are early, on-time, and late for the winter 2022 bid period.

LTD considers buses to be on time if they depart between zero and four minutes after the scheduled time. LTD’s service reliability standard states that 90% of buses at significant timepoints on all routes will be on time. Seven out of 28 routes met this standard during the Winter 2022 bid period.

Figure 4-11 Weekday OTP by route



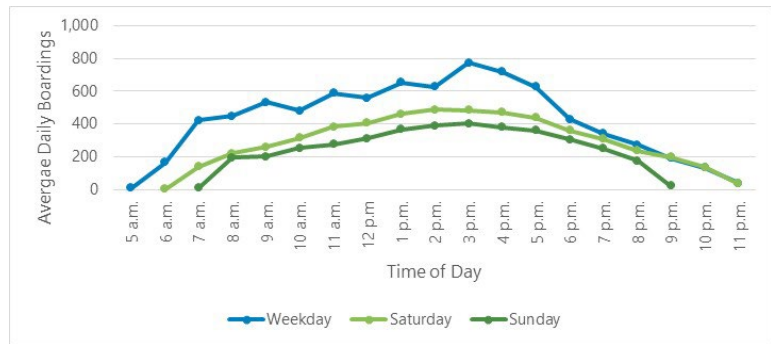
Source: Winter 2022 Bid Data Early arrivals may be overstated due to Automatic Vehicle Locator variability.

5 ROUTE PROFILES

Each of the 31 routes in the LTD system were evaluated on a variety of metrics, culminating in a list of strengths and opportunities for each route. Each route is highlighted in its own two-page route profile. Sheets are organized from smallest to largest route number, with EmX first. The ridership maps show total alightings plus boardings for the stops serviced in both directions for each route.

EmX

EmX is LTD’s only BRT route and serves as the backbone of the transit network. Service is provided in the highest demand corridors in Eugene and Springfield, starting at the Commerce Station (Walmart) in West Eugene and ending at Gateway Station in Springfield. EmX operates every 10-15 minutes from approximately 6:45 a.m. to 11 p.m. on weekdays and every 15 minutes on weekends.



EmX is by far LTD’s most productive route. Ridership on EmX is high throughout the day but peaks in the afternoon around 3 p.m. Running times are consistent throughout the day and service mostly adheres to this schedule throughout the day.

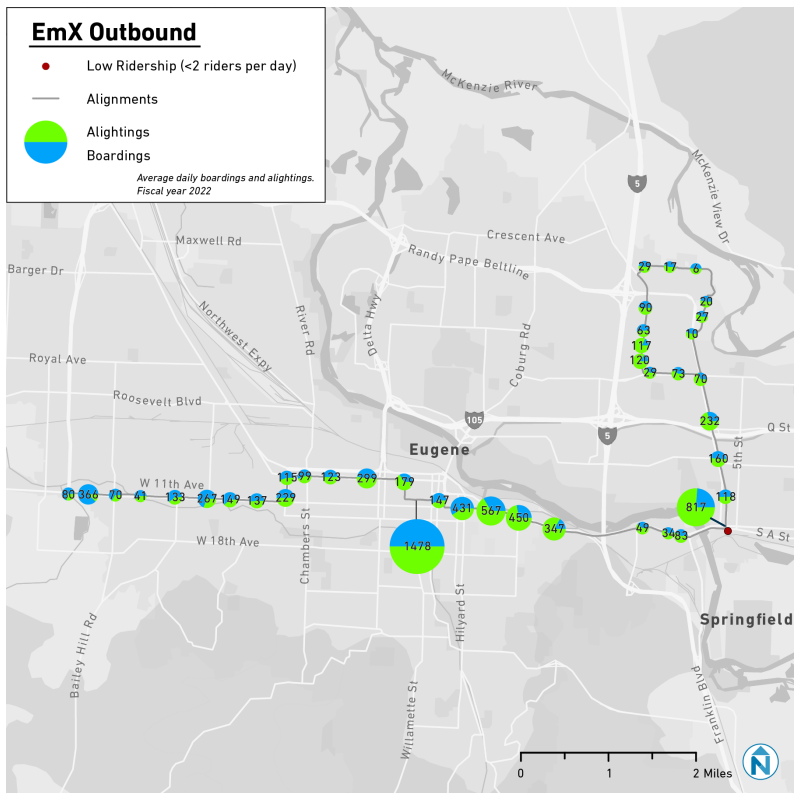
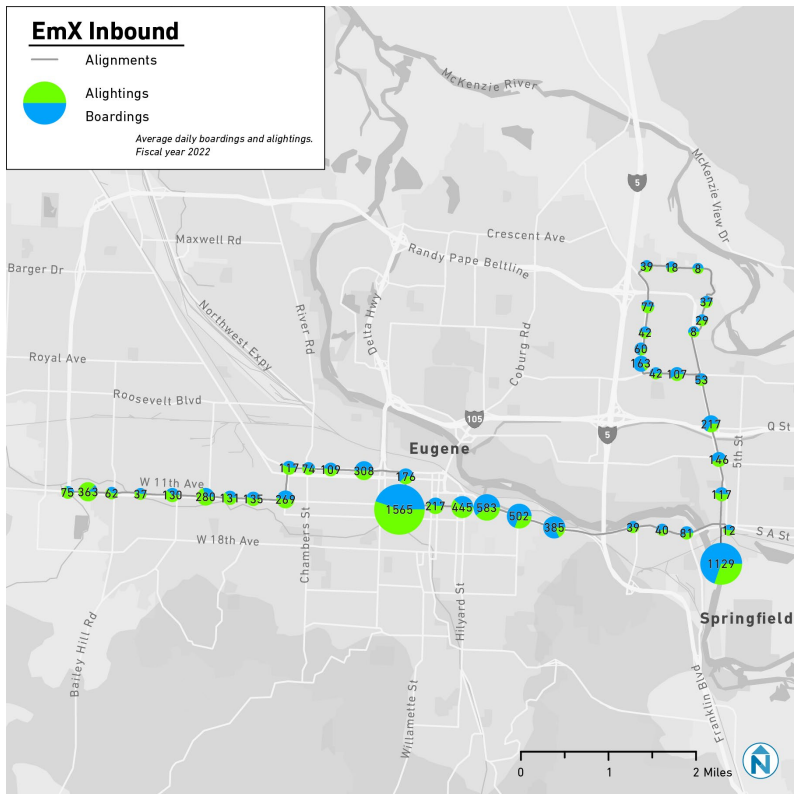
	Weekdays	Saturday	Sunday
Service Span	5:37 a.m. – 11:39 p.m.	6:48 a.m. – 11:38 p.m.	7:45 a.m. – 9:18 p.m.
Headway (peak/midday/eve)	10/15/30	15/15/30	15
Average Daily Boardings	8,949	6,758	4,548
Boardings per Revenue Hour	51.0	49.0	39.9
Peak Vehicles	13	9	9

Route Strengths

- Extremely frequent, direct service with exclusive right-of-way in the most congested segments. This high-quality service attracts the highest ridership and results in the highest productivity route in LTD’s network.
- While ridership is high, there are no apparent passenger load issues, ridership builds throughout the day with one spike near school dismissal time with no large spikes in passenger load.

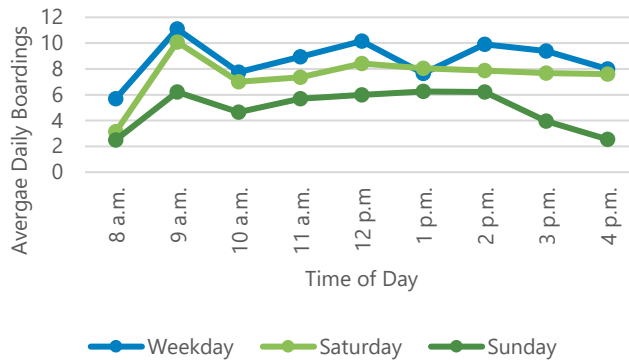
Route Opportunities

- The EmX used to operate more frequently prior to the pandemic. Service levels during the late morning and early afternoon may be improved.



Route 1 Campbell Center

Route 1 is a community route connecting Eugene’s Market District with Eugene Station primarily via Olive Street and E. 5th Avenue. This route operates 7 days a week from 8:30 AM to 4:50 PM with 30- to 60-minute headways. Major destinations served include Campbell Park and Community Center, Parkview Terrace, the Amtrak Station, and the Downtown Public Library.



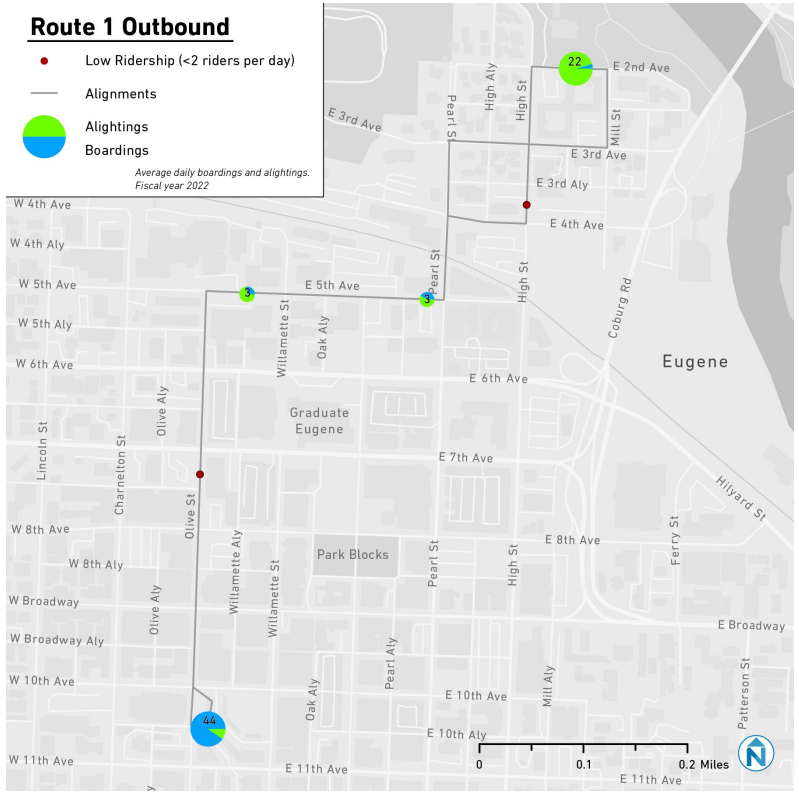
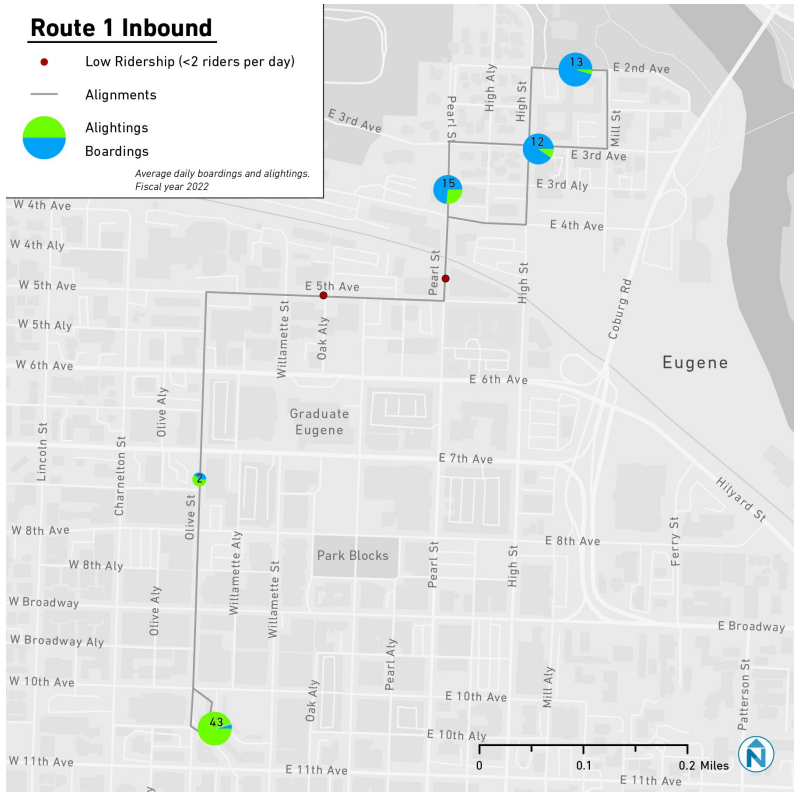
	Weekdays	Saturday	Sunday
Service Span	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.	8:30 a.m. – 4:50 p.m.
Headway (peak/midday/eve)	30/60/60	30/30/60	30/30/60
Average Daily Boardings	78	65	46
Boardings per Revenue Hour	15.4	14.2	9.2
Peak Vehicles	1	1	1

Route Strengths

- One of the primary markets is the Campbell Senior Center, which is one of the highest ridership stops.
- Buses run on time, despite multiple at-grade railroad crossings.

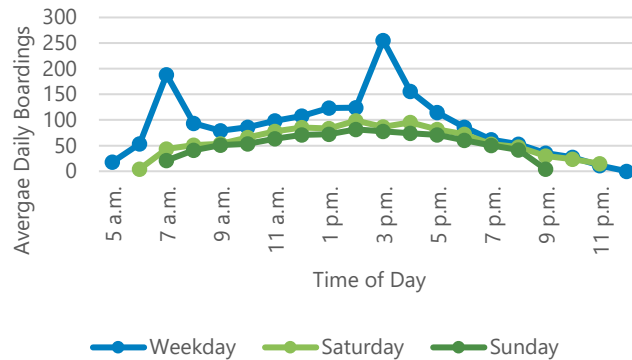
Route Opportunities

- Service is designed for older adults and social service trip types, as Route 1 only runs from 8:30 a.m. to just before 5 p.m.,
- The busiest trips are between 8 and 9 a.m., at the beginning of service, which suggests possible latent demand for earlier service.
- From a system perspective, Route 1 is the second lowest in productivity, or boardings per revenue hour, excluding peak service only routes.
- Potential route modifications could be considered to serve the developing Riverfront District and help supplement ridership on this route.



Route 11 Thurston

Route 11 is a core route serving Springfield from Springfield Station to the Thurston area via Main Street. This is an all-day route operating 7 days a week with 15-minute or better service. Major destinations served include downtown Springfield, Thurston Middle School and Thurston High School.



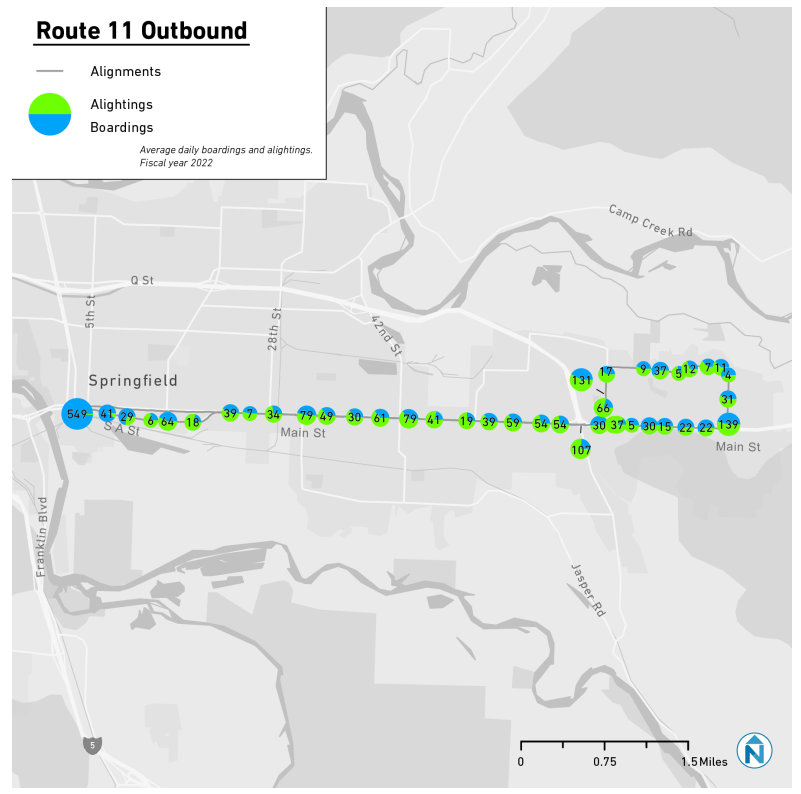
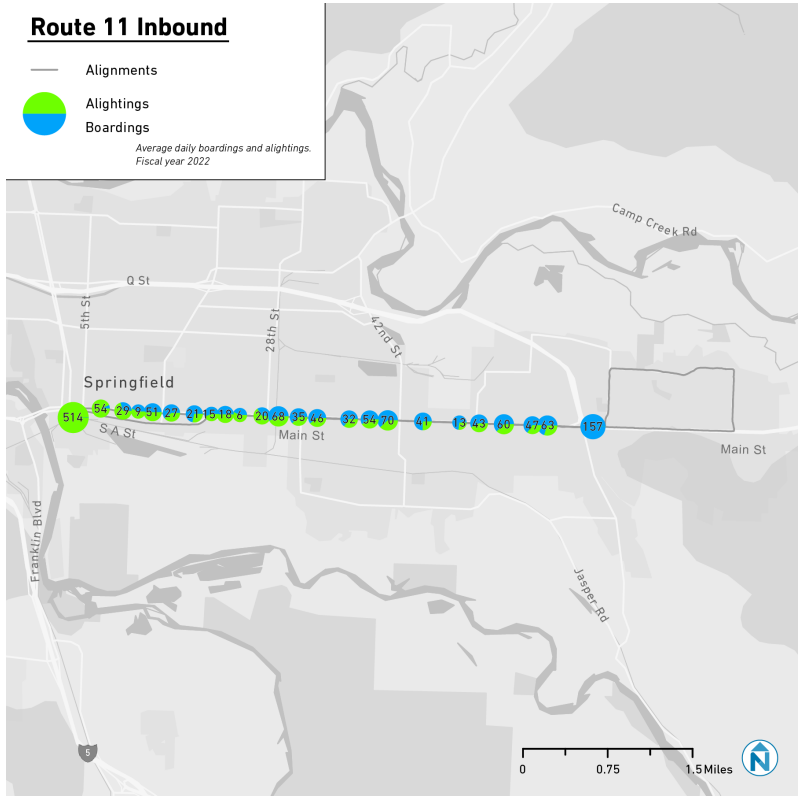
	Weekdays	Saturday	Sunday
Service Span	5:25 a.m. – 12:34 a.m.	6:44 a.m. – 11:46 p.m.	7:22 a.m. – 9:30 p.m.
Headway (peak/midday/eve)	10/20/30	15/15/30	15
Average Daily Boardings	1,763	1,114	874
Boardings per Revenue Hour	30.5	19.9	18.2
Peak Vehicles	5	4	4

Route Strengths

- Route 11 is the second highest ridership route in the LTD network, behind EmX, and has the third highest productivity, behind EmX and Route 79x.
- Stops along the entire length of Main Street in Springfield have strong boarding and alighting activity.
- Ridership peaks at school arrival and dismissal times indicate Route 11 as an important link to Thurston High School and Thurston Middle School. Ridership to and from the schools is largely why productivity on Route 11 is significantly higher on weekdays than on weekend days.
- More than half of Route 11 riders are likely transferring at Springfield Station

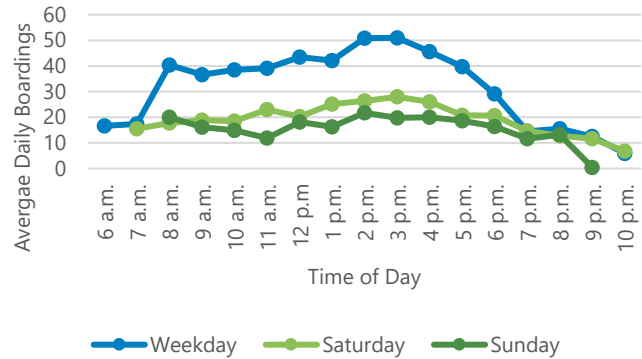
Route Opportunities

- The eastern terminal loop increases travel times for customers, but the need to serve the two schools leaves few other routing options.
- The high ridership at 69th Street and Main Street indicates that demand for service may extend beyond 69th Street.



Route 12 Gateway

Route 12 is a core route that connects downtown Eugene to the Gateway neighborhood in Springfield via Coburg Road, Harlow Road and Gateway Street. The route also extends into northeast Eugene via a terminal loop using Chad Drive, Shadowview, and Crescent Avenue. Route 12 is an all-day core route operating 7 days a week with 30-to 60-minute headways. Major destinations served include Oakway Center, Gateway Mall, the VA clinic, and Crescent Village.



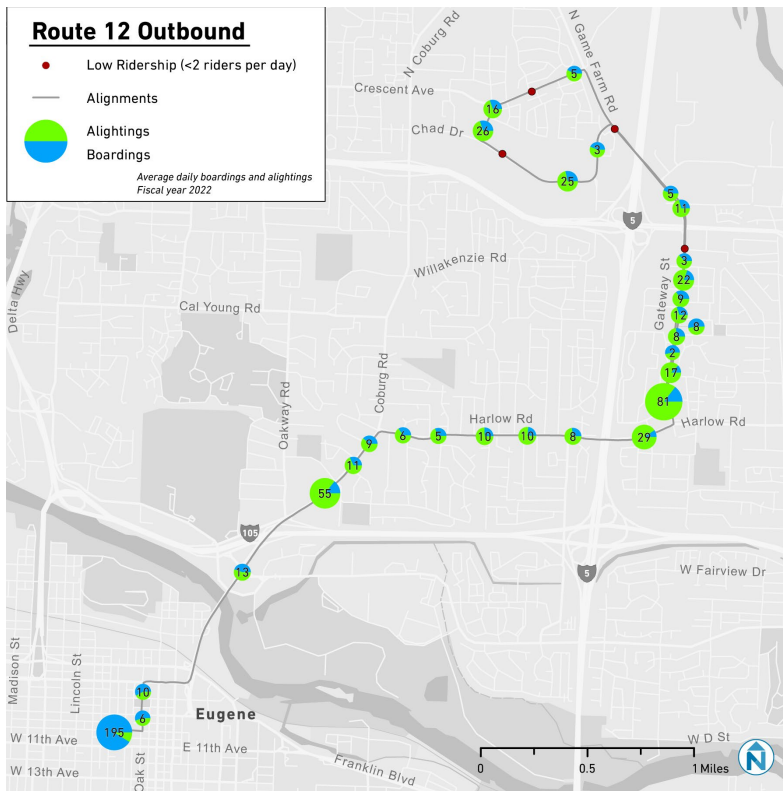
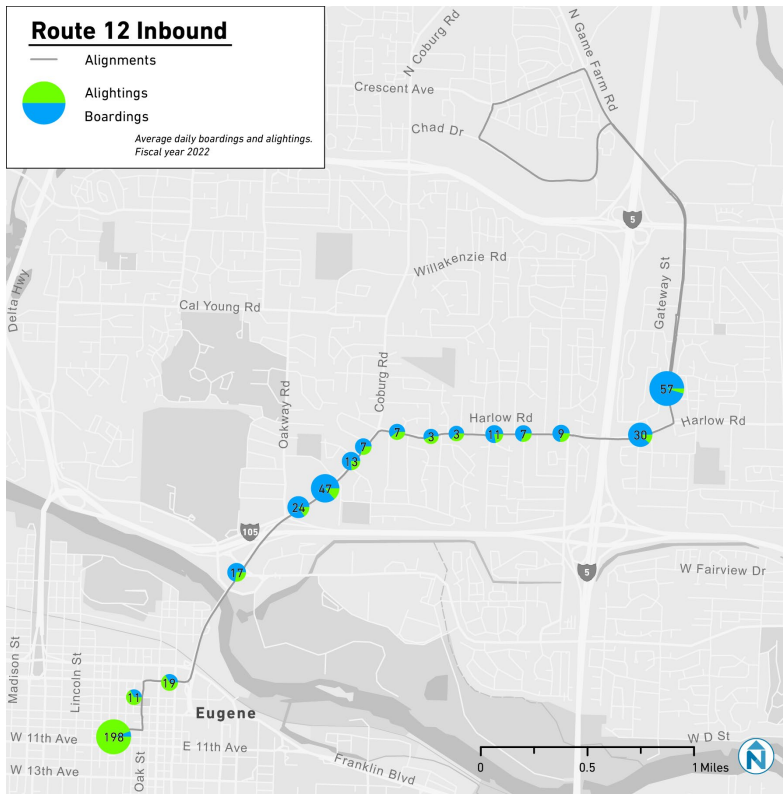
	Weekdays	Saturday	Sunday
Service Span	6:02 a.m. – 10:50 p.m.	7:08 a.m. – 10:50 p.m.	8:07 a.m. – 9:16 p.m.
Headway (peak/midday/eve)	30/60/60	60	60
Average Daily Boardings	545	298	229
Boardings per Revenue Hour	19.0	18.2	16.5
Peak Vehicles	2	1	1

Route Strengths

- There are large ridership generators at both ends of the route (downtown Eugene and Gateway Mall), which supports ridership throughout the route and contributes to similar levels of productivity throughout the week
- Ridership is strong from Gateway Street to Eugene Station, but drops off north of the Beltline.

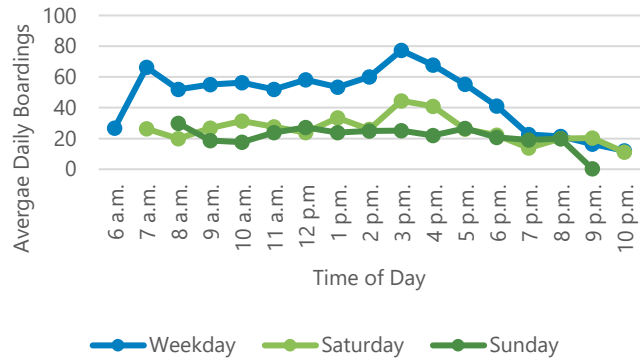
Route Opportunities

- Route 12 duplicates Route 67 OB and 66 IB between Eugene Station and Harlow Road. Buses are scheduled to run back to back, wasting capacity on this segment.
- Inbound running times are consistently less than scheduled running times.



Route 13 Centennial

Route 13 is a core route connecting Eugene and Springfield via MLK Jr Boulevard and Centennial Boulevard. It is an all-day core route operating 7 days a week with 30- to 60-minute headways. Major destinations served include Hamlin Middle School, Springfield High School, and the retail cluster near the Northgate Shopping Center and Olympic St. in Springfield.



	Weekdays	Saturday	Sunday
Service Span	6:03 a.m. – 10:53 p.m.	7:03 a.m. – 10:53 p.m.	8:04 a.m. – 9:11 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	802	485	322
Boardings per Revenue Hour	26.5	25.2	24.5
Peak Vehicles	2	1	1

Route Strengths

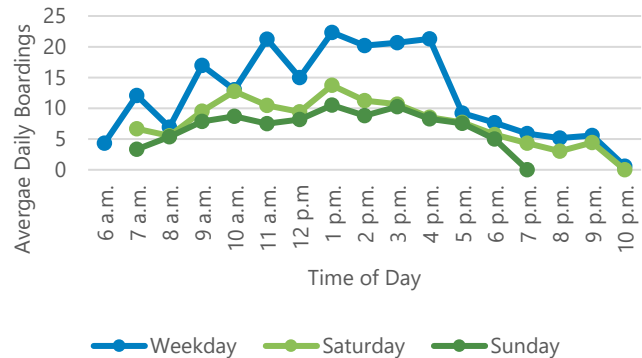
- Provides direct connections between Eugene Station and mid-Springfield. The route terminates at strong destinations on both ends: shopping center with a grocery store in Springfield and downtown Eugene.
- Serves the dense apartments east of Autzen Stadium (also served by Route 79x).
- The highest ridership trips correspond to Springfield High School bell times.

Route Opportunities

- First trips of the day each day have more than 25 boardings, suggesting people may desire earlier morning service, especially on weekends.

Route 17 5th/Hayden Bridge

Route 17 is a community route in Springfield that begins and ends at Springfield Station, and serves the LTD Park and Rides at RiteAid on Marcola Road and Fred Meyer on 5th Street and Q Street. This route operates 7 days a week as a complement to Route 18 traveling clockwise only, with 30- to 60-minute headways on weekdays and 60-minute headways on weekends. Major destinations served include Springfield City Hall, Springfield High School, McKenzie-Willamette Medical Center, and Hamlin Middle School. Route 17 is one of the lowest performing routes in the LTD system, averaging between 17 and 11 passengers per hour, depending on day of week.



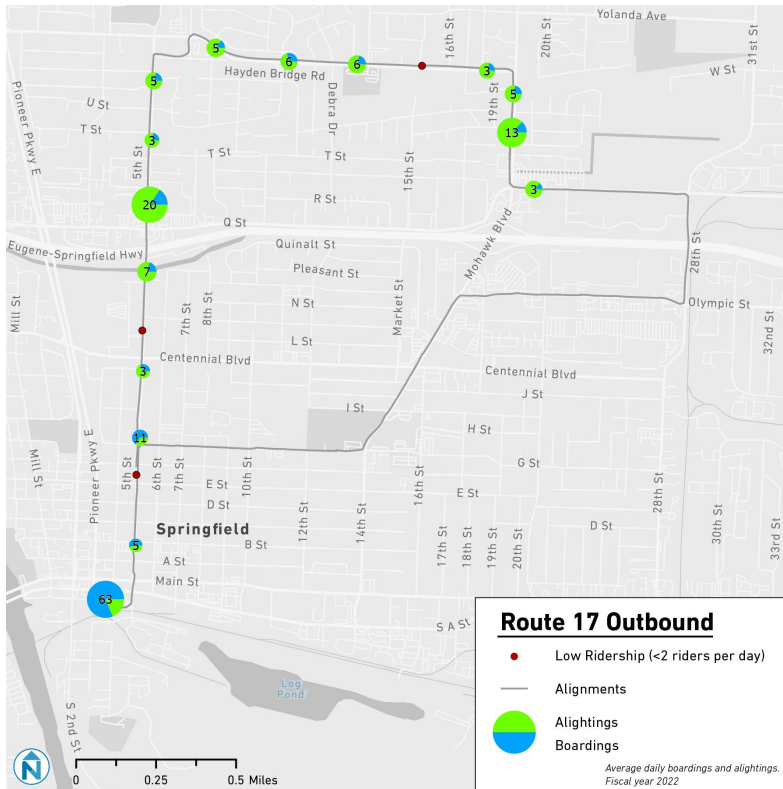
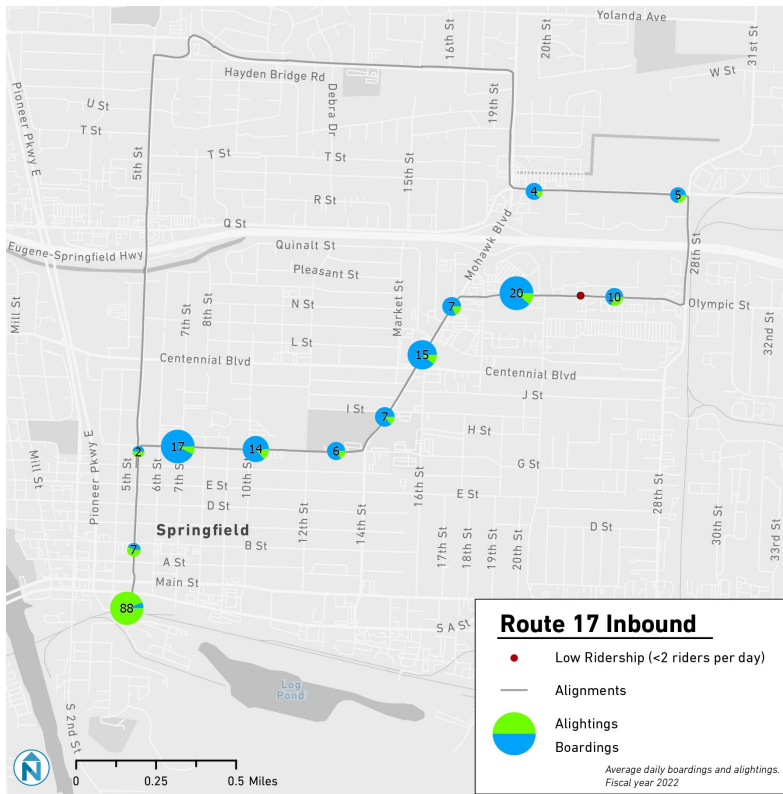
	Weekdays	Saturday	Sunday
Service Span	6:02 a.m. – 9:48 p.m.	8:07 a.m. – 9:34 p.m.	8:10 a.m. – 7:36 p.m.
Headway (peak/midday/eve)	35/40/60	60	60
Average Daily Boardings	212	107	89
Boardings per Revenue Hour	16.6	11.2	13.6
Peak Vehicles	2	1	1

Route Strengths

- Springfield High School bell times are the highest ridership route times.

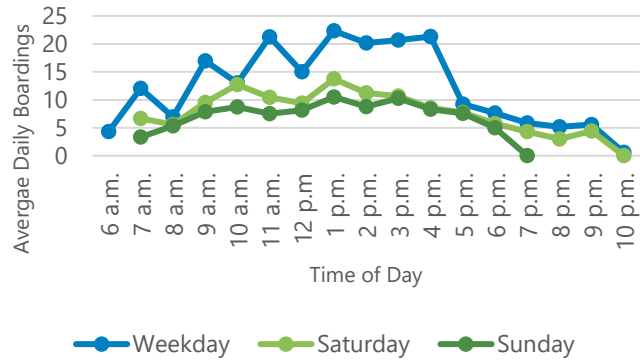
Route Opportunities

- The one-way loop could be confusing as this route travels clockwise and Route 18 travels counterclockwise, but the two routes don't exactly duplicate each other.
- Inconsistent weekday headways may make it difficult to make plans using this route, particularly as large number of patrons transfer at Springfield Station.
- Sunday productivity is slightly higher than Saturday.
- Outbound trips are more likely to be late, based on running times.



Route 18 Mohawk

Route 18 is a community route in Springfield that begins and ends at Springfield Station and serves the LTD Park and Rides at RiteAid on Marcola Road, Fred Meyer on 5th Street and Q Street, and Walmart on Olympic Street and 28th Street. It operates 7-days a week as a complement to Route 17 traveling counterclockwise only, with 30- to 60-minute headways on weekdays and 60-minute headways on weekends. Major destinations served include Springfield City Hall, McKenzie-Willamette Medical Center, and Springfield High School.



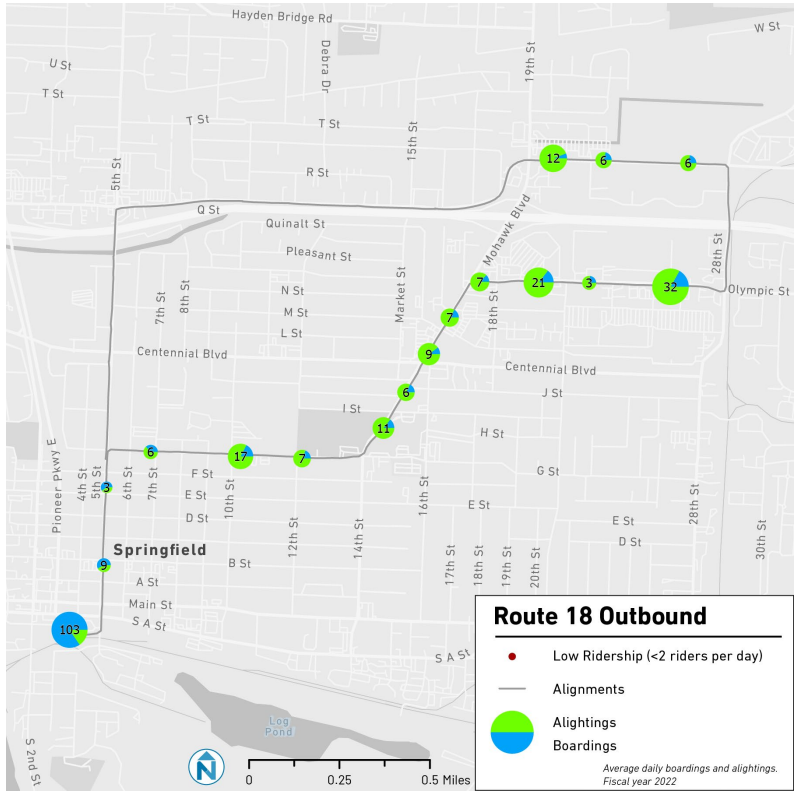
	Weekdays	Saturday	Sunday
Service Span	6:29 a.m. – 10:14 p.m.	7:40 a.m. – 10:01 p.m.	7:41 a.m. – 7:04 p.m.
Headway (Minutes)	40/40/60	60/60	60/60
Average Daily Boardings	212	144	98
Boardings per Revenue Hour	16.9	19.6	16.1
Peak Vehicles	1	1	1

Route Strengths

- Saturday productivity is higher than weekday.
- Ridership on Route 18 is slightly higher than Route 17 on weekends.

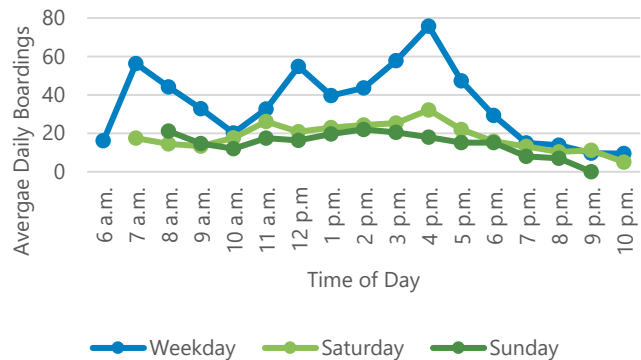
Route Opportunities

- The one-way loop could be confusing as this route travels counterclockwise and Route 17 travels clockwise, but the two routes don't exactly duplicate each other.
- Inconsistent weekday headways may make it difficult to make plans using this route, particularly as large number of patrons transfer at Springfield Station.



Route 24 Donald

Route 24 is a core route connecting Eugene Station to South Eugene via Willamette Street and Donald Street with a terminal loop via E. 46th Avenue and Fox Hollow Road. This route operates 7 days a week on mostly 30-minute peak headways and 60-minute off-peak headways on weekends. Major destinations served include the Willamette Street corridor south of downtown Eugene, the Woodland Station Shopping Center, South Eugene High School (a few blocks to the east), and Spencer Butte Middle School. The LTD Park and Ride at Church of the Harvest is also served on the south end of the route.



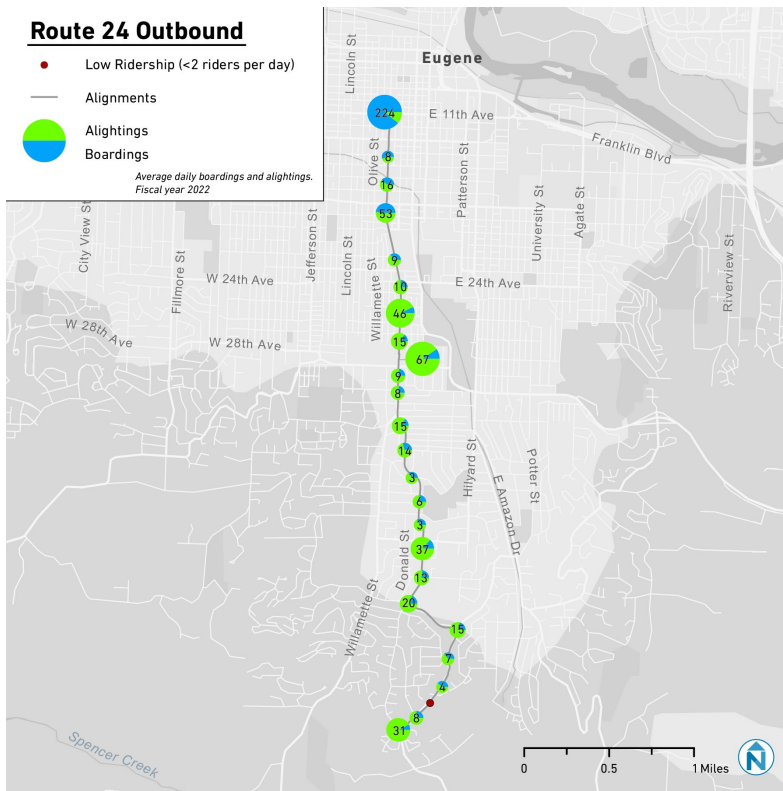
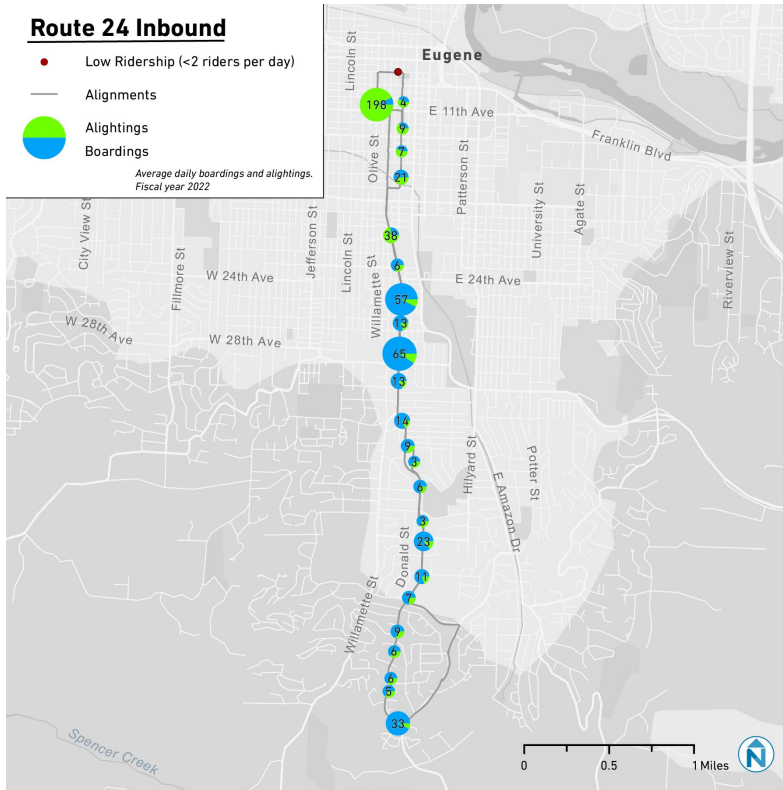
	Weekdays	Saturday	Sunday
Service Span	6:06 a.m. – 10:54 p.m.	7:05 a.m. – 10:54 p.m.	8:05 a.m. – 9:05 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	580	339	202
Boardings per Revenue Hour	26.8	23.4	17.8
Peak Vehicles	2	1	1

Route Strengths

- Route 24 serves South Eugene High School and Spencer Butte Middle School, with evident ridership peaks at school arrival and dismissal times.
- Route 24 is the 5th highest route in terms of weekday and Saturday productivity.

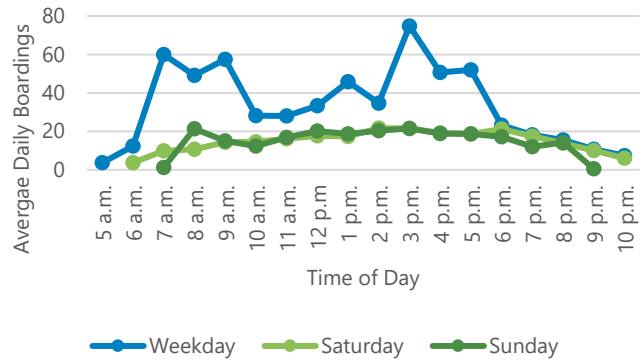
Route Opportunities

- Ridership south of W. 29th Avenue is notably lower than north of W. 29th Avenue except for Safeway south of E. 40th Avenue and several large apartment complexes near Donald Street and Fox Hollow Road.
- Ridership during the first trip of the day on Saturdays and Sundays is around 20 passengers, suggesting that riders might desire earlier morning trips on weekends.



Route 28 Hilyard

Route 28 is a core route connecting Eugene Station and UO to South Eugene via Hilyard Street/Patterson Street and Amazon Drive. This route operates 7 days a week with 30-minute peak headways, and 60-minute headways off-peak and on weekends. Major destinations served include UO, Sacred Heart Medical Center, South Eugene High School, Roosevelt Middle School, Hilyard Community Center, and Amazon Community Center. Major transfer locations to other LTD routes are at UO Station and at Eugene Station.



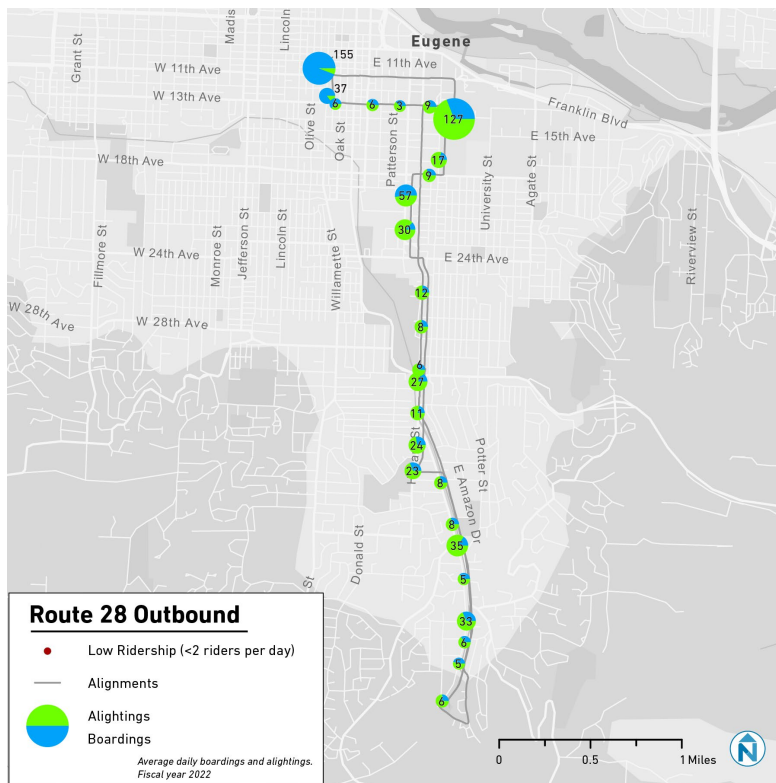
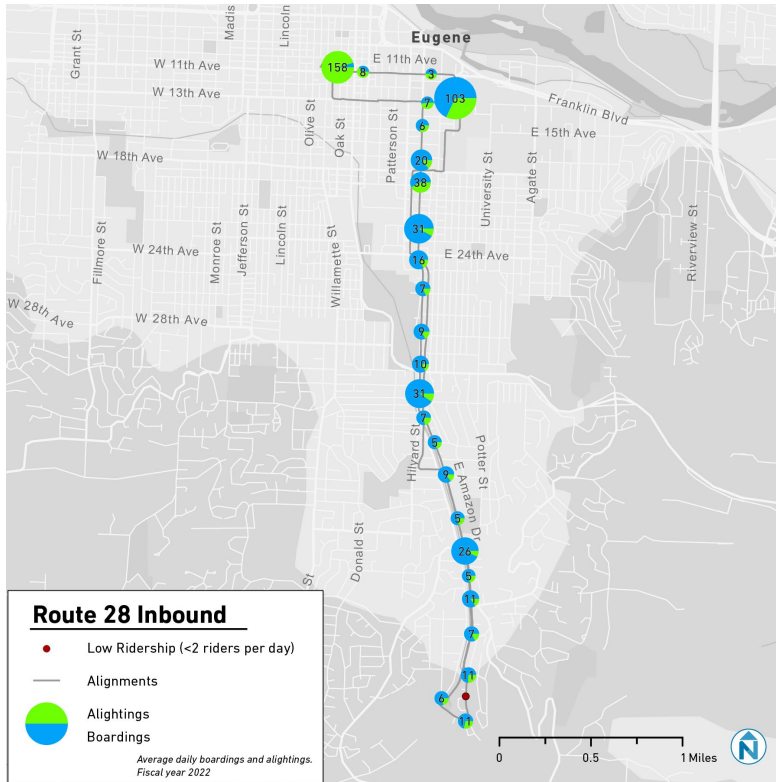
	Weekdays	Saturday	Sunday
Service Span	5:52 a.m. – 10:59 p.m.	6:52 a.m. – 10:58 p.m.	7:57 a.m. – 9:15 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	663	300	228
Boardings per Revenue Hour	27.7	19.4	19.8
Peak Vehicles	2	1	1

Route Strengths

- Route serves UO, with high ridership at UO Station. UO Station is the second highest ridership stop on the route.
- Route serves South Eugene High School and Roosevelt Middle School with evident ridership peaks at school arrival and dismissal times.
- Route is 4th in terms of productivity, with 28 riders per revenue hour on weekdays.

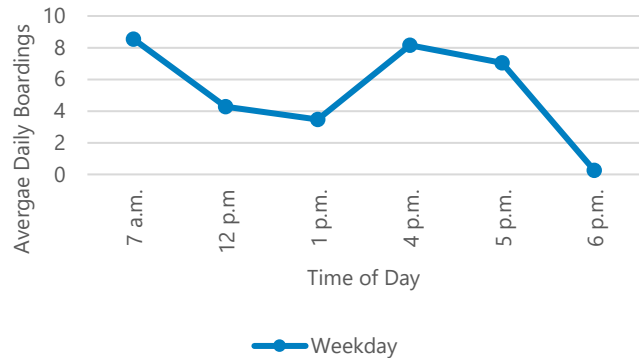
Route Opportunities

- On-time performance is significantly below average on weekdays.
- The UO Station deviation, while generating good ridership, is circuitous, especially in the southbound direction.



Route 33 Jefferson

Route 33 is a community route serving Eugene from Eugene Station to Amazon Station via Jefferson Street, W 24th Avenue, Chambers Street, and W 28th Avenue. This route operates limited weekday service with one morning trip, one midday trip, and two evening trips per day in each direction. Major destinations served include the Arts and Technology Academy, the Woodfield Station shopping center, and the Park and Ride at Amazon Station.



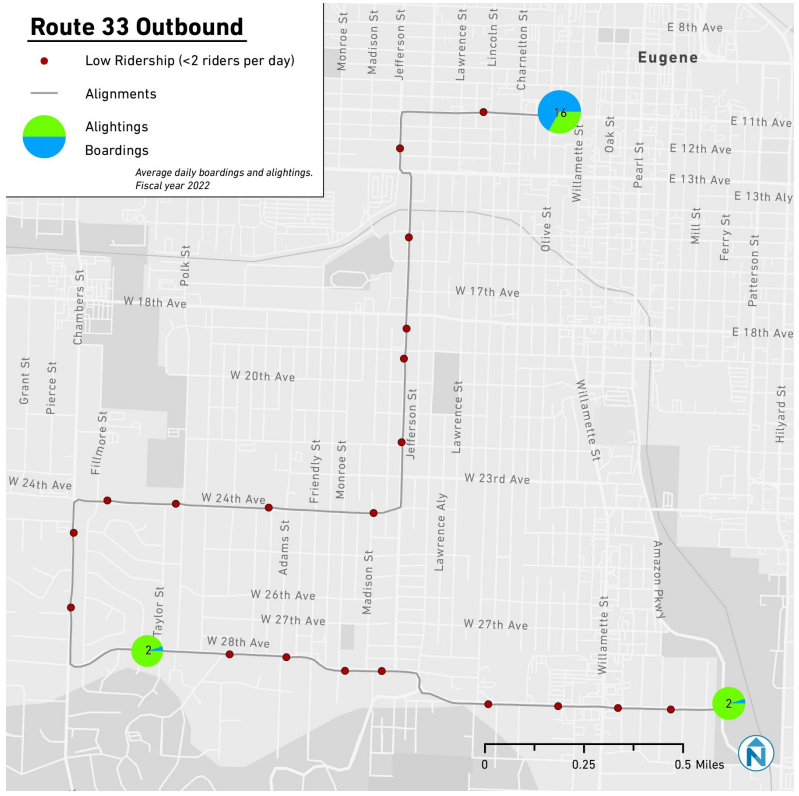
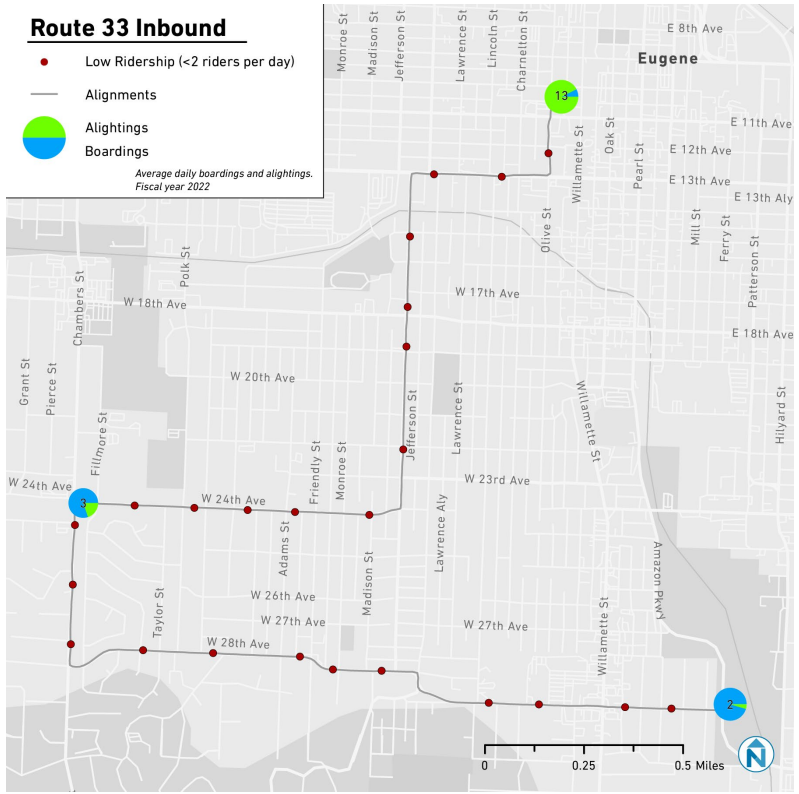
	Weekdays	Saturday	Sunday
Service Span	7:15 a.m., 12:45 p.m., 4:30 p.m. 5:30 p.m.	N/A	N/A
Headway (peak/midday/eve)	4 round trips daily	N/A	N/A
Average Daily Boardings	32	N/A	N/A
Boardings per Revenue Hour	3.9	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Route provides coverage to the Friendly neighborhood, which is not otherwise served by transit.

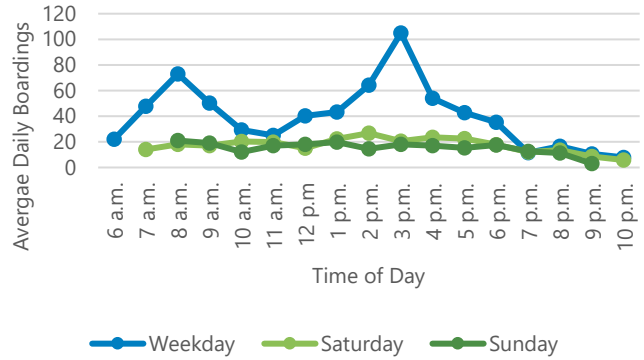
Route Opportunities

- Four round trips on weekdays is inadequate for almost any trip type other than schools.
- Ridership activity greater than 2 passengers per day only occurs at Eugene Station, Amazon Station, 28th and Almaden, and 24th and Chambers. Ridership activity is extremely low at all other stops along the route.
- The area served by Route 33 could potentially be better served with other mobility options that could offer better flexibility and coverage.



Route 36 W 18th

Route 36 is a core route connecting Eugene Station to West Eugene via W 18th Avenue and S. Bertelsen Road. This route operates 7 days a week with 30- to 60-minute headways. Major destinations served include Westmoreland City Park, Churchill High School, and the LTD Park and Ride at Willamette Christian Center and Commerce St. retail areas.



	Weekdays	Saturday	Sunday
Service Span	6:06 a.m. – 10:47 p.m.	7:06 a.m. – 10:47 p.m.	8:06 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	720	292	214
Boardings per Revenue Hour	26.7	20.2	16.8
Peak Vehicles	3	1	1

Route Strengths

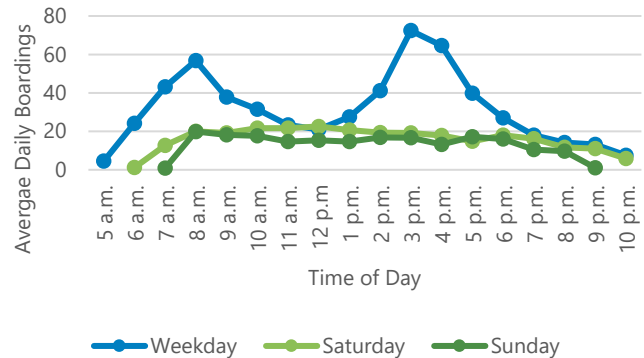
- Route serves Churchill High School with evident ridership peaks at school arrival and dismissal times. 15-minute headways during afternoon trips provide more frequent service to accommodate higher passenger loads around the high school (primarily for inbound trips).
- Route 36 is ranked 6th in weekday and Saturday productivity.

Route Opportunities

- On-time performance on outbound trips in the late morning and early afternoon could be improved.
- Headways on weekends are every 60-minutes.
- Ridership west of Bailey Hill Road is low, with the exception of the final stops on 11th Avenue.

Route 40 Echo Hollow

Route 40 is a core route connecting Eugene Station to the Bethel-Danebo neighborhood in northwest Eugene via W 5th Avenue, Roosevelt Boulevard, and Echo Hollow Road. This route operates 7 days a week with 30-minute peak headways and 60-minute headways off-peak and on weekends. Major destinations served include the Market District, Amtrak Station, Whiteaker neighborhood, Cascade Middle School, Willamette High School, the LTD Park and Ride at Allison Park Christian Church, Big Lots and WinCo.



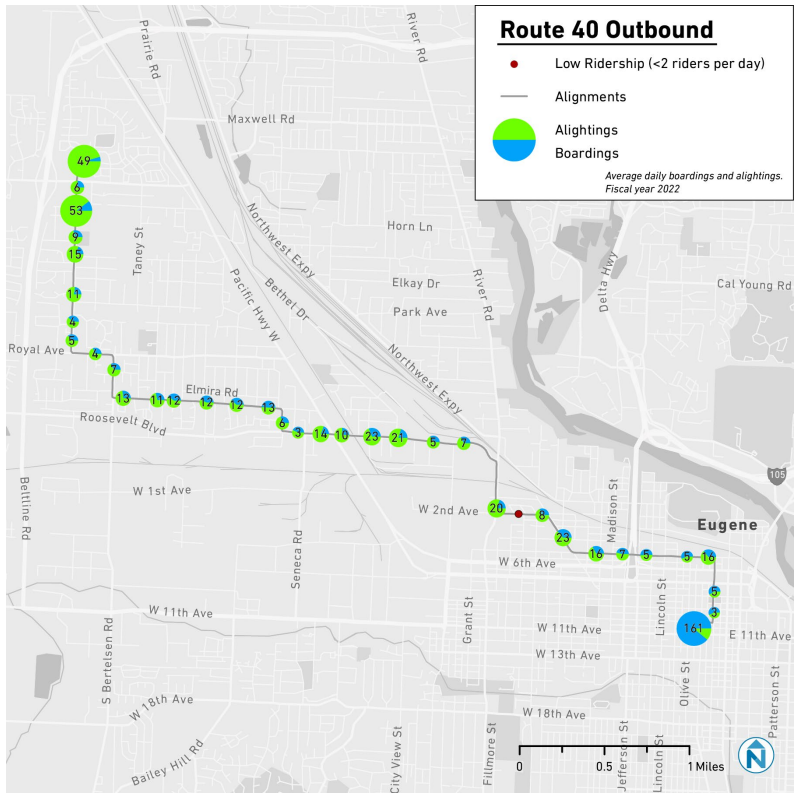
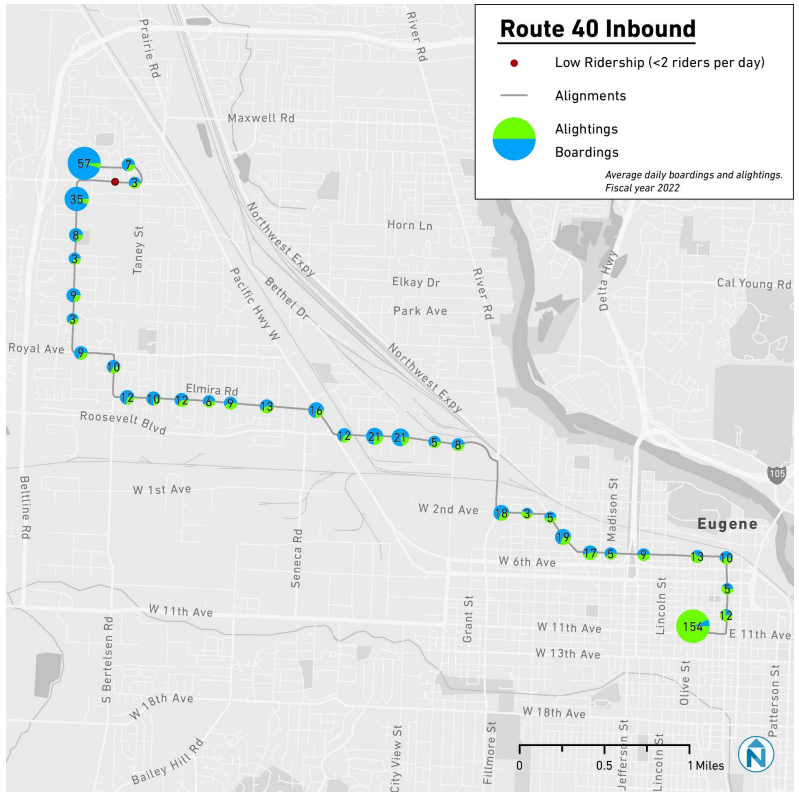
	Weekdays	Saturday	Sunday
Service Span	5:57 a.m. – 10:55 p.m.	6:53 a.m. – 10:54 p.m.	7:52 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	15/30/60	60	60
Average Daily Boardings	580	286	226
Boardings per Revenue Hour	18.9	15.7	14.8
Peak Vehicles	4	2	2

Route Strengths

- Route serves Willamette High School and Cascade Middle School (located adjacent to each other) with evident ridership peaks at school arrival and dismissal times.
- Productivity on Route 40 is average compared to all routes, rating 13th out of 20 all-day routes.
- Route has a strong destinations at the north end of the route, including medical offices, Big Lots, WinCo Foods and several large apartment complexes.

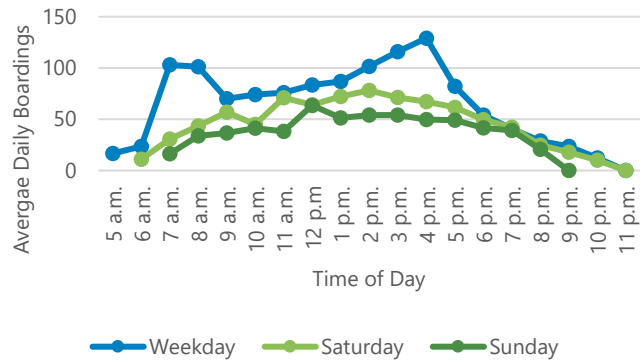
Route Opportunities

- Route 40 is circuitous, making multiple stairsteps between Echo Hollow and downtown Eugene.



Route 41 Barger/Commerce

Route 41 is a core route connecting Eugene Station to West Eugene via Highway 99, Barger Road, and N Terry Street. This route operates 7 days a week with 15- to 30-minute peak headways, 60-minute off-peak headways and 30- to 60-minute headways on weekends. Major destinations served include Shasta Middle School, Willamette High School, Kalapuya High School, and the LTD Park and Ride at Eugene Faith Center.



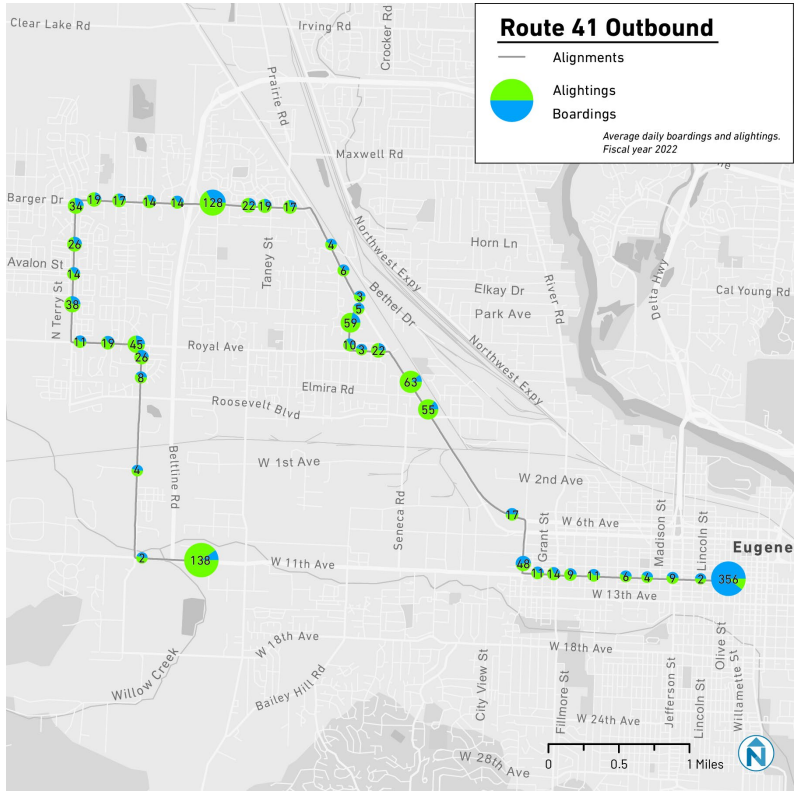
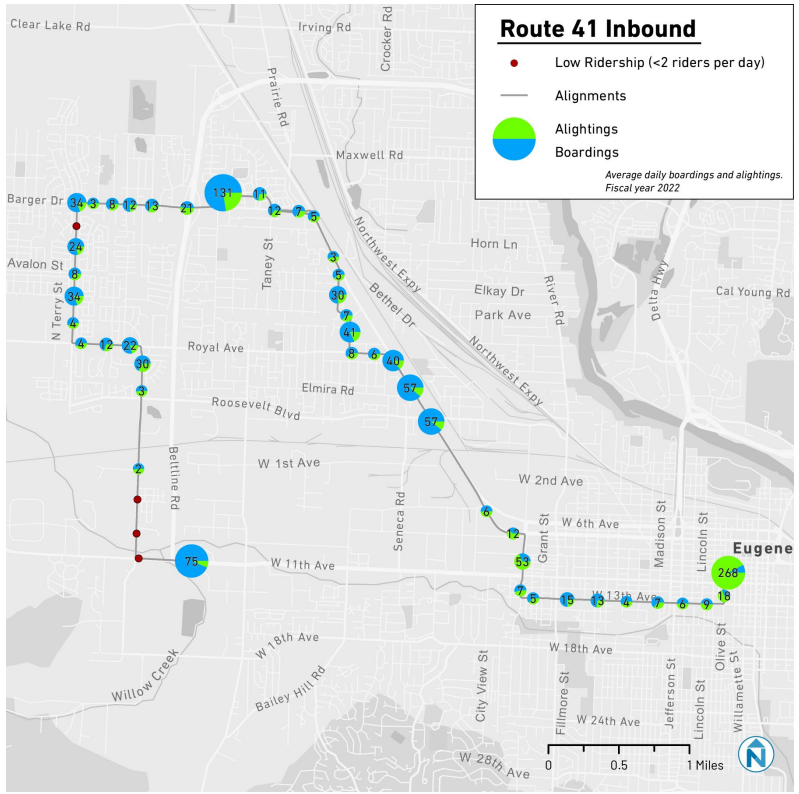
	Weekdays	Saturday	Sunday
Service Span	5:31 a.m. – 11:01 p.m.	6:30 a.m. – 11:02 p.m.	7:24 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	15/30/60	30/30/60	30/30/60
Average Daily Boardings	1323	899	654
Boardings per Revenue Hour	23.3	19.5	18.8
Peak Vehicles	6	4	4

Route Strengths

- 15-minute headways during peaks provides passengers with convenient and attractive service.
- Route serves Willamette High School, Shasta Middle School, Kalapuya High School, and Prairie Mountain School with evident ridership peaks at school arrival and dismissal times.
- Route 41 is in the upper third of productivity among routes.

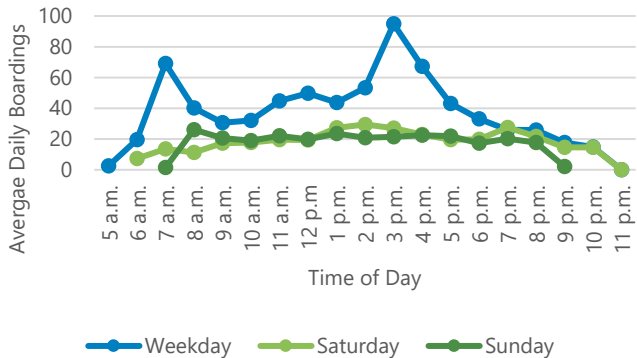
Route Opportunities

- Route 41 is one of LTD’s longer routes with a 90-minute cycle time.
- While a connection to the EmX route and other retail in this area is a strong destination, the segment south of Royal Avenue (about 20% of the length of the route) has very low ridership.



Route 51 Santa Clara

Route 51 is a core route connecting Eugene Station to North Eugene, mostly via River Road. This route operates 7 days a week with 30-minute peak headways, 60-minute off-peak headways and 60-minute headways on weekends. Transfers to Routes 52 and 55 are available at Santa Clara Station. Major destinations served include North Eugene High School, Fred Meyer, Albertsons, and the LTD Park and Ride at St. Matthew’s Episcopal Church.



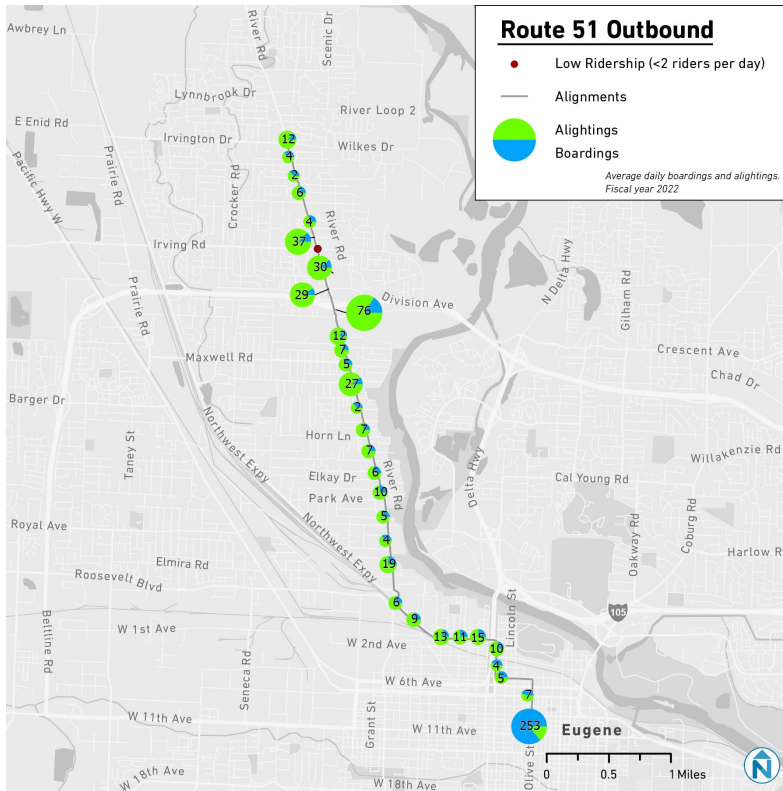
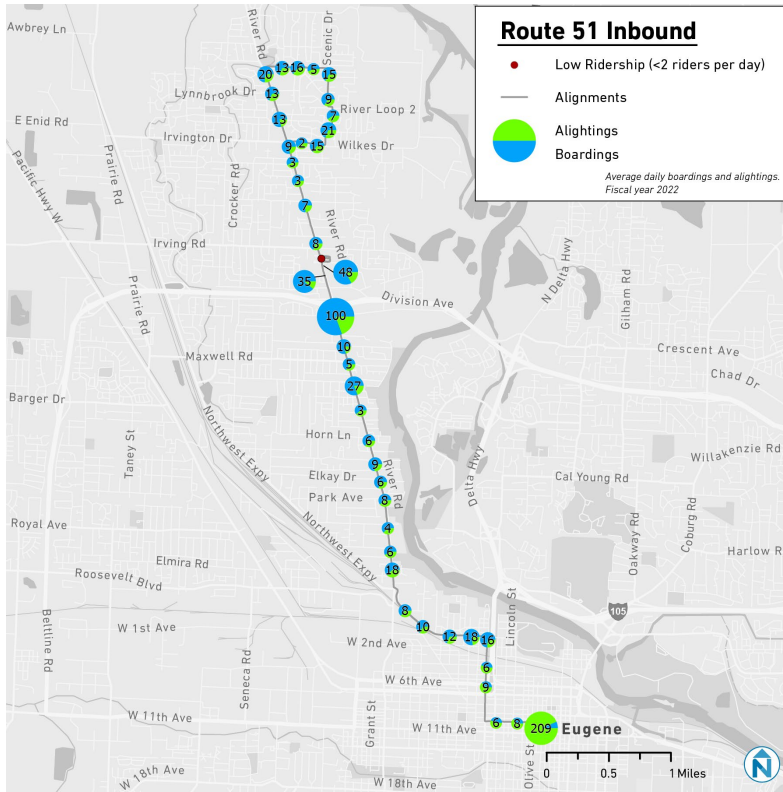
	Weekdays	Saturday	Sunday
Service Span	5:52 a.m. – 11:08 p.m.	6:45 a.m. – 11:10 p.m.	7:55 a.m. – 9:25 p.m.
Headway (peak/midday/eve)	30/30/60	60	60
Average Daily Boardings	709	340	319
Boardings per Revenue Hour	20.0	17.6	20.1
Peak Vehicles	3	2	2

Route Strengths

- Routes 51 and 52 combined service provides almost every 15-minute service on weekdays and almost every 30-minute service on weekends between Santa Clara Station and Eugene Station.
- Route serves North Eugene High School, with evident ridership peaks at school arrival and dismissal times.

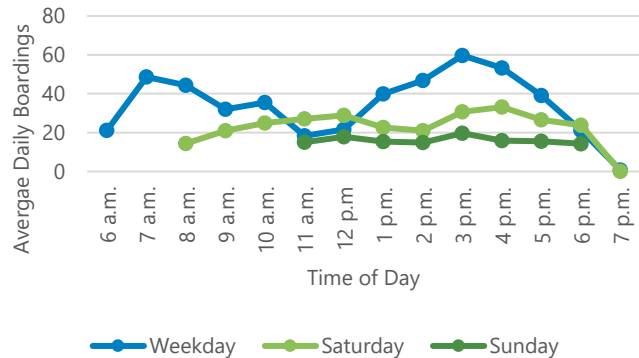
Route Opportunities

- The terminal loop at the northern termini has relatively strong ridership given the one-way alignment. The terminal loop has very close stop spacing, which may add additional running time.
- The in- and outbound alignments out of Eugene Station are a big loop.
- Outbound on-time performance is not as good as inbound
- Routes 51 and 52’s schedules and alignments are not fully integrated between Santa Clara and downtown Eugene. Passengers could benefit from an identical alignment serving Eugene Station and better schedule consistency, particularly on Saturdays.



Route 52 Irving

Route 52 is a core route connecting Eugene Station to North Eugene, mostly via River Road. This route operates 7 days a week with 30- to 60-minute weekday headways and 60-minute headways on weekends. Transfers to Routes 51 and 55 are available at Santa Clara Station. Major destinations served include North Eugene High School, and Fred Meyer.



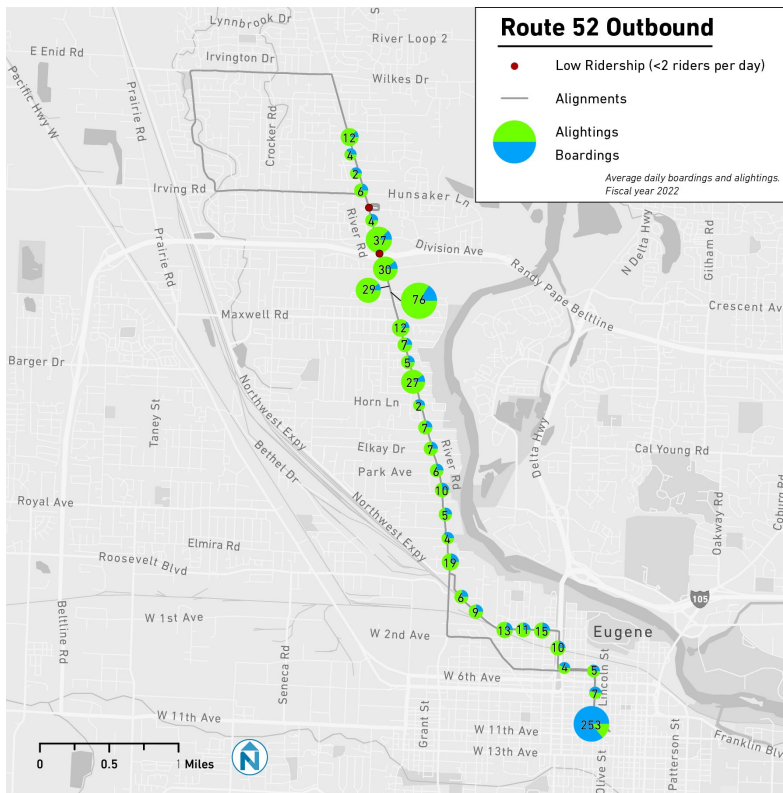
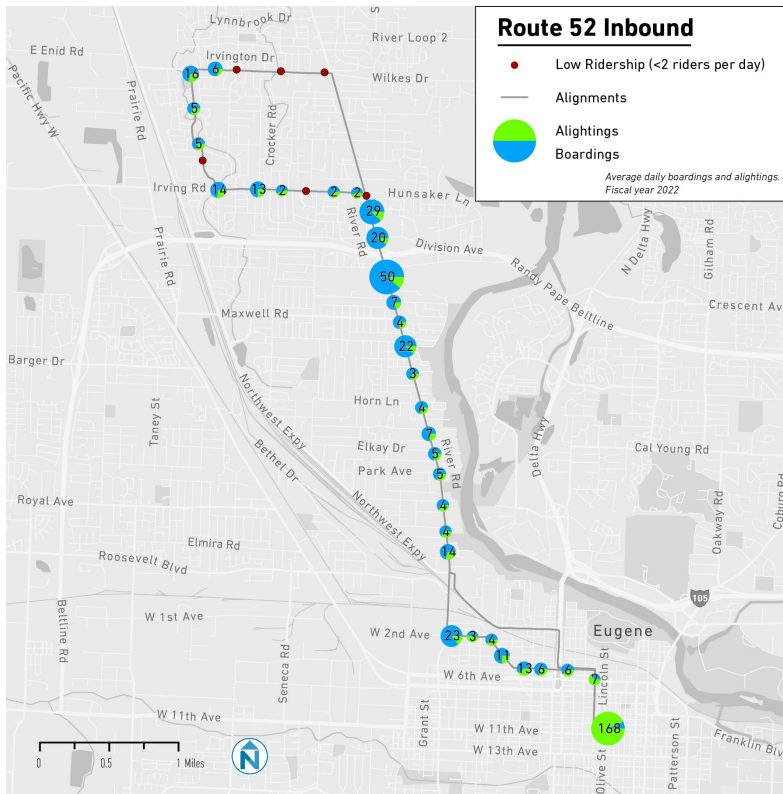
	Weekdays	Saturday	Sunday
Service Span	6:38 a.m. – 7:25 p.m.	8:00 a.m. – 7:05 p.m.	11:00 a.m. – 6:55 p.m.
Headway (peak/midday/eve)	30/30/30	60	60
Average Daily Boardings	472	276	130
Boardings per Revenue Hour	16.8	17.7	11.1
Peak Vehicles	3	2	2

Route Strengths

- Routes 51 and 52 combined service provides almost every 15-minute service on weekdays and almost every 30-minute service on weekends between Santa Clara Station and Eugene Station.
- Route provides important service to North Eugene High School, as evidenced by large ridership peaks during school arrival and dismissal times.

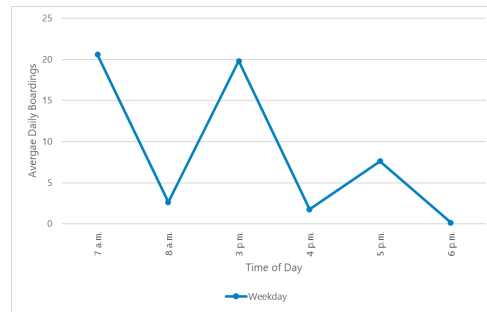
Route Opportunities

- The terminal loop at the north end of the route has very low ridership on the Irvington Drive segment.
- Weekend service span is shorter than Route 51 on both Saturdays and Sundays. Route 51 covers only part of the stops at these times.
- Routes 51 and 52’s schedules and alignments are not fully integrated between Santa Clara and downtown Eugene. Passengers could benefit from an identical alignment serving Eugene Station and better schedule consistency, particularly on Saturdays.



Route 55 North Park

Route 55 is a limited route that connects Eugene Station to Santa Clara Station and is provided largely for high school-related trips. This peak-only route operates two morning and two afternoon trips per day. Major destinations served include Kelly Middle School and North Eugene High School.



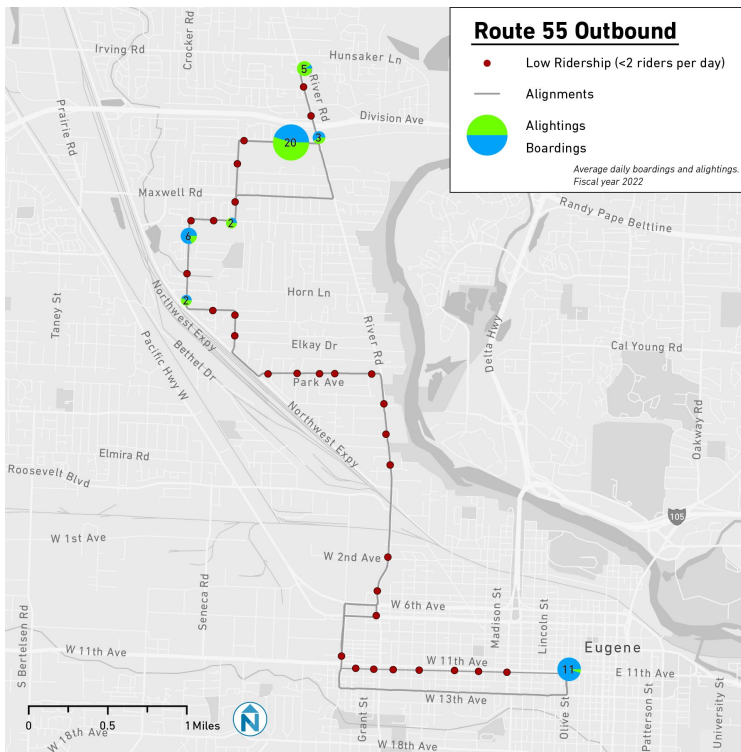
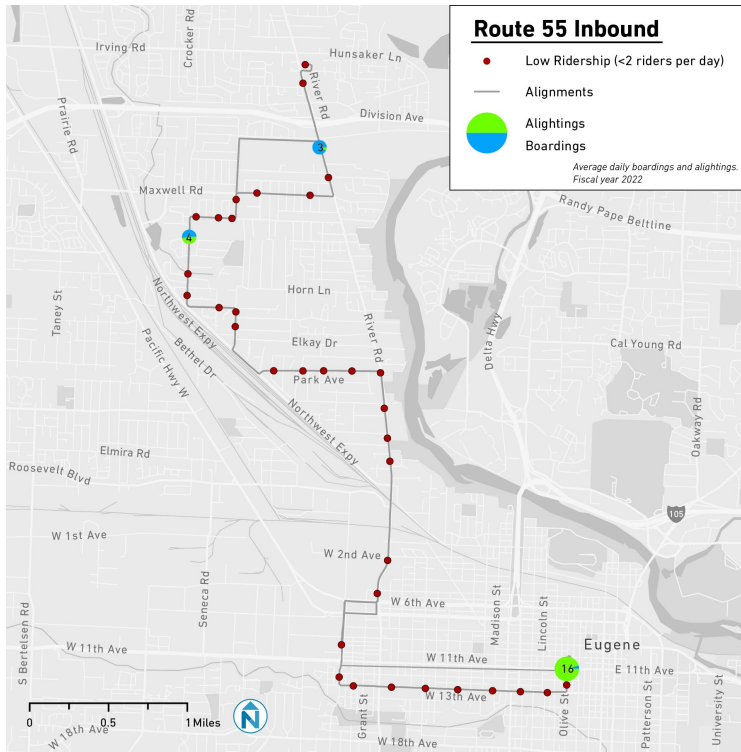
	Weekdays	Saturday	Sunday
Service Span	7:15 a.m. – 8:25 a.m. 3:15 p.m. – 4:25 p.m.	N/A	N/A
Headway (peak/midday/eve)	1 morning / 1 afternoon trip	N/A	N/A
Average Daily Boardings	48	N/A	N/A
Boardings per Revenue Hour	12.0	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Route 55 is heavily utilized by North Eugene High School students, and to a lesser degree Kelly Middle School, as indicated by boarding activity near both schools.
- This is the most highly utilized route of the limited/rural routes.

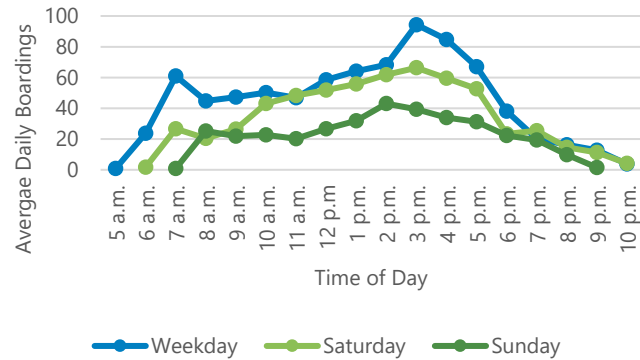
Route Opportunities

- Only operates one round trip per day, otherwise the River Road neighborhood is not served by transit.
- Most stops on the route are not generating riders.
- Route 55 has the most late trips of any other LTD route.
- Outbound ridership is significantly higher than inbound ridership.



Route 66 VRC/Coburg

Route 66 is a core route beginning and ending at Eugene Station, traveling counter-clockwise and serving Northeast Eugene via Coburg Road, Crescent Avenue, and Goodpasture Island Road. It is a complement to Route 67 that operates in the clockwise direction along a very similar alignment. The route operates 7 days a week with 20- to 30-minute peak headways, 60-minute off peak headways, 30- to 60-minute headways on Saturdays and 60-minute headways on Sunday. Major destinations served include Valley River Center, Sheldon High School, Delta Oaks Shopping Center, Cal Young Middle School, Marist Catholic High School, Crescent Village, Sheldon Plaza, and Oakway Center.



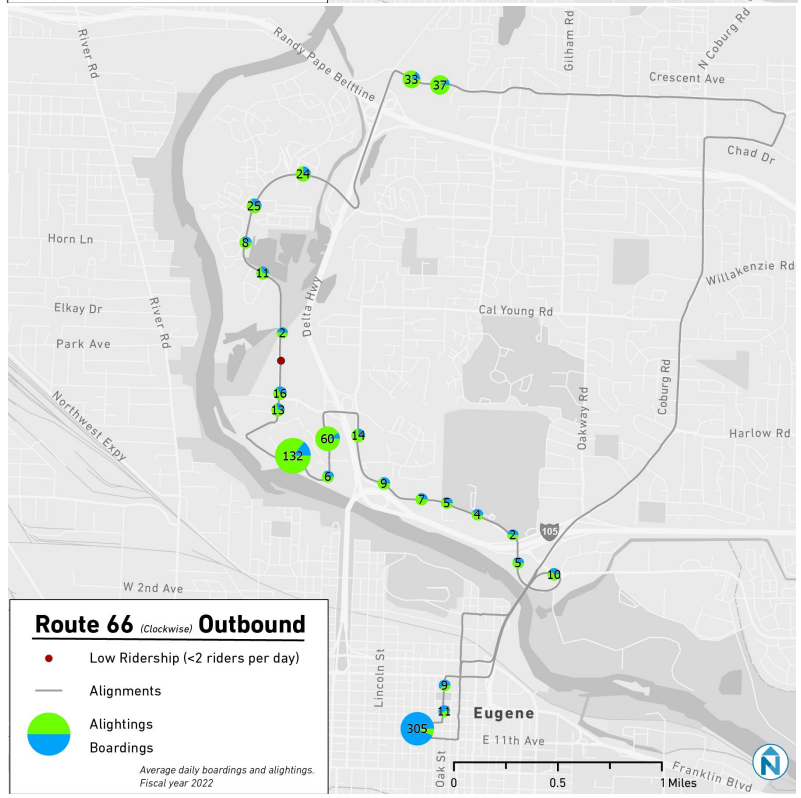
	Weekdays	Saturday	Sunday
Service Span	6:04 a.m. – 10:20 p.m.	7:04 a.m. – 10:17 p.m.	8:00 a.m. – 9:13 p.m.
Headway (peak/midday/eve)	20/30/60	30/30/60	60
Average Daily Boardings	792	635	345
Boardings per Revenue Hour	22.3	25.5	24.9
Peak Vehicles	4	2	1

Route Strengths

- Well utilized by Sheldon High School students.
- Route serves many shopping centers and grocery stores, including Valley River Center, Walmart, WinCo Foods, Costco, Safeway, Market of Choice, Trader Joe’s and Albertsons.
- Weekend productivity is excellent.

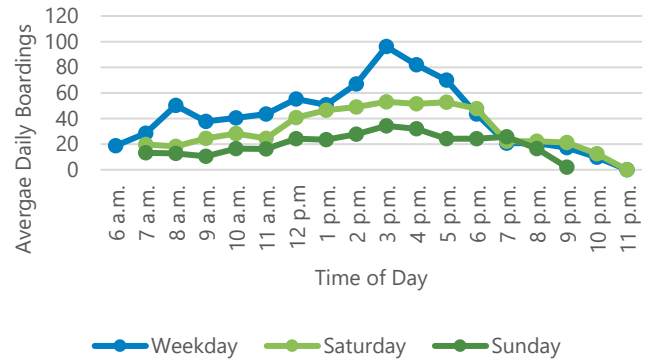
Route Opportunities

- Routes 66 and 67 leave Eugene Station at the same time, limiting opportunities for more frequent service to north Eugene. Route 12 also duplicates the Eugene Station to Harlow Road segment.
- Route 66 serves the Market District when Route 1 is not operating, which increases travel times for most riders.
- Valley River Center Station service requires a long deviation and travel through parking lots.



Route 67 Coburg/VRC

Route 67 is a core route beginning and ending at Eugene Station traveling clockwise and serving Northeast Eugene via Coburg Road, Crescent Avenue, and Goodpasture Island Road. It complements Route 66 and operates 7 days a week with 20- to 30-minute peak headways, 60-minute off peak headways, and 30- to 60-minute headways on weekends. Major destinations include: Oakway Center, Sheldon Plaza, Sheldon High School, Crescent Village, Cal Young Middle School, Delta Oaks Shopping Center, Marist Catholic High School, and Valley River Center.



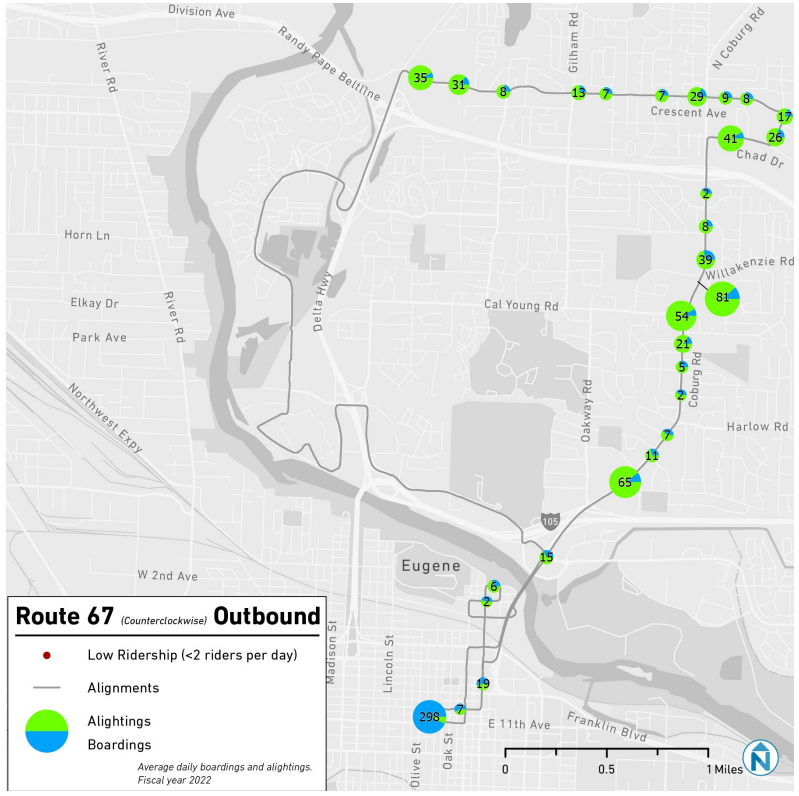
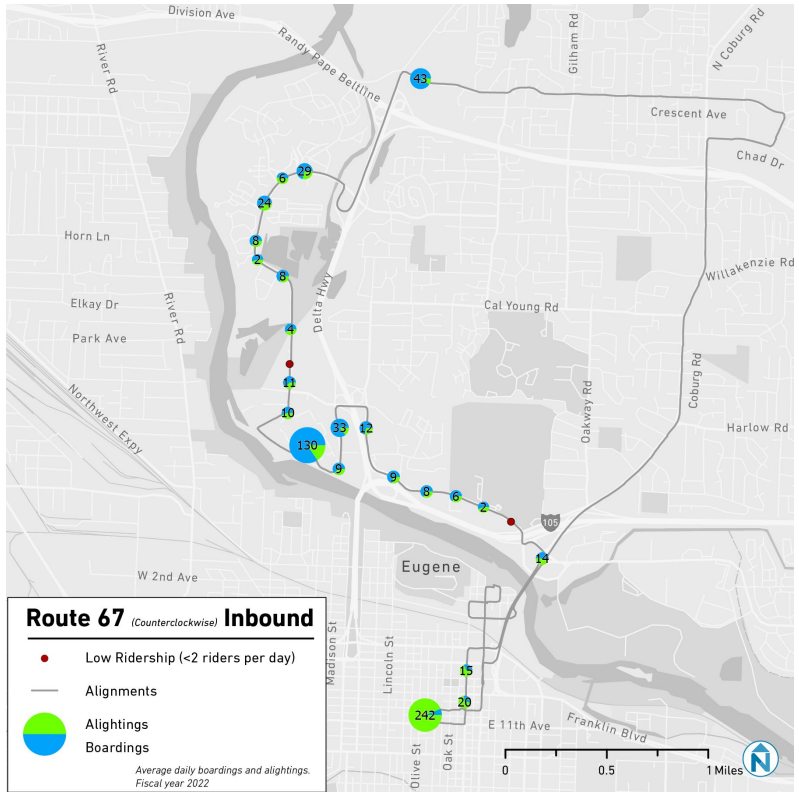
	Weekdays	Saturday	Sunday
Service Span	6:10 a.m. – 10:55 p.m.	7:10 a.m. – 10:56 p.m.	7:30 a.m. – 9:19 p.m.
Headway (peak/midday/eve)	20/30/60	30/30/60	60
Average Daily Boardings	756	598	328
Boardings per Revenue Hour	20.4	23.4	22.4
Peak Vehicles	4	2	1

Route Strengths

- Well utilized by Sheldon High School students, indicated by ridership increases around school arrival and dismissal times.
- Route serves some shopping centers and grocery stores, including Valley River Center, Trader Joe’s, Albertsons, Safeway, Market of Choice, Costco, and Walmart.

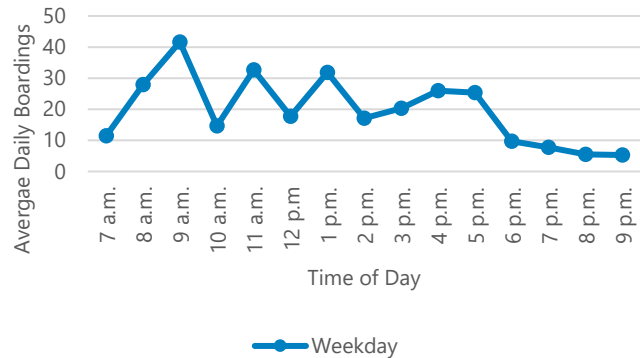
Route Opportunities

- Routes 66 and 67 leave Eugene Station at the same time, limiting opportunities for more frequent service to north Eugene. Route 12 also duplicates the Eugene Station to Harlow Road segment.
- Route 67 serves the Market District when Route 1 is not operating, which increases travel times for most riders.
- Valley River Center Station service requires a long deviation and travel through parking lots.



Route 79X UO/Kinsrow

Route 79X is an express route connecting apartments east of Autzen Stadium to the University of Oregon via MLK Jr Boulevard and Coburg Road. This route operates on weekdays with 30-minute peak headways and 60-minute off peak headways. This route does not operate during UO breaks.



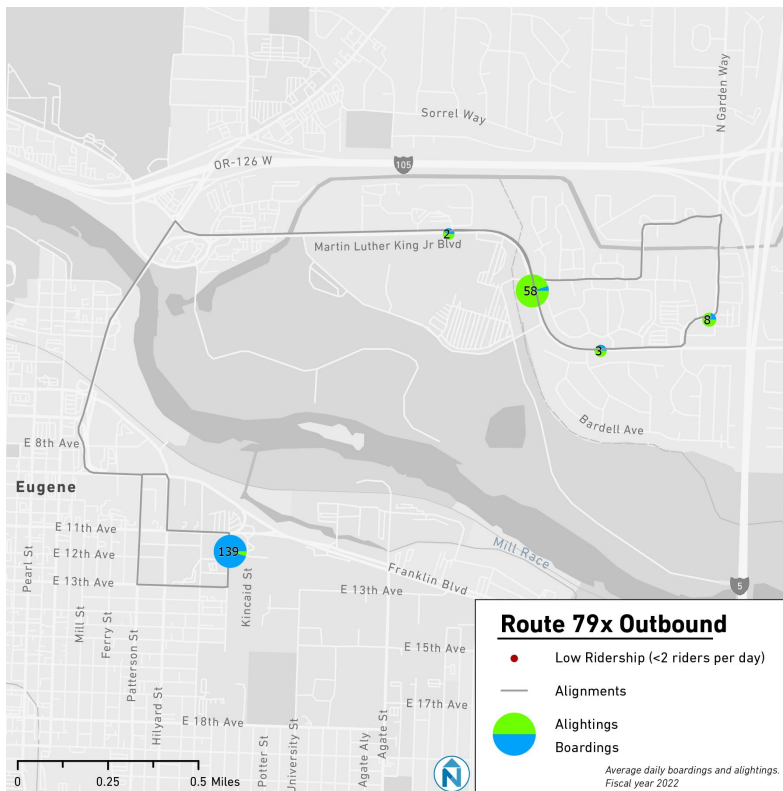
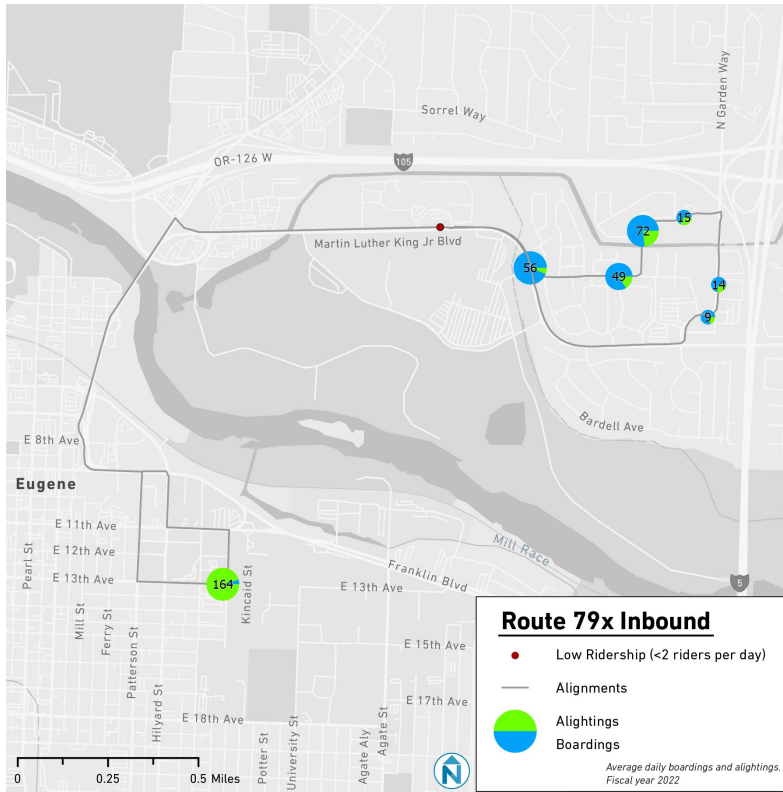
	Weekdays	Saturday	Sunday
Service Span	Inbound only from Kinsrow: 7:30 a.m. – 10:15 a.m. Round trip between UO and Kinsrow: 10:55 a.m. – 10:22 p.m.	N/A	N/A
Headway (peak/midday/eve)	30 / 60 / 60	N/A	N/A
Average Daily Boardings	418	N/A	N/A
Boardings per Revenue Hour	32.9	N/A	N/A
Peak Vehicles	2	N/A	N/A

Route Strengths

- Second most productive route (after the EmX) serving a primarily UO student market, providing direct, non-stop service between apartment complexes on Kinsrow Avenue to the campus.

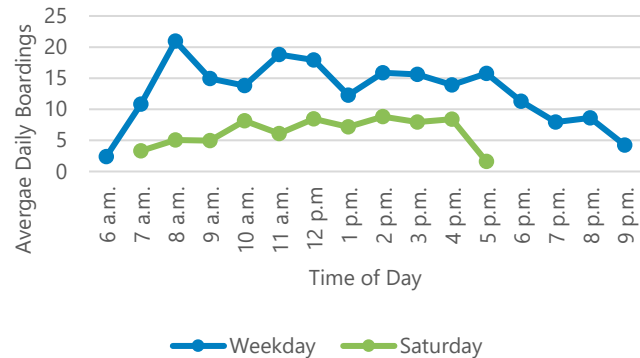
Route Opportunities

- High passenger loads may indicate the need for more frequent service, particularly in the inbound direction in the morning.
- Kinsrow Avenue is not well suited for fixed-route buses, due to narrow streets and poorly parked vehicles.
- The afternoon schedule has irregular headways.



Route 81 LCC/Hilyard

Route 81 is a college route connecting Eugene Station, UO Station, and LCC Station via Hilyard Road/Patterson Road and E 30th Avenue. This route operates Monday to Saturday with 60-minute headways. This route does not operate on Saturdays when school is not in session or on Sundays. Major destinations served include downtown Eugene, UO, South Eugene High School, Amazon Park, and LCC.



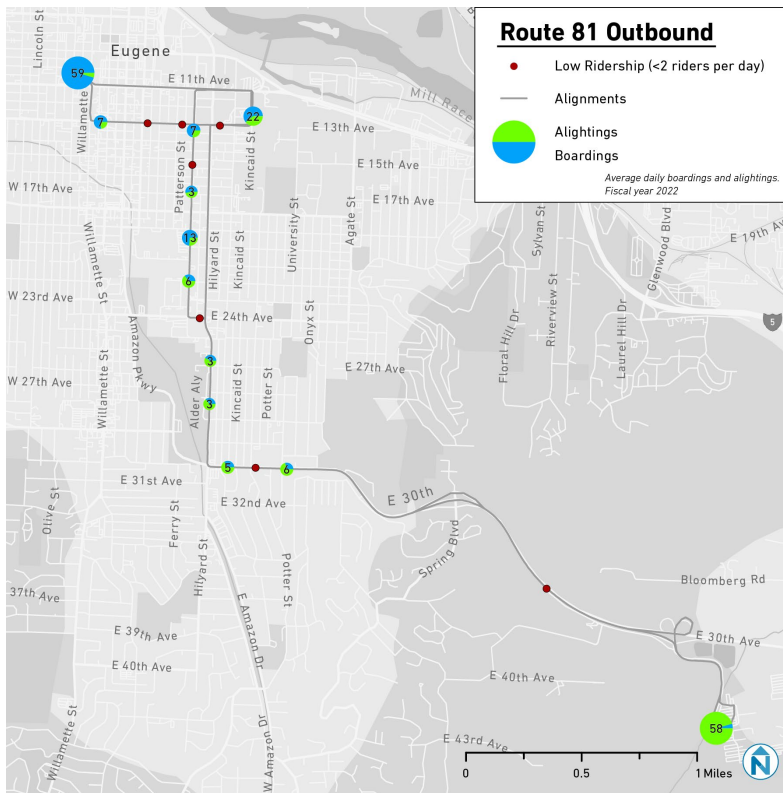
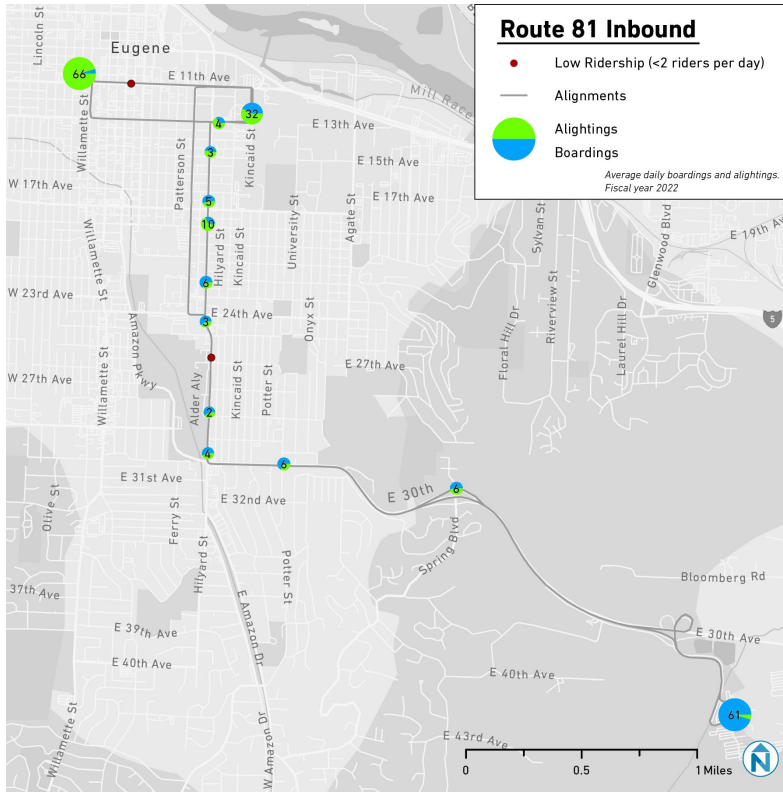
	Weekdays	Saturday	Sunday
Service Span	6:30 a.m. – 9:25 p.m.	7:30 a.m. – 5:20 p.m.	N/A
Headway (peak/midday/eve)	60	60	N/A
Average Daily Boardings	262	62	N/A
Boardings per Revenue Hour	17.0	6.5	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- One-seat connection between LCC and UO.

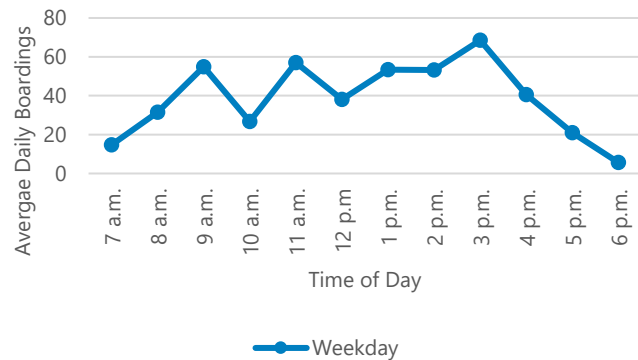
Route Opportunities

- Lower weekday productivity than many other LTD routes (6th lowest), and lowest productivity of any LTD route on Saturday.
- Route 81 duplicates the alignment and schedule of Route 28 between 30th Avenue and downtown Eugene.
- Routes 81 and 82 both connect LCC and Downtown Eugene. Route 82 is more direct and frequent, and more riders are choosing Route 82 than Route 81.
- There are less than 20 daily riders that benefit from the LCC to UO connection.



Route 82 LCC/Pearl

Route 82 is a college route connecting Eugene Station to LCC Station via Amazon Pkwy and E 30th Avenue. This route operates Monday to Friday only with 10- to 25-minute peak headways and 30-60-minute off-peak headways. During the summer when school is not in session, this route operates with 60-minute headways all day. Major destinations served include South Eugene High School, Roosevelt Middle School, the LTD Park and Ride at Amazon Station, and Lane Community College.



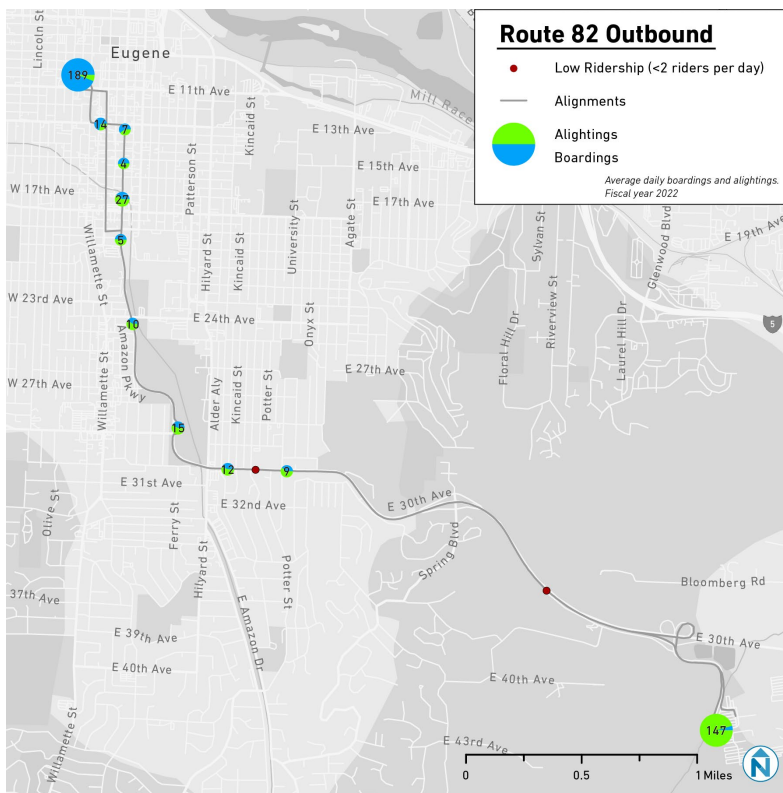
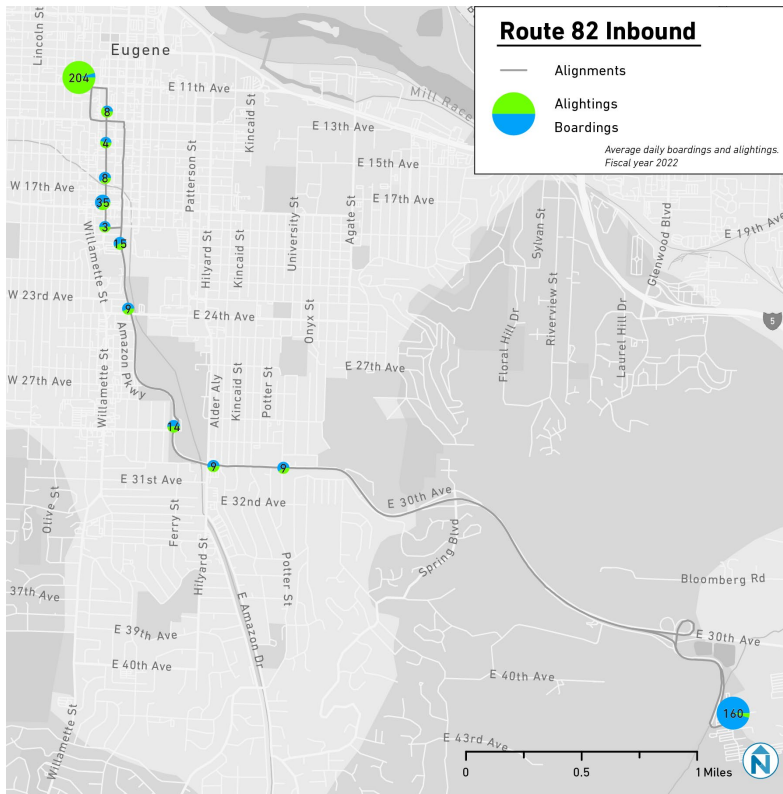
	Weekdays	Saturday	Sunday
Service Span	7:00 a.m. – 6:25 p.m.	N/A	N/A
Headway (peak/midday/eve)	School year: 10-25/30-60/0 Summer: 60/60	N/A	N/A
Average Daily Boardings	437	N/A	N/A
Boardings per Revenue Hou	18.9	N/A	N/A
Peak Vehicles	3	N/A	N/A

Route Strengths

- Direct, higher frequency service between LCC and downtown Eugene.

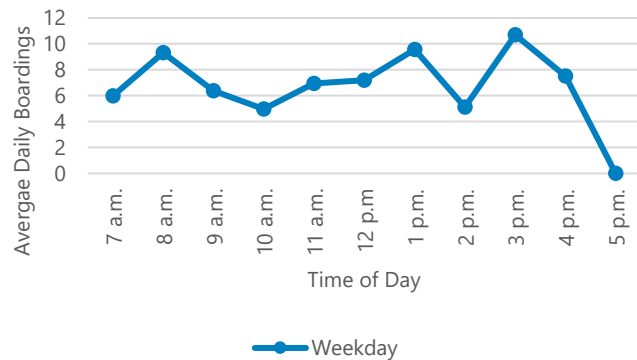
Route Opportunities

- Routes 81 and 82 both connect LCC and Downtown Eugene. Route 82 is more direct and frequent, and more riders are choosing Route 82 than Route 81.
- Route 81 provides evening and Saturday service to LCC instead of the higher ridership Route 82.
- When LCC is in session, weekday Route 82 service has irregular headways, which complicate transfers and potentially confuse passengers. Headways vary from 15 to 20 to 25 minutes.
- Summer and break service on Route 82 is limited.



Route 85 LCC/Springfield

Route 85 is a college route connecting Springfield Station to LCC Station via Franklin Road and Main Street/S A Street in Springfield. This route operates Monday to Friday only with 60-minute headways. Major destinations served include Springfield Station/downtown Springfield and Lane Community College.



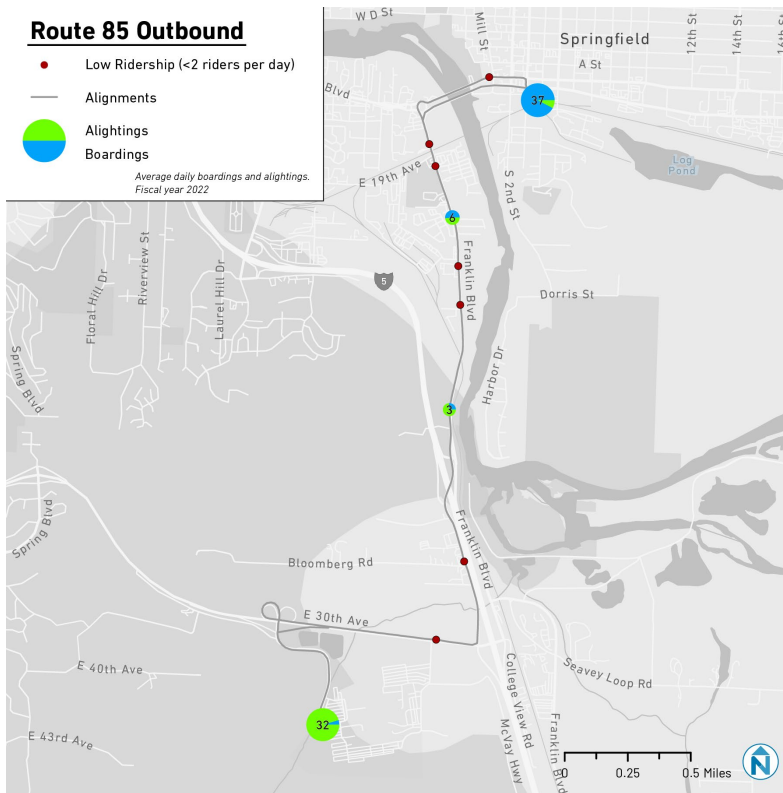
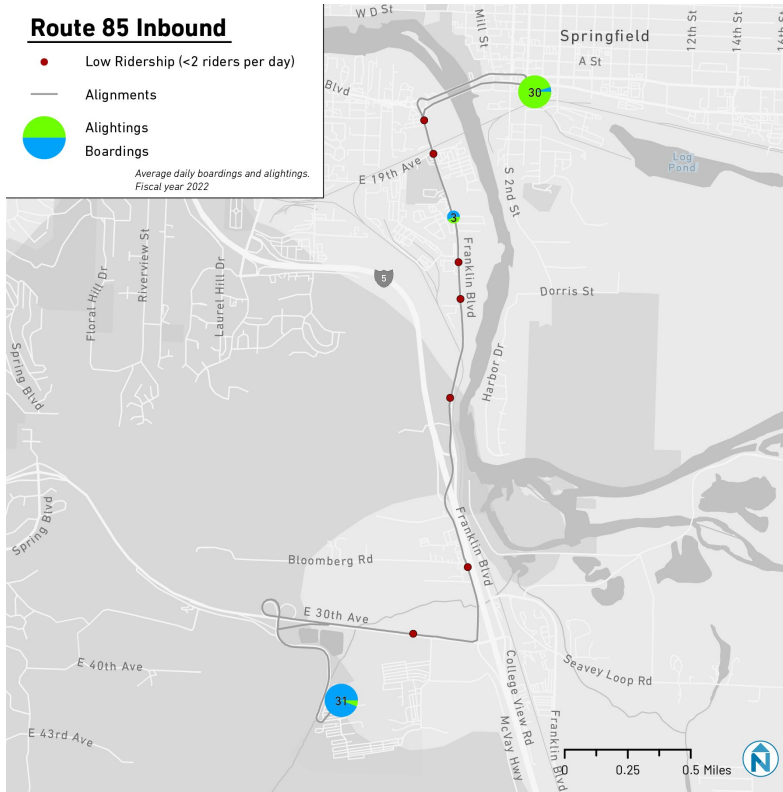
	Weekdays	Saturday	Sunday
Service Span	7:40 a.m. – 5:10 p.m.	N/A	N/A
Headway (peak/midday/eve)	60	N/A	N/A
Average Daily Boardings	79	N/A	N/A
Boardings per Revenue Hour	12.4	N/A	N/A
Peak Vehicles	1	N/A	N/A

Route Strengths

- Provides important connection between LCC and downtown Springfield with transfer opportunities at Springfield Station to the EmX route as well Routes 11, 17, 18 and 91.

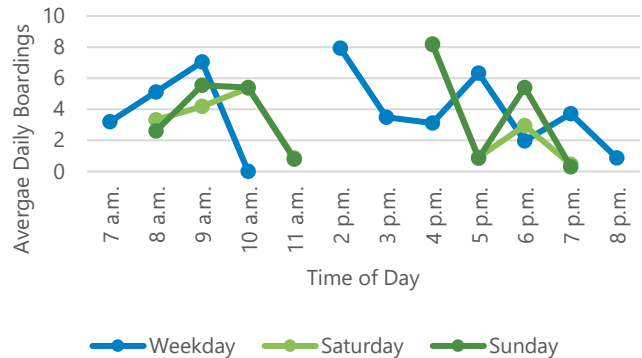
Route Opportunities

- Hourly service provides limited opportunities to travel between Springfield and the LCC campus.
- While there are no other corridors to connect these two destinations, stop activity along Franklin Boulevard very is limited.
- No weekend service.
- This route is the least productive route in the system.



Route 91 McKenzie Bridge

Route 91 is a rural route connecting Eugene Station to McKenzie River Ranger Station via I-105 and Highway 126. This route operates peak only service, with two morning and two evening trips in each direction on weekdays, and one morning and one evening trip in each direction on weekends.



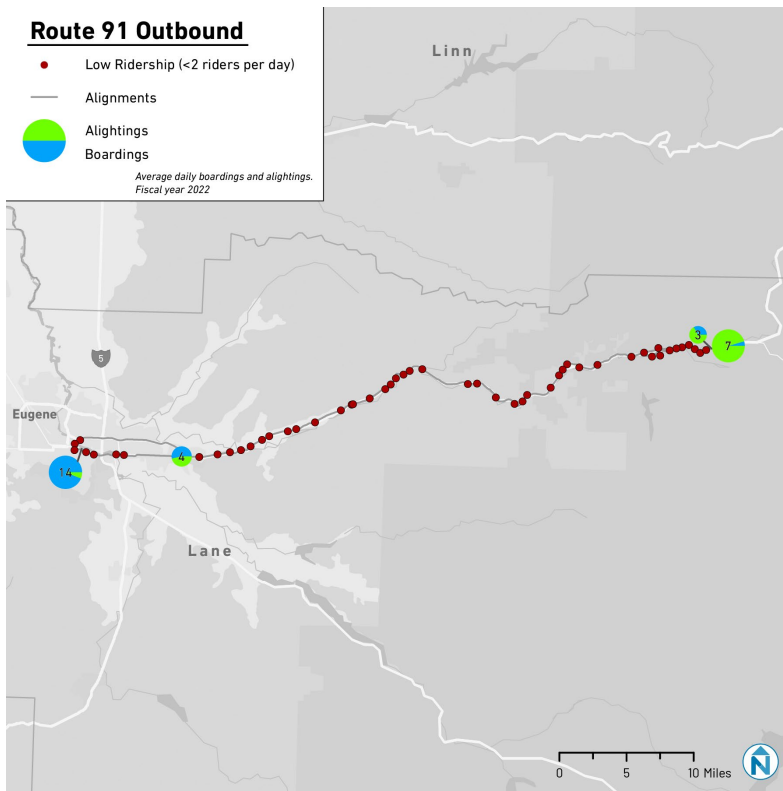
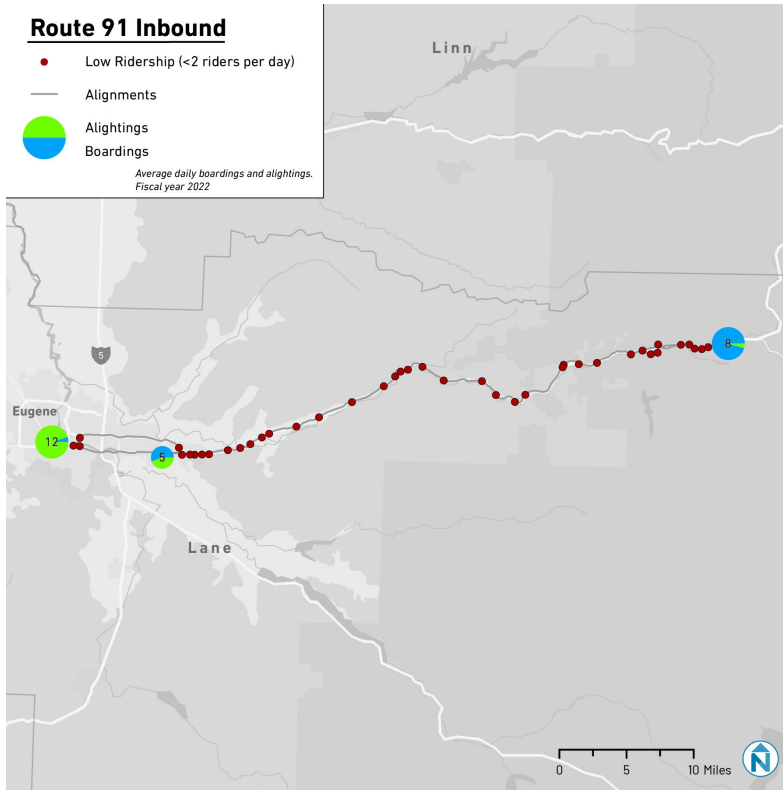
	Weekdays	Saturday	Sunday
Service Span	6:00 a.m., 11:20 a.m. 2:20 p.m., 8:40 p.m.	8:30 a.m., 11:25 a.m. 4:30 p.m., 7:20 p.m.	8:30 a.m., 11:25 a.m. 4:30 p.m., 7:20 p.m.
Headway (peak/midday/eve)	2 morning round trips 2 afternoon round trips	1 morning round trip 1 afternoon round trip	1 morning round trip 1 afternoon round trip
Average Daily Boardings	42	29	25
Boardings per Trip	5.3	7.25	6.25
Peak Vehicles	1	1	1

Route Strengths

- Provides essential transit service with connections to Springfield and Eugene.

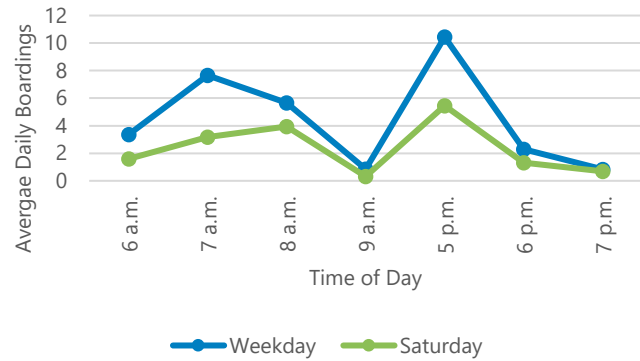
Route Opportunities

- Weekend ridership is higher per trip than weekdays.
- This is a very long route with limited ridership. Route 91 is the least productive route in the system.



Route 92 Lowell/LCC

Route 92 is a rural route connecting Eugene to Lowell via Highway 58. This route operates peak only service Monday through Saturday, with one morning and one evening trip from Eugene, and one morning trip and two evenings trips from Lowell. Transfers to other LTD routes are available at Amazon Station and LCC Station.



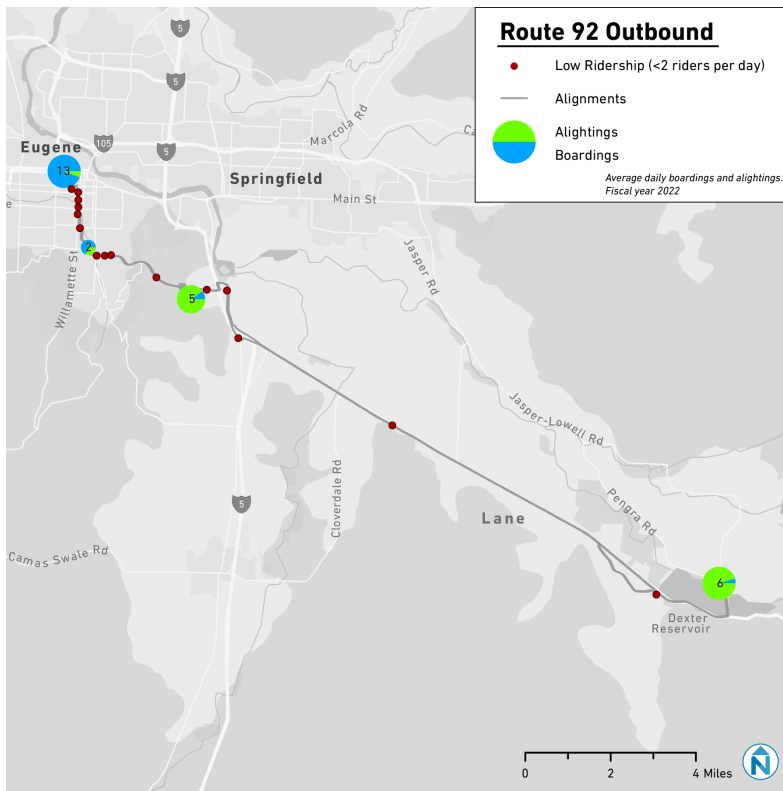
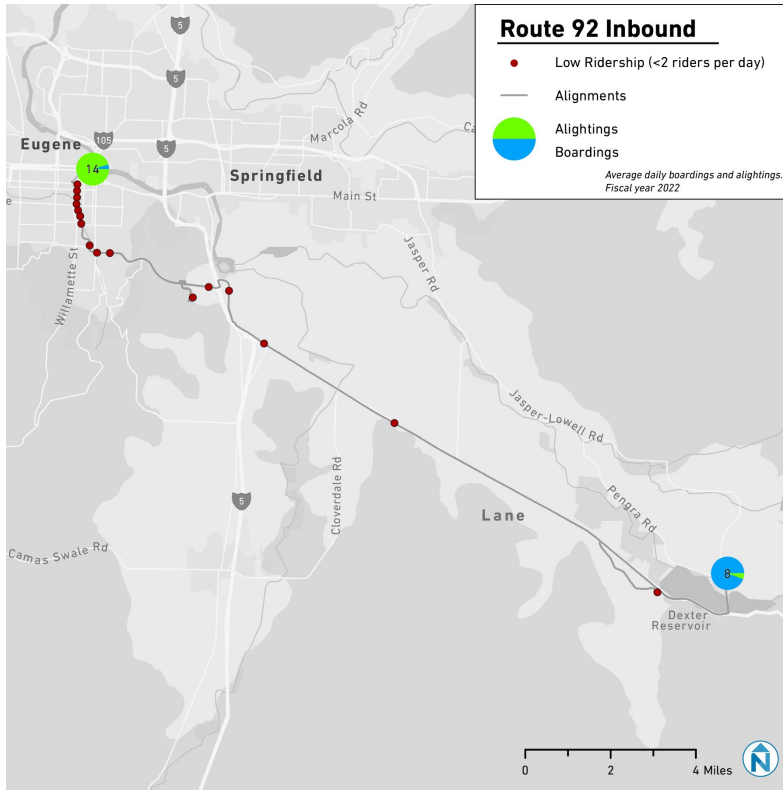
	Weekdays	Saturday	Sunday
Service Span	6:31 a.m., 9:15 a.m. 5:35 p.m., 7:10 p.m.	6:31 a.m., 9:15 a.m. 5:35 p.m., 7:10 p.m.	N/A
Headway (peak/midday/eve)	1.5 morning round trips 1 afternoon round trip	1.5 morning round trips 1 afternoon round trip	N/A
Average Daily Boardings	28	14	N/A
Boardings per Trip	5.6	2.8	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- Provides essential transit service between Lowell and Eugene.

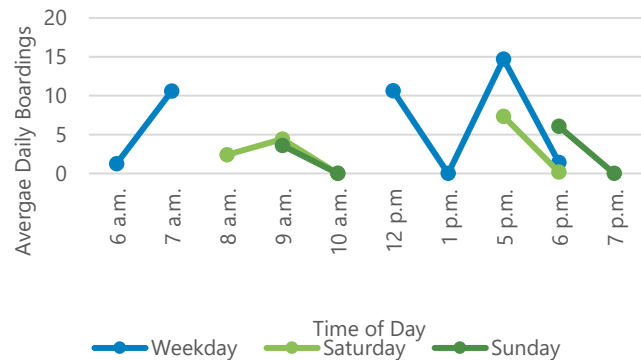
Route Opportunities

- 5.6 passengers per trip on weekdays is low compared to other express/limited routes in the LTD network.
- Saturday ridership is very low.
- Route 92’s alignment is largely duplicated by the Diamond Express, which provides four round trips to Oakridge.



Route 93 Veneta

Route 93 is a rural route connecting Veneta to the Seneca Park and Ride in Eugene via Highway 126. This route operates 7-days a week, with one morning and two afternoon trips in each direction Monday through Saturday, and one morning and one evening trip on Sundays.



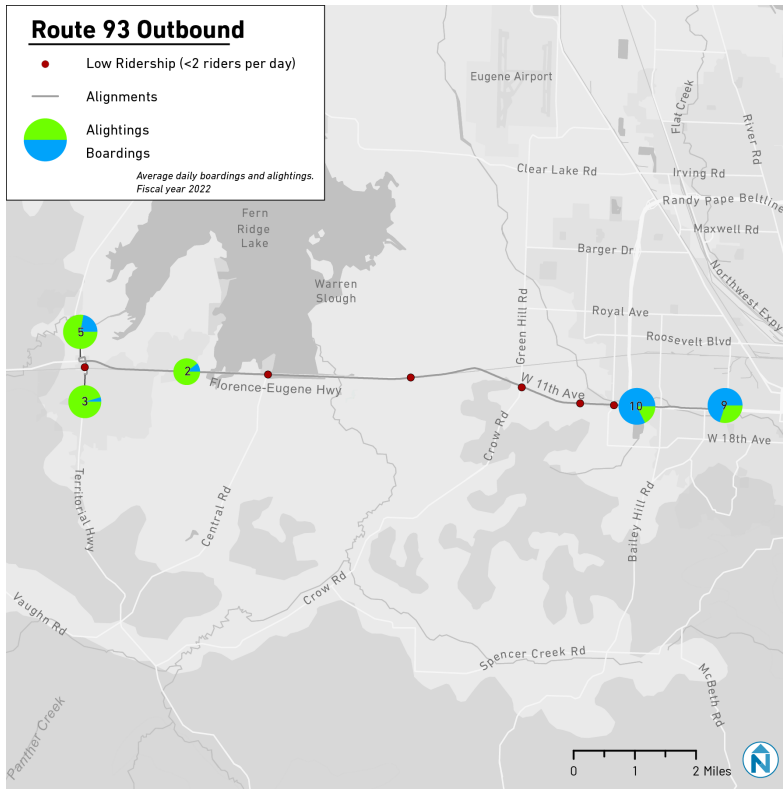
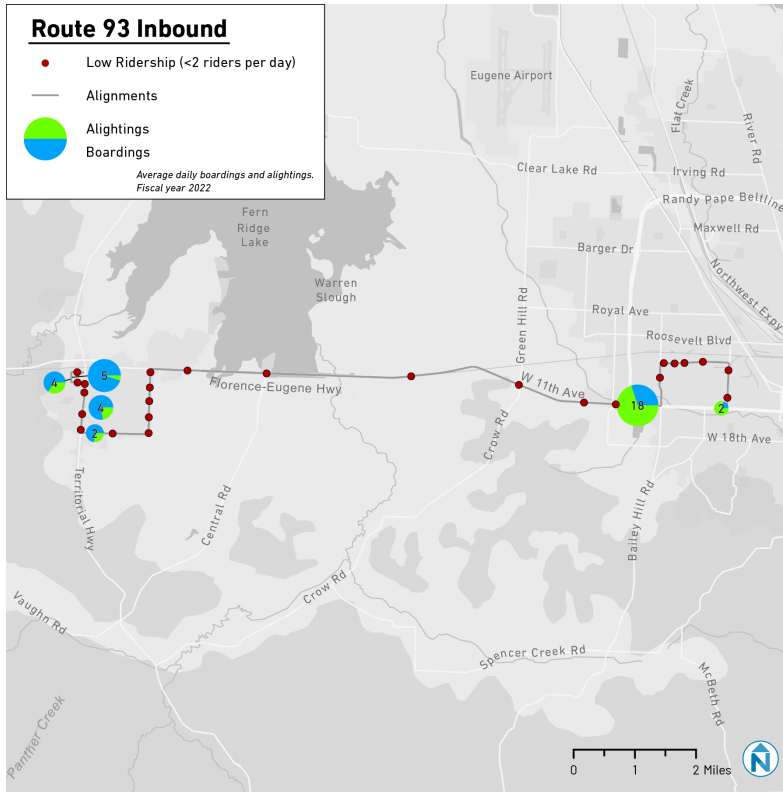
	Weekdays	Saturday	Sunday
Service Span	6:46 a.m. – 7:45 a.m. 12:05 p.m. – 1:03 p.m. 5:30 p.m. – 6:29 p.m.	8:16 a.m. – 10:08 a.m. 5:32 p.m. – 6:24 p.m.	9:16 a.m. – 10:08 a.m. 6:17 p.m. – 7:08 p.m.
Headway	1 morning round trip, 2 afternoon round trips	2 morning round trips, 1 afternoon round trip	1 morning round trip, 1 afternoon trip
Average Daily Boardings	42	18	11
Boardings per Trip	7.0	3.0	2.8
Peak Vehicles	1	1	1

Route Strengths

- Provides essential connection from Veneta to Eugene.

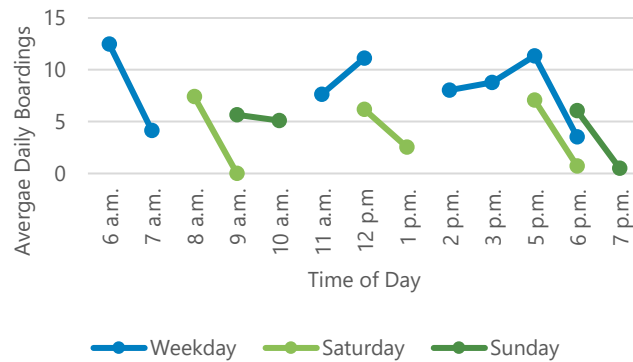
Route Opportunities

- Route 93 is the only rural route that does not serve downtown Eugene. Prior to the West EmX line, it did. Ridership dropped significantly after the route was shortened.
- Weekday ridership is about 7 passengers per trip, compared to about 3 passengers per trip on weekend days.
- No one uses the terminal loop service on Bertelsen and 1st Avenue.
- Ridership on the Saturday morning trips is low.



Route 95 Junction City

Route 95 is a rural route connecting Eugene and Junction City via Highway 99N. This route operates peak only service 7-days a week, with two morning and two afternoon trips in each direction on weekdays, one morning and two afternoon trips on Saturdays, and one morning and one afternoon trip on Sundays. Major destinations served include Junction City High School and the LTD Park and Ride at United Methodist Church in Junction City.



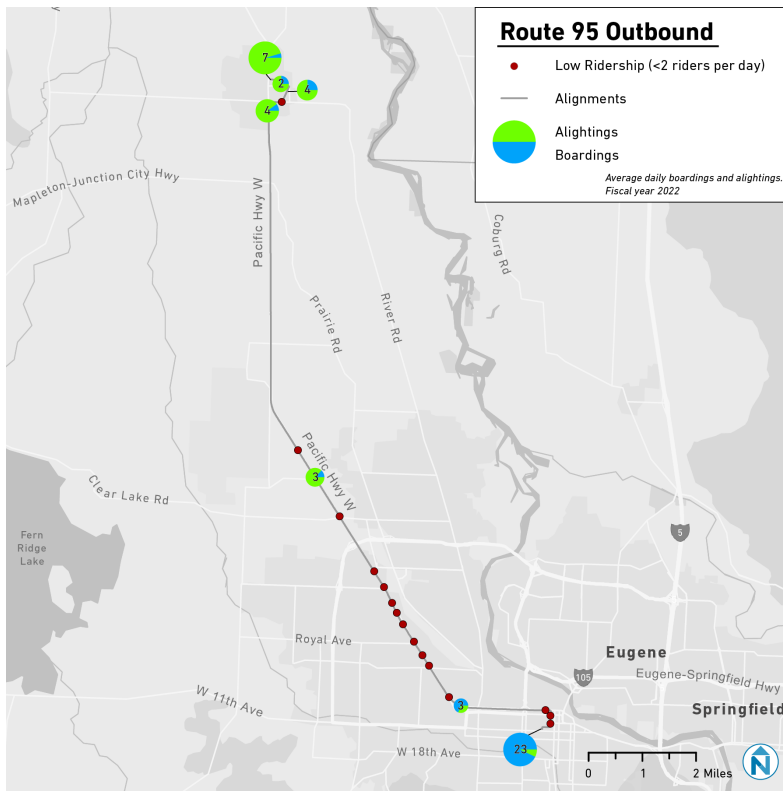
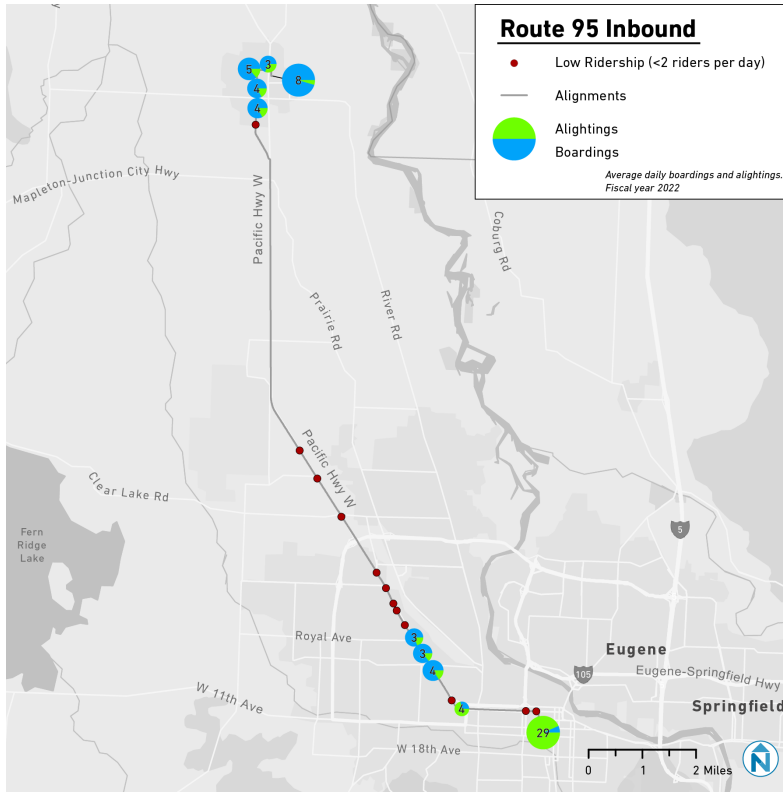
	Weekdays	Saturday	Sunday
Service Span	6:10 a.m. – 7:25 a.m. 11:30 a.m. – 12:45 p.m. 2:30 p.m. – 3:45 p.m. 5:30 p.m. – 6:55 p.m.	8:05 a.m., - 9:15 a.m. 12:05 p.m. – 1:15 p.m. 5:05 p.m. – 6:15 p.m.	9:05 a.m. – 10:15 a.m. 6:05 p.m. – 7:15 p.m.
Headway	2 morning round trips, 2 afternoon round trips	1 morning round trip, 2 afternoon round trips	1 morning round trip, 1 afternoon round trip
Average Daily Boardings	72	36	19
Boardings per Trip	9	6	9.5
Peak Vehicles	1	1	1

Route Strengths

- Provides lifeline service connecting Junction City to Eugene.
- Third most productive rural/limited route in the LTD network out of eight total.

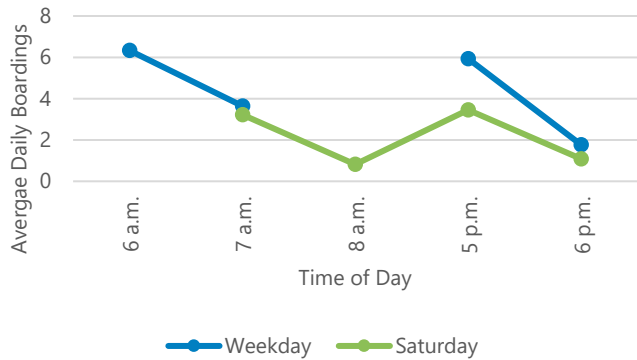
Route Opportunities

- This route comes closest to serving the Eugene Airport, which is about 2 miles from Highway 99 N.



Route 96 Coburg

Route 96 is a rural route connecting Eugene and Coburg from Eugene Station to Coburg Industrial Park via Oakway Road, Gilham Road, and Coburg Road. This route operates Monday through Saturday, with one morning and one afternoon trips in each direction.



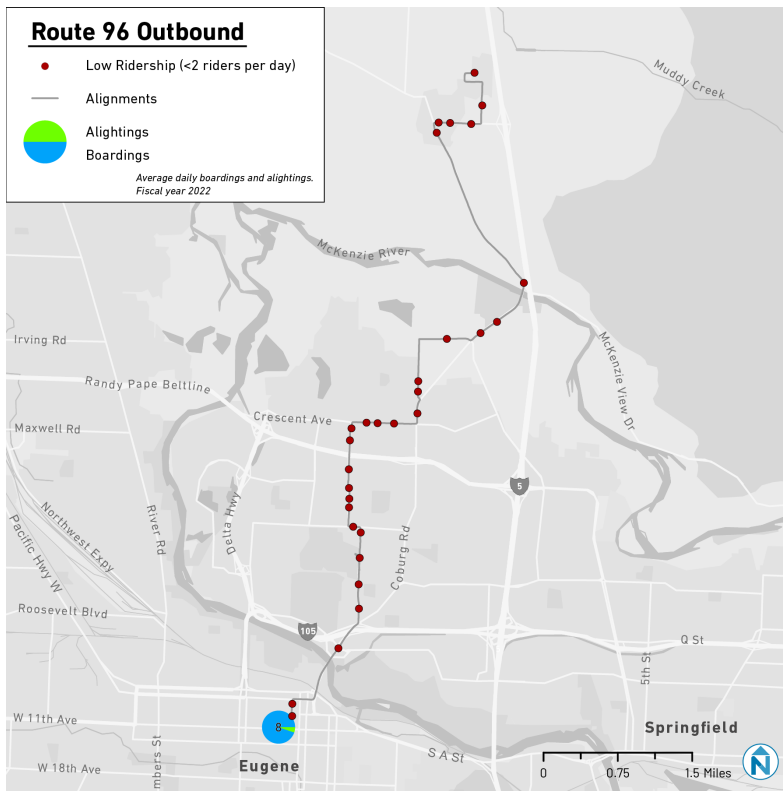
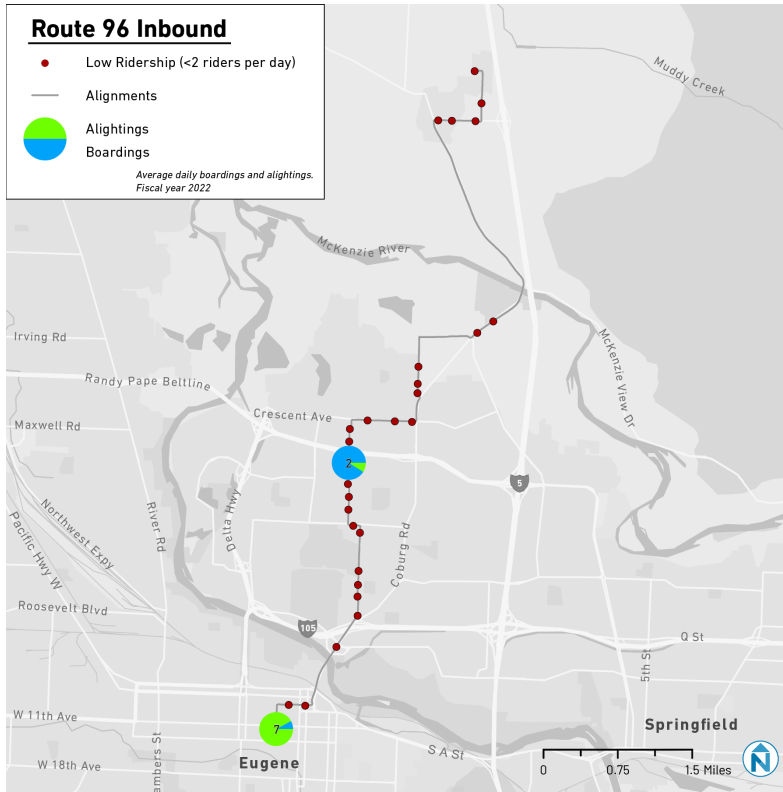
	Weekdays	Saturday	Sunday
Service Span	6:30 a.m. – 7:25 a.m. 5:35 p.m. – 6:40 p.m.	7:20 a.m. – 8:25 a.m. 5:35 p.m. – 6:40 a.m.	N/A
Headway	1 morning round trip 1 afternoon round trip	1 morning round trip 1 afternoon round trip	N/A
Average Daily Boardings	18	7	N/A
Boardings per Trip	4.5	1.8	N/A
Peak Vehicles	1	1	N/A

Route Strengths

- Provides lifeline service to Coburg and a connection to Eugene.
- The only transit service in the Cal Young/Gilham neighborhood.

Route Opportunities

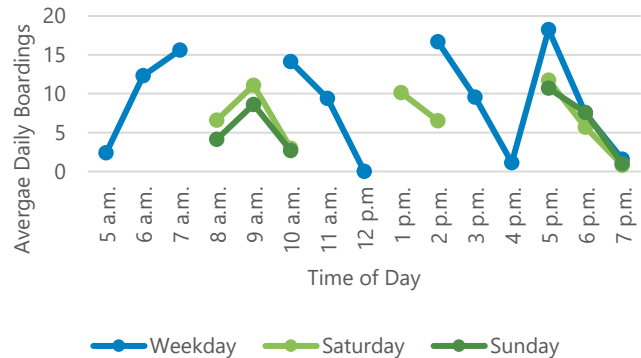
- Second lowest productivity of express and limited routes.
- Almost every stop has less than two riders.
- Route 96 does not take the most direct route between Coburg and downtown Eugene.



Route 98 Cottage Grove

Route 98 is a rural route connecting Eugene to Creswell and Cottage Grove, largely via I-5. This route operates 7-days a week, with three morning and two afternoon round trips on weekdays, one morning and two afternoon round trips on Saturdays, and one morning and one afternoon round trip on Sundays. Major destinations served include UO, Sacred Heart Medical Center, LCC, Walmart (Cottage Grove), Cottage Grove High School, and LCC-Cottage Grove. It should

be noted that there are two different services that complement Route 98 in this area. South Lane Wheels provides on-demand service in southern Lane County and the LTD Connector provides on-demand service within Cottage Grove city limits on weekdays only. More information about these services can be found at <https://www.ltd.org/ltd-connector/> and <https://southlanetransit.com/>.



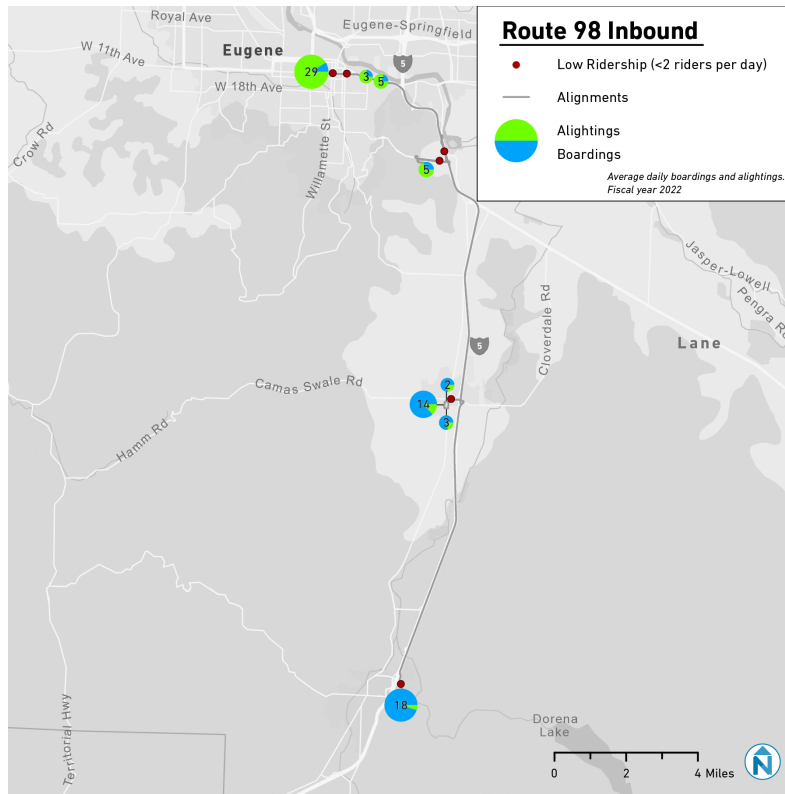
	Weekdays	Saturday	Sunday
Service Span	5:28 a.m., - 7:35 p.m.	8:35 a.m. - 10:25 a.m. 1:00 p.m. - 2:52 p.m. 5:35 p.m. - 7:25 p.m.	8:35 a.m. - 10:25 p.m. 5:35 p.m. - 7:25 p.m.
Headway	3 morning round trips, 2 afternoon round trips	1 morning round trip, 2 afternoon round trips	1 morning round trip, 1 afternoon round trip
Average Daily Boardings	111	62	40
Boardings per Trip	11.1	10.0	10.0
Peak Vehicles	2	1	1

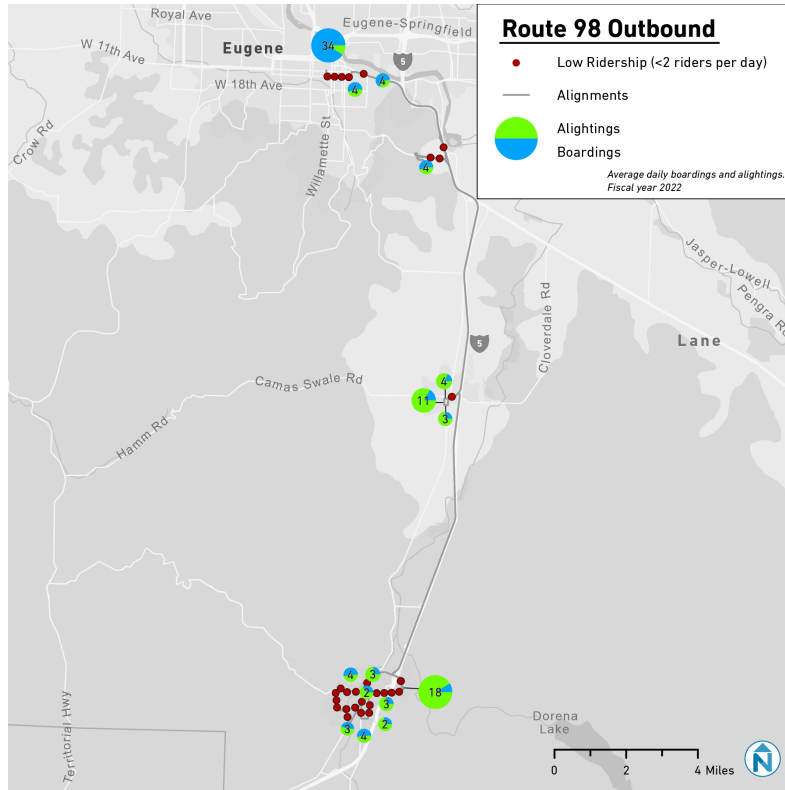
Route Strengths

- Provides a connection between Cottage Grove and Creswell into Eugene.
- Second most productive of the rural/limited routes.

Route Opportunities

- Route 98 has a circuitous figure eight alignment in Cottage Grove to provide coverage. It may be possible to modify the routing to improve local circulation within Cottage Grove.
- Passengers wishing to travel from Cottage Grove to downtown Eugene may have longer travel times due to deviations to Creswell and LCC.





6 SERVICE RECOMMENDATIONS

In late 2023 and early 2024, the project team evaluated the fixed route network and market conditions, conducted an on-board passenger survey, and conducted extensive community outreach with riders and non-riders. Based on this process, a series of Short- and Long-Term service recommendations for LTD's fixed route services were developed, as described in more detail below.

It's important to note that the proposed service recommendations do not make major changes to the fixed route network. Rather, they are designed to better align service with changes in our community and ensure service can be operated with existing resources.

SHORT-TERM SERVICE RECOMMENDATIONS

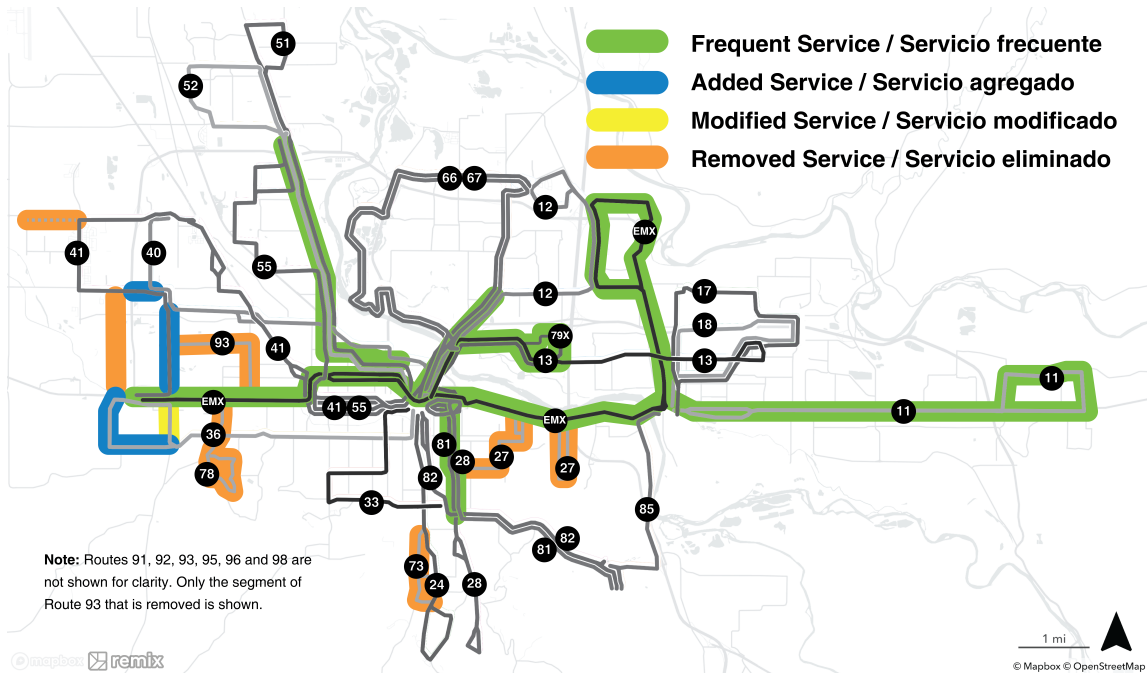
The Short-Term recommendations are cost-neutral changes LTD can make in the next year and do not significantly change the amount of service or how many bus operators are required to run the service. Changes that don't require additional resources can happen sooner, while other Short-Term changes may take more than a year to implement.

While there are other minor changes, the primary Short-Term themes include:

- **Most route alignments do not change**
- **Adding frequency to highest ridership routes**
 - The top priority is EmX and Route 11 weekday service.
 - Adding frequency back to mid-morning trips on Routes 24, 28, 36, and 40.
- **Creating high-frequency corridors**
 - Between Eugene Station and Santa Clara Station on River Road by adjusting schedules and alignments of Routes 40, 51, and 52.
 - On Coburg Road by adjusting schedules and alignments of Routes 12, 66, and 67.
 - Between Eugene Station, UO, and 30th/Hilyard by adjusting schedules and alignments of Routes 28 and 81.
- **Making permanent the reduction of service on suspended routes 27, 73, and 78**
 - The service suspension has resulted in changed travel patterns.
 - Targeted outreach to neighborhoods and stakeholders suggests an interest in Future Mobility Management solutions.

A map of the LTD network with Short-Term recommendations highlighted is provided below in Figure 6-1. A summary of Short-Term changes at the route level is provided below in Figure 6-3, along with recommendations from LTD’s service planning team on how these changes would be implemented.

Figure 6-1 Short-Term Service Recommendations



LONG-TERM SERVICE RECOMMENDATIONS

The market analysis, existing route performance, and public outreach all indicated that there were more potential route improvements than could be operated within existing resources. Long-term service recommendations represent opportunities for LTD to improve the route network that require additional resources, like buses and bus operators.

The goal of these changes is to add service as resources allow that match changes in the community. These changes cannot happen all at once and would be phased in over time depending on availability of resources and community input. Primary Long-Term recommendation themes include:

- **Improving frequency when additional operators become available**
 - A primary focus is on weekday morning service and weekend service.
- **Expand number of high-frequency corridors (W 18th, MLK/Centennial, and Hwy 99)**

- **Improving transit circulation in downtown Eugene**
 - Pending further study by the City of Eugene, changes to the route network in downtown Eugene may be recommended that make it easier to travel to, from, and around downtown by bus.
- **Improving service to rural routes**
 - The top priority is providing additional weekday trips to provide additional travel options.
- **Create policy framework to implement new flexible services that improve access to areas where a big bus cannot easily go**
 - LTD has developed a [Mobility Management Framework](#) that will consider different programs and services and how LTD services can help meet local and regional mobility needs where fixed-route service is not feasible.
- **Exploring capital improvements that help buses operate faster and more reliably**
 - Some routes may operate faster and more reliably if bus stops are relocated or consolidated

A map of the LTD network with Long-Term recommendations highlighted is provided below in Figure 6-2.

Figure 6-2 Long-Term Service Recommendations

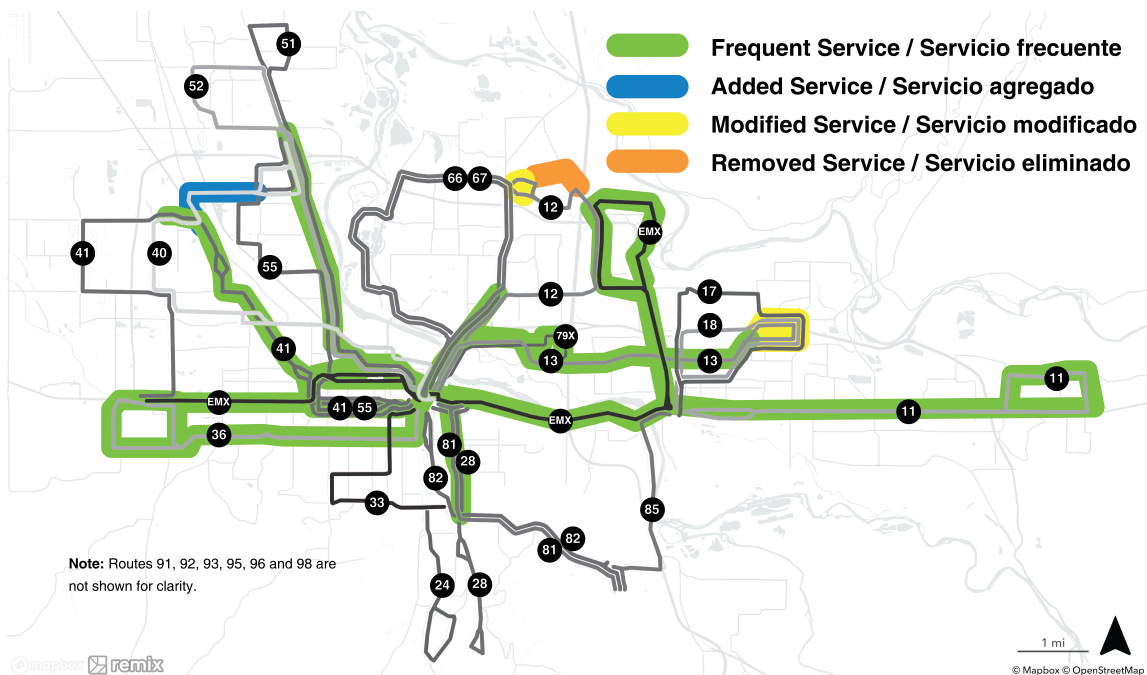


Figure 6-4 provides a summary of the Short- and Long-Term recommendations for each route, including frequency, service span and routing changes. Detailed recommendations by route are provided later in this chapter.

Figure 6-3 Short-Term Recommendations Summary

Route	Short-Term Frequency/Service Span Change Recommendations	Short-Term Routing Change Recommendations
EmX	Return to 10-minute weekday and 15-minute weekend frequencies*	No Change
1	No Change	No Change
11	Match EmX weekday and weekend frequencies	No Change
12	Offset schedules with Routes 66/67 to create 15-minute weekday service on Coburg Road	No Change
13	No Change	No Change
17	No Change	No Change
18	No Change	No Change
24	Return to 30-minute weekday frequency*	Remove 34th Place/Pearl deviation and add a stop on Willamette
27	Permanently suspend route	
28	Return to 30-minute weekday frequency*; offset schedules with Route 81 to create 15-minute service between Eugene Station and 30 th /Hilyard	Match Route 81 alignment serving UO
33	No Change	No Change
36	Return to 30-minute weekday frequency*	Extend route to serve Willow Creek
40	Return to 30-minute weekday frequency*	In conjunction with Route 51 changes, adjust downtown routing
41	No Change	Change alignment to use Bertelson Road and 1st Avenue to serve more jobs between Royal Avenue and 11th Avenue. Remove Green Hill loop
51	No Change; offset schedules with Route 52 to create 15-minute service between Eugene Station and Santa Clara Station	Match Route 52 alignment between Santa Clara and Downtown Eugene
52	No Change; offset schedules with Route 51 to create 15-minute service between Eugene Station and Santa Clara Station	During peak times, realign to use Calla St and Kalmia St to Irving Rd, so that buses could use a signal to safely and reliably make the left turn.

Route	Short-Term Frequency/Service Span Change Recommendations	Short-Term Routing Change Recommendations
55	No Change	No Change
66	No Change	Potential changes to downtown evening routing in conjunction with the Downtown Eugene Circulation Study
67	No Change	Potential changes to downtown evening routing in conjunction with the Downtown Eugene Circulation Study
73	Permanently suspend route	
78	Permanently suspend route	
79x	No Change	Potential alignment change on Kinsrow considered but further study needed based on feedback
81	Return to 30-minute weekday frequencies*; offset schedules with Route 28 to create 15-minute service between Eugene Station and 30 th /Hilyard	No Change
82	Reduce to 30-minute weekday frequencies during peak periods	No Change
85	No Change	No Change
91	No Change	Operate all trips in express service from Eugene Station to Thurston; remove seasonal deviation on McKenzie River Drive.
92	No Change	No Change
93	No Change	Change alignment from W. 1 st Avenue to W. 11 th Avenue; restore direct service to Eugene Station
95	No Change	No Change
96	No Change	No Change
98	No Change	No Change

* This recommendation was implemented on September 8, 2024.

Figure 6-4 Long-Term Service Recommendations Summary

Route	Long-Term Frequency/Service Span Change Recommendations	Long-Term Routing Change Recommendations
EmX	No Change	No Change
1	No Change	No Change
11	No Change	No Change
12	No Change	Extend to Coburg Road
13	Increase to 15-minute weekday frequencies and 30-minute frequencies on weekends	Extend route to Walmart and Marcola Road and new housing in Marcola Meadows
17	Increase to 30-minute weekday frequencies	No Change
18	Increase to 30-minute weekday frequencies	No Change
24	Increase to 15-minute weekday peak frequencies	Shift downtown alignment from Oak Street to Willamette Street (dependent on City of Eugene Willamette Street/18 th Avenue changes)
28	Increase to 15-minute weekday peak frequencies	No Change
33	No Change	No Change
36	Increase to 15-minute weekday frequencies and 30-minute frequencies on weekends	No Change
40	No Change	Extend to Santa Clara Station via Maxwell Road
41	Increase to 15-minute weekday frequencies between downtown and Barger Rd	No Change
51	No Change	No Change
52	Increase service span until 11 PM on weekdays and Saturday and until 9 PM on Sunday	No Change
55	No Change	No Change
66	Increase to 20-minute weekday frequencies between noon and 6:00 pm	Streamline route at Valley River Center and at Chad Drive
67	Increase to 20-minute weekday frequencies between noon and 6:00 pm	Streamline route at Valley River Center and at Chad Drive
79x	No Change	No Change

Route	Long-Term Frequency/Service Span Change Recommendations	Long-Term Routing Change Recommendations
81	Operate on Sundays and later service hours on Saturdays	No Change
82	No Change	No Change
85	No Change	No Change
91	Add two additional weekday round trips as resources are available	No Change
92	Add two additional weekday round trips as resources are available	No Change
93	Add two additional weekday round trips as resources are available	No Change
95	Add one additional weekday round trip as resources are available	Further study required to increase community participation on local routing alignment
96	No Change	No Change
98	Add one additional weekday round trip as resources are available	Further study required to increase community participation on local routing alignment

DETAILED RECOMMENDATIONS BY ROUTE

EmX

EmX is LTD's only Bus Rapid Transit (BRT) route and serves as the backbone of the transit network. Service is provided in the highest demand corridors in Eugene and Springfield, starting at the Commerce Station (Walmart) in West Eugene and ending at Gateway Station in Springfield.

Detailed Recommendations

Coverage (where it goes)

- No changes to alignment are recommended.

Frequency (how often it runs)

- As of September 8, 2024, LTD has hired and trained enough operators to restore 10-minute weekday service. This improvement meets a top requests from current and future riders.

Hours of service (when it runs)

- No changes.

Route 1 – Campbell Center

Route 1 is a community route connecting Eugene's Market District with Eugene Station primarily via Olive Street and E. 5th Avenue. This is a low-ridership route.

Detailed Recommendations

The City of Eugene has been studying how to improve transit access within downtown and how to better connect the River District with transit. Route 1, which currently functions as a downtown circulator, will be examined as a part of this effort.

No changes to Route 1 are recommended in the Short-Term. Pending the Downtown Eugene Transit Study, potential changes could be made to Route 1 as well as the evening routing of Routes 66 and 67.

Route 11 – Thurston

Route 11 is a core route serving Springfield from Springfield Station to the Thurston area via Main Street.

Detailed Recommendations

Coverage (where it goes)

- No changes to alignment are recommended.

Frequency (how often it runs)

- As of September 8, 2024, LTD has hired and trained enough operators to begin to add 10-minute weekday service to align with the EmX. This improvement meets a top request from current and future riders.

Hours of service (when it runs)

- No changes.

Route 12 – Gateway

Route 12 is a core route that connects downtown Eugene to the Gateway neighborhood in Springfield via Coburg Road, Harlow Road and Gateway Street. The route also extends into northeast Eugene via a terminal loop using Chad Drive, Shadowview, and Crescent Avenue.

Detailed Recommendations

Coverage (where it goes)

- In the Short-Term, no changes to alignment are recommended.
- In the Long-Term, Route 12 should be extended to Coburg Road to provide better access to WinCo and Costco. The extended Route 12 would replace Route 66/67 service on a small segment of Crescent Avenue, Shadowview Drive, and Chad Drive.

Frequency (how often it runs)

- In the Short-Term, the timing and arrival at Eugene Station should be changed. During weekdays from morning to early evening, Route 12 should be timed to leave Eugene Station 0:15 and 0:45 minutes past the hour. After 6:00 p.m. Route 12 should leave on the hour. On weekends, Route 12 should leave Eugene Station on the hour.
- In conjunction with Routes 66/67, changing the timing of Route 12 will improve frequencies between downtown and Oakway Center to 15-minutes on weekdays and every 30-minutes weekday evenings and weekends.

Hours of service (when it runs)

- No changes to how early or late Route 12 runs are recommended.

Route 13 – Centennial

Route 13 is a core route connecting Eugene and Springfield via MLK Jr Boulevard and Centennial Boulevard.

Detailed Recommendations

Coverage (where it goes)

- No changes to alignment are recommended in the Short-Term.
- In the Long-Term, Route 13 should be extended to Walmart and Marcola Road to improve access to the new housing in Marcola Meadows.

Frequency (how often it runs)

- No changes to frequency are recommended in the Short-Term.
- In the Long-Term, Route 13 frequency should be improved to 15-minute service on weekdays. Weekend service should be improved to 30-minute service.

Hours of service (when it runs)

- No changes to how early or late Route 13 runs are recommended.

Route 17 – 5th/Hayden Bridge

Route 17 is a community route in Springfield that connects several neighborhoods with Springfield Station and the commercial centers on Olympic Street with a clockwise-operating loop. Route 18 provides counterclockwise service.

Detailed Recommendations

Coverage (where it goes)

- No changes to alignment are recommended.

Frequency (how often it runs)

- While no changes to frequency are recommended in the Short-Term, the Long-Term recommendation for Route 17 is to improve frequency to every 30-minute service on weekdays.

Hours of service (when it runs)

- No changes to how early or late Route 17 runs are recommended.

Route 18 – Mohawk

Route 18 is a community route in Springfield that connects several neighborhoods with Springfield Station and the commercial centers on Olympic Street with a counterclockwise-operating loop. Route 17 provides clockwise service.

Detailed Recommendations

Coverage (where it goes)

- No changes to alignment are recommended.

Frequency (how often it runs)

- While no changes to frequency are recommended in the Short-Term, the Long-Term recommendation for Route 18 is to improve weekday frequency to 30-minute.

Hours of service (when it runs)

- No changes to how early or late Route 18 runs are recommended.

Route 24 – Donald

Route 24 is a core route connecting Eugene Station to South Eugene via Willamette Street and Donald Street with a terminal loop via E. 46th Avenue and Fox Hollow Road.

Detailed Recommendations

Coverage (where it goes)

- Improve route directness and speed of Route 24 by removing two deviations.
 - The 34th/Pearl deviation adds a minute of travel time and has two stops within 100 yards of Donald Street that serves approximately 6 riders. This change should be done in the Short-Term.
 - Route 24 deviates to Oak Street in the inbound direction. Historically, this was the most direct path, but Willamette Street is no longer a southbound one-way street. In the Long-Term when the City of Eugene makes changes to Willamette Street, Route 24 should stay on Willamette Street inbound between 17th Ave and 11th Ave to improve route speeds.

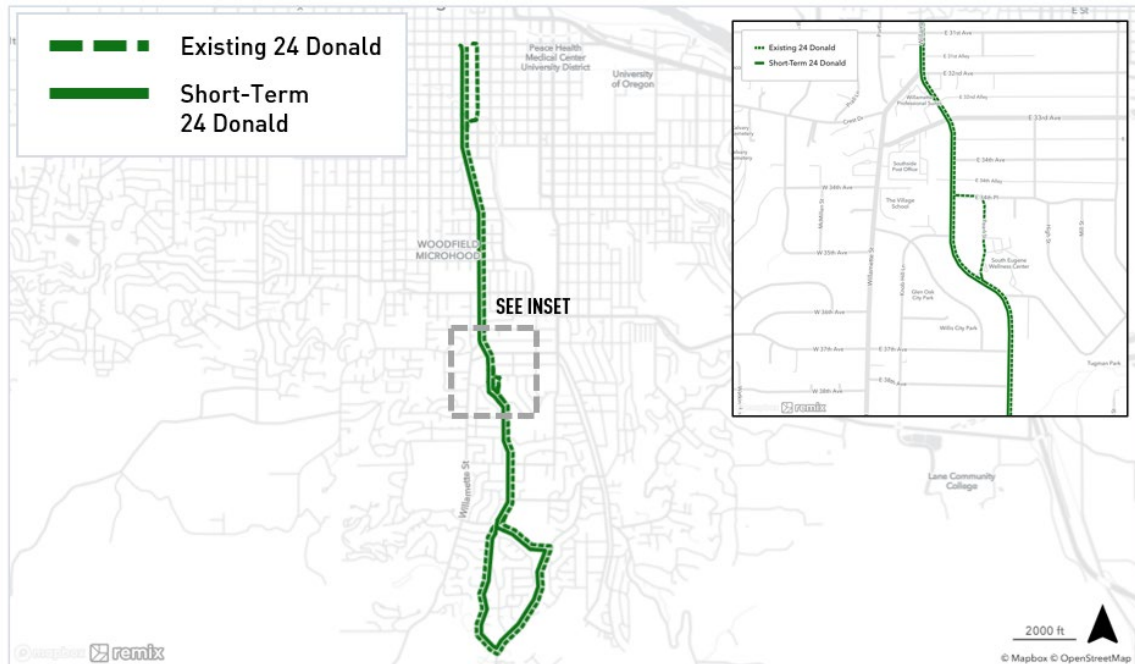
Frequency (how often it runs)

- Route 24's weekday late morning frequency was reduced from 30-minutes to 60-minutes due to a lack of operators. On September 8, 2024, this recommendation was implemented, and frequency was increased to every 30-minutes until 6:30 p.m.
- In the Long-Term, Route 24 frequency should be improved to every 15-minute service on weekdays during peak periods.

Hours of service (when it runs)

- No changes are recommended.

Figure 6-5 Route 24 Recommended Short-Term Route Changes



Route 27 – Fairmount

Route 27 is a community route that connected Eugene Station with the Augusta, Fairmount, and Laurel Hill Valley neighborhoods. This route is currently inactive and has been for the past three years.

Detailed Recommendations

Restoring Route 27’s historical routing is not recommended. Ridership historically was low. Riverview Street is narrow and lacks pedestrian infrastructure.

A big bus is not appropriate in Laurel Hill Valley. LTD recently developed a Mobility Management Framework (<https://www.ltd.org/mobility-management/>) that outlines more flexible mobility options such as on demand service, microtransit, and expanded bike share. These are more appropriate given the potential demand, density, and street network.

Route 28 – Hilyard

Route 28 is a core route connecting Eugene Station and UO to South Eugene via Hilyard Street/Patterson Street and Amazon Drive.

Detailed Recommendations

Coverage (where it goes)

- Routes 28 and 81 operate virtually the same alignment between Eugene Station and 30th Ave/Hilyard St. Route 28's outbound alignment at UO's campus should be changed to be identical to Route 81's and use E 11th Ave to travel to Patterson St. Route 81's alignment is more reliable and has less bicycle and pedestrian conflicts.

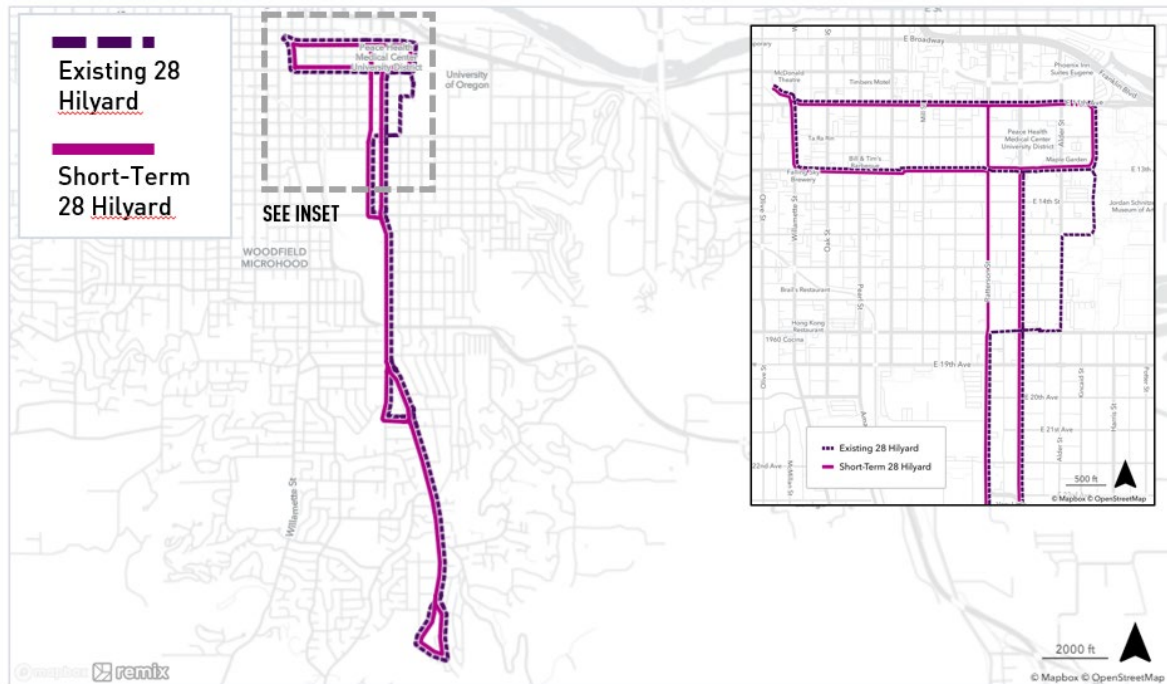
Frequency (how often it runs)

- Route 28's weekday late morning frequency was reduced from 30-minutes to 60-minutes but historically operated every 30 minutes for most of the day. On September 8, 2024, this recommendation was implemented, and weekday frequency was restored to every 30-minutes until 6:30 p.m.
- In conjunction with Route 81, adjust arrival and departure times on Route 28 so that the frequency between the two routes will be improved to every 15 minutes between Eugene Station and 30th Ave/Hilyard St on weekdays and every 30 minutes on weekday evenings and weekends.
- In the Long-Term, Route 28 frequency should be improved to 15-minute service during weekday peak times. Weekend service should be improved to 30-minute service.

Hours of service (when it runs)

- No changes to how early or late Route 28 runs are recommended.

Figure 6-6 Route 28 Short-Term Recommended Route Changes



Route 33 – Jefferson

Route 33 is a community route serving South Eugene from Eugene Station to Amazon Station via Jefferson Street, W 24th Avenue, Chambers Street, and W 28th Avenue.

Detailed Recommendations

Route 33 has traditionally been a low-ridership route, even when there were more trips. LTD recently developed a Mobility Management Framework (<https://www.ltd.org/mobility-management/>) that outlines more flexible mobility options such as on demand service, microtransit, and expanded bike share. These are more appropriate given the potential demand, density, and street network.

No recommendations for Route 33 are made until the Mobility Management Framework has been completed.

Route 36 – W 18th

Route 36 is a core route connecting Eugene Station to West Eugene via W 18th Avenue and S. Bertelsen Road.

Detailed Recommendations

Coverage (where it goes)

- In the Short-Term, extend Route 36 to Willow Creek Road with a one-way loop using W 18th Ave, Willow Creek Rd, W 11th Ave, and Bertelsen Rd. This will serve the new multi-family housing and employment opportunities on Willow Creek Rd.

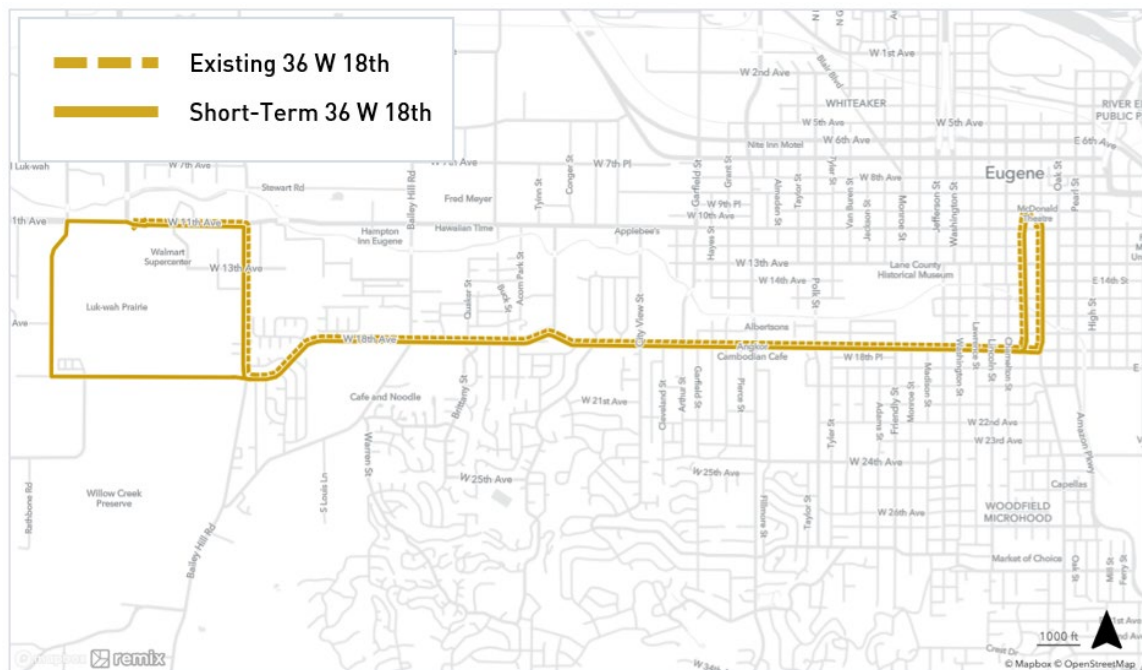
Frequency (how often it runs)

- Route 36’s weekday late morning frequency was every 60-minutes, but it was recommended to increase to every 30 minutes in the Short-Term. On September 8, 2024, this recommendation was implemented, and weekday frequency was increased to every 30-minutes until 6:30 p.m.
- In the Long-Term, when more operators are available, improve weekday frequency from 30-minute service to 15-minute service. In addition, improve weekday evening and weekend service from 60-minute frequency to 30-minute service.

Hours of service (when it runs)

- No changes to how early or late Route 36 runs are recommended.

Figure 6-7 Route 36 Short-Term Recommended Route Changes



Route 40 – Echo Hollow

Route 40 is a core route connecting Eugene Station to the Bethel-Danebo neighborhood in northwest Eugene via W 5th Avenue, Roosevelt Boulevard, and Echo Hollow Road.

Detailed Recommendations

Coverage (where it goes)

- In the Short-Term, Route 40's alignment between Chambers and downtown Eugene should be changed, in conjunction with changes to Route 51. Route 51 and 52 should operate on the same alignment between Chambers and downtown Eugene to create a frequent, convenient, and consistent service. Route 40 should replace Route 51 on W 1st Ave, and continue to downtown Eugene via Washington Street, W 5th Ave, and Oak/Pearl St.
- In the Long-Term with additional operators, Route 40 should be extended to Santa Clara Station via Maxwell Road. This will provide a key connection between two northwest Eugene areas, and provide better access to high density housing, North Eugene and Willamette High Schools, and Kelly and Cascade Middle Schools.

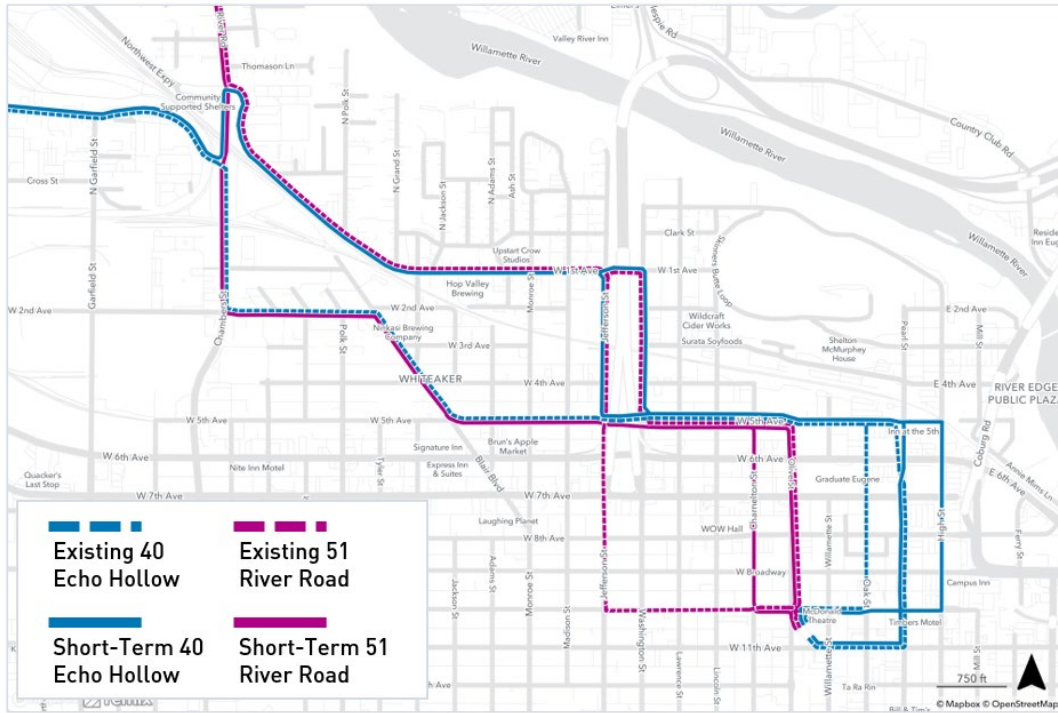
Frequency (how often it runs)

- Route 40's weekday late morning frequency was reduced from 30-minutes to 60-minutes, but it was recommended to increase to every 30 minutes in the Short-Term. On September 8, 2024, this recommendation was implemented, and weekday frequency was increased to every 30-minutes until 6:30 p.m.

Hours of service (when it runs)

- No changes to how early or late Route 40 runs are recommended.

Figure 6-8 Route 40 Short-Term Recommended Route Changes



Route 41 – Barger/Commerce

Route 41 is a core route connecting Eugene Station to West Eugene via Highway 99, Barger Road, and N Terry Street.

Detailed Recommendations

Coverage (where it goes)

- Route 41’s western alignment along Danebo Ave serves few passengers. Route 41’s alignment should be changed to use Bertelsen and 1st Ave to serve more residents and jobs between Royal Ave and W 11th Ave. The limited trip Green Hill deviation should not be restored due to low ridership and out of direction travel.

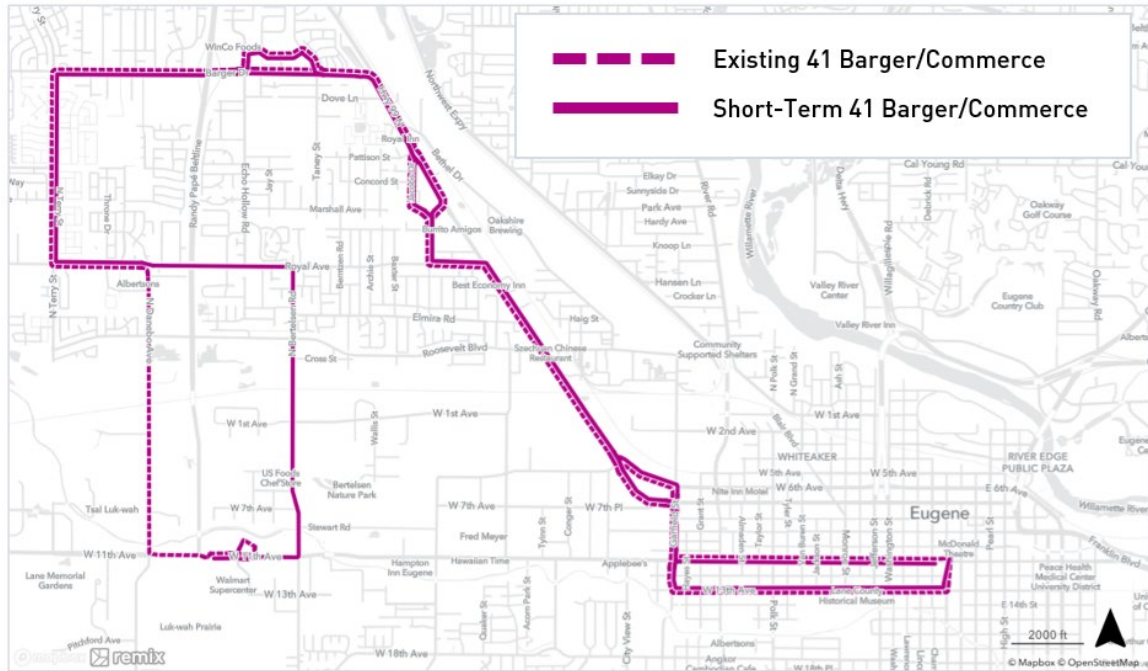
Frequency (how often it runs)

- In the Short-Term, no changes to frequency are recommended.
- In the Long-Term, as more operators become available, Route 41 should operate every 15-minutes between the WinCo on Barger and Eugene Station.

Hours of service (when it runs)

- No changes to how early or late Route 41 runs are recommended.

Figure 6-9 Route 41 Short-Term Recommended Route Changes



Route 51 – Santa Clara

Route 51 is a core route connecting Eugene Station to North Eugene, mostly via River Road.

Detailed Recommendations

Coverage (where it goes)

- Route 51’s alignment between Chambers and downtown Eugene should be changed, in conjunction with changes to Route 40. Route 51 and 52 should operate on the same alignment between Chambers and downtown Eugene via W 2nd Ave, Blair Blvd, and W 5th Ave to create a frequent, convenient, and consistent service. Route 40 should replace Route 51 on W 1st Ave.

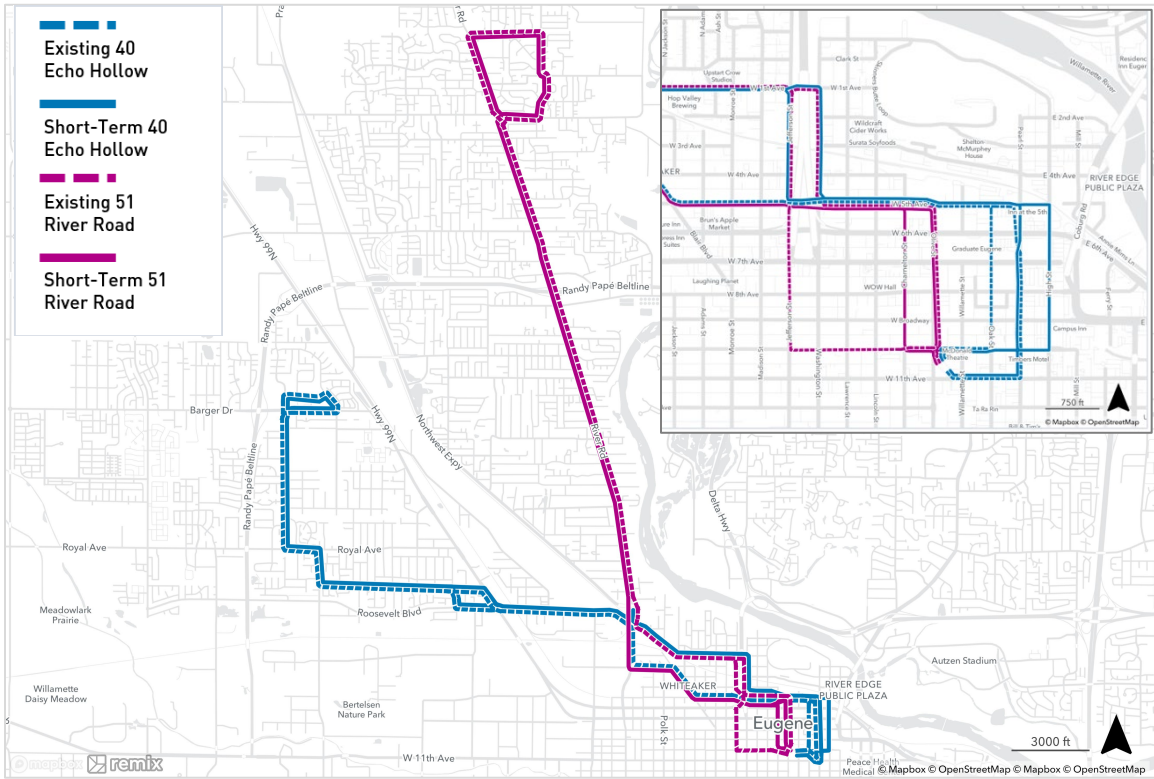
Frequency (how often it runs)

- Route 51 would continue to operate at existing frequencies. Route 51 and Route 52 arrivals and departures at Eugene Station would be offset by 15-minute during weekdays and by 30-minutes on weekday evenings and weekends.

Hours of service (when it runs)

- No changes are recommended.

Figure 6-10 Route 51 Short-Term Recommended Route Changes



Route 52 – Irving

Route 52 is a core route connecting Eugene Station to North Eugene, mostly via River Road.

Detailed Recommendations

Coverage (where it goes)

- Route 51 and 52 should operate on the same alignment between Chambers and downtown Eugene via W 2nd Ave, Blair Blvd, and W 5th Ave to create a frequent, convenient, and consistent service.
- During peak times, the southbound left turn at the unsignalized intersection of Irving Rd / Arrowhead St causes delay. Consideration should be given to realign Route 52 to use Calla St and Kalmia St to Irving Rd, so that buses could use a signal to safely make the left turn.

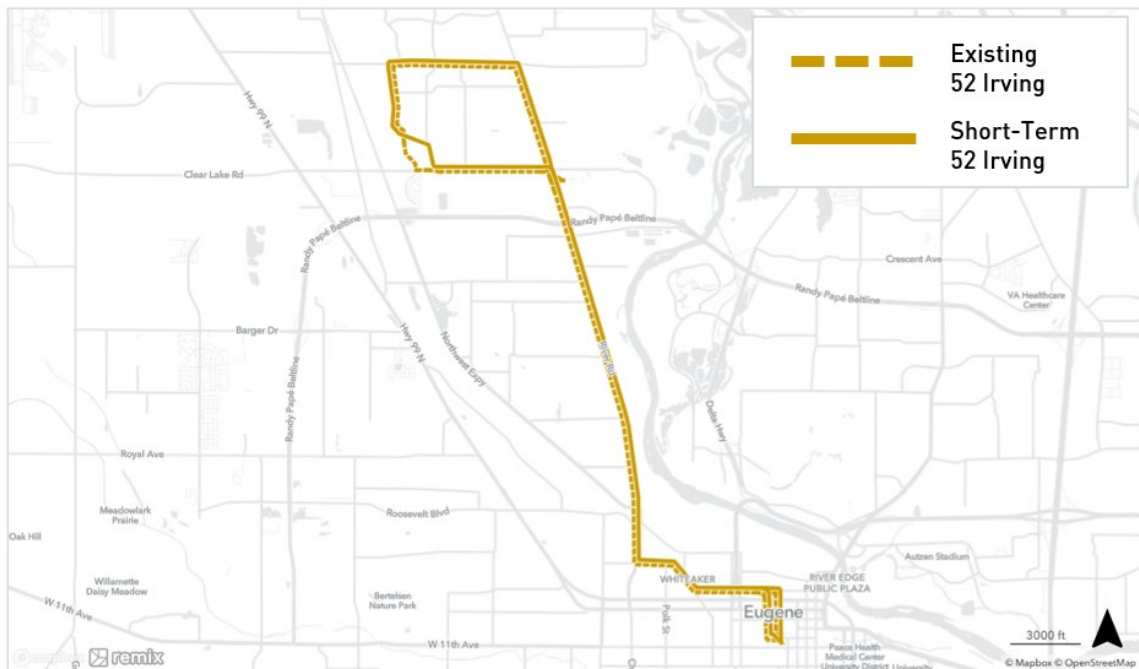
Frequency (how often it runs)

- Route 52 would continue to operate at existing frequencies. Route 51 and Route 52 arrivals and departures at Eugene Station would be offset by 15-minute during weekdays and by 30-minutes on weekday evenings and weekends.

Hours of service (when it runs)

- In the Long-Term, when additional operators become available, Route 52 should be extended to 11:00 p.m. weekdays and Saturdays and until 9 p.m. on Sundays.

Figure 6-11 Route 52 Short-Term Recommended Route Changes



Route 55 – North Park

Route 55 is a limited route that connects Eugene Station to Santa Clara Station and is provided largely for school and commute trips.

No changes are recommended for Route 55.

Route 66 & 67 – VRC/Coburg

Routes 66 and 67 are cores route beginning and ending at Eugene Station, serving Northeast Eugene via Coburg Road, Crescent Avenue, and Goodpasture Island Road. Route 66 travels the alignment in the counterclockwise direction while Route 67 operates in the clockwise direction.

Detailed Recommendations

Coverage (where it goes)

- Short-Term
 - During evenings, seven days a week, Route 66/67 deviates from Coburg Road to serve the Market District. This adds five minutes of travel time to almost all current evening Route 66/67 riders. Pending the outcome of a more focused study of transit circulation in Downtown Eugene that would provide service to this area in the evening, Route 66/67 could be streamlined to stay on Coburg Road. This will allow Route 66/67 patrons to transfer quickly to other routes at Eugene Station.
- Long-Term
 - Route 66/67 currently offers a timed transfer to most routes early weekdays, Saturdays, and Sundays when the running time is 55 minutes or less. During weekdays, due to traffic conditions, running times often exceed 55 minutes, so transfers are less convenient. Route 66/67's alignment should be streamlined to improve transfers.
 - The Valley River Center stop is on the back side of the mall and requires out-of-direction travel through parking lots to access. It has high ridership. Route 66/67 could access the Valley River Center more effectively on Valley River Drive but will require passenger waiting areas, bus stops, and pedestrian improvements. Moving the Valley River Center stop can save up to 4 minutes of travel time.
 - Route 66/67 deviates $\frac{3}{4}$ of a mile from Coburg Road to serve Shadowview Drive. In conjunction with an extension of Route 12 to Coburg Road, Route 66/67 should be realigned to directly travel between Crescent Avenue and Coburg Road.

Frequency (how often it runs)

- Short-Term
 - No changes in frequency are recommended.
- Long-Term
 - Route 66/67 weekday afternoon frequency is every 20 minutes between 3:00 and 6:00 p.m. As more operators become available, 20-minute service should start earlier, at noon.

Hours of service (when it runs)

- No changes to how early or late Route 66 or Route 67 runs are recommended.

Route 73 – UO/Willamette

Route 73 was a limited route that connected UO with southeast Eugene. This route has been inactive for the past three years.

Detailed Recommendations

Operating Route 73 is not recommended. Ridership historically was low and duplicated Route 28 on Hilyard/Patterson and Route 24 on Willamette.

Schedule adjustments on Routes 28 and 81 can improve frequency between Hilyard St / 30th Ave to every 15-minutes on weekdays, providing better service to UO's campus in this segment.

LTD recently developed a Mobility Management Framework (<https://www.ltd.org/mobility-management/>) that outlines more flexible mobility options such as on demand service, microtransit, and expanded bike share. These are more appropriate given the potential demand, density, and street network in the Donald neighborhood.

Route 78 – UO/Seneca/Warren

Route 78 was a limited route that connected UO with west Eugene. This route has been inactive for the past three years.

Detailed Recommendations

Operating Route 78 is not recommended. Ridership historically was low and duplicated Route 36 on W 18th Ave.

Given travel patterns in west Eugene, upgrading Route 36 to 15-minute service on weekdays would serve more people than restoring Route 78.

LTD recently developed a Mobility Management Framework (<https://www.ltd.org/mobility-management/>) that outlines more flexible mobility options such as on demand service, microtransit, and expanded bike share. These are more appropriate given the potential demand, density, and street network in the Churchill neighborhood.

Route 79X – UO/Kinsrow

Route 79X is an express route connecting apartments east of Autzen Stadium to the University of Oregon via MLK Jr Boulevard and Coburg Road.

While potential alignment changes were considered on Kinsrow Avenue, it was determined that further study was necessary. As such, no changes are recommended for Route 79x in the Short- or Long-Term.

Ridership trends for Route 79X show steadily declining utilization. If student population in the Kinsrow apartments continues to decline and ridership on Route 79X further declines, consider reallocating resources to operate Route 13 on MLK more often.

Route 81 – LCC/Hilyard

Route 81 is a college route connecting Eugene Station, UO Station, and LCC Station via Hilyard Road/Patterson Road and E 30th Avenue.

Detailed Recommendations

Coverage (where it goes)

- No changes are recommended.

Frequency (how often it runs)

- Routes 81 and 82 connect Eugene with LCC. Resources currently spent to operate Route 82 more frequently should be reallocated to Route 81 to provide a consistent 30-minute schedule between Eugene Station and LCC leaving 0:15 and 0:45 past the hour. On Saturday and weekdays after 6:00 p.m. Route 81 should leave Eugene Station on the hour.
- In conjunction with the Route 28 schedule, which will offset arrivals and departures from Route 81 at Eugene Station, frequencies between Eugene Station and 30th Ave/Hilyard St will be every 15-minutes on weekdays and every 30-minutes weekday evenings and Saturdays.

Hours of service (when it runs)

- In the Long-Term, as operators become available, Route 81 should operate on Sundays. Also, Route 81 should also operate later on Saturdays.

Route 82 – LCC/Pearl

Route 82 is a college route connecting Eugene Station to LCC Station via Amazon Pkwy and E 30th Avenue.

Detailed Recommendations

Coverage (where it goes)

- No changes are recommended.

Frequency (how often it runs)

- Routes 81 and 82 connect Eugene with LCC. Resources currently spent to operate Route 82 more frequently should be reallocated to Route 81. Route 82 service should be rescheduled to supplement Route 81 service.
- When LCC is in session, Route 82 should operate weekdays every 30-minutes between 8:30 a.m. and 11:00 a.m. and 2:00 p.m. and 5 p.m. Route 82 should be scheduled to arrive and depart Eugene Station on the hour and 30 minutes past the hour, creating effective 15-minute service with Route 81 between LCC and Eugene Station during peak LCC ridership times.

Hours of service (when it runs)

- With the improvement in Route 81 frequency, Route 82's span of service should be reduced to high ridership times only. Route 82 should operate weekdays every 30-minutes between 8:30 a.m. and 11:00 a.m. and 2:00 p.m. and 5 p.m.

Route 85 – LCC/Springfield

Route 85 is a college route connecting Springfield Station to LCC Station via Franklin Road and Main Street/S A Street in Springfield.

No changes are recommended for Route 85.

Route 91 – McKenzie Bridge

Route 91 is a rural route connecting Eugene Station to McKenzie River Ranger Station via I-105 and Highway 126.

Detailed Recommendations

Regional bus service between Bend to Eugene operates along Highway 126. Consideration should be given to partnering with this service to add a stop at McKenzie River Ranger Station, the highest ridership stop outside of Eugene.

Coverage (where it goes)

- There are several route alignment inconsistencies on Route 91, but the alignment should be consistent for all trips:
 - The 5:35 p.m. outbound trip to McKenzie Bridge stops at Springfield Station. This deviation, for one passenger on average, adds more than 15 minutes trip time. It is recommended that all trips operate express between Eugene Station and Thurston.
 - The route serves McKenzie Bridge Drive most of the year except between December 1st and February 28th, but boardings along this segment are very low. To maintain consistency and reduce confusion for passengers, Route 91 should stay on Highway 126 year-round.

Frequency (how often it runs)

- In the Long-Term, as more operators are available, additional trips should be added to Route 91 to improve customer convenience.

Hours of service (when it runs)

- In the Long-Term, one additional late morning trip and one additional afternoon trip should be added.

Route 92 – Lowell/LCC

Route 92 is a rural route connecting Eugene and LCC to Lowell via Highway 58.

Detailed Recommendations

Coverage (where it goes)

- Diamond Express, a regional bus service between Oakridge and Eugene/Springfield operates along Highway 58, overlapping with Route 92. Explore funding opportunities that would allow for an additional stop in Lowell on the Diamond Express and thus supplement Route 92 service.

Frequency (how often it runs)

- In the Long-Term, as more operators are available, additional trips should be added to Route 92 to improve customer convenience.

Hours of service (when it runs)

- In the Long-Term, when additional operators are available, an additional late morning trip and an early afternoon trip on weekdays should be added.

Route 93 – Veneta

Route 93 is a rural route connecting Veneta to the Seneca Park and Ride in Eugene via Highway 126.

Detailed Recommendations

Coverage (where it goes)

- Ridership on Route 93 dropped dramatically after it was shortened and no longer served Eugene Station. Restoring direct Veneta to Eugene Station service is recommended. Route 93 should no longer serve the Bertelsen / 1st Ave / Seneca loop and instead directly travel to downtown Eugene via W 11th Ave. Between Commerce and Garfield, Route 93 would operate non-stop, while between Garfield and Eugene Station, all local stops would be made.

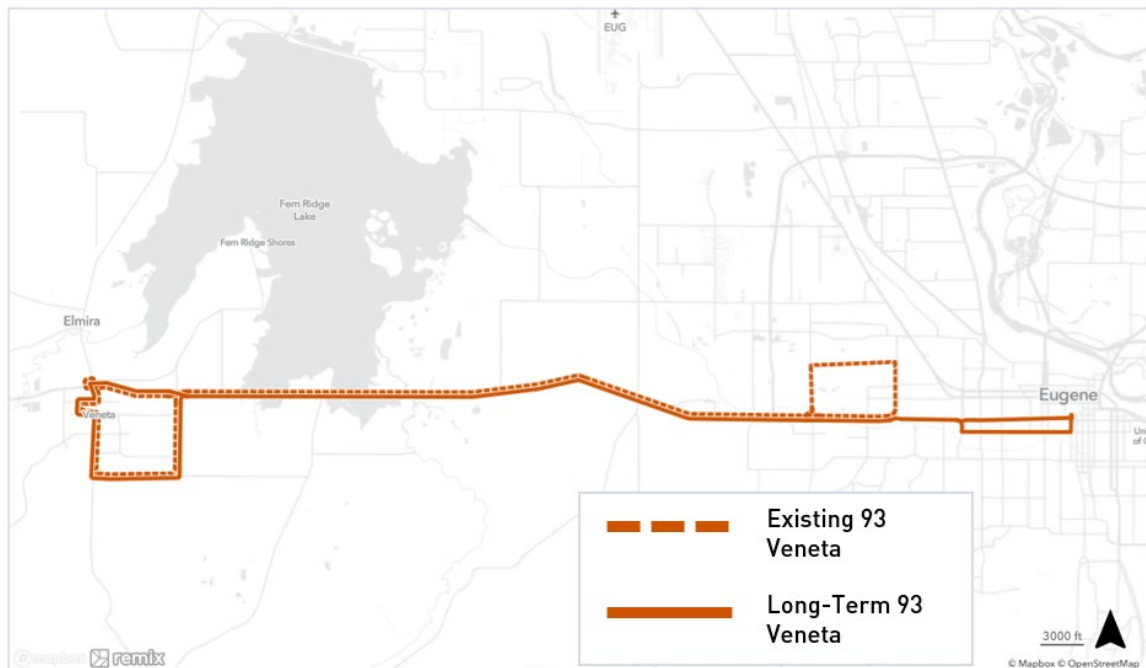
Frequency (how often it runs)

- In the Long-Term, as more operators are available, additional trips should be added to Route 93 to improve customer convenience.

Hours of service (when it runs)

- In the Long-Term, when additional operators are available, an additional morning trip and an early afternoon trip should be added.

Figure 6-12 Route 93 Short-Term Recommended Route Changes



Route 95 – Junction City

Route 95 is a rural route connecting Eugene and Junction City via Highway 99N.

Detailed Recommendations

Coverage (where it goes)

- While potential alignment changes were considered in Junction City, it was determined that further study was necessary. As such, no changes are recommended in the Short- or Long-Term.

Route 96 – Coburg

Route 96 is a rural route connecting Eugene and Coburg from Eugene Station to Coburg Industrial Park.

No changes are recommended for Route 96 in the Short-Term. In the Long-Term, when additional operators are available, one additional weekday round trip should be added.

Route 98 – Cottage Grove & Creswell

Route 98 is a rural route connecting Eugene to Creswell and Cottage Grove, largely via I-5.

Detailed Recommendations

Coverage (where it goes)

- While potential alignment changes were considered in Cottage Grove, it was determined that further study was necessary. As such, no changes are recommended in the Short- or Long-Term.

Frequency (how often it runs)

- In the Long-Term, as more operators are available, one additional round trip should be added to Route 98 on weekdays to improve customer convenience.

Hours of service (when it runs)

- No changes to how early or late Route 98 runs is recommended.

7 OUTREACH AND ENGAGEMENT SUMMARY

Community outreach was a critical component in the development of the System Review recommendations. Engagement efforts were conducted in two phases throughout the project. The first outreach phase was focused on understanding both rider and non-rider priorities through an on-board survey, a community survey, a virtual town hall, and targeted community outreach efforts.

The results and priorities of the first phase of outreach were incorporated into the service planning effort and initial recommendations reflected the input. A second phase of outreach was conducted to obtain feedback on the initial recommendations. A combination of community events, in-person outreach, and web-based surveys and open houses helped ensure that the System Review recommendations reflected community values.

Specific details on the outreach events are provided in **Appendix A**.

PHASE 1 OUTREACH

Phase 1 of community engagement started in October 2023 and lasted through February 2024. This phase of engagement focused on letting the community know that the LTD System Review was starting as well as getting feedback and priorities for how to improve LTD fixed route services.

The primary method for gathering input from **existing transit riders** was an onboard passenger survey. The goal of the onboard survey was to better understand trip origins and destinations, how often riders use fixed route service, preferences for improvements to the network, and demographics of existing riders. A summary of the survey results was provided in a separate report (Appendix B). The onboard survey was conducted in October and November 2023 and was available in both English and Spanish. Over 2,400 surveys were collected.

The primary method for gathering input from the **community** (not just existing transit riders) was an online survey called “Design Your Own Service Improvements.” The goal of the survey was to introduce a series of potential transit improvements and then require participants to constrain their choices to a fixed “budget” to better understand their priorities.

The Design Your Service Improvements survey (Appendix A) was available from December 2023 to March 2024 and a total of 1,078 people completed the survey. The survey had its own URL (www.ltdsystemreviewsurvey.org) and English and Spanish versions were

available. The survey was advertised to the community through a variety of sources listed below. All communication materials were provided in both English and Spanish.

- Project website (www.ltdsystemreview.org)
- LTD social media channels (Facebook and Twitter)
- Notifications on the Umo app
- Posters at the LTD Service Window at Eugene Station
- Nine sidewalk signs at Eugene and Springfield Stations
- Notifications at specific stops affected by service recommendations
- Quarter-page flyers with a QR code that went directly to the website
- Two online open house events
- Attendance at several community events in Eugene and Springfield
- Attendance at several existing community meetings
- Engagement in several rural communities.

In addition to the two surveys, other ways the project team engaged with the community included:

- **Operator input.** This included a comment form that had questions to engage with operators. The forms were included in all operator mailboxes and left behind in the breakroom. Results from this input is provided in the Appendix.
- **Targeted outreach to low-income and non-English speaking communities.** The project team organized a focus group meeting with Spanish-speaking transit riders. In addition to encouraging them to complete the online survey, participants were also asked to share service needs and priorities. Project team members also attended a networking event for Latino professionals and handed out flyers to encourage participation in the online survey.
- **Intercept surveys.** Project team members canvassed at Eugene Station and Springfield Station to encourage existing riders to complete the online survey.
- **Virtual town hall meetings.** Two meetings were held in early December 2023 to provide background on the project and solicit service needs and priorities.
- **Local and regional agency input.** The project team met with regional partners, including the City of Eugene, City of Springfield, University of Oregon, Lane Community College, Lane Council of Governments (LCOG).

A sample of Phase 1 outreach materials, survey samples, and photos from several community events are provided below.

Figure 7-1 Sample of Phase 1 Outreach Materials

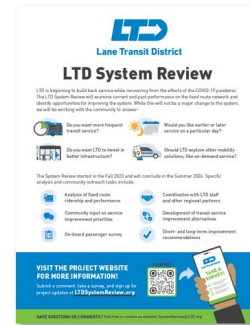
Poster for Community Outreach Events and for LTD Customer Service Window



Social Media Posting



A-Board at Transit Stations and Community Outreach Events



Project Fact Sheet



Quarter Page Flyers

Figure 7-2 LTD Origin-Destination Study

LTD LTD Travel Survey - October 2023 If you have completed this survey in the past two weeks, check this box and complete only questions 1-19. Time: Surveyor Use Only Do Not Complete

Please tell us about the one-way trip that you are currently taking. An example of a one-way trip is going from home to work, even if you use more than one bus. Going from work back home would be a different one-way trip.

One-way-trip:

- Where did you START this one-way trip? (Mark the one best answer)**

<input type="checkbox"/> Home	<input type="checkbox"/> Medical/Dental Appointment
<input type="checkbox"/> Work/Work-related	<input type="checkbox"/> Social Service Appointment
<input type="checkbox"/> College	<input type="checkbox"/> Visiting Others
<input type="checkbox"/> Middle/High School	<input type="checkbox"/> Entertainment/Recreation
<input type="checkbox"/> Store or Restaurant	<input type="checkbox"/> Other (specify) _____
- My Starting Point was located at:**
 Address (such as 123 W 1st Ave) _____
 Or Cross streets (such as E. 18th Ave & Pearl) _____
 City: Eugene Springfield Other _____
- How did you get to the first bus stop?**

<input type="checkbox"/> Walked	<input type="checkbox"/> Dropped off by Cottage Grove Connector
<input type="checkbox"/> Drove alone	<input type="checkbox"/> Wheelchair/Scooter
<input type="checkbox"/> Drove with another rider and parked	<input type="checkbox"/> Biked and put bike on bus/EMX
<input type="checkbox"/> Dropped off by someone	<input type="checkbox"/> Biked and left bike at/near bus stop/station
<input type="checkbox"/> Dropped off by a taxi, Uber, or Lyft	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Bike Share or Scooter	
- Where did you get on the first bus?**
 Station name _____
 Or Stop location (street name) _____
 (and nearest cross street) _____
 City: Eugene Springfield Other _____
- My first bus was on Route Number:** _____
- Will you use more than one bus to complete this one-way trip?**

<input type="checkbox"/> No, this is my only and last bus
<input type="checkbox"/> I will use a second bus route # _____
<input type="checkbox"/> I will use a third bus route # _____
- Where will you get off the last bus?**
 Station name _____
 Or Stop location (street name) _____
 (and nearest cross street) _____
 City: Eugene Springfield Other _____
- How will you get to your destination when you get off the last bus?**

<input type="checkbox"/> Walk	<input type="checkbox"/> Take Cottage Grove Connector
<input type="checkbox"/> Drive alone	<input type="checkbox"/> Wheelchair/Scooter
<input type="checkbox"/> Drive with another rider and park	<input type="checkbox"/> Bike and put bike on bus/EMX
<input type="checkbox"/> Drop off by someone	<input type="checkbox"/> Bike and leave bike at/near bus stop/station
<input type="checkbox"/> Drop off by a taxi, Uber, or Lyft	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Bike Share or Scooter	
- Where will you END this one-way trip?**

<input type="checkbox"/> Home	<input type="checkbox"/> Medical/Dental Appointment
<input type="checkbox"/> Work/Work-related	<input type="checkbox"/> Social Service Appointment
<input type="checkbox"/> College	<input type="checkbox"/> Visiting Others
<input type="checkbox"/> Middle/High School	<input type="checkbox"/> Entertainment/Recreation
<input type="checkbox"/> Store or Restaurant	<input type="checkbox"/> Other (specify) _____
- My Ending Point is located at:**
 Address (such as 123 W 1st Ave) _____
 Or Cross streets (such as E. 18th Ave & Pearl) _____
 City: Eugene Springfield Other _____
- Did you use the Lmo mobile app/card to pay for this ride?**
 Yes No
- What was your fare payment for this one-way trip?**


<input type="checkbox"/> Cash	<input type="checkbox"/> Student Transit Pass
<input type="checkbox"/> Day Pass	<input type="checkbox"/> Single Ride QR Code Ticket
<input type="checkbox"/> Ticket from 10-Ride Book	<input type="checkbox"/> Monthly Pass
<input type="checkbox"/> Ticket from fare machine	<input type="checkbox"/> Stored value on Lmo
<input type="checkbox"/> UO/LCC/Pacific University Pass	<input type="checkbox"/> Group Pass
	<input type="checkbox"/> Other (specify) _____
- How many separate one-way LTD trips will you make today? (circle a number)**
 1 2 3 4 5 6 or more
- Including today, how many days have you ridden LTD in the past week? (circle a number)**
 1 2 3 4 5 6 7
- Do you have a valid driver's license?** Yes No
- How many others in the household have valid licenses?**
 0-none 1 2 3 4 or more
- How many working vehicles are owned or leased by your household?**
 0-none 1 2 3 4 or more
- Please mark all of the following that apply to you. Are you:**

<input type="checkbox"/> Employed for pay outside your home	<input type="checkbox"/> Other student
<input type="checkbox"/> Employed for pay in your home	<input type="checkbox"/> Stay at home parent/caregiver
<input type="checkbox"/> UO student	<input type="checkbox"/> Retired
<input type="checkbox"/> LCC student	<input type="checkbox"/> Unemployed
<input type="checkbox"/> Middle/High School student	<input type="checkbox"/> Disabled
- What is your age?** _____

If you have completed this survey during the past two weeks, please stop here and return the questionnaire to the Surveyor.

If you have not completed this survey during the past two weeks, please turn the survey over and complete the questions on the back. ➔

Figure 7-3 Design Your Service Improvement Survey



LTD Design Your Service Improvements

How would you improve LTD service?

LTD is beginning to build back service while recovering from the effects of the COVID-19 pandemic. We can't do everything at once, but we want to know what your top priorities are for improving service. This is where we need your help!

This survey allows you to select potential improvements that you think will help make LTD work better for you. Do you want more frequent transit service? Or earlier or later service on a particular day of the week? Or would you like to see LTD invest in on demand services or better infrastructure? What is most important for you? This survey is your chance to share feedback with us and improve LTD service!

Benefit Categories

Ridership
Increase transit ridership

Speed & Reliability
Make transit faster and more reliable

Access
Increase the number of people who can easily access transit


Passenger Experience
Improve the experience of riding transit


[Completar la encuesta en español](#)


Design your service improvements


- Scroll down to see the strategies that could improve transit.
- You have a total budget of 16 dollar signs (\$). Mix and match potential improvements to see how the costs and benefits change by clicking the check boxes below.
- Spend your budget by selecting your preferred strategies.


Assistance completing the survey is available upon request. Please contact Cammie Harris at 541-682-6118 or Cammie.Harris@ltd.org.


Ridership





Speed & Reliability


Access


Passenger Experience


Total Cost (Max \$16)

Improve Existing Bus Routes

		Ridership	Speed & Reliability	Access	Passenger Experience	Cost
<input type="checkbox"/>	EmX Restore EmX service to every 10-minutes on weekdays Restore EmX service levels to pre-pandemic service levels.	████████	████████	████████	████████	\$\$
<input type="checkbox"/>	 Restore weekday service levels Restore weekday service hours systemwide to pre-pandemic service levels.	████████	████████	████████	████████	\$\$\$\$
<input type="checkbox"/>	 Restore Saturday service levels Restore Saturday service hours systemwide to pre-pandemic service levels.	████████	████████	████████	████████	\$\$
<input type="checkbox"/>	 Provide more frequent weekday service in more corridors Highest ridership routes operate more frequently than they do today. For example, a route that currently runs every 30 minutes would run every 15 minutes.	████████	████████	████████	████████	\$\$\$\$\$

The survey was available at www.ltdsystemreviewsurvey.org

Figure 7-4 Focus Group with the Latino Community



Figure 7-5 Latino Professionals Connect Event (February 2024)



Key Findings from Phase 1 Outreach

The following are key findings from the various outreach tools and activities conducted as part of Phase 1 outreach efforts:

- **Onboard passenger survey**
 - Additional frequency is the most desired improvement (weekdays as well as weekend days)
 - About a quarter of riders ride the bus seven days a week
 - Almost half of riders (45%) transfer to complete their trip
 - The majority of riders are low income (about 71% have household income less than \$35,000 a year). Nearly half (42%) live in a household without access to a vehicle.
 - Students make up a significant proportion of ridership (about 37% of riders). Of these riders, about 46% are UO students, 23% are LCC students and the remaining 31% are middle or high school students.
- **Top priorities from the Design Your Service Improvements survey**
 - Bus stop improvements
 - Frequency
 - Restoring EmX service
 - Restoring weekday service levels
 - Intersection level transit priority treatments
- **Feedback from community meetings, events, etc.**
 - Overall, riders have a positive view on the existing fixed route services LTD provides
 - Desire to have better service on the rural routes
 - Desire to have better connections to LCC
 - Improved passenger amenities and information would make using the bus easier and more comfortable
 - Ongoing outreach is important beyond the System Review

PHASE 2 OUTREACH

The second phase of engagement started in April 2024 and ended in August 2024. This phase of engagement focused on getting input from the community on the Short- and Long-Term service recommendations.

One tool for gathering this input was an online survey that allowed community members to say what they did or did not like about the service recommendations, as well as offer comments on each individual route. The survey was available from May to August 2024. A total of 149 people completed the survey. A summary of the feedback is provided below.

A link to the survey was available on the project website (www.ltdsystemreview.org) and was advertised to the community through a variety of sources listed below. All communication materials were provided in both English and Spanish.

- LTD social media channels (Facebook, Instagram, and Twitter)
- Posters for the LTD Service Window at Eugene Station
- Notifications at specific stops affected by service recommendations
- Quarter-page flyers with a QR code that went directly to the website

Other ways of engaging with the community during this phase of engagement included two online open house events, attendance at several existing community events in Eugene and Springfield and canvassing in several rural communities. In addition, LTD staff contacted existing neighborhood associations and attended several meetings to notify them about the project and solicit input on service needs and priorities.

- Churchill Area Neighbors Board Meeting on July 15, 2024
- Laurel Hill Valley Neighborhood Association Ice Cream Social on August 4, 2024
- Fairmount Neighborhood Association Board Meeting on August 12, 2024

More details on these events and some of the feedback that was received is provided in **Appendix A**.

A sample of Phase 2 outreach materials and photos from one of the community events is provided below.

Figure 7-6 Sample of Phase 2 Outreach Materials



Figure 7-7 Eugene Saturday Market Event



Key Findings from Phase 2 Outreach

The following are key findings from the outreach activities conducted as part of the Phase 2 outreach efforts:

Most people will not be negatively affected by the Short-Term service recommendations.

- Nearly half (43%) of respondents on the survey expect the Short-Term service recommendations to positively impact their travel. Less than 1% expect their travel to be impacted negatively.
- None of the comments who indicated that their travel will be negatively impacted provide concrete criticisms of the plan and instead largely focus on the routes that have previously been suspended: Routes 27 and 73.

Strong support for Long-Term recommendations

- About half (45%) expect the Long-Term recommendations to positively impact their travel.
- About 12% of respondents said that they expect the Long-Term recommendations to affect their travel negatively, though only three left specific comments.
- As with the Short-Term recommendations, many of the respondents that are dissatisfied with the Long-Term recommendations were related to Routes 27 and 73.

Strong overall support for the recommendations

- After reviewing the plan in more detail, 86% of survey respondents indicate either that they think the recommendations are good or mostly good changes.
- The primary dissatisfaction with the recommendations largely focus on the desire for additional improvements that go beyond the short- or Long-Term service recommendations.

General Comments or Suggestions for Improvement

- Several people from the in-person outreach suggest improvements related to service reliability, security on the bus, or restoring discontinued routes.
- Respondents indicate strong support for more frequent bus service and in many cases desire more frequent service than is proposed.
- There is a desire for longer service hours during weekends and evenings.
- Transit riders experience safety concerns while accessing the bus (e.g., crossing busy streets) and on the bus (e.g., from other passengers).

- Respondents mentioned that bell times for schools and work hours for industrial workers should be considered when modifying hours of service and arrival/departure times.
- Multiple respondents specifically mentioned improved connections in the Bethel neighborhood.
- Several respondents identified the airport (3), Mt. Pisgah (2), and Spencer Butte (2) as places they'd like to see bus service.
- Bus stop amenities such as better lighting, bilingual signage in English and Spanish, and charging ports would improve the experience of transit riders.
- Better service is desired to the rural communities, specifically more weekday trips and later hours on both the weekday and on weekends.

**Lane Transit District
System Review**

Appendix Covers

September 2024



APPENDIX A: COMMUNITY OUTREACH DETAILS

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APPENDIX A: COMMUNITY OUTREACH DETAILS

Outreach efforts for the System Review took place for almost a year. A representation of specific events is located below. Appendix A also summarizes the outcomes of these events.

Outreach Tool, Event, or Activity	Date(s)	
Origin-Destination Study (Onboard Survey)	October 14-15, 2023 and October 28-November 1, 2023	Phase 1 Outreach
Operator Interviews	November 15, 2023	
Design Your Service Improvements Survey	December 1, 2023 – March 1, 2024	
Virtual Town Hall Meetings	December 6, 2023 (afternoon and evening)	
Latino Professionals Connect Networking Event	February 7, 2024	
Focus Group Conducted in Spanish	February 8, 2024	
Homes for Good Benefit Fair	May 2, 2024	Phase 2 Outreach
Communities of Color and Allies Network First Friday	May 3, 2024	
First Friday Art Walk	May 3, 2024	
Eugene Saturday Market	May 18, 2024	
BEST Better Ways Block Party	May 19, 2024	
Virtual Open House Meetings (2)	May 20, 2024	
Focus group with Spanish-speaking bus riders	June 8, 2024	
Tabling at El Torito Market in Eugene	June 9, 2024	
Virtual Open House Meeting	June 12, 2024	
Virtual Open House Meeting	June 20, 2024	
Tabling at Safeway in Cottage Grove	June 27, 2024	
Tabling at Bi-Mart in Veneta	June 28, 2024	
Tabling at Bi-Mart and bus stop in Junction City	June 28, 2024	
Tabling at Eugene Station and Springfield Station	June 27-28, 2024	
Churchill Area Neighbors Board Meeting	July 15, 2024	
Laurel Hill Valley Neighborhood Association Ice Cream Social	August 4, 2024	
Fairmount Neighborhood Association Board Meeting	August 12, 2024	

PHASE 1 OUTREACH

Operator Interviews

On November 15, 2023, the project team visited the LTD operating and maintenance facility on Glenwood Boulevard in Springfield to engage directly with operators to better understand strengths and weaknesses of the existing LTD network. A questionnaire was developed to help engage directly with operators. The questionnaire forms were included in all operator mailboxes and extra copies were available in the breakroom. The following questions were developed to solicit input:

- Is there something you would change about any of the routes you drive?
- Are there specific destinations or places we serve but shouldn't?
- Are there specific destinations or places that we aren't serving but should?
- Are there segments of any of the routes you drive where you rarely pick up passengers?
- What routes do you regularly experience overcrowded trips/segments?
- What routes do you experience regular schedule/reliability issues?
- Do you have other comments ore suggestions for improving LTD's fixed route service?

Based on responses to these questions on forms completed by operators, as well as using these questions as a guideline for engaging directly with operators, the following key themes were identified:

- Frequent issues brought up by operators about timepoints.
 - Travel time between timepoints being either too long or too short; i.e. not calibrated to actual conditions.
 - Example is that an operator may sit for several minutes at one timepoint because they are ahead, but then when they start going they are very quickly several minutes behind.
 - Locations of timepoints need to be reviewed
 - Too many timepoints on some routes
- There is a lot of variation in travel times and variation in ridership, day-to-day, hour-to-hour, and month-to-month. This makes it difficult to identify problem areas or where service should be added or reduced.
- LTD should focus on improving safety on buses so that people who need to use the service (students, workers, etc.) can do so without concern for safety or wanting to stop riding the bus

- Example was that some people are riding Route 41 to access the Walmart on W. 11th Avenue (instead of using EmX, which is perceived to have more safety/security problems)
- Springfield needs more service than it gets today
 - 32nd Street and Jasper Road could use service
 - 28th Street could get service connecting the Walmart to Main St
- Suggestion for a new north/south service on Chambers Street that would help provide improved connections without having to go to Eugene Station. Potential challenges with congestion.
- Potential opportunity for more cross-town routes connecting West Eugene, River Road, North Eugene and Gateway (Springfield).
 - Ideas include a route from Commerce St to Santa Clara and/or from Santa Clara to Gateway
 - Concerns about congestion on Beltline and its potential impacts to reliability and viability of scheduling service
- While LTD operated more express routes in the past (e.g., 7X from Thurston Station to Eugene Station and 3X from Santa Clara to Eugene Station and LCC), a new express route was suggested between the airport and Eugene Station.

2023 Origin-Destination Study (Onboard Survey)

A survey of passengers on LTD's fixed routes, including EmX, was conducted between October 14, 2023, and November 1, 2023. Surveyors boarded selected bus runs and provided self-administered questionnaires to riders. A total of 2,401 completed surveys were collected. A detailed report was developed that includes the methodology for collecting the surveys and a summary of the results. This report is available on the LTD System Review website (<https://www.ltdsystemreview.org/resources>).

Canvassing at Eugene Station and Springfield Station

Two JLA staff handed out quarter sheets at key bus stations in Eugene and Springfield from 11 AM – 4 PM on February 1, 2024. The team talked with hundreds of people, distributed almost 300 quarter sheets at Eugene Station, Gateway Station, and Springfield Station. The team visited Lane Community College and left 25 flyers and approximately 50 quarter sheets as well as received contact information for the student newsletter, the team left approximately 75 quarter sheets at The Arc of Lane County and visited United Way of Lane County, where they received contact information for flyer distribution.

The team received the following general feedback through conversations with community members:

- Better timing for transfers
- The bus service is good enough.

- It's great already.
- Upgrade payment system to allow wireless tapping for fares.
- LTD doesn't care what the public thinks.
- Fares are too expensive.
- EmX should be free.
- Explore seasonal prices, more expensive for tourist season, cheaper for locals during the off season.
- Service in Springfield needs to be better.
- One day a month should be free to encourage ridership.
- Bring back the 33!
- Busses need to be on time.
- More frequent buses please.
- We love the EmX.
- Better bike racks.
- Reconsider in-bound bus timing on weekends. Folks noted they would miss their connections by a few minutes.
- Better bathroom maintenance.
- The bus ambassadors onboard are great!
- Would like more visibility of ambassadors at stations.
- LTD service has improved over the last couple of years.
- The buses are clean, on time, and dependable.

Figure 1 February 2024 Outreach at Eugene Station



PHASE 2 OUTREACH

May 2024 In-Person Outreach Events

- Homes for Good (HFG) Benefit Fair (May 2, 2024)
- First Friday Art Walk (May 3, 2024)
- Communities of Color and Allies Network (CCAN) First Friday (May 3, 2024)
- Eugene Saturday Market (May 18, 2024)
- BEST Better Ways Block Party (May 19, 2024)

The goal of these events was to engage with LTD users about the draft recommendations and encourage them to complete the online survey.

The Homes for Good Benefit Fair was staffed by LTD representatives. For the other three events, one or two JLA staff and one representative from LTD tabled each; two events were held at the downtown Eugene Park Blocks, and one occurred at Kalapuya High School in the Northwest Eugene Bethel School District. During these events, staff handed out quarter sheets with survey information, spoke to attendees about the draft recommendations, and recorded comments.

Between all four events, the team spoke to upwards of 150 people and handed out around 200 project information quarter sheets. The team received the following general feedback through conversations with community members:

- LTD has good service, and is making good changes to improve service
- Users love student pass system
- Need for later service for non-traditional work schedules and safe downtown transportation on weekend nights.
- Some want 24-hour service
- Some brought up safety concerns around summer recreation sites and drunk driving – possibility to provide seasonal service to popular locations?
- Glad there will be connectivity and frequency improvements. Specific route mentioned: EmX, 11, 24, 28, 40, 41, 51, 52
- Would like airport transit service
- Need for neighborhood service/smaller scale routes
- Taking the bus should be more efficient than walking if we want to see ridership improvements
- Need to hire more staff/drivers
- Concern for service in the Bethel district aligning with school schedules; would like to explore aligning buses with am/pm bell schedule or adding extra service at bell times.

- There is also a general need for additional service in Bethel neighborhood area
- Need for alignment of timing between lines so people don't have long wait times between transfers
- Against EmX on River Road, but like the addition of frequency and connectivity to Santa Clara Station
- Feelings that LTD facilities and busses are not safe based on past experiences
- Mixed feelings about trailer/wagon ban on bus
- Some users felt it was safer without large cargo aboard the bus
- Some who have trailers/wagons feel that the ban strands them when they often can't or don't drive and have mobility problems that make walking difficult

Virtual Town Halls

Four virtual open house meetings were held as part of Phase 2 outreach. The first meetings were held on May 20, 2024 with one open house at noon and a second at 6 p.m. A third open house was held at noon on June 12, 2024. A fourth was held at 6 p.m. on June 20, 2024. Each virtual open house meeting lasted approximately one hour and included a brief presentation followed by a Q&A session. The primary goal of the virtual open house meeting was to encourage people to provide input on the draft Short- and Long-Term recommendations – either by completing the online survey or getting their questions answered by the project team directly. The recording of the May 2024 virtual open house meeting is available on the LTD System Review project website: www.ltdsystemreview.org/resources.

Figure 2 May 20, 2024 Virtual Open House



June In-Person Outreach Events

- Cottage Grove Safeway
- Veneta Bi-Mart
- Junction City Bi-Mart and bus stop
- Tabling at Eugene Station and Springfield Station

Two JLA staff members canvassed in Cottage Grove, Veneta, and Junction City, Oregon, on June 27th and 28th, shortly before the survey closed on the 30th. The summary is divided below according to location:

Cottage Grove - 6/27

- Spoke with about 25 people
- A majority did not ride the bus.
 - When asked why, several people said that rural living doesn't align with transit – they live too far out and need the independence their vehicle provides.
 - Several respondents said they supported bus system extension but didn't ride the bus themselves due to above reasons.
- Some residents mentioned not supporting the bus system because they believe it takes business and workers away from their small-town economy. These respondents were against the Eugene-Cottage Grove connection, but not against expansion of the bus system within their town.
- Many noted long wait times and asked for more frequency of buses.
- A few people noted the possibility of being stranded in Eugene once final bus departs (around 5:30pm?)
- A few people noted some positives they like:
 - They feel comfortable on the bus
 - Drivers are friendly.
 - Service is good
- One person noted that there was not adequate service to senior living communities (ex. Magnolia Gardens)
 - Seniors often don't drive, so would like to see built-out bus system
 - Community events, church, etc. – avoiding senior isolation
- One person noted they need weekend and evening service.
 - For example, this summer they are hosting Wed night concerts in Cottage Grove, but the bus service does not run during that time. Since bus is their sole means of transportation, they can't attend these events.
 - Another example - no access to church on Sundays.

- Several people noted they like the bus and would use it to get to LCC/UO classes, but the bus doesn't run early or late enough to work with their school schedule.
 - In order to be on time, rural students leave to catch the bus at 5:45/6am and arrive back home after 6pm.
- One person noted that not all stops are disability-friendly or ADA-compliant.

Veneta - 6/28

- Spoke with about 20 people.
- Many noted they do not ride the bus.
 - Most of those people said they use a car and have no need for the bus.
 - Others noted the bus stop is too far from their home to use.
 - Several respondents said they supported bus system extension but didn't ride the bus themselves due to above reasons.
- About 5 people said they are happy with the proposed change for route 93 to go to Eugene Station directly.
- Two people noted they live and work in Veneta and since there is no bus service within the town, they have no use for it.
- One person asked for increased frequency in the bus service.

Junction City - 6/28

- Spoke with about 5 people.
- Most people said they did not ride the bus.
- A few folks asked for the bus service to extend to Harrisburg.

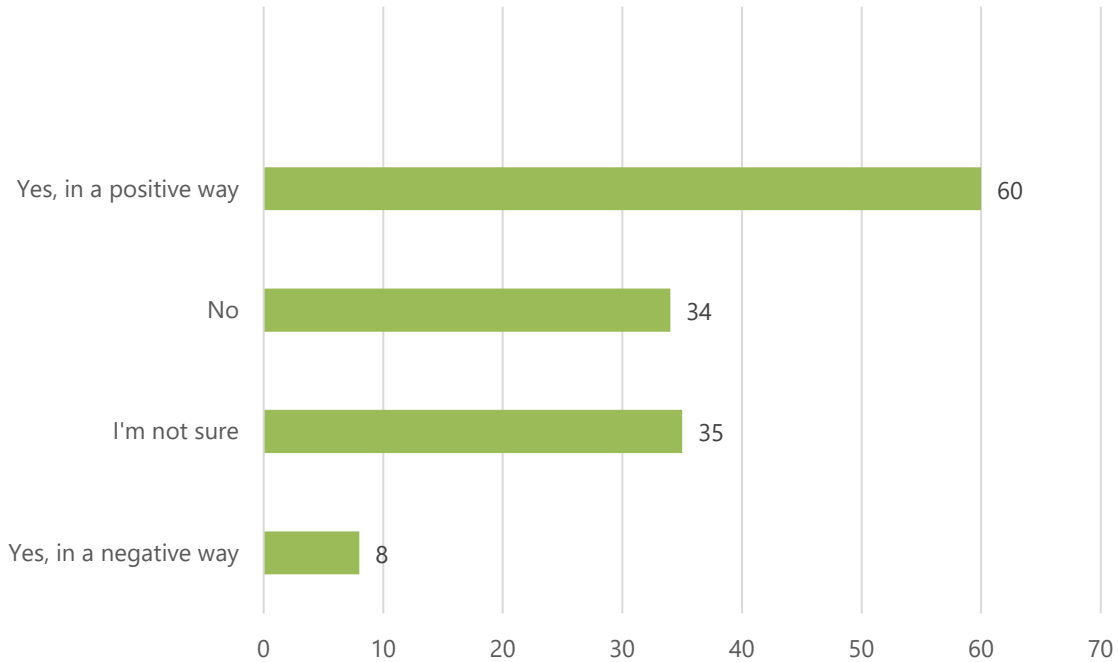
Focus Group with Spanish Speaking Riders and Tabling at El Torito Market in Eugene

A group of Spanish-speaking riders that attended a focus group in January 2024 was reconvened on June 8, 2024 to provide an overview of the draft service recommendations and encourage them to complete the survey. Project team members also tabled at the El Torito Market in Eugene on June 9, 2024 to hand out flyers. Flyers were handed out to about 60 participants and a total of 15 people completed the survey during the focus group meeting at El Torito Market.

Detailed Feedback from Service Recommendations Survey

The service recommendations survey provided route specific information for each proposed change and allowed for route level feedback. System level questions also asked about perceptions of the recommendations. Several key questions are summarized below:

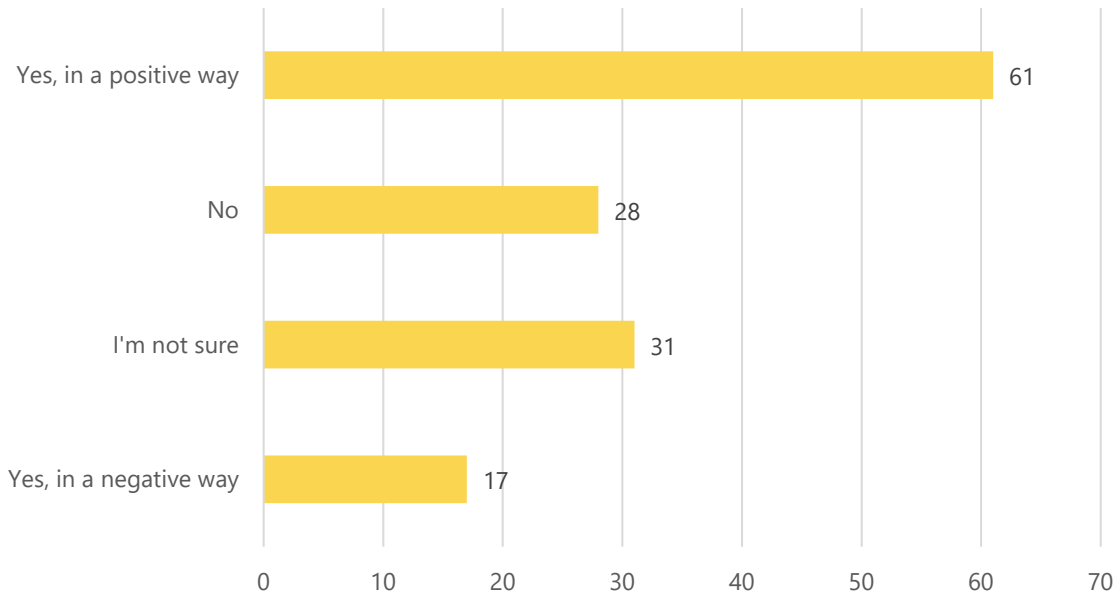
Figure 3 *Is your travel expected to be impacted by the Short-Term service recommendations?*



N=137

Of the survey respondents, 43% expect the Short-Term service recommendations to positively impact their travel, and only 6% expect their travel to be impacted negatively. None of the comments who indicated that their travel will be negatively impacted provide concrete criticisms of the plan and instead largely focus on the routes that have previously been suspended: Routes 27 and 73.

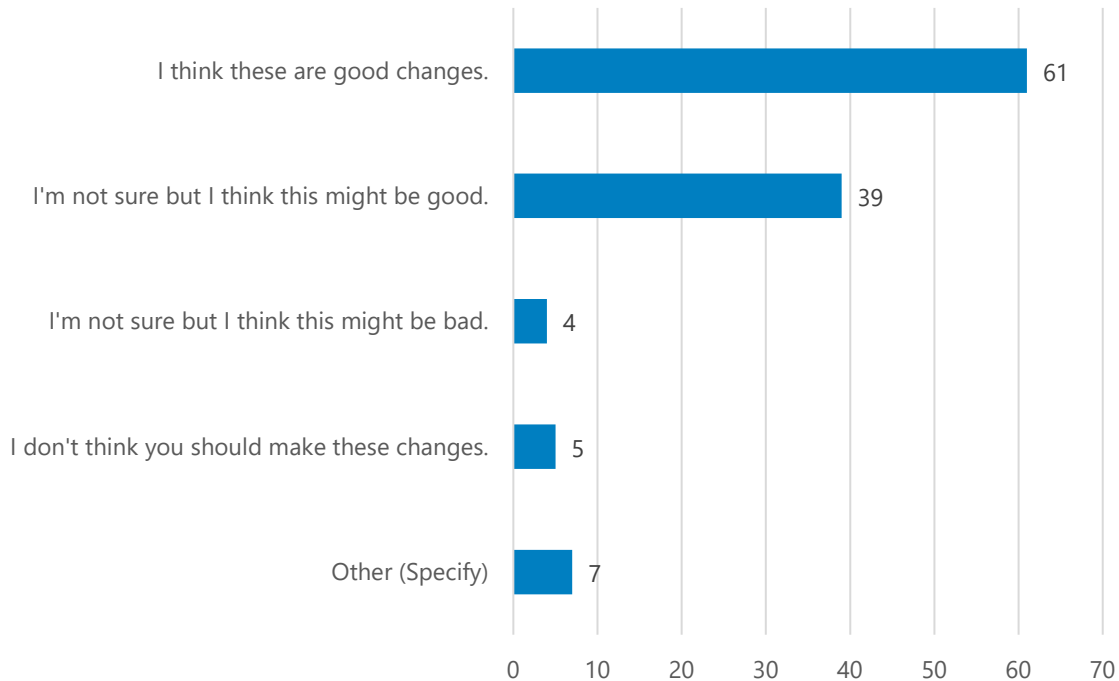
Figure 4 *Is your travel expected to be impacted by the Long-Term service recommendations?*



N=137

The overwhelmingly positive responses to the Long-Term service recommendations focused largely on increased frequency. Out of the 17 respondents that indicated that the Long-Term service recommendations will impact their travel in a negative way, only three respondents left comments specific to the suggested changes. Two comments pertain to longer walk times to access the bus due to changes to Routes 66/67, and one regards the possibility of increased traffic on River Road. The remainder of the dissatisfied respondents indicated that they want service to be reinstated on Route 27 and Route 73, wanted more information in Spanish, were concerned about drug use on transit, or did not finish the survey beyond the first few questions.

Figure 5 *Now that you've had a chance to review the future service plan, how do you feel overall about the plan?*



N=116

After reviewing the plan in more detail, 86% of respondents indicated either that they think the recommendations are good changes or that they are not sure but think the recommendations might be good. Of the five people who indicated that they have an overall negative view of the service plan after reviewing it and that Lane Transit District should not make the proposed changes, there are not any concrete critiques of the changes to the bus routes, service hours, or headways. One said that the plan does not go far enough to improve transit service, one said that the bus should be on time more often, one said that security on board needs to be improved, two would like service to be restored to discontinued lines (Route 73 and along 18th). These all indicate a desire for more future improvements rather than problems with the currently proposed plan.

Key Themes from Open-Ended Comments

- Respondents indicate strong support for more frequent bus service and in many cases desire more frequent service than is proposed.
- There is a desire for longer service hours during weekends and evenings.
- Transit riders experience safety concerns while accessing the bus (e.g., crossing busy streets) and on the bus (e.g., from other passengers).

- Respondents mentioned that bell times for schools and work hours for industrial workers should be considered when modifying hours of service and arrival/departure times.
- Multiple respondents specifically mentioned improved connections in the Bethel neighborhood.
- Several respondents identified the airport (3), Mt. Pisgah (2), and Spencer Butte (2) as places they'd like to see bus service.
- Bus stop amenities such as better lighting, bilingual signage in English and Spanish, and charging ports would improve the experience of transit riders.

Route-Specific Comments

Only 80 out of 128 respondents (63%) made a comment about a specific route.

- **EmX (12 good; 2 maybe good; 5 maybe bad, 1 bad)**
 - Positive comments about better frequency
 - Earlier service request on weekends, even if it means only 15 minutes on weekdays
 - Prefers 15-minute frequency if other areas are improved, like bringing back the 73
 - Safety, security concerns
- **Route 1 (1 maybe good)**
 - Suggestion for new stop in front of new city hall
 - Concern about loss of access to Amtrak station (voiced in comment on Route 40)
- **Route 11 (4 good; 1 maybe good)**
 - Positive comments about better frequency
 - Improvement will help get to work in time
 - Request for better frequency in the evenings
- **Route 12 (3 good; 4 maybe good)**
 - Supports extension to Winco/Coburg Road on Route 12 but concerned about the 66/67 change and making people cross a busy road (Coburg) to access Winco
- **Route 13 (2 good; 2 maybe good)**
 - Suggestion for better frequency in the evening
 - .
 - Strong support for changes
 - These changes are fantastic, as I use the 13 route to get to work or connect to the EMX and winco, and because of the infrequency of routes i find my

morning commute often ends in an overcrowded bus, and weekend shopping is tricky with hourly service.

- **Route 17 (1 maybe good)**
 - No comments
- **Route 18 (1 good)**
 - No comments
- **Route 24 (4 good; 2 maybe good)**
 - Request for new stop NB on Donald by Pearl Street
 - Request for 15-minute service
 - Request for service extended to Spencer Butte
 - Request to put stop on Donald between Pearl and 34th as close as possible to the Village School
 - Comment about 20-minute layover and difficulty transferring at Eugene Station on weekends/off hours
- **Route 27 (2 good; 2 maybe good; 3 maybe bad; 6 bad)**
 - General support for bringing this route back
 - Multiple suggestions for a shuttle to Franklin Blvd EmX Station
 - Comment that this neighborhood has grown substantially since service was suspended
 - Even service a few times a day would be appreciated
 - Comment about lack of service east of Hilyard (not just to Laurel Valley)
- **Route 28 (8 good; 1 maybe good; 2 maybe bad)**
 - Strong support for proposed change
 - Request for more coverage in this area, especially in more hilly areas that are harder to walk in
- **Route 33 (1 maybe good; 2 bad)**
 - Support for maintaining this route
 - Support for returning direct service to UO on 18th
 - Request for more frequent service
 - Suggestion to combine this route with Route 55
- **Route 36 (5 good; 1 maybe good)**
 - Strong support for this change, especially to connect to housing and the high school
- **Route 40 (4 good; 2 maybe good)**
 - Support for extension to Santa Clara station

- Request for more consistent 30-minute service
- Consider health care shift and commute times when scheduling
- Some confusion regarding how the route change will impact travel times
- **Route 41 (1 good; 3 maybe good; 3 maybe bad)**
 - Suggestion for service as far as Green Hill Road
 - Concern about this deviation taking longer
 - Support for service to Bertlesen Road
 - Suggestion not to terminate at Walmart but instead deviate to Terry St
 - Concern that irregular service along this line in conjunction with Emx route change will leave too little service along 11th/13th west of downtown
- **Route 51 (3 good; 3 maybe good)**
 - Strong support for these changes, especially for legibility and to avoid delay
 - General safety/security concerns
- **Route 52 (2 good; 3 maybe good)**
 - Support for using Calla/Kalima but be sure to contact neighborhood and neighboring businesses about schedule changes
 - Support for better frequency/service after 6pm
- **Routes 66/67 (6 good; 3 maybe good; 1 maybe bad; 1 bad)**
 - Request for more frequent service (20 min) and later evening service
 - Concern about crossing busy street (Coburg Road)
 - Concern about shortening the service at VRC
 - Concern about losing transfers
 - Support for streamlining this route
- **Route 73 (1 maybe bad; 5 bad)**
 - Support for the connection to UO (and LCC via Amazon Station)
 - Support to bring this route back
- **Route 78 (3 maybe bad; 1 bad)**
 - Support to bring this route back, but with changes:
 - This one is like the 33 and 73; ridership is low because you need to change the route somewhat. My teenager just walked 48 minutes up the hill the other night from 18th & Bailey Hill along the old 78 Warren route. It is NOT the same as the 36 route! But yeah don't run it to UO if no one wants that. There's a lot of new housing up there since that route was created, I suggest looking long term starting it at Bailey Hill EmX station as a Route 38, running it from Bailey Hill up Warren/Timberline, connecting it to Hawkins, City View, or Chambers through the hills, and then running it down to the McKinley or Garfield EmX station. I

know the people up there are anti-transit but that's an old fashioned, anti-environment, and frankly antisocial idea they need to get over. Having a car should not be mandatory within our city limits.

- I'm wondering if considering a realignment with part of route 78 to service from UO station, or at least 18th and Alder. It would provide a better connection along 18th Avenue and be able to add some trips serving UO Station South, with a complimentary schedule with route 28.
- **Route 79x (1 bad)**
 - I think that reducing service is bad for the 79x, and if anything i think service needs to be increased. during UO term, every single time I board the AM bus towards UO the bus is completely full, and even during the end of finals week the bus has no shortage of riders from students taking summer courses or working. I think that 79x would even get service over UO breaks due to the abundance of student staff and non student staff who live near Autzen. I think that even a service running every hour or two in the summer should be added if resources became available, though if the 13 route were to get 15 minute service daily the impact may be lesser.
- **Route 81 (2 good)**
 - Support for change (and added frequency)
 - Request for better service on Sunday
- **Route 82 (1 good; 1 maybe bad)**
 - Request for route to Mt. Pisgah several times a day
 - Request for service on weekends (this route is serving more than just LCC)
- **Route 91 (no responses)**
- **Route 92 (3 good)**
 - General support for this change
- **Route 93 (1 maybe good; 1 maybe bad)**
 - Request for larger loop through Veneta
 - Suggestion that service to Eugene Station may not be as important as a direct connection to EmX or other locations (e.g., airport, county parks)
 - Request for additional trips
- **Route 95 (3 good; 1 maybe good; 1 maybe bad)**
 - Suggestion for service to the airport
 - Request for additional trips/better service
- **Route 98 (1 good)**
 - No comments

General Comments

- Riverview shuttle to EmX
- Route on the Beltline
- Shuttle to Walnut Street EmX Station through Laurel Hill Valley
- Request for more frequent service systemwide
- Reduce inefficient routing through parking lots, etc.
- Request for service to the airport (at least several times a day)
- Consider more frequent service past Autzen Stadium
- Improve weekend service
- Improve frequency on MLK
- Provide better/more information in Spanish (and for seniors who speak Spanish)
- Hire more bilingual (Spanish-speaking) operators
- Install lighting at all bus stops
- Align schedules with HS bell times
- Improve safety/security (enforce existing rules)
- Maintain service on Goodpasture Island Rd (especially for older adults)
- Consider route to Mt. Pisgah, Spencer's Butte, other wilderness areas
- Provide a living wage to all drivers
- Consider 24-hour service
- Consider additional EmX corridors (e.g., Coburg Road)
- Install trash receptacles and shelters at more stops
- Improved frequency on Route 55
- Improve information signs on EmX (especially Commerce)
- Fix fare kiosks at Eugene Station
- Consider later service hours on Friday/Saturday/Sunday night
- Consider a connection between Santa Clara and NE Eugene
- Consider shoulder operation on the Beltline to avoid traffic
- Consider redirecting money away from automated signs at stations in favor of frequency (since people have this information on their phones)
- Consider 40 minute headways on some routes
- Consider operating on fewer streets in downtown Eugene
- Consider offering the school year schedule year round
- Consider secure bike parking at stations (first/last mile connections)

- Consider stop next to Peterson Barn Community Center
- Bring back Route 73
- Consider service on Chambers between 2nd and 24th
- Consider service on W. 1st Ave or Roosevelt between Seneca and Bertelsen (for industrial jobs)
- Consider improved service to the 11th / 13th corridor between Garfield and Eugene Station
- Consider better service to Far West neighborhoods and Churchill High School
- Request to return service to “the hills” where it’s harder for people to walk to the bus
- Additional comments:
 - Increase service into the neighborhoods off River Road, Coburg, Willamette, City View. Incentivize new riders for a 30-day free service challenge or something. Send out postcards telling people where, when, and how to catch the bus near their home. Provide adequate service to schools without their own bus service. Run a bus to The Arc twice a day so those poor disabled people aren’t walking in inclement weather to access the 11 bus at 42nd. Do weird once a week (or even once a month), twice a day “in & out service” to cool places on the weekends that we car-free disabled folks can’t access, like Fern Ridge reservoir, Spencer Butte, Mt. Pisgah, etc. And holy moly don’t make us walk 43 minutes from the never-running JC bus to the airport!! Do a different PR campaign — ask local people to post videos explaining how to ride, showing how clean and safe it is, how friendly people are, etc. and offer prizes or Umo discounts for most viewed videos or something. “Transit influencers” are basically free, right? People just need the info from a trustworthy source to become more comfortable. My daughter’s dad has never ridden LTD and is convinced she is unsafe using it which to me is both sad and hilarious. Anyway I hope this helps; I love LTD so much and I just can’t convince people to use it. It’s a paradox: until it runs everywhere all the time people won’t use it, but until they use it you can’t justify better service!

Survey Demographics

Figure 6 Which category best describes yourself?

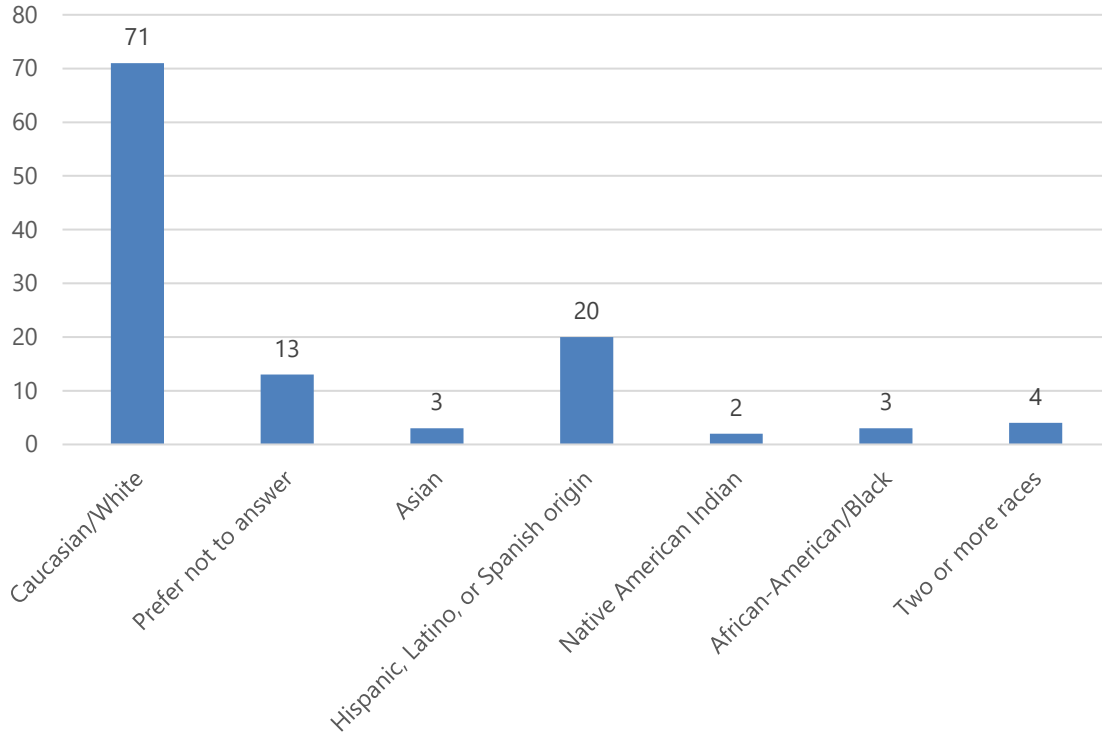


Figure 7 Please indicate your age range

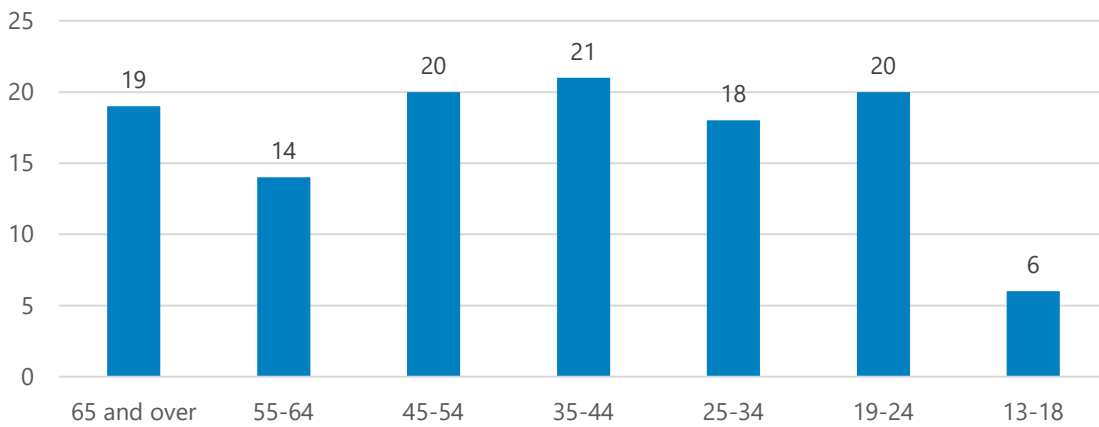


Figure 8 What is your current employment status?

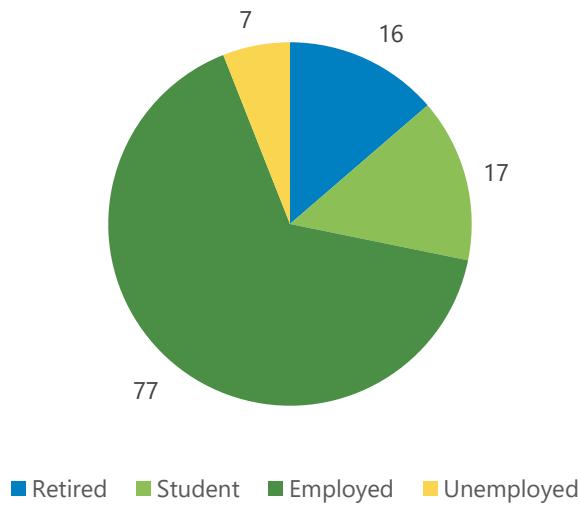


Figure 9 What is your annual individual income?

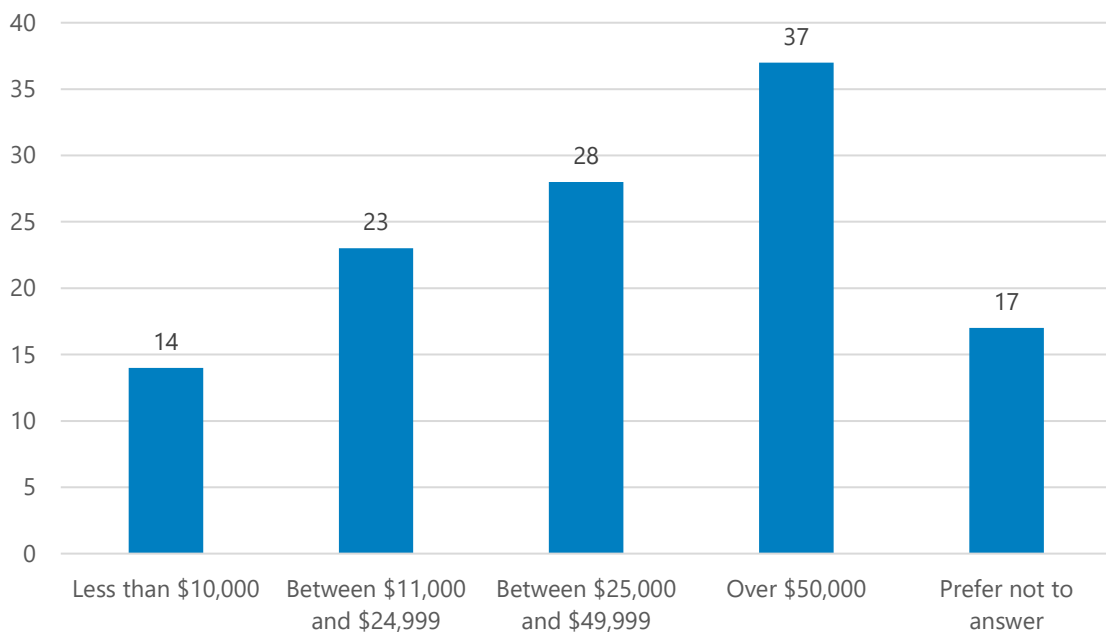
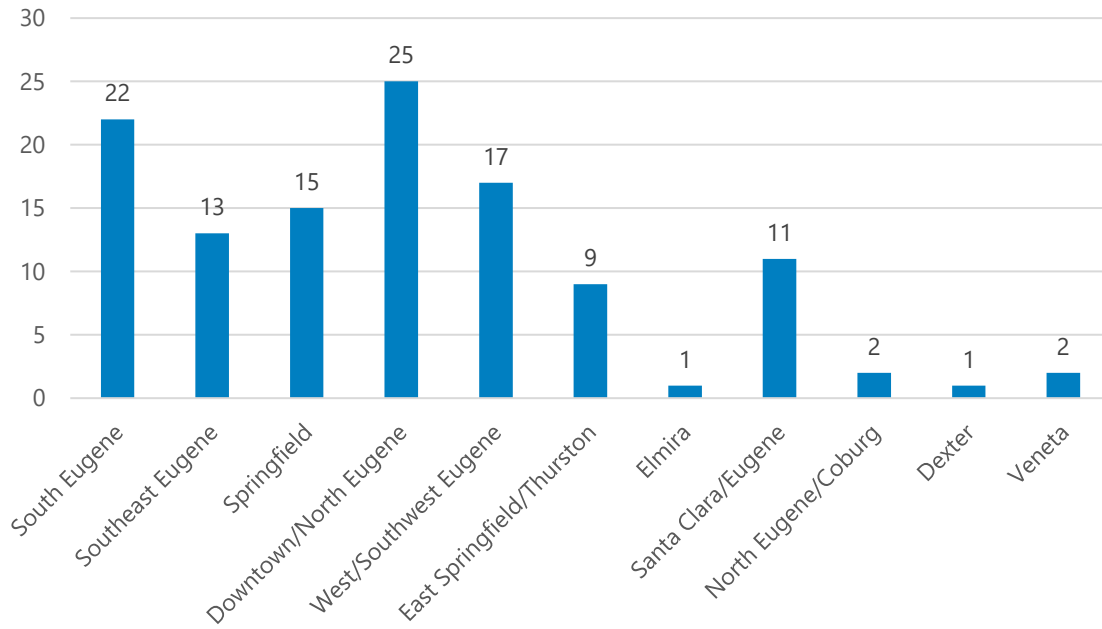


Figure 10 What is your home ZIP code?



APPENDIX B: 2023 ORIGIN DESTINATION STUDY

LTD COA

2023 Origin and Destination Study

January 2024

N NELSON
NYGAARD

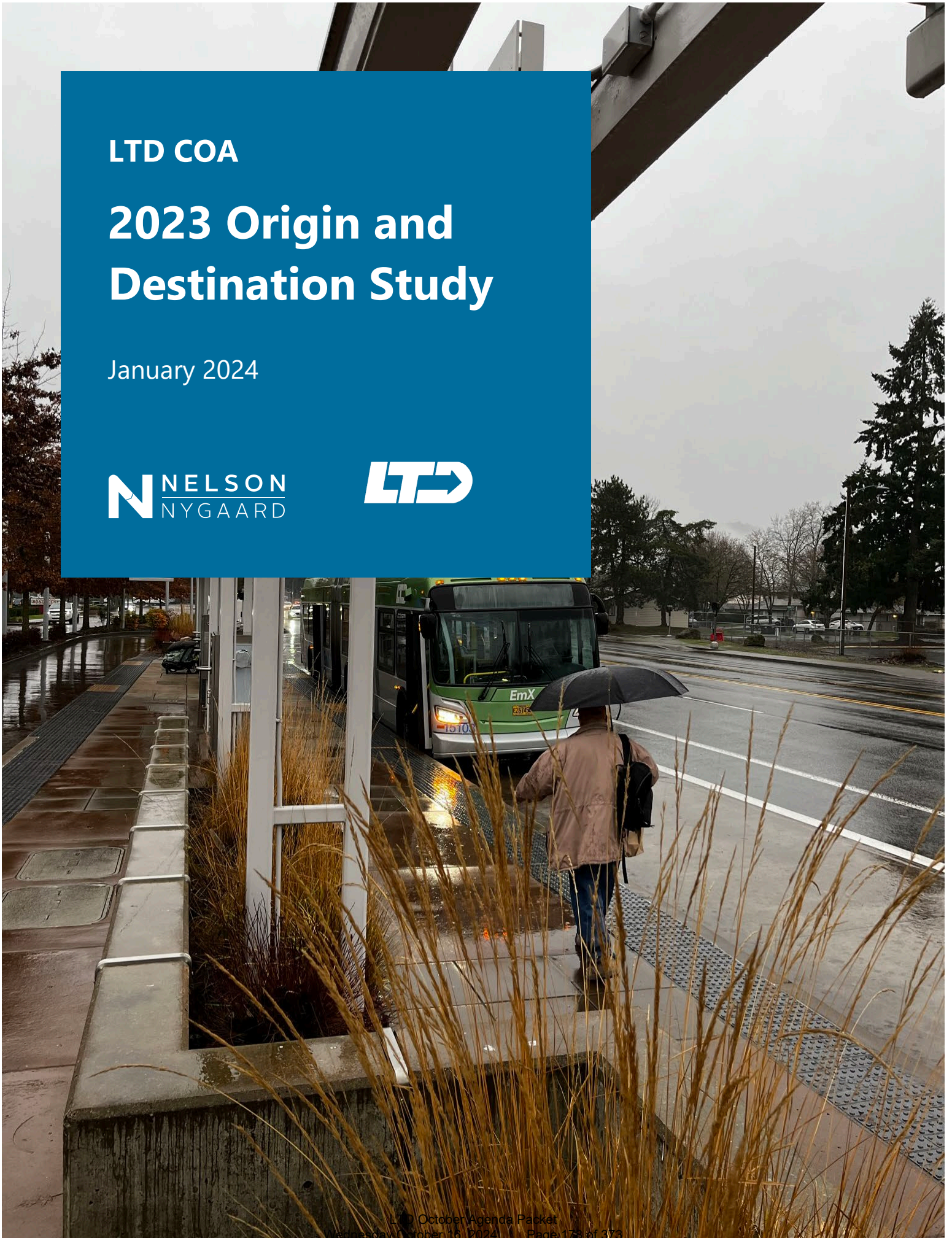


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1 INTRODUCTION

A survey of passengers on LTD's fixed routes, including EmX, was conducted between October 14, 2023, and November 1, 2023. Surveyors boarded selected bus runs and provided self-administered questionnaires to riders. A total of 2,401 completed surveys were collected. The detailed data collection methodology and results are discussed in more detail below.

SURVEY METHODOLOGY

The on-board survey was administered to riders using a random sampling of LTD's fixed route and EmX runs. For the purposes of this report, a run is defined as a bus's journey from where the route begins to where the route terminates. This is not to be confused with trips, which are defined for this report as a passenger's journey from their origin to their destination. The sample of runs surveyed was selected in the following manner:

- A list of all bus runs was separated into three day-types: Weekdays, Saturday, and Sunday. The runs for each day type were grouped by time of day (before 8:30 am, 8:30 am – 4 pm, 4 pm - 6pm, and after 6 pm).
- Each run was assigned a random number using an Excel formula, then sorted according to that random number from lowest to highest. The total number of runs within each subgroup was divided by 10 to determine the number of runs to include for a 10% sample (starting from the top of the sorted list and counting down).
- This exercise was repeated for the appropriate day types to complete random samples that resulted in a plan to survey 326 weekday runs, 192 Saturday runs, and 187 Sunday runs.
- The weekday, Saturday and Sunday runs to be surveyed were then converted into daily surveyor schedules and a staffing agency was used to recruit surveyors for both weekend and weekday shifts. Due to staffing availability, more surveyors were available on weekdays than weekends.
- This process resulted in a survey plan that split weekend surveying over two weekends. Weekend surveying was conducted on October 14-15, 2023, and again on October 28-29, 2023. Surveys were not conducted on October 21-22, 2023 due to the University of Oregon football game that took place in Eugene on October 22, 2023.

- Weekday surveying took place on three days: October 30-31, 2023 and November 1, 2023.
- Final sampling was based on the method of the 2019 study, where schedules were created from LTD schedule blocks, only weekdays were stratified into AM Peak (4 am - 8:30 am), Mid-day (8:30 am – 4 pm), PM Peak (4 pm – 6 pm) and Night (after 6 pm). EmX runs were stratified separately from other runs to ensure a complete sample of EmX schedule blocks.

Questionnaire

The questionnaire was developed based on the 2019 survey, but with revisions identified in collaboration with LTD staff. Changes from the 2019 survey included asking riders about the transit improvements they would like to see most, instead of asking them to rate how their needs are met. Following the revisions, the questionnaire was then translated into Spanish. The survey questionnaires are available in the Appendix.

Survey data collection

Surveyors rode the designated buses during the time periods shown on each surveyor's daily schedule and were instructed to distribute a questionnaire to each passenger boarding the bus during the selected runs. The surveyors were allowed discretion in determining whether to administer surveys to riders appearing to be under the age of 16 or individuals that were sleeping, otherwise encumbered, or appeared to pose a threat to the safety of the surveyor or others. Pencils were provided, and a limited number of clipboards were also available to assist riders completing the survey. Surveyors wore high visibility vests provided by LTD and nametags showing that their purpose was to conduct an onboard passenger survey.

All riders were offered a questionnaire in English by default. Surveyors gave Spanish language questionnaires to riders that preferred to take the survey in Spanish. Riders were asked to complete the questionnaire and return it to the surveyor before leaving the bus. Those unable to complete the questionnaire in time were asked to give the completed survey to their next bus driver or turn it in to Customer Service at Eugene Station, where a box was placed to receive them.

Riders who had already completed the survey on a previous ride were asked to fill out only questions 1-19 to provide origin/destination information for this additional trip. As a result, there were two types of responses – complete form for those completing it for the first time, and partial forms for those completing it for the second or subsequent times.

Response rate

Survey team members were trained to record the time they administered each surveyed run. The times recorded on each survey was then used to assign that particular survey to the run that was surveyed.

A total of 705 LTD runs were surveyed. Of these, 659 (93%) were on fixed routes and 46 (7%) were on EmX.

Surveyors collected 2,401 surveys, 1887 (79%) of which were from fixed route runs and 514 (21%) were on EmX runs. Due to human error during data collection, 68 responses were unable to be associated with their corresponding fixed route or EmX run.

Of the 2,401 returned surveys, 86 (3.6%) indicated that the respondent had previously completed the questionnaire for an earlier trip.

Questionnaires completed in Spanish represented just 0.9% of those returned.

Analysis

The sampling methodology was designed to capture a purely random sample of 10 percent of LTD riders across the following four stratifications:

1. Riders of each of LTD's EmX and fixed routes
2. Saturday, Sunday, and weekday riders
3. Weekday AM, mid-day, PM, and evening riders
4. Inbound and Outbound trips

The goal was to collect data from a 10 percent sample of LTD's average daily ridership to inform this study and provide a means of comparison against LTD's earlier origin-destination studies. A 10 percent sample, based on the latest available ridership data for the study period (reflecting February 2023 ridership), required a minimum of 2,073 responses. A total of 2,401 responses were collected for this study, reflecting a data sample of 11.6 percent of LTD's anticipated ridership.

As in previous studies, expansion factors were used for each of the four stratifications to correct for any under- and over-sampling and to provide results that can be compared to previous studies. Factors were developed by LTD staff and applied to each response in a way that allowed for efficient categorical analyses reflective of LTD's full ridership. The complete datasets including the expansion factors are provided to LTD with all electronic products of this study.

Figure 1 Tally of Responses by Sample Stratification

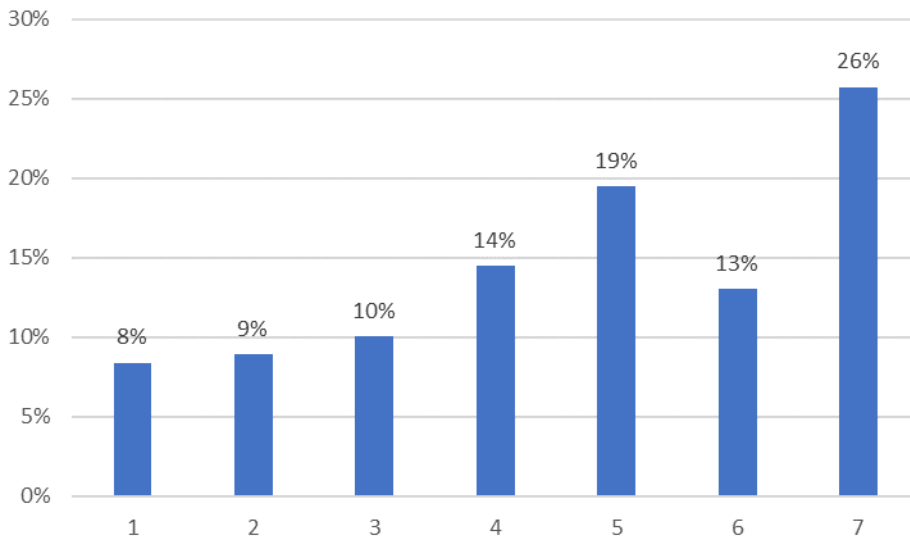
Route No.	Day/Time Unknown	Saturday	Sunday	Time of Day				Total
				Weekday AM	Weekday Mid-day	Weekday Night	Weekday PM	
1	0	2	8	1	5	0	0	16
11	0	85	74	5	0	3	0	167
12	0	11	36	0	36	0	0	83
13	0	69	26	19	5	28	9	156
17	0	1	11	0	25	1	0	38
18	0	10	9	0	20	2	0	41
24	0	38	42	19	24	2	0	125
28	0	47	26	12	19	6	0	110
33	0	0	0	1	4	0	0	5
36	0	24	13	11	26	5	10	89
40	0	30	18	22	47	0	0	117
41	0	47	31	4	43	5	2	132
51	0	17	37	0	6	7	0	67
52	0	6	8	1	9	0	10	34
55	0	0	0	19	4	0	2	25
66	0	49	53	16	35	9	15	177
67	0	47	23	10	23	6	17	126
79	0	0	0	0	58	14	42	114
81	0	21	0	0	7	5	0	33
82	0	0	0	0	50	0	3	53
85	0	0	0	6	11	0	0	17
91	0	4	0	0	0	1	0	5
92	0	2	0	14	1	0	0	17
93	0	3	2	0	0	0	0	5
95	0	10	0	8	4	0	0	22
96	0	3	0	10	0	0	0	13
98	0	12	11	0	0	2	7	32
103	0	132	24	57	122	43	76	454
104	0	0	0	0	39	0	21	60
.	67	0	0	0	0	1	0	68
Total	67	670	452	235	623	140	214	2,401

2 FREQUENCY OF USE

The following sections describe LTD's ridership based on the responses to the 2023 passenger survey.

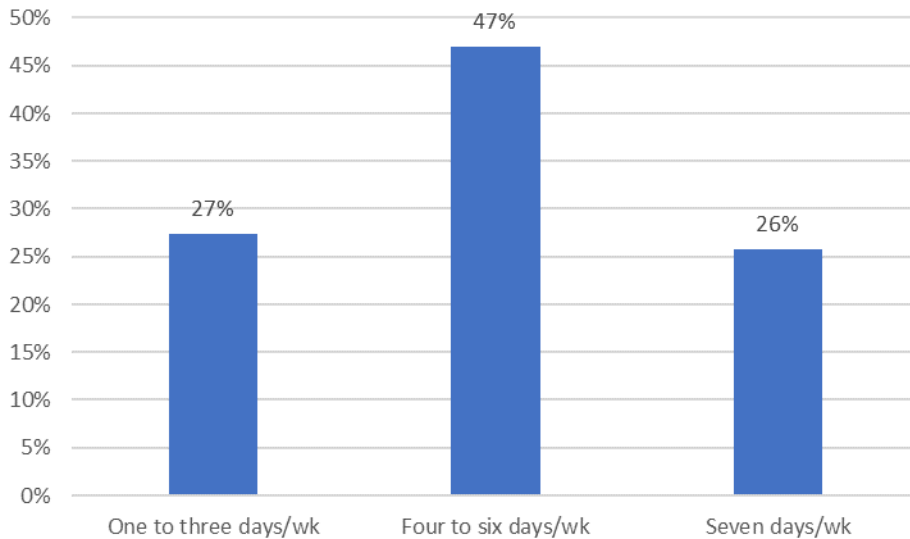
RIDER FREQUENCY SEGMENTS

Figure 2 Frequency of Using LTD (days per week)



Most riders (58%) in 2023 use LTD five or more days per week (Figure 2). Those that ride seven days per week comprise 26% of riders. Those riding LTD only once or twice per week accounted for 8% and 9% respectively.

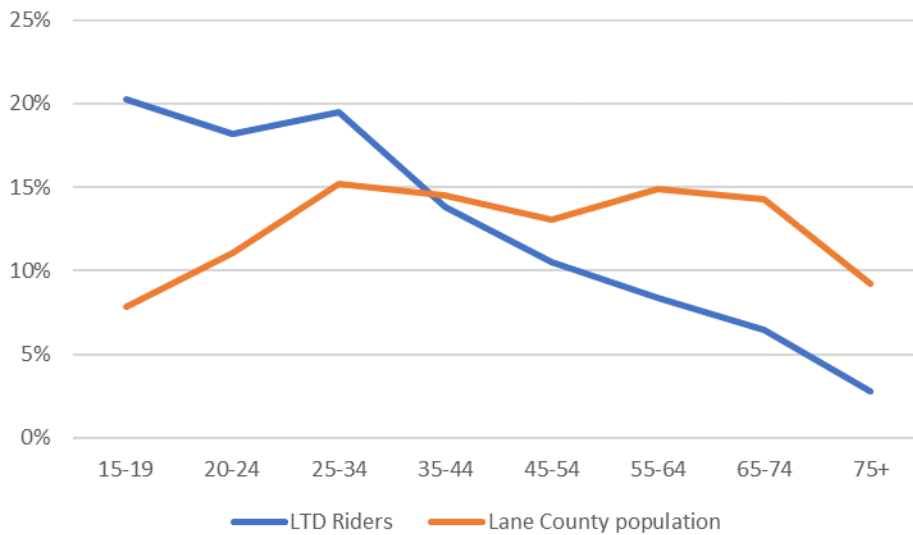
Figure 3 Defining the Rider Frequency Segments



Rider frequency segments were used throughout this report to categorize riders into three groups (Figure 3): those who ride occasionally (one to three days per week, 27%), those who ride regularly (four to six days per week, 47%), and those who ride every day (26%). Some of the figures later in this report examine how responses compare among these three rider frequency segments by riders’ demographics, travel profile, and attitudes.

3 DEMOGRAPHICS

Figure 4 Age of riders and Lane County population

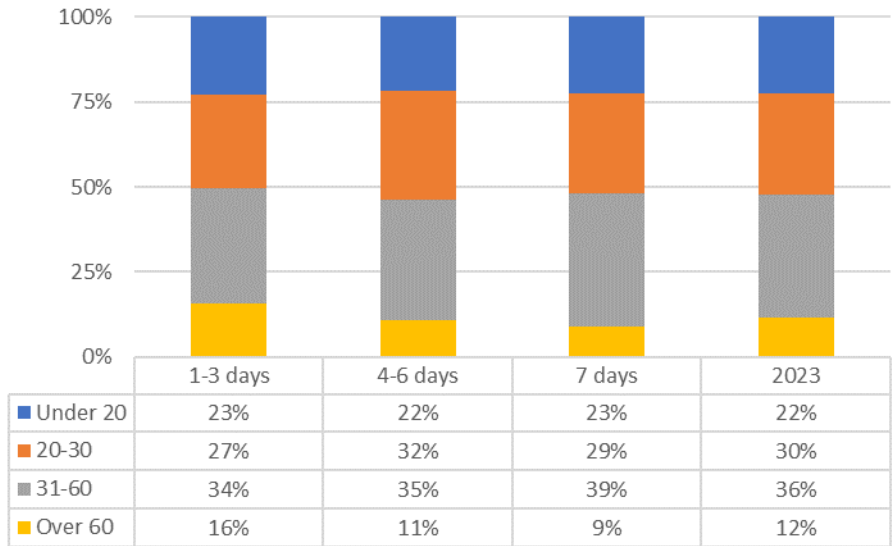


A comparison of the age distribution of the population 15 years of age and over of Lane County¹, with the age distribution of LTD riders in 2023, provides the following observations (Figure 4):

- The proportion of riders between the ages of 15 and 44 is greater than among the general population.
- The percentage of riders over the age of 44 is smaller than among the general population.

¹ American Community Survey, US Census Bureau, 2018-2022 5-Year Estimates for Lane County, Oregon.

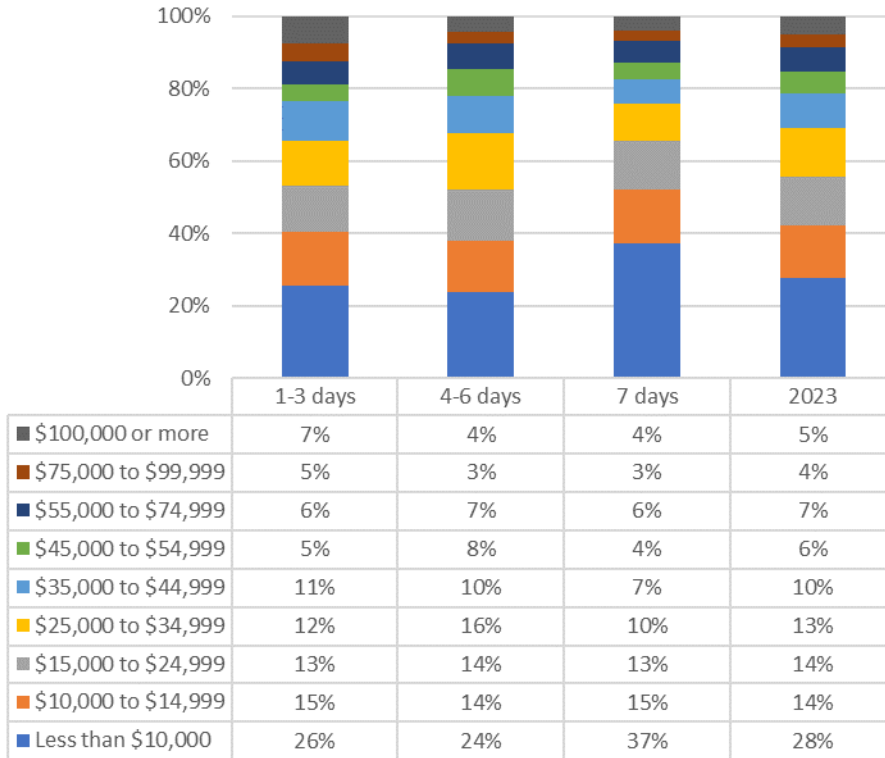
Figure 5 Age by frequency segments



Like several figures in this report, data are stratified by rider frequency segments and compared to the 2023 survey data as a whole.

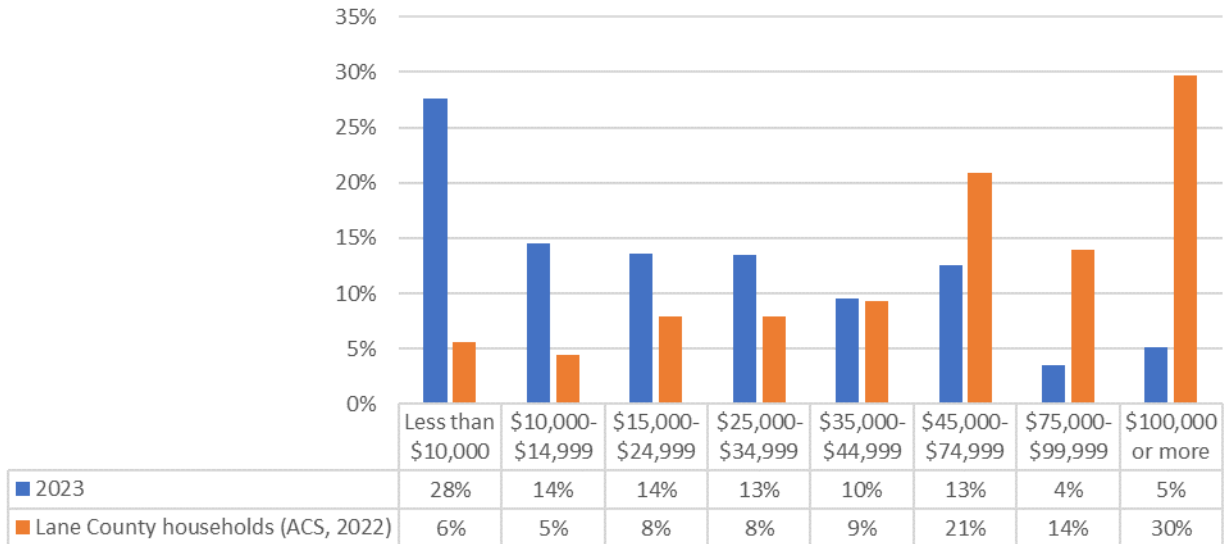
Riders are categorized into age groups of under 20, 20 to 30, 31 to 60, and over 60 (Figure 5). Those under 30 comprise 50% or more of riders across all three frequency segments and in 2023. Those aged 31 to 60 comprise over a third of riders across the frequency segments and in 2023.

Figure 6 Household income by frequency segments



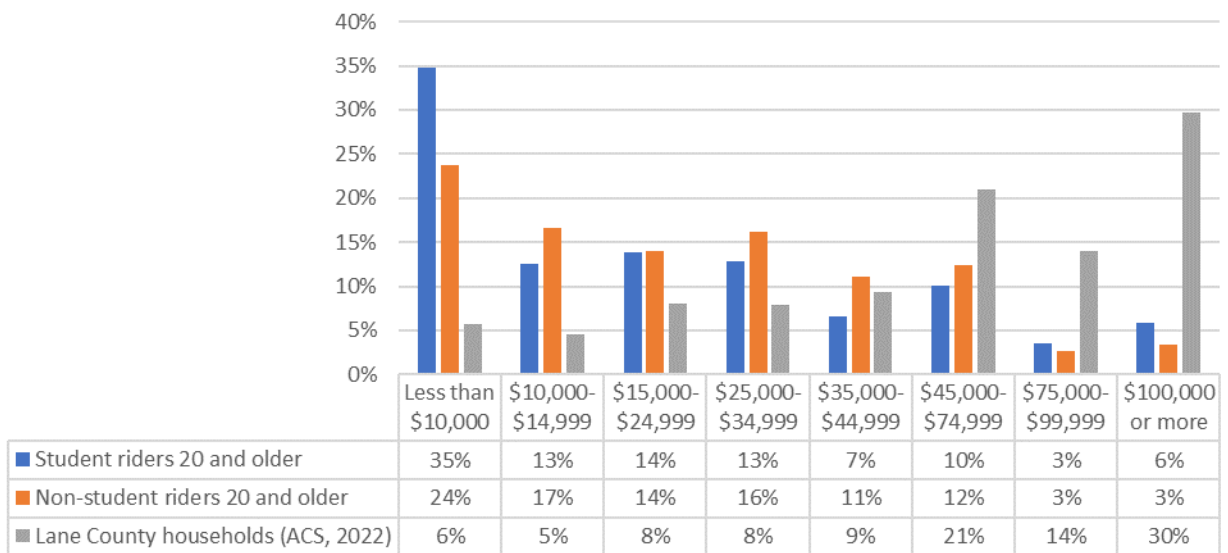
LTD riders with a household income less than \$10,000 are the highest proportion of riders across the three frequency segments and in 2023, and they comprise over a third of riders who ride every day (Figure 6). Every ridership frequency group includes a majority with household incomes of less than \$25,000.

Figure 7 Household of riders and the Lane County population



The household income of riders is below the general Lane County population with more riders in the lower income categories and fewer riders in the higher income categories than the general population (Figure 7). Riders with incomes less than \$10,000 comprise 28% of riders compared to 6% of the Lane County population.

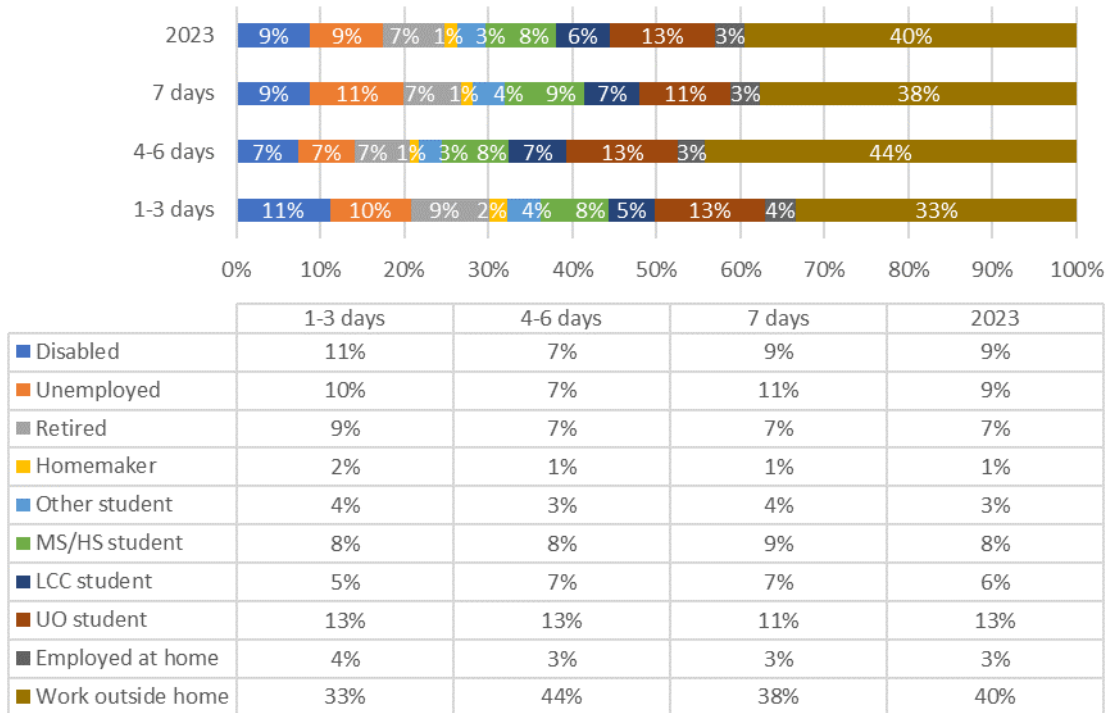
Figure 8 Incomes of student and non-student households



Student riders report lower household incomes than non-student riders (Figure 8), but the proportion of riders with an income less than \$15,000 is similar in both groups (48% of students and 41% of non-students, compared to 11% in Lane County). Therefore, the low

income of the ridership cannot be attributed directly to the large number of student riders based on these data alone.

Figure 9 Employment and student trips by frequency segment

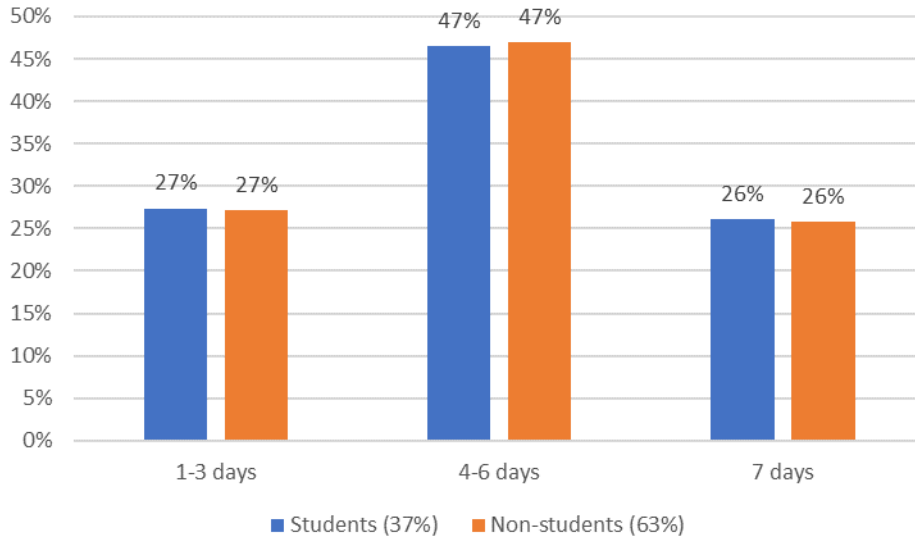


Most riders (73%) are either employed or a student (Figure 9). Of all riders:

- 26% are neither employed nor a student.
- 30% are students.
- 43% are employed.

The 4–6-day group includes the highest proportion of riders that are employed (44%), while the 1–3-day group includes the lowest proportion (33%).

Figure 10 Student status and riding frequency



The proportion of student and non-student rides are roughly equivalent across the frequency groups (Figure 10). The 4–6-day group contains the largest proportion of student and non-student riders, 47%, respectively.

Figure 11 Student status among riders

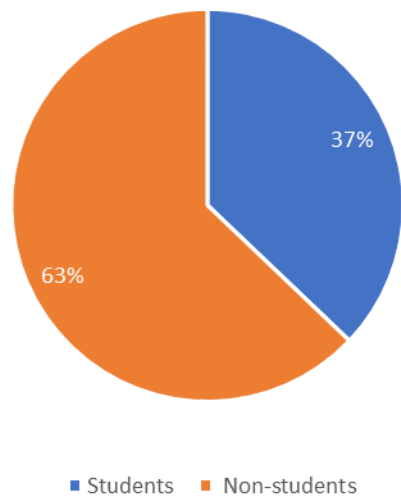
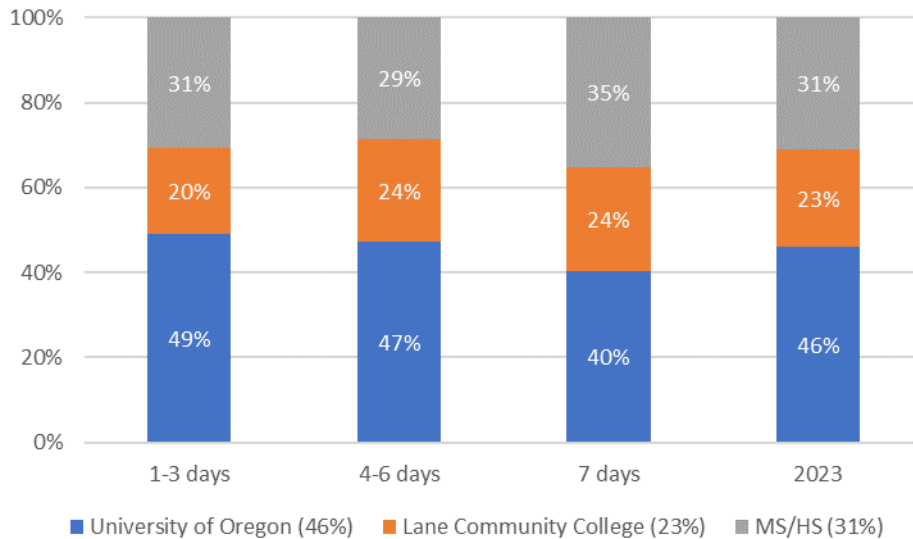
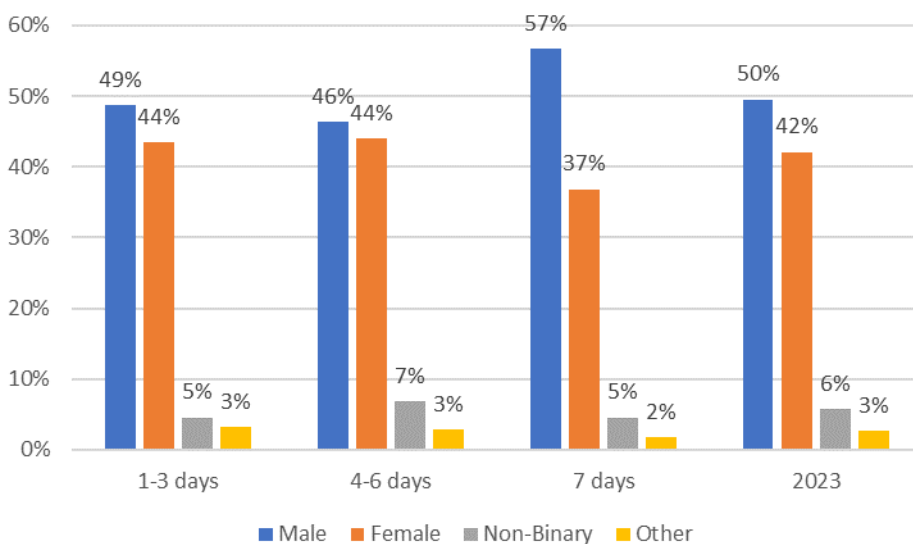


Figure 12 Student rides by school



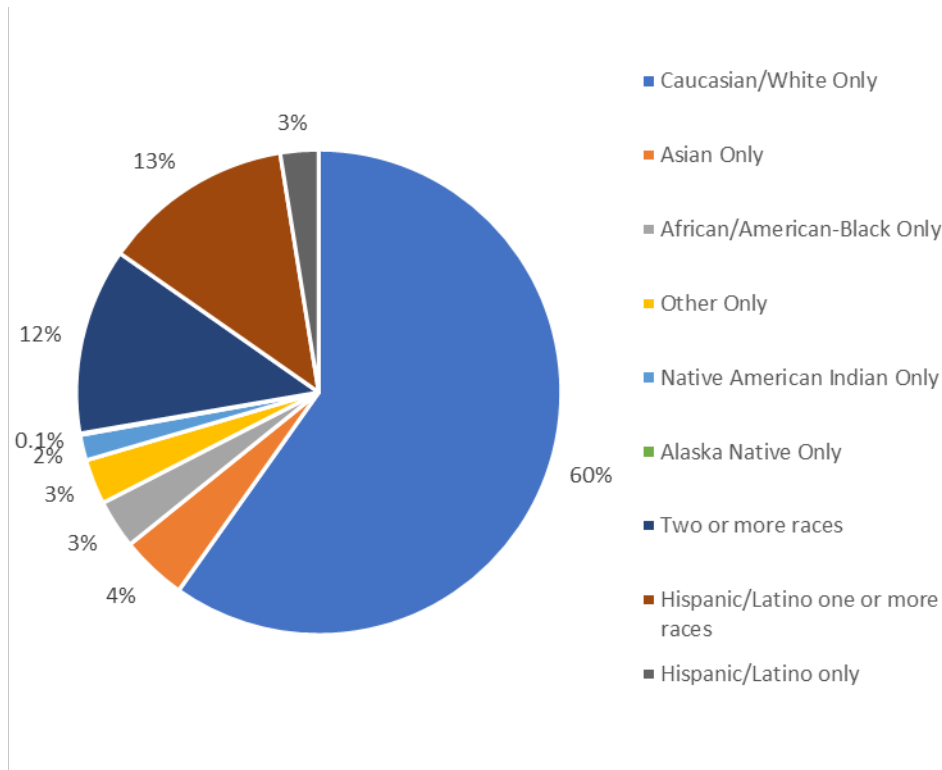
The employment/student status question allowed respondents to mark whether they are a Middle/High School student, UO student, or LCC student. Over a third of riders in 2023 are students (Figure 11). About half (46%) of student riders are University of Oregon students, who comprise the largest share of student riders for all frequency groups (Figure 12). The proportion of Middle/High School students is the highest among students who ride every day, whereas almost half of University of Oregon students ride 1-3 days. LCC students comprise the smallest share of student riders, and the largest share of these students ride 4-6 or 7 days.

Figure 13 Gender by frequency segments



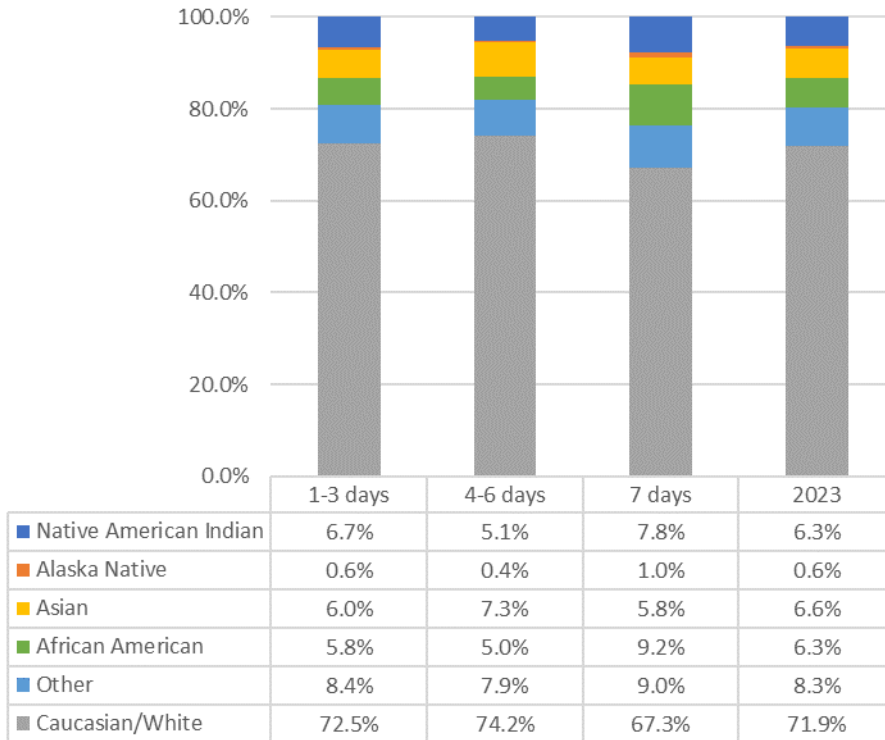
The percentages of riders that identify as male, female, non-binary, or other are presented (Figure 13). Males make up the largest proportion of riders within each frequency group as well as the largest share of riders overall. The discrepancy between the proportion of males and females is greatest (20%) among the 7-day riders and least (2%) among 4–6-day riders. The highest proportion of males are 7-day riders, whereas the lowest proportion of females are 7-day riders.

Figure 14 Race and Hispanic ethnicity



The identity of riders in terms of race and Hispanic/Latino ethnicity in 2023 is reported. (Figure 14). Most riders identify as Caucasian/White only (60%). Respondents claiming Hispanic or Latino descent represent the second largest group (16%). Those identifying as two or more races represent the third largest group (12%).

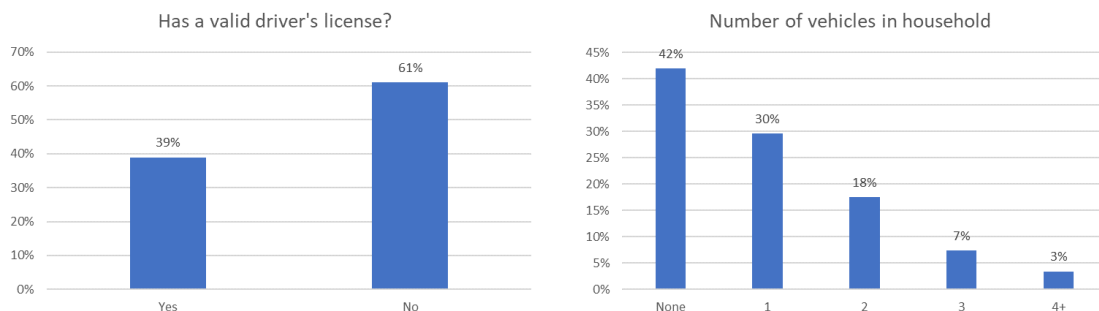
Figure 15 Race by frequency segments

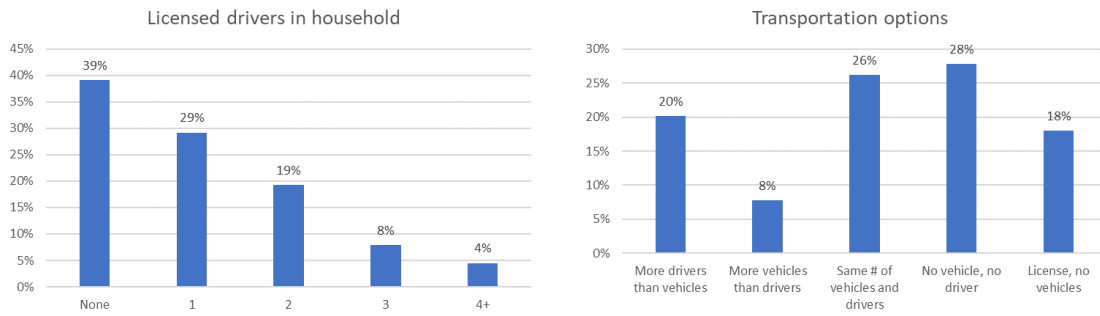


Riders’ race, without distinguishing riders of Hispanic or Latino descent, is presented (Figure 15). Almost three-quarters of LTD riders identify as Caucasian/White. The remaining 28% are mostly evenly distributed among the other race categories on the questionnaire except for Alaska Native, which represents less than 1%.

HOUSEHOLD VEHICLE OPTIONS

Figure 16 Transit Dependence at the Household Level



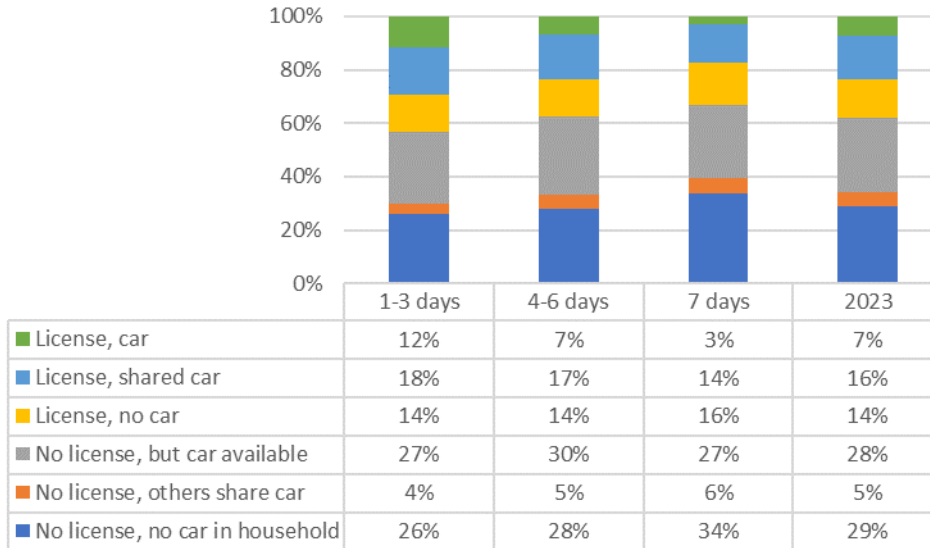


Transit dependency is often reported based on having a vehicle in the household, but actual dependency is more complex. Whether the rider has a driver’s license or access to a vehicle in the household are also involved. For some, access is a matter of sharing a vehicle, not an absolute.

The survey asked about the number of vehicles and licensed drivers in the household and whether the rider responding to the survey had a valid driver’s license. Two dimensions of transit dependency are examined: the household and the individual rider (Figure 16).

- 39% of riders have a valid driver’s license.
- Although 61% do not have a driver’s license, 61% reported that they live in a household in which at least one person has a valid driver’s license.
- 58% have one or more working vehicles owned or leased by their household.
- 28% have neither a driver’s license nor a vehicle in the household.
- 18% have a license but no vehicle in the household.
- 20% have more drivers in the household than vehicles.
- 26% have an equal number of vehicles (greater than zero) and licensed drivers in the household.
- 8% have more vehicles than licensed drivers in their household.

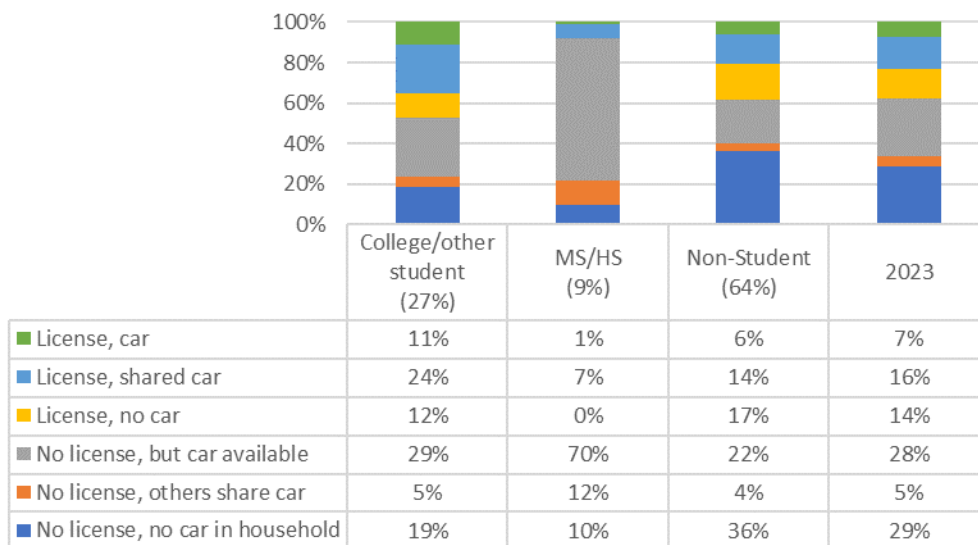
Figure 17 Personal vehicle options by frequency segments



The variation in transportation options reported by frequency segment and compared to 2023 is summarized (Figure 17). Transit dependency is an outcome of not having a license or access to a vehicle. 76% of riders have no license, no car, or neither, while 16% have shared access to a vehicle. 7% have a license and full access to a vehicle.

The 7-day riders are more transit dependent (84%) than others (71% among 1–3-day riders and 77% among 4–6-day riders).

Figure 18 Personal vehicle options among student and non-student riders



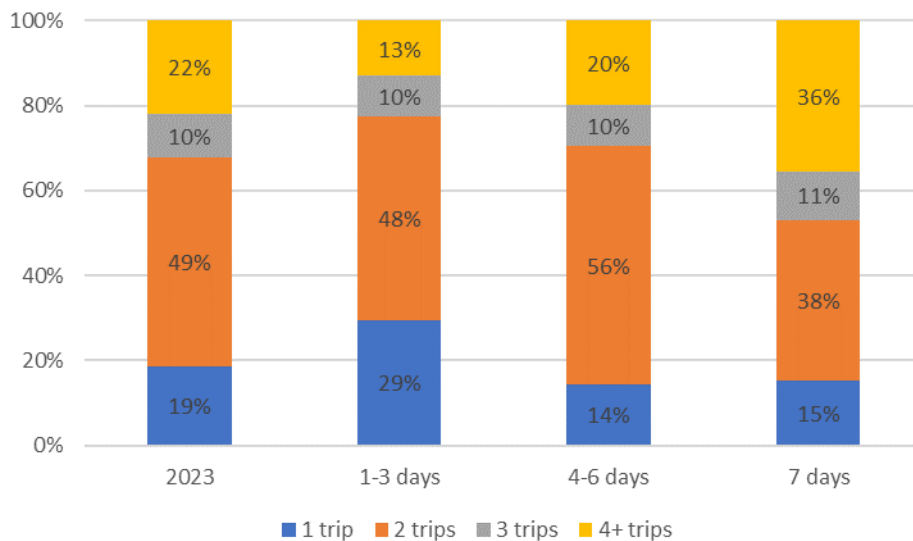
Student status has a role in the extent of transit dependency (Figure 18). Among students attending middle or high school (MS/HS), which comprise a relatively small portion (9%) of riders, 82% have some access to a vehicle if they were to get a license.

The percentage of college or other students that have neither a license nor car is less than non-students (19% compared to 40%). The percentage of students that have a license and share a car is greater than non-students (24% compared to 14%).

Among college student riders, 35% have a license and some access to a vehicle, compared to 20% of non-student riders.

4 TRAVEL PROFILE: HOW RIDERS USE LTD

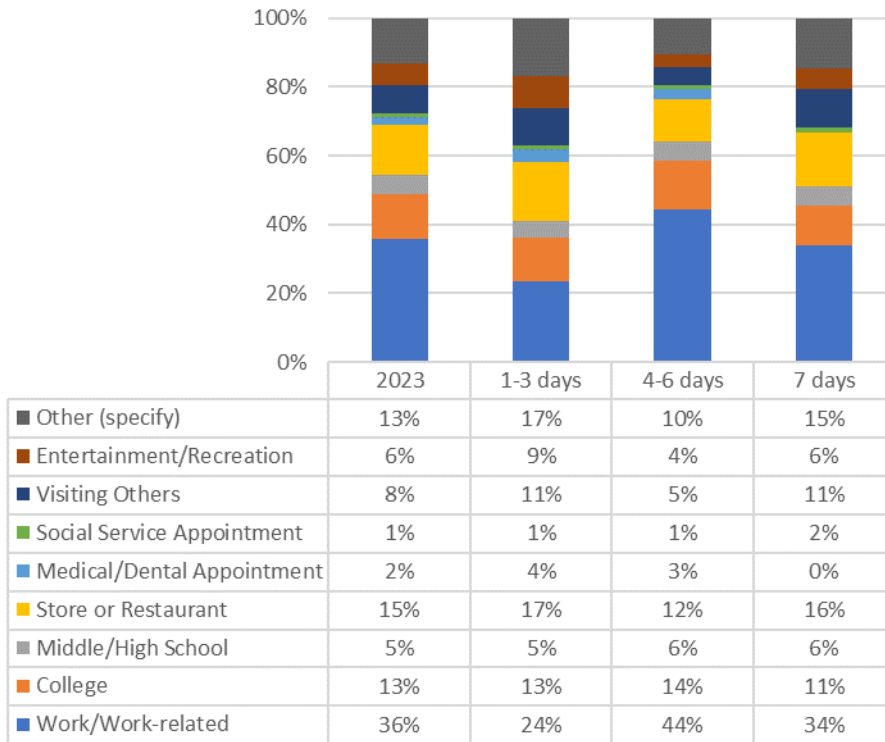
Figure 19 Trips per day by frequency segments



Riders were asked how many separate one-way trips they will make on the day they were surveyed. Responses to this question are assumed to represent the number of trips per day a rider will typically make. This data was then stratified by the frequency groups (Figure 19). Almost half of riders in 2023 (49%) make two one-way trips per day, i.e., a round trip, overall suggesting a tendency toward even-numbered trips (71%).

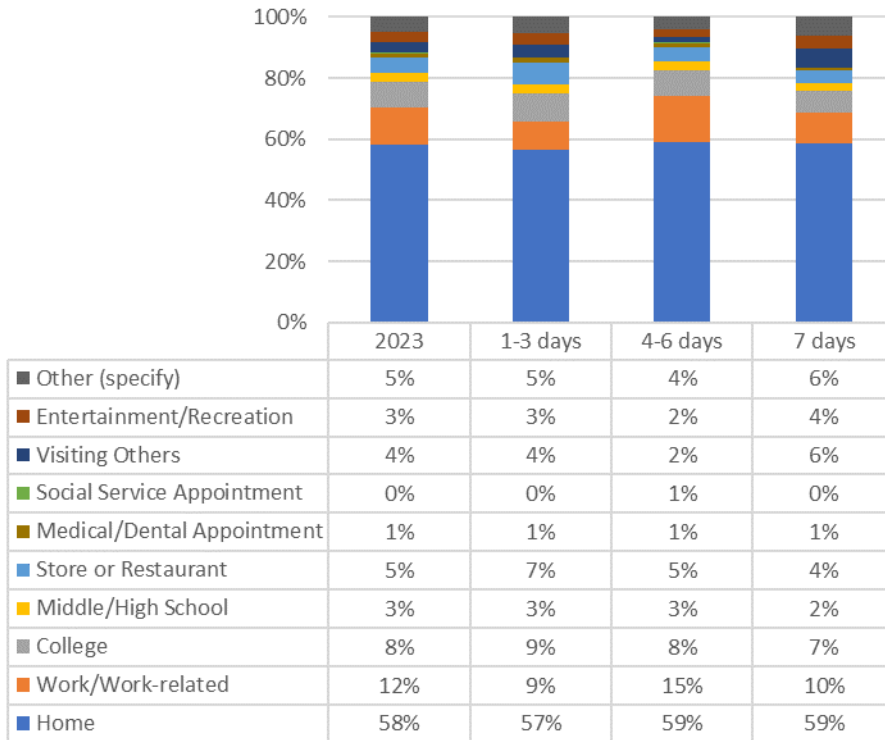
Fewer 7-day riders take one trip per day than the 1–3-day group (15% compared to 29%) and more of them take four or more trips per day than the 1–3-day group (36% compared to 13%).

Figure 20 Trip destination (home excluded)



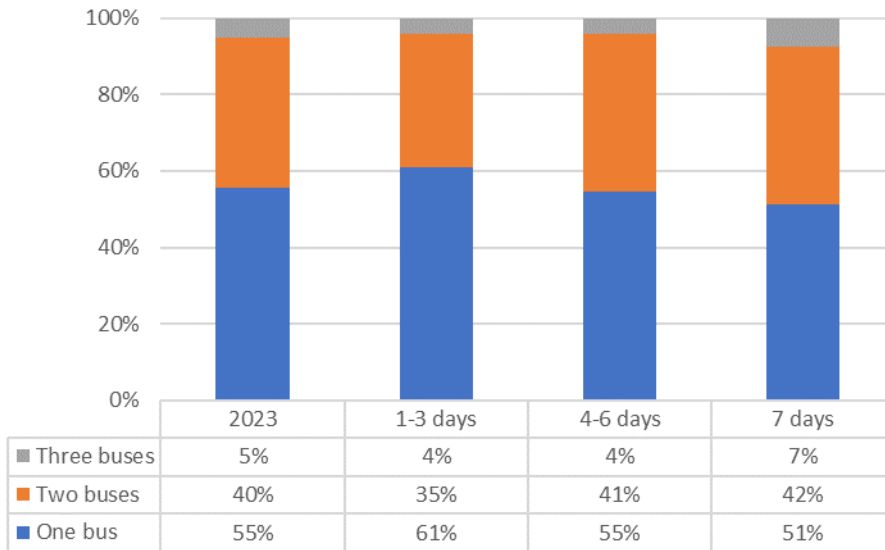
Excluding Home (Figure 20), Work is the most common destination (36% of non-Home trips in 2023). Store or restaurant is the second most common destination. The 4–6-day group includes the highest proportion of riders traveling to work (44%), while the 1–3-day group includes the lowest (24%).

Figure 21 Where trips begin



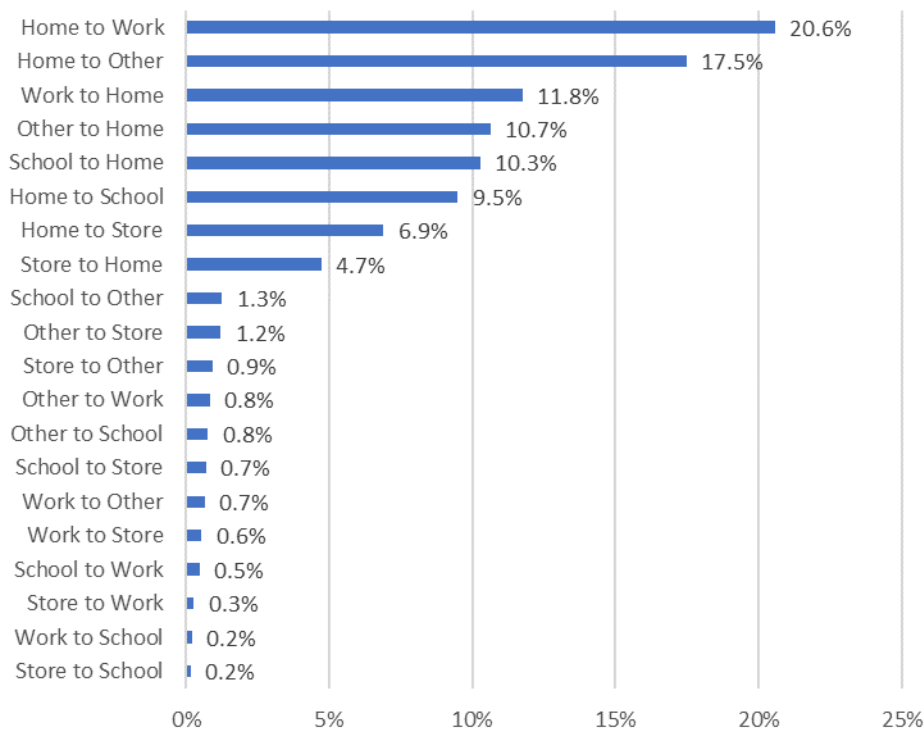
Most one-way trips in 2023 (Figure 21) begin at home (58%). This is also the most common response among each frequency group, representing a marginally larger proportion among the 4–6-day and 7-day rider groups (59%, respectively) than the 1–3-day group. However, the 4–6-day group alone includes a higher percentage than other groups of riders that start their trip from work (15%).

Figure 22 Number of buses used for this one-way trip



Most riders in 2023 (55%) do not require more than one bus (Figure 22). However, the proportion of riders not requiring a transfer decreases as the frequency in days of riding transit increases, which is indicated by the 4–6-day and 7-day groups having lower proportions of riders not requiring a transfer (55% and 51%, respectively) compared to the 1–3-day group (61%).

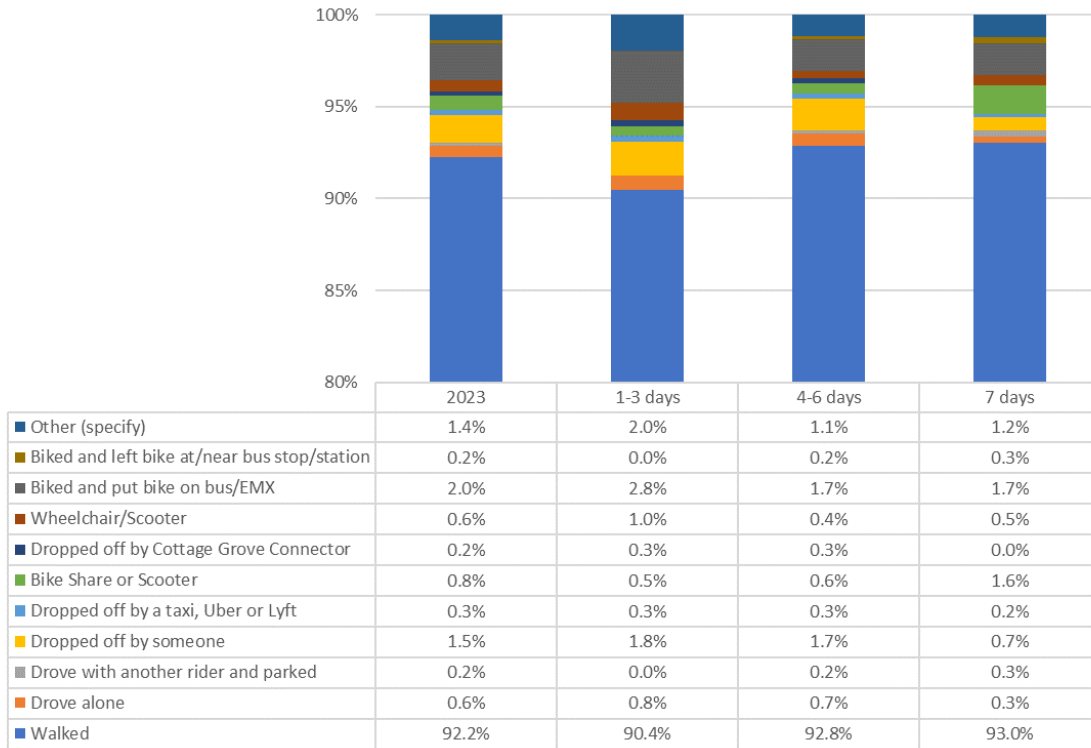
Figure 23 Origin-Destination pairs, functional



Percentages in Figure 23 are based on the total rider sample so that the sum of all percentages equals 100%. However, trips with the same type of origin and destination, such as Home to Home, Work to Work, Shop to Shop, School to School, or Other to Other trips, have been excluded from this analysis as not conforming to the definition of a one-way trip.

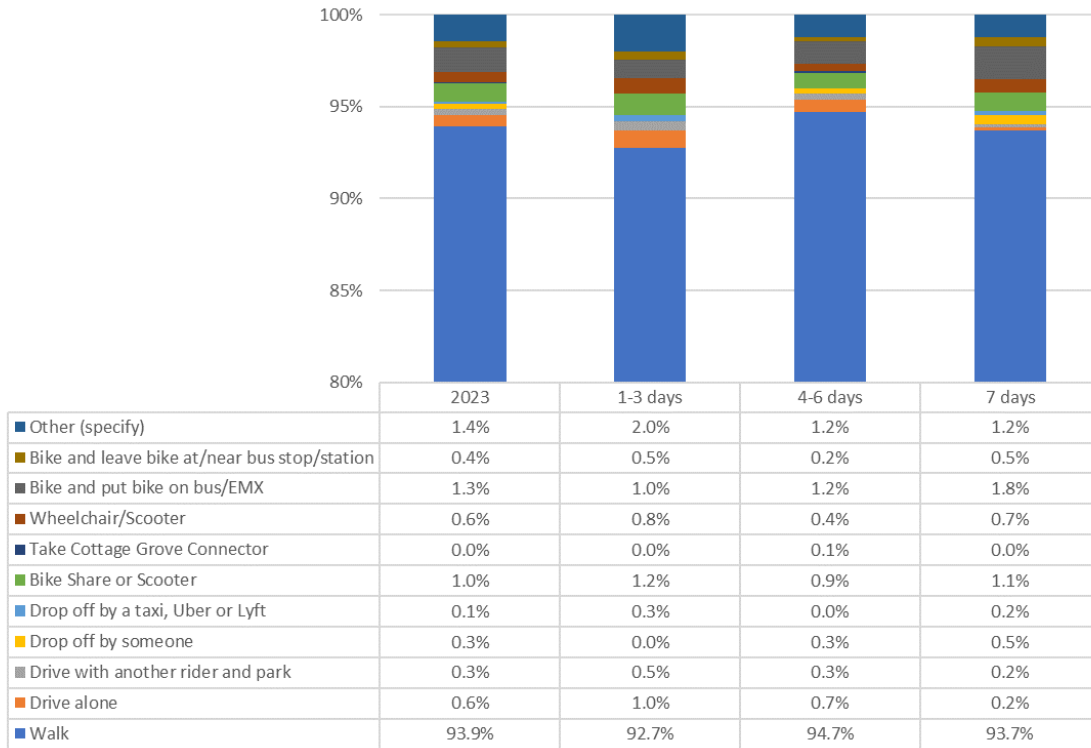
Most riders are traveling from Home to Work (21%). Thereafter riders are mostly traveling from Home to Other. Trips from Work to Home comprise 12%. Trips between Home and School or Work (30%) and School or Work and Home (22%) comprise the majority (52%) of origin and destination pairs.

Figure 24 How riders get to their first bus stop



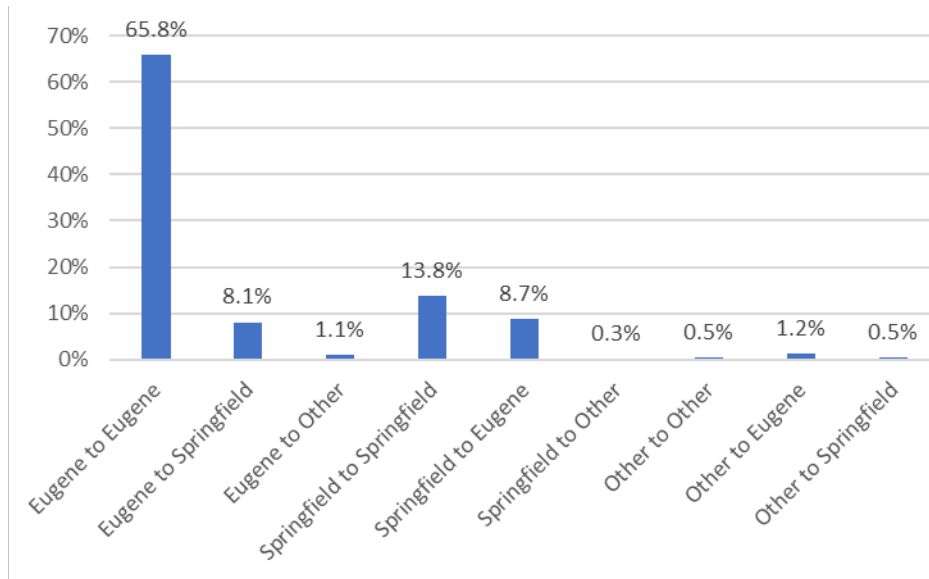
Most riders in 2023 (Figure 24) walk to their first bus stop (92%). The next most common modes are bicycling, including bike share or scooter (3%), and dropped off by someone, including taxi, Uber, or Lyft (1.8%). The 7-day group includes the lowest proportion of riders that either drove to their first bus stop or were dropped off by someone (1.5%) The proportion of riders who drove or were dropped off by someone is about twice as much for the 1–3-day and 4–6-day groups (2.9%) compared to the 7-day group.

Figure 25 How riders get to their destination when they get off the last bus



Walking is the most common mode in 2023 (94%) from a rider’s final stop to their destination (Figure 25). The next most common modes are bicycling, including bike share or scooter (2.7%), and some other mode (1.4%). The percentage of riders who drive alone or with another rider from their final stop to their destination is greatest among those riding 1-4 days per week (1.5%), and lowest within the 7-day group (0.4%).

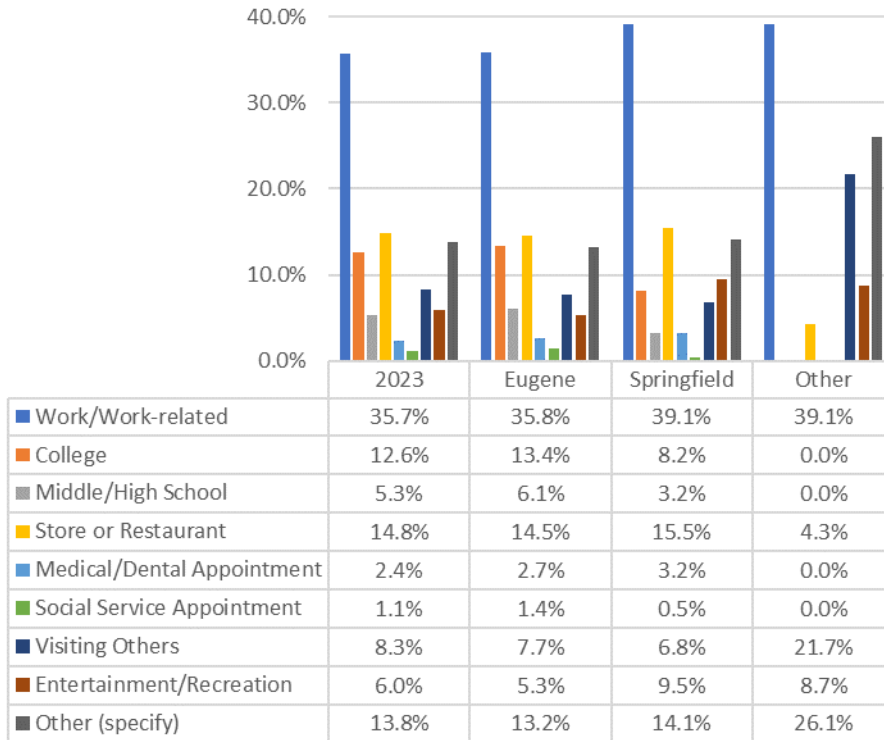
Figure 26 Origin-Destination pairs, geographic



The patterns of intercity, intracity, and other travel in 2019 is presented (Figure 26). Most trips in 2023 are within Eugene (65.8%). Trips within Springfield are the second most common (13.8%), and trips from Springfield to Eugene make up the third largest group (8.7%), with trips from Eugene to Springfield following closely behind (8.1%).

Trips between Eugene and Springfield, going in either direction, comprise 16.8% of trips. Trips that have either an origin, destination, or both outside of Eugene and Springfield account for 3.6% of responses.

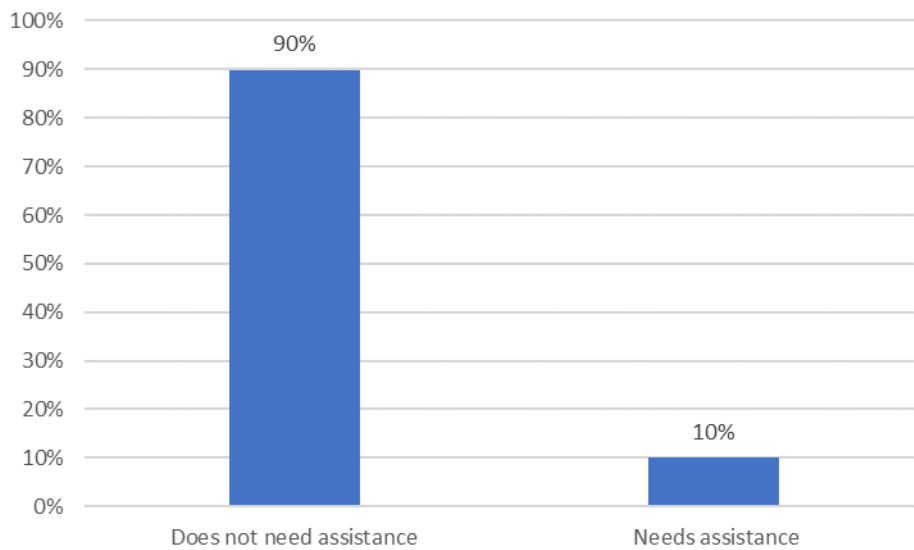
Figure 27 Destination by city of origin (home excluded)



Destination types vary by city of origin (Figure 27). Trips originating in Eugene include a greater proportion of riders traveling to school or college than trips originating elsewhere (19.5%), and a smaller proportion of riders traveling to work (35.8%). Trips originating from outside Eugene or Springfield include the largest proportion of riders using LTD to visit others (21.7%), and the lowest proportion of riders using LTD for school or appointments (0%, respectively) or shopping (4.3%).

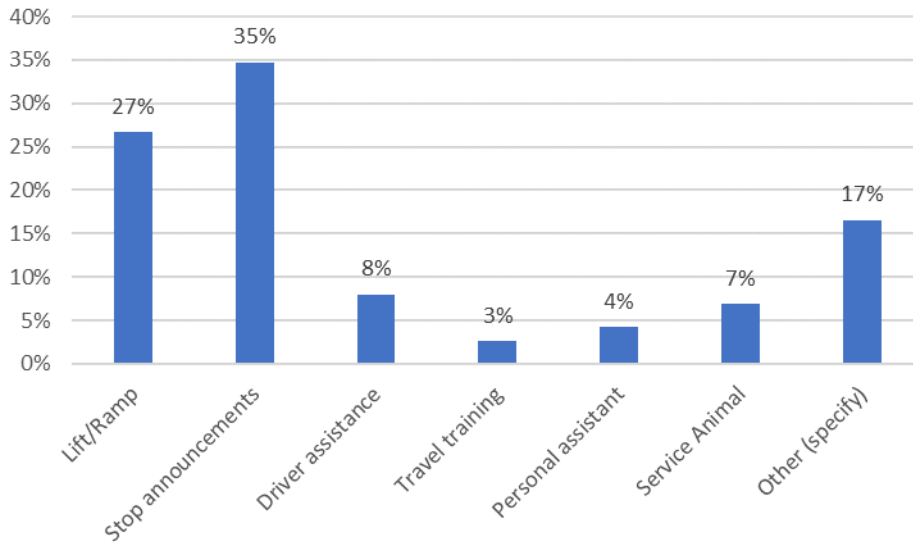
5 NEEDING ASSISTANCE TO USE LTD

Figure 28 Riders needing assistance to use LTD



Among all riders, 10% need assistance to use LTD (Figure 28). Responses that did not indicate a type of assistance needed are assumed for the purposes of this study to belong to the group that does not need assistance (90%).

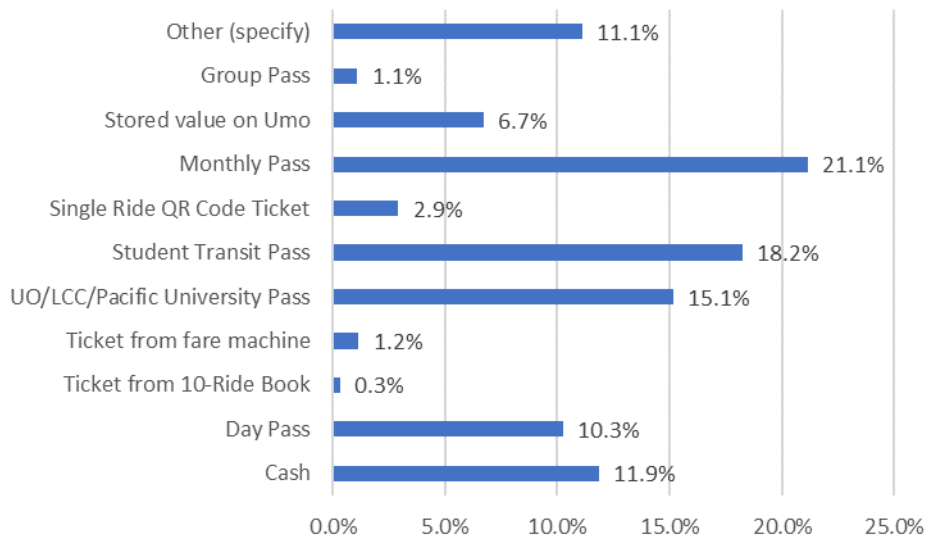
Figure 29 Type of assistance needed



The specific type of assistance needed as reported by the 10% group described previously is indicated in Figure 29. The most common type of assistance riders need are announcements for stops (35%). To use the lift or ramp (27%) is the second most common type of assistance needed.

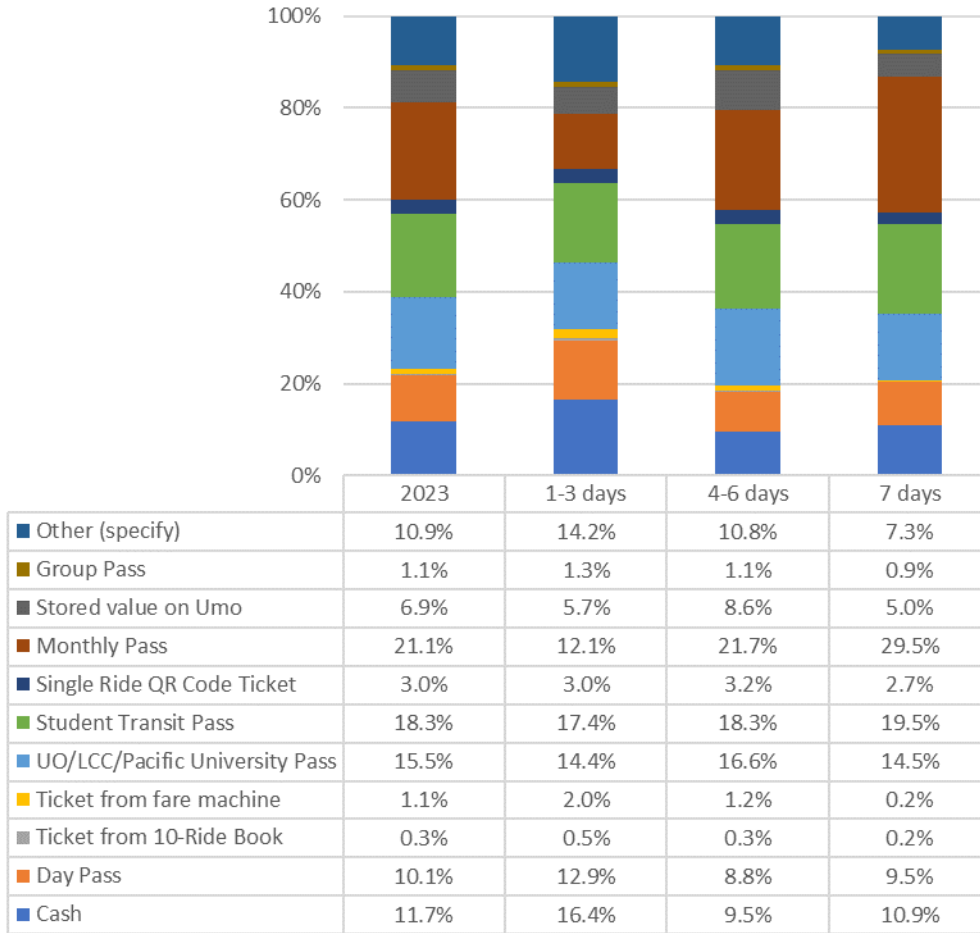
6 FARE MEDIA

Figure 30 Fare media used by riders



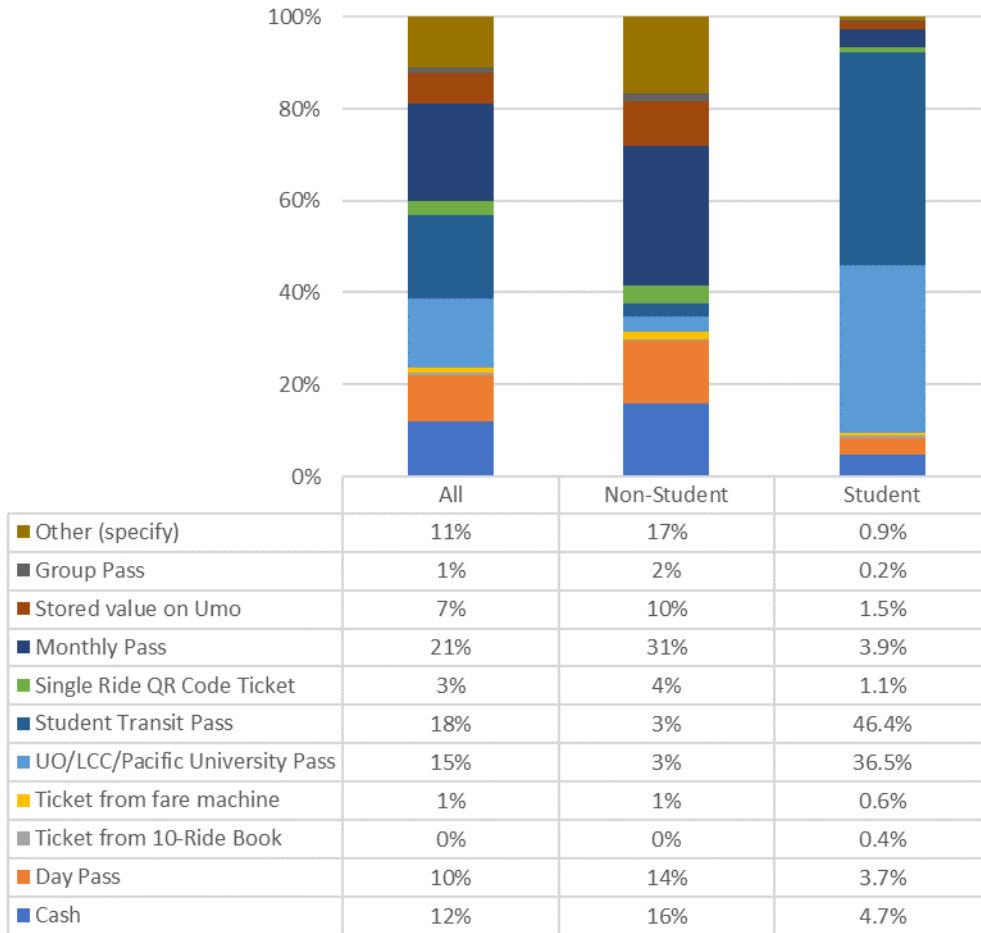
In Figure 30, riders that pay their fare in cash represent 11.9%. Most riders use a pass of some kind for fare payment. The largest group uses a student or university/college transit pass (18.2%). The second most common group uses a monthly pass (21.1%).

Figure 31 Fare media by frequency group



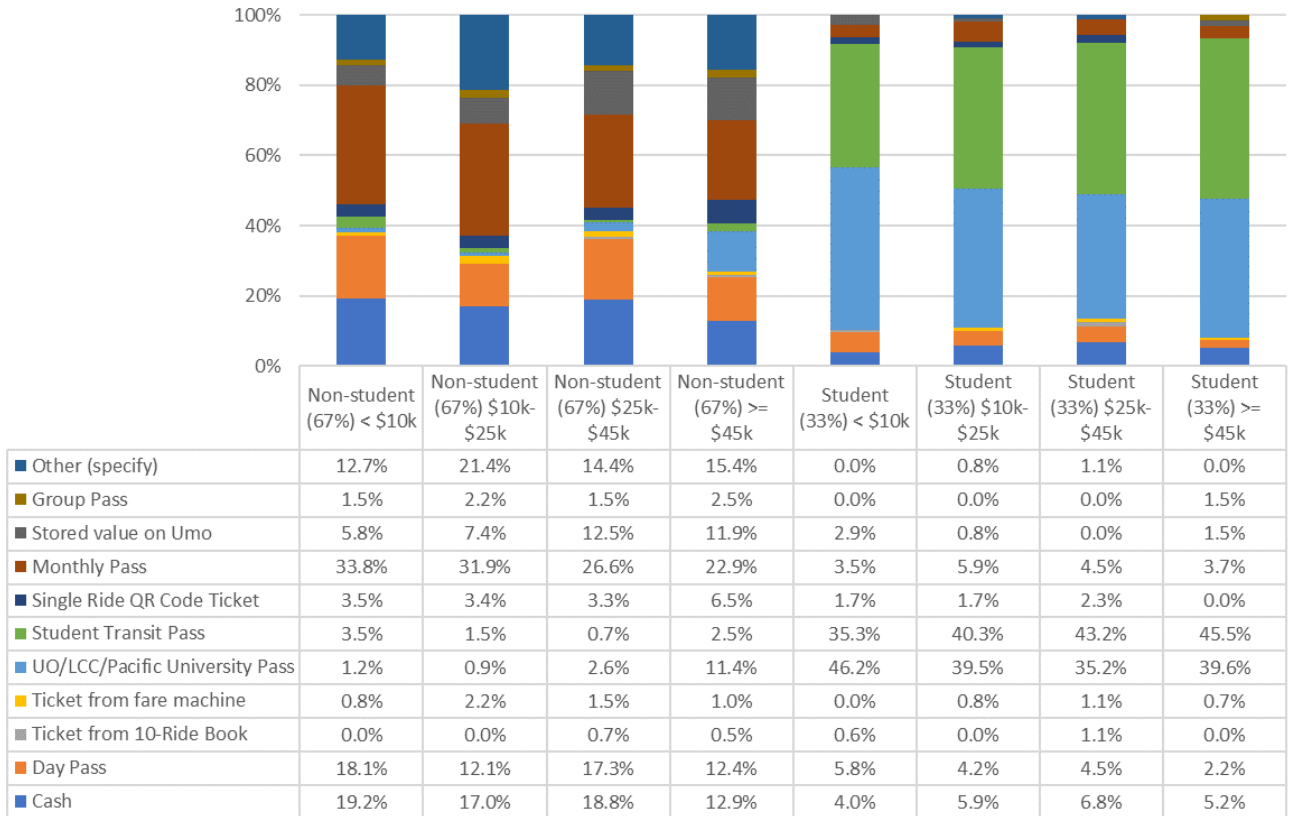
The fare media used vary somewhat with riding frequency (Figure 31). The use of a school or college/university pass is proportionally lowest among 1–3-day riders (31.8%). Moreover, the use of a monthly pass is also lowest among the 1–3-day group (12.1%), while the use of cash (16.4%), a day pass (12.9%), or some other fare media (14.2%) are the highest.

Figure 32 Fare media for student and non-student riders



Although 33% of riders use either a school or college/university pass (Figure 32), among student riders that proportion is 82.9%. Proportionally, non-students use a monthly pass (31%) or cash (16%) more than students (3.9% and 4.7%, respectively).

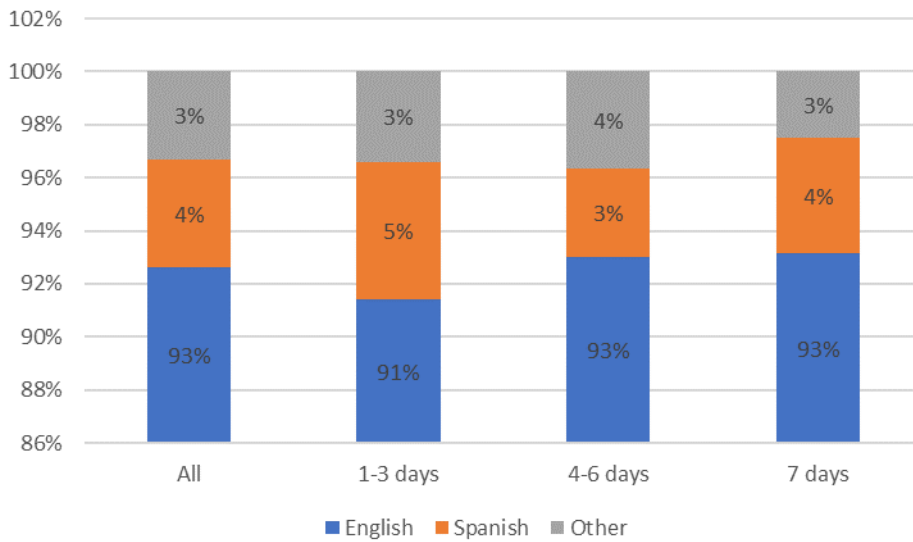
Figure 33 Fare medium by income comparison of student and non-student riders



When we compare fare payment media in the context of student status and household income (Figure 33), we see that the group with the greatest individual proportion is students with household income greater than or equal to \$45,000 that use a student or university/college pass (85.1%). The percentages of students of all income levels that use either of these passes are at least 78.4%. Among non-students the highest proportion of any group are those within an income less than \$10,000 that use a monthly pass (33.8%).

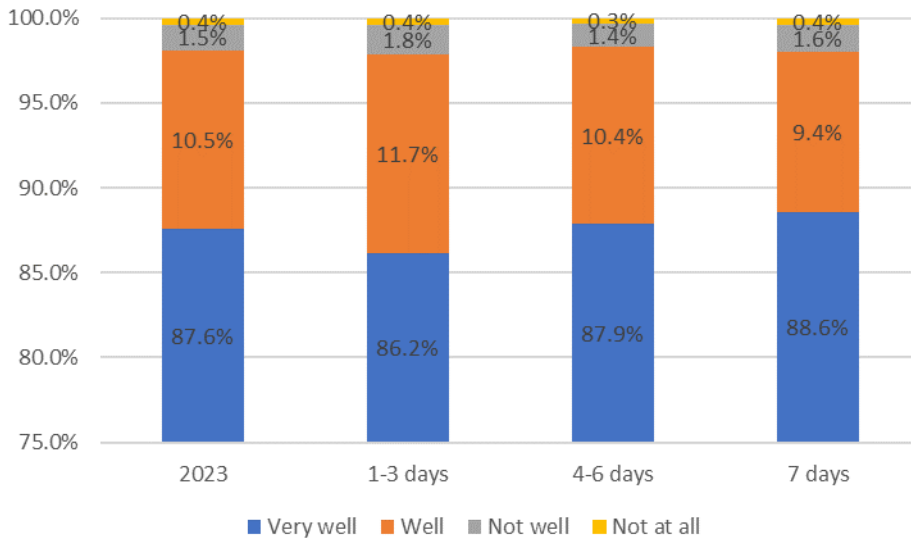
7 COMMUNICATION

Figure 34 Language riders speak most often at home



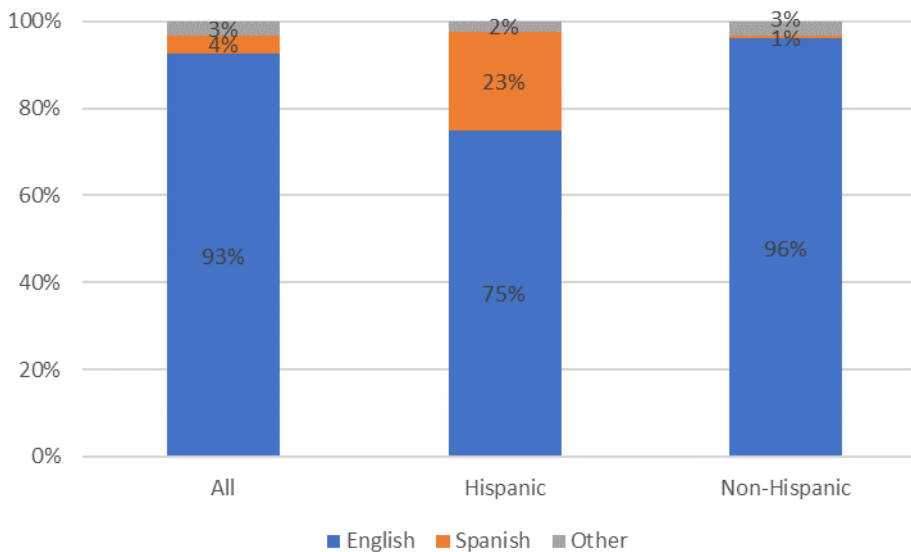
Most riders (93%) speak English most often at home (Figure 34). Riders speaking Spanish most often at home account for 4%. These results vary slightly across frequency groups.

Figure 35 English proficiency



Most riders (87.6%) speak English very well, and 10.5% speak English well (Figure 35). Less than 1% of riders speak no English at all. Among the frequency groups, those riding 1-3 days per week include lowest proportion of riders that speak English very well and the highest proportion of riders that either do not speak English well or that do not speak English at all.

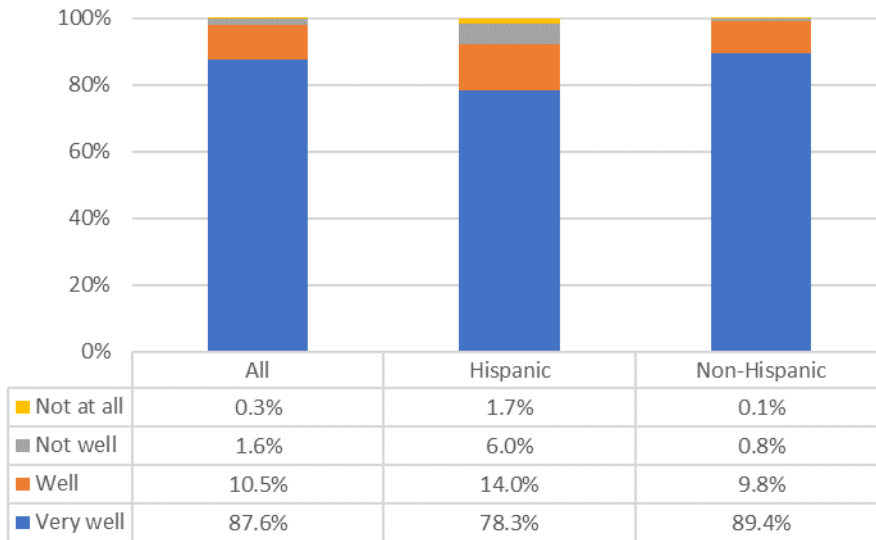
Figure 36 Language spoken most often at home by Hispanic and non-Hispanic riders



As reported earlier, approximately 16% of riders identify as Hispanic or Latino. Among this group (referred to as Hispanic in Figure 36), 75% speak English most often at home, while 23% speak Spanish most often at home.

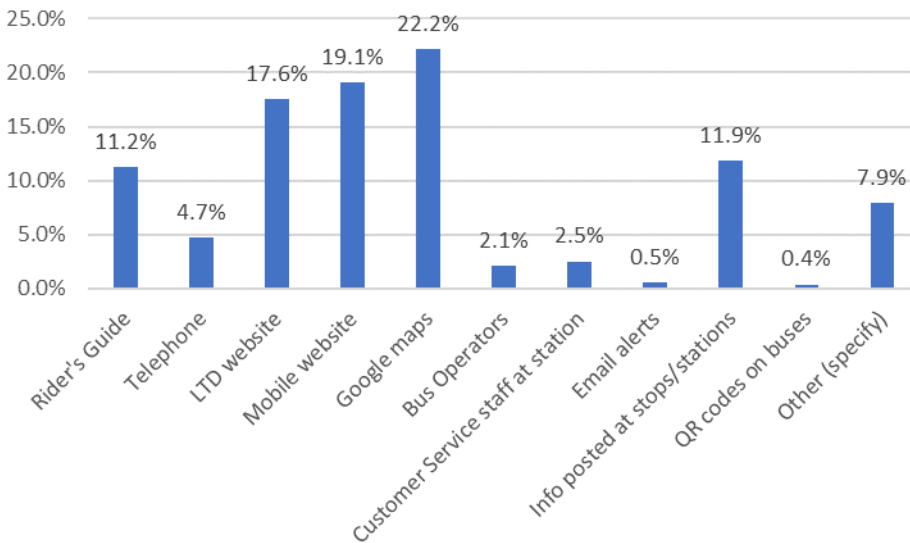
Riders that speak a language besides English or Spanish most often at home represent 3% of the total. The proportion of riders that speak a language besides English or Spanish most often at home is smaller among Hispanic riders than among other riders (2% compared to 3%).

Figure 37 English proficiency among Hispanic and non-Hispanic riders



Although 7% of riders speak a language besides English most often at home, 1.9% speak English less than well (Figure 37). The proportion of Hispanic riders that speak English less than well is greater than that of non-Hispanic riders (7.7% compared to 1.8%).

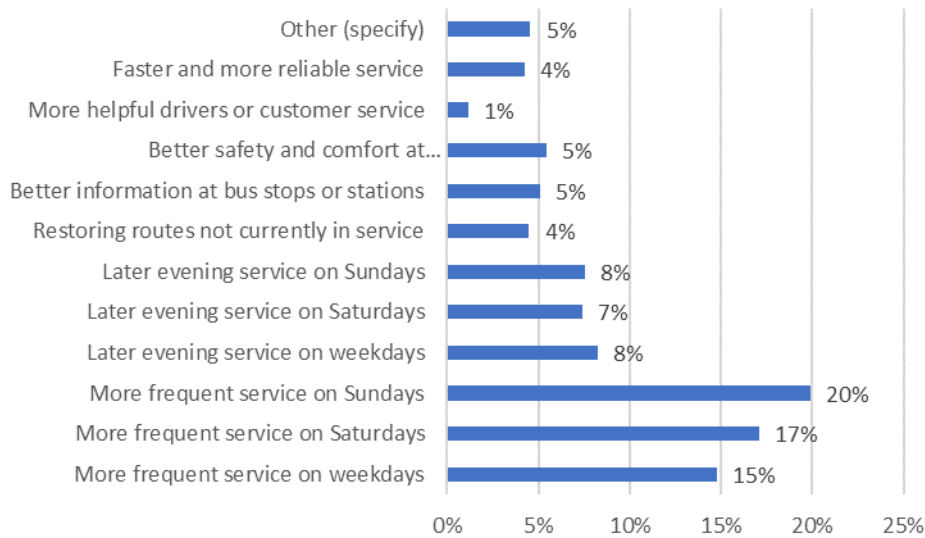
Figure 38 Source for LTD route and schedule information



More riders use Google maps for route and schedule information than any other source (Figure 38). A mobile website is the second most common source (19.1%), followed by the LTD website (17.6%).

8 SERVICE RATINGS

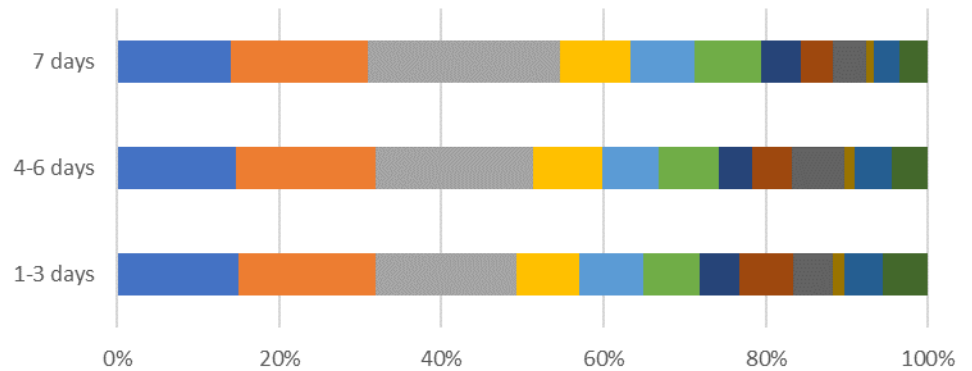
Figure 39 Which improvements would make riding LTD buses better, or encourage you to use LTD more often?



Respondents were asked about which improvements would make riding LTD buses better or encourage them to use LTD more often (Figure 39).

Most riders (52%) want frequent weekday and weekend service, followed by 23% of riders who want later evening service on these days. Very few riders (1%) want more helpful drivers or customer service, whereas 10% of riders want better, comfort, and information at stops, stations, or on the bus. Restoring routes not currently in service and making existing services faster and more reliable each comprised 4% of the total, while 5% of riders want some other improvement.

Figure 40 Comparing suggested improvements by frequency segments

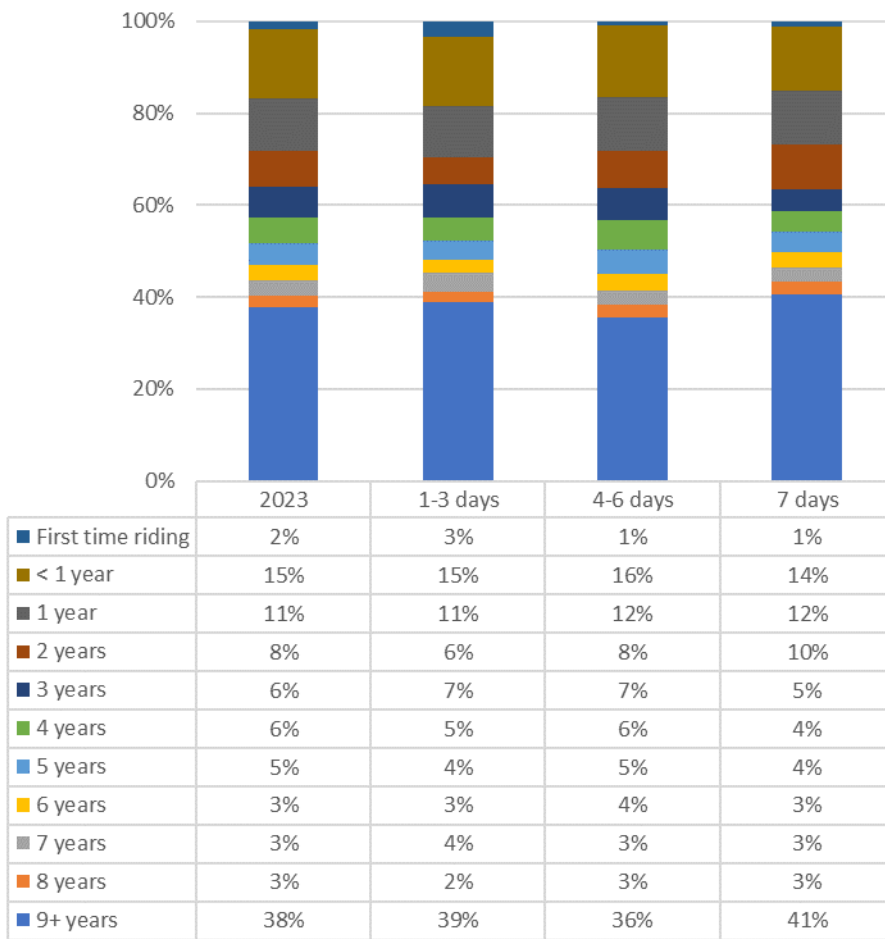


	1-3 days	4-6 days	7 days
More frequent service on weekdays	15%	15%	14%
More frequent service on Saturdays	17%	17%	17%
More frequent service on Sundays	17%	19%	24%
Later evening service on weekdays	8%	8%	9%
Later evening service on Saturdays	8%	7%	8%
Later evening service on Sundays	7%	8%	8%
Restoring routes not currently in service	5%	4%	5%
Better information at bus stops or stations	7%	5%	4%
Better safety and comfort at stops/stations or on the bus	5%	6%	4%
More helpful drivers or customer service	1%	1%	1%
Faster and more reliable service	5%	5%	3%
Other (specify)	6%	4%	3%

Figure 40 reports the percent of riders, by frequency segments, that indicate their suggested improvements. More riders in the 7-day group indicated they want more frequent weekend service than riders in any other frequency group (38% compared to 36% among the 4–6-day group and 34% among the 1–3-day group). The 7-day group also had the lowest percentages wanting better information, safety, or comfort at stops, stations, or on the bus, than any other frequency group

9 RIDER ATTRACTION AND RETENTION

Figure 41 How long riders have been using LTD



Among riders, 17% have begun using LTD in the last year (Figure 41), and another 11% in the prior year. This means that more than one-quarter (28%) of riders are new to LTD within the previous two years.

Among riders, 38% began using LTD 9 or more years ago. The 7-day riders include proportionally more long-time riders (41%) and fewer riders that began using LTD within the

previous two years (27%) than other frequency groups. The 1-3 day riders include a greater percentage of those who began using LTD for their first time (3%) than other frequency groups.





Lane Transit District

Connecting our Community

Board Meeting

October 16, 2024

Lane Transit District | LTD.org

Why are we doing a System Review?



COVID-19

The pandemic changed when and how people travel



Staffing Shortages

Though pandemic-related mandates have been lifted, LTD has been unable to add back service due to lack of bus drivers and maintenance staff

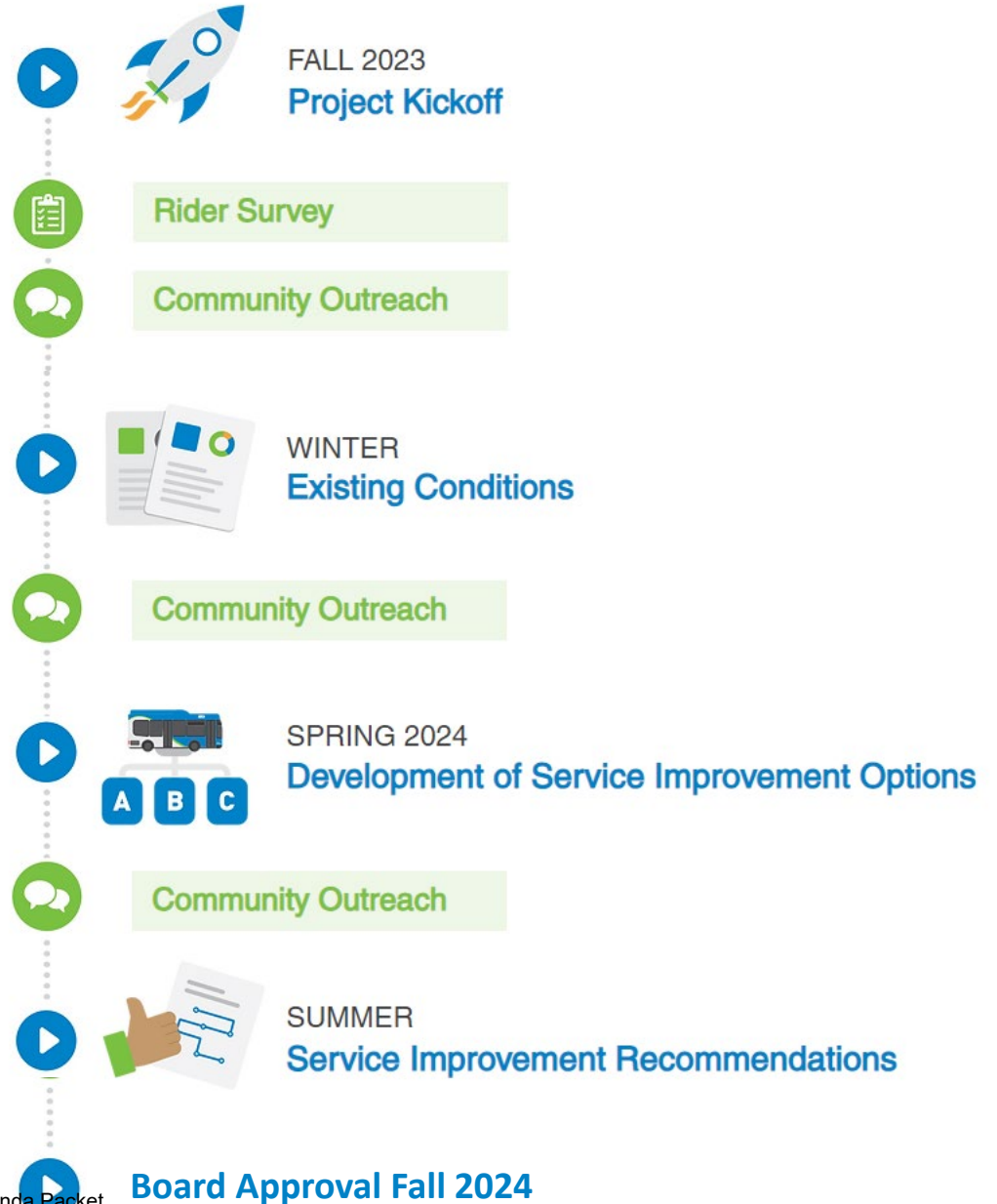


Service Levels

Quality and quantity of content LTD is operating at about 90% pre-pandemic service levels

A System Review provides the roadmap on how to build back service that was reduced after 2020 and matching LTD service levels to a changed travel market

System Review Schedule





Final Recommendations

What data did we look at?



Ridership and connections for every route



Fall 2022 travel patterns – using cell phone data



Population and employment data



Socioeconomic data



Future growth projections and plans



Public Input

Goals for the Recommended Service Changes

- Improve Route Frequency
- Reduce route duplication
- Add weekend service
- Extend service to new high-density growth areas

Short-Term Recommendations	Long-Term Recommendations
<ul style="list-style-type: none">• Focus on improvements that do not require additional buses, operating hours, or operators• Lack of operators may delay implementation beyond a year	<ul style="list-style-type: none">• Invest in additional service that reflects today's travel patterns• Requires additional buses, operating hours, or operators• Phased implementation as operators are added – they cannot happen all at once

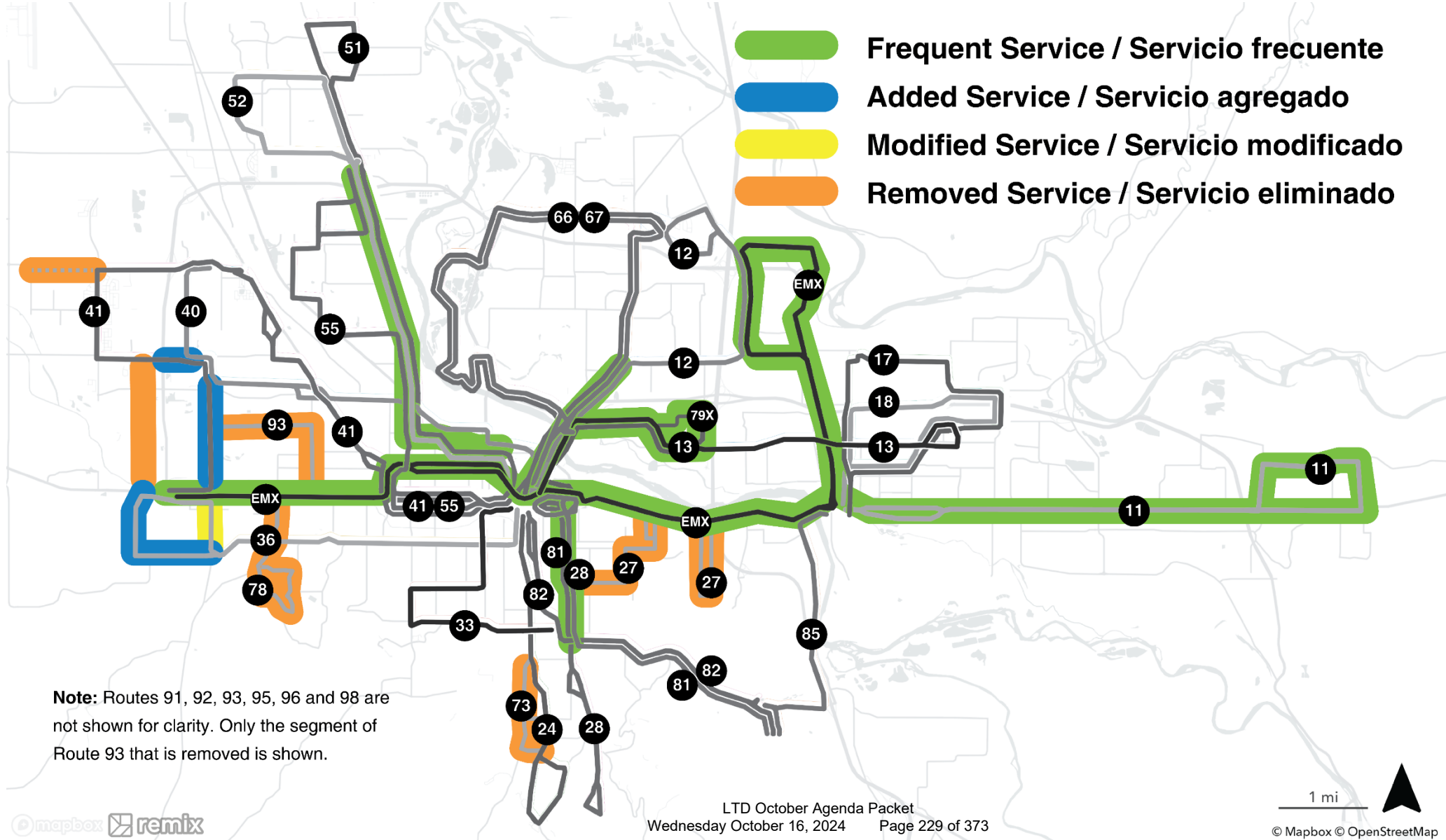
Some changes are dependent on others and implementation times may vary

Short-Term Recommendations

- Most route alignments do not change
- Adding frequency to highest ridership routes
 - EmX and Route 11 weekday
 - Mid-morning trips on Routes 24, 36, 40 and 28
- **Creating high-frequency corridors with 15-minute weekday service**
 - Between Eugene Station and Santa Clara Station on River Road by adjusting schedules and alignments of Routes 40, 51, and 52
 - On Coburg Road by adjusting schedules of Routes 12, 66, and 67
 - Between Eugene Station, UO, and 30th/Hilyard by adjusting schedules and alignments of Routes 28, 81, and 82
- **Making permanent the reduction of service on suspended Routes 27, 73, and 78**
 - The service suspension has resulted in changed travel patterns
 - Targeted outreach to neighborhoods and stakeholders suggest an interest in Future Mobility Management solutions

Increasing operator resources led to the implementation of frequency improvements
on **September 8, 2024**

Short-Term Recommendations



Short-Term Frequency Changes Recommendation

- **EmX:** Return to 10/15-minute frequencies
- **11 Thurston:** Match EmX frequencies
- **12 Gateway:** Offset with 66/67 to create 15-minute service on Coburg
- **24 Donald:** Return to 30-minute service
- **28 Hilyard:** Return to 30-minute service
- **36 18th Ave:** Return to 30-minute service
- **40 Echo Hollow:** Return to 30-minute service
- **81 Hilyard:** Increase to 30-minute service
- **82 LCC/Pearl:** Reduce to peak service (Dependent on Route 81 changes)

Short-Term Routing Change Recommendations

- **24 Donald:** Remove deviation on 34th & Pearl
- **27 Fairmount:** Permanently suspend route
- **28 Hilyard:** Match Route 81 alignment serving UO
- **36 18th Ave:** Extend route to serve Willow Creek
- **40 Echo Hollow:** In conjunction with Route 51 changes, adjust downtown routing
- **41 Barger:** Remove Green Hill deviation and Danebo service, add N. Bertelsen
- **51 Santa Clara:** Match 52 alignment between Santa Clara and downtown Eugene
- **73 UO/Willamette:** Permanently suspend route
- **78 UO/Seneca/Warren:** Permanently suspend route
- **79x UO/Kinsrow:** Alignment change on Kinsrow. **Further study needed based on feedback**
- **91 McKenzie Bridge:** Skip Springfield Station stop on last outbound trip
- **93 Veneta:** Restore direct Eugene Station service

Short-Term Recommendation Title VI Implications

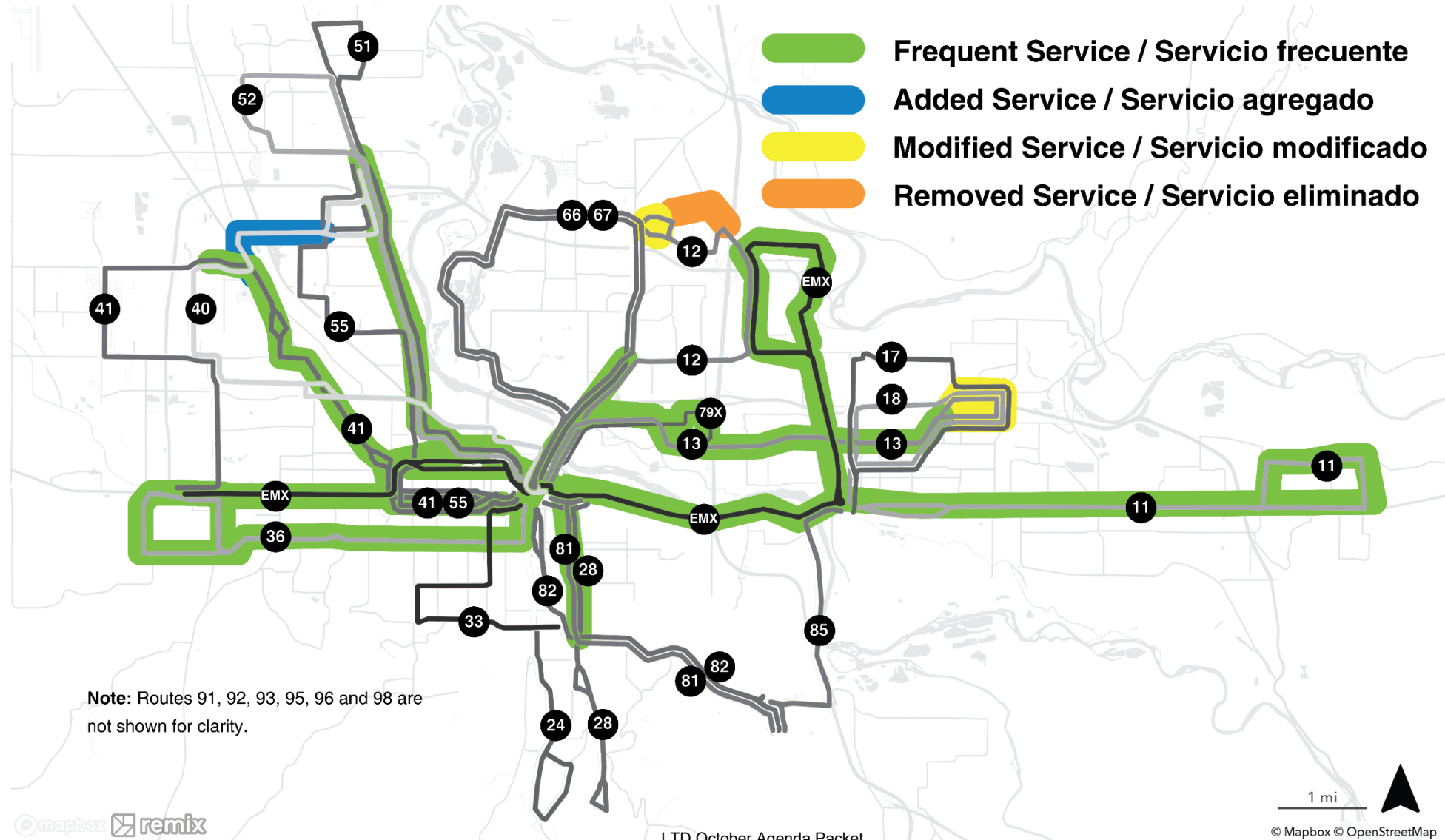
- Most routes do not have a change in alignment or span of service
- Eight routes have increases in frequency, while only one has a decrease in frequency
- There are no disparate impacts to disadvantaged communities

Long-Term Recommendations

- Improve frequency when additional operators become available
- Expand number of high-frequency corridors (W 18th, MLK/Centennial, and Hwy 99)
- Improve transit circulation in downtown Eugene
- Improve service to rural routes
- Explore capital improvements that help buses operate faster and more reliably
- Create policy framework to implement new flexible services that improve access to areas where a big bus cannot easily go

Increasing operator resources led to the implementation of frequency improvements
on **September 8, 2024**

Long-Term Recommendations



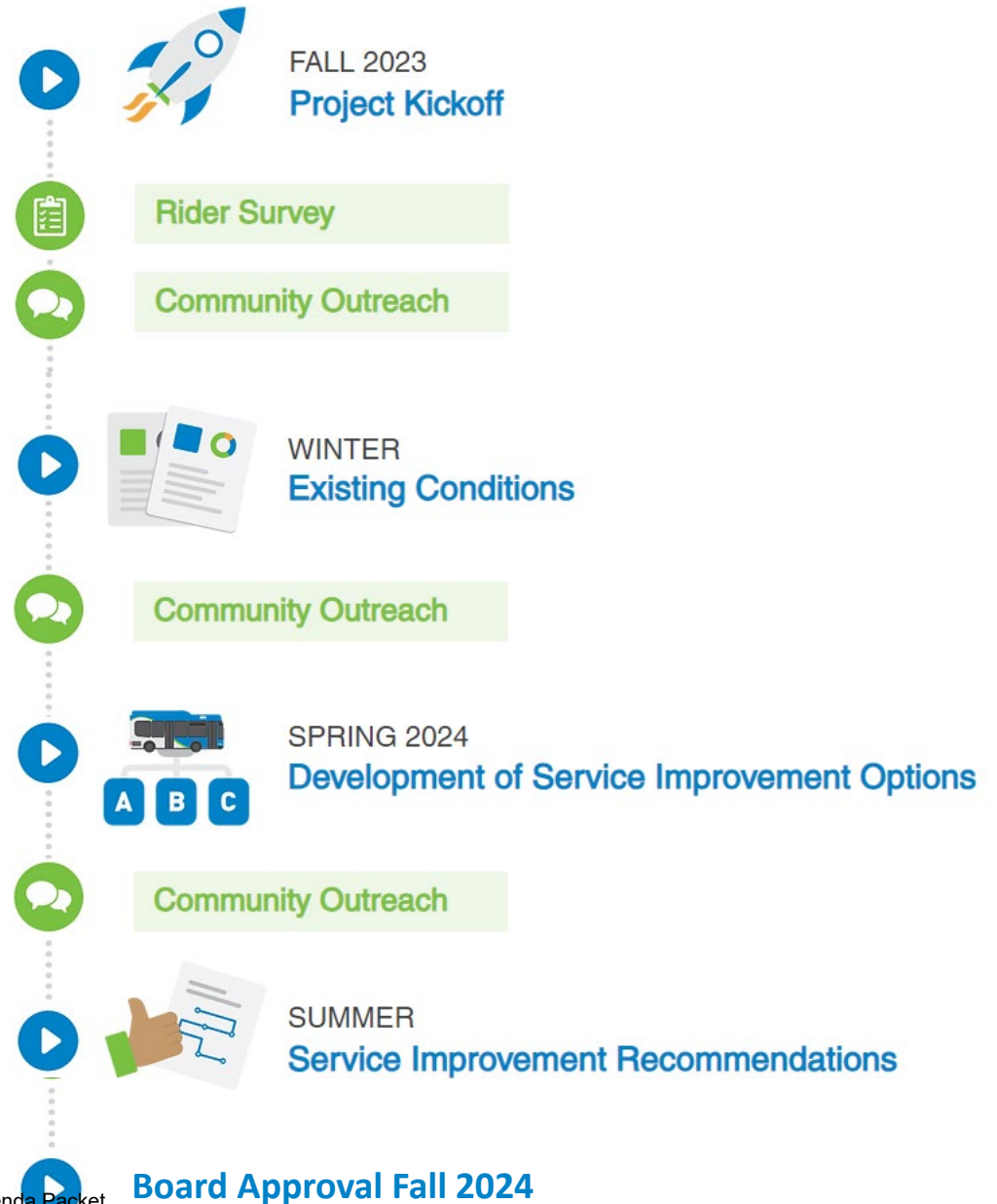
Long-Term Frequency Changes Recommendation

- **13 Centennial:** Increase to 15-minute service
- **17 Hayden Bridge:** Increase to 30-minute service
- **18 Mohawk:** Increase to 30-minute service
- **24 Donald:** Increase to 15-minute service
- **28 Hilyard:** Increase to 15-minute service
- **36 18th Ave:** Increase to 15-minute service
- **41 Barger:** Increase to 15-minute service
- **52 Irving:** Increase span until 11PM (Wkd/Sat) 9PM (Sun)
- **66/67 Coburg/VRC:** Increase to 20-minute service
- **81 Hilyard/LCC:** Operate Sundays. Later service Saturdays
- **Rural Routes:** Add additional trips as resources are available

Long-Term Routing Change Recommendations

- **12 Gateway:** Extend to Coburg Rd
- **13 Centennial:** Extend to Marcola Rd
- **24 Donald:** Shift downtown alignment from Oak to Willamette
 - Dependent on City of Eugene Willamette Street/18th Ave changes
- **40 Echo Hollow:** Extend to Santa Clara Station via Maxwell
- **66/67 Coburg/VRC:** Streamline route at VRC and at Chad Drive
- **95 Junction City:** Further study required to increase community participation
- **98 Cottage Grove:** Further study required to increase community participation

Next Steps



We are here!





Route Level Recommendations

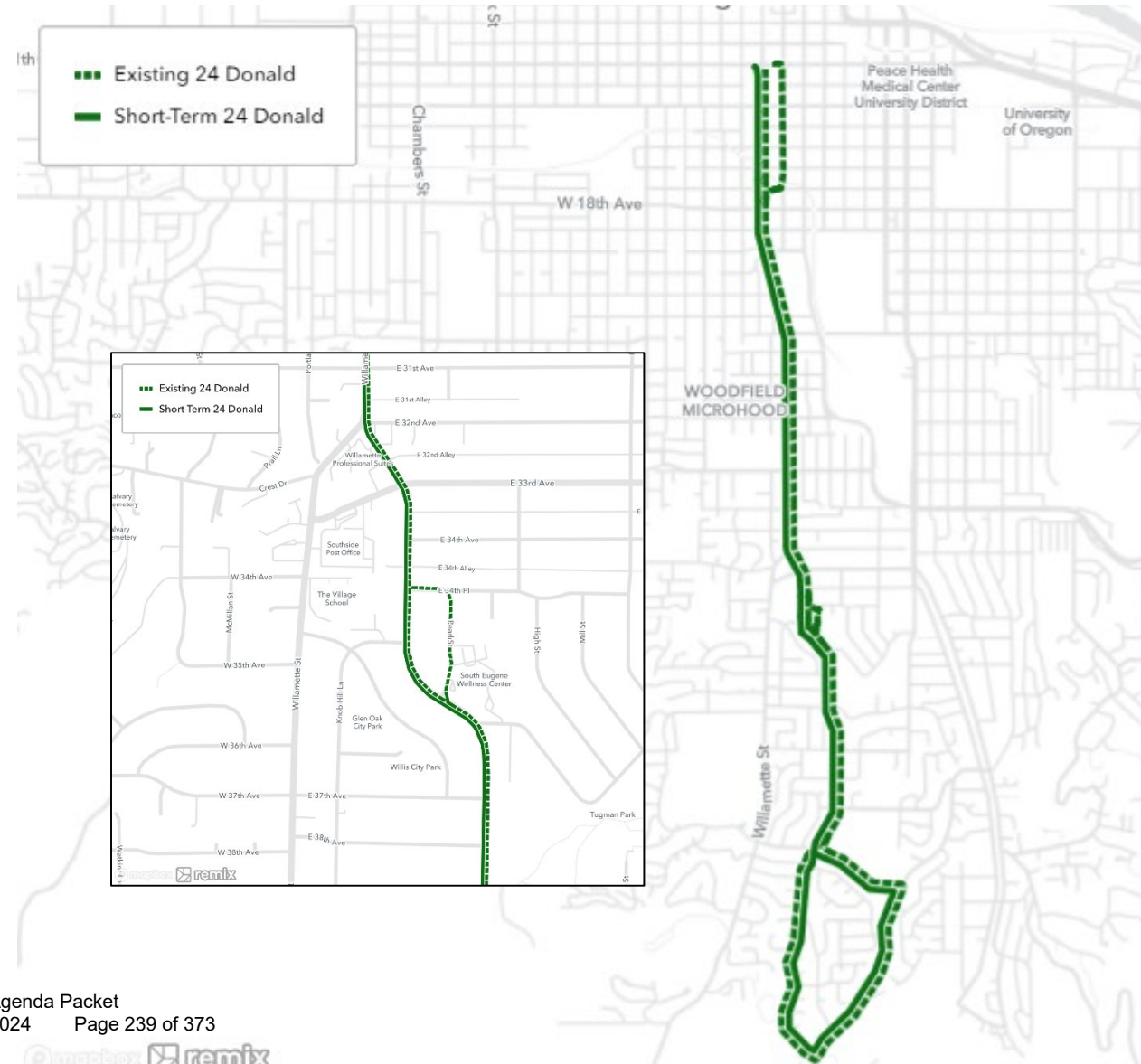
Route 24 Alignment Changes

Short-Term

- Remove the 34th/Pearl St deviation to improve travel times

Long-Term

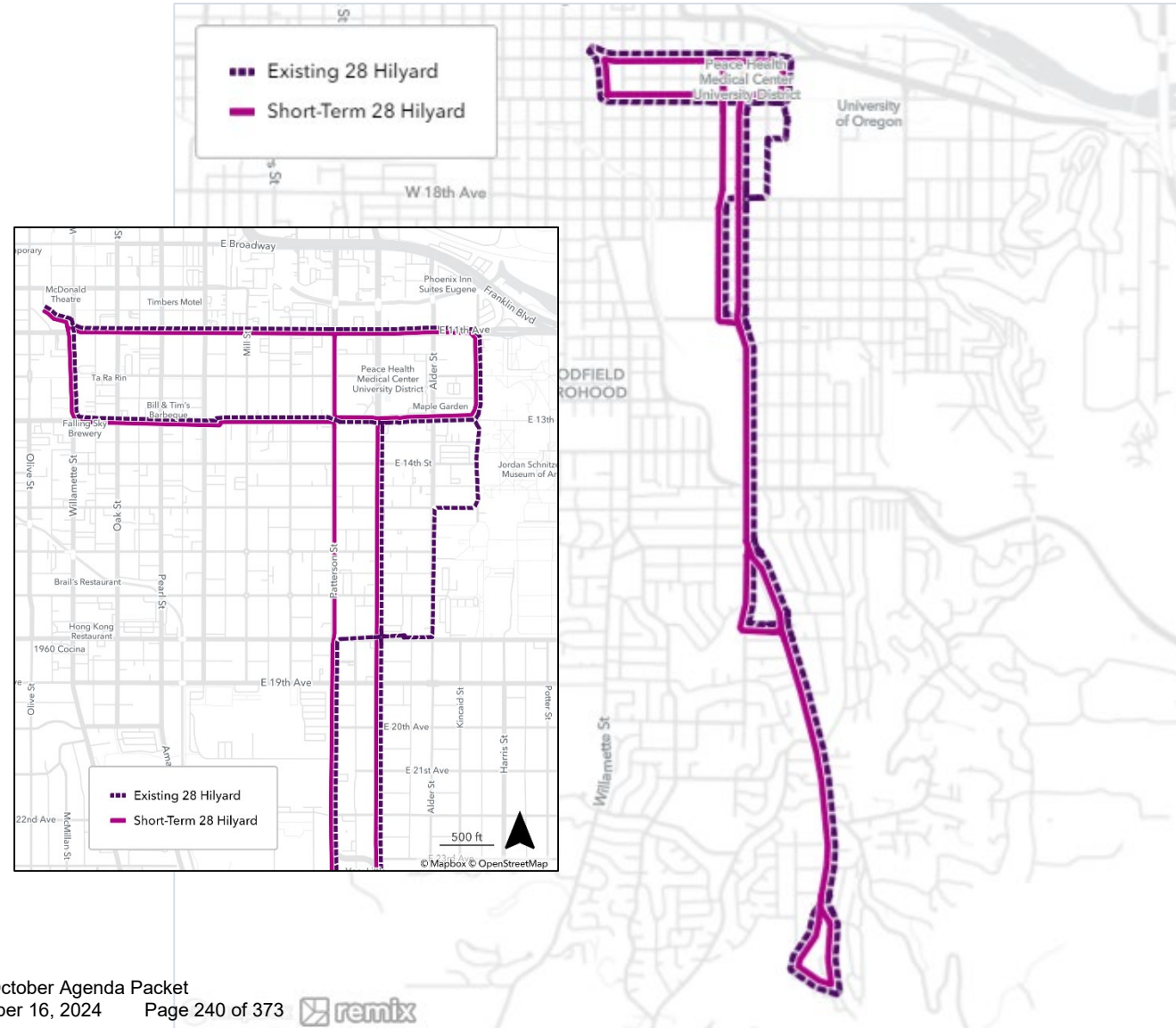
- Use Willamette St between Eugene Station and 20th Ave to improve travel times



Route 28 Alignment Changes

Short-Term

- Change alignment between UO and Hilyard to be consistent with Route 81 and avoid pedestrian/bicycle/auto conflicts on 15th Ave and Alder



Route 36 Alignment Changes

Short-Term

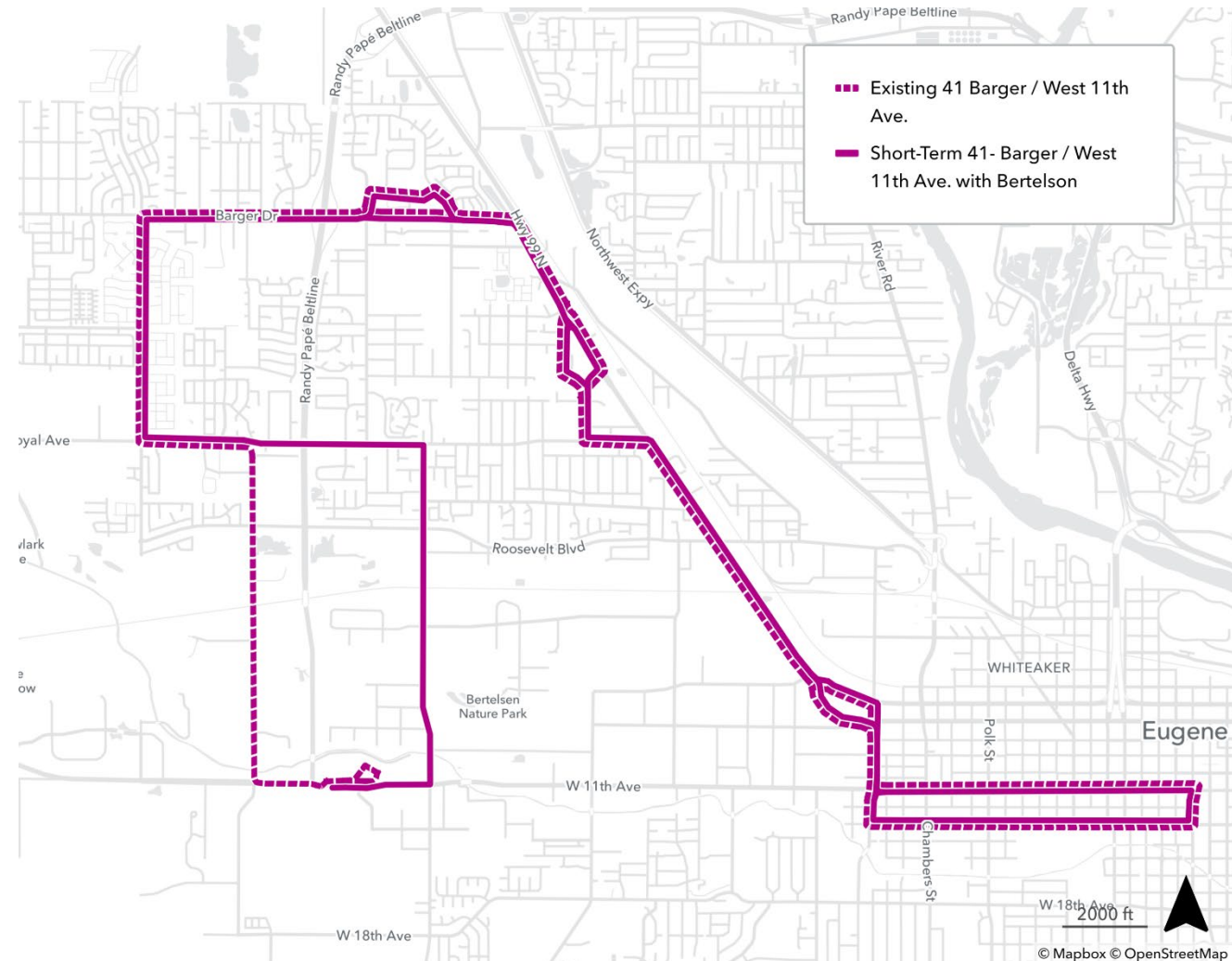
- Extend Route 36 to serve W 18th Ave, Willow Creek Road, and W 11th Ave. to serve more jobs and multi-family housing



Route 41 Alignment Changes

Short-Term

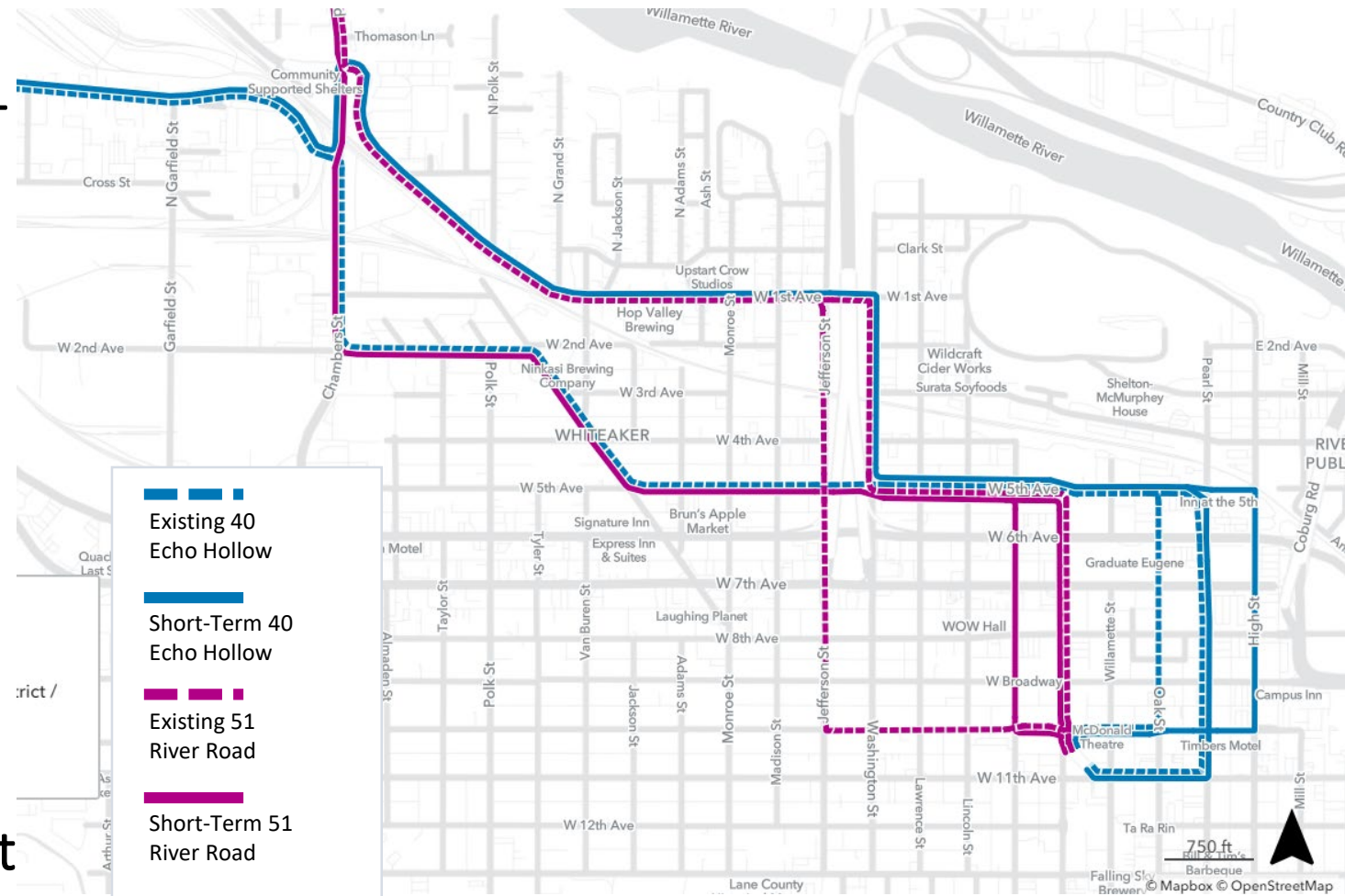
- Route 41's alignment should be changed to use Bertelsen and 1st Ave to serve more residents and jobs between Royal Ave and W 11th Ave.
- The limited trip Green Hill deviation should not be restored due to low ridership and out of direction travel.



Route 40 & 51 Alignment Changes

Short-Term

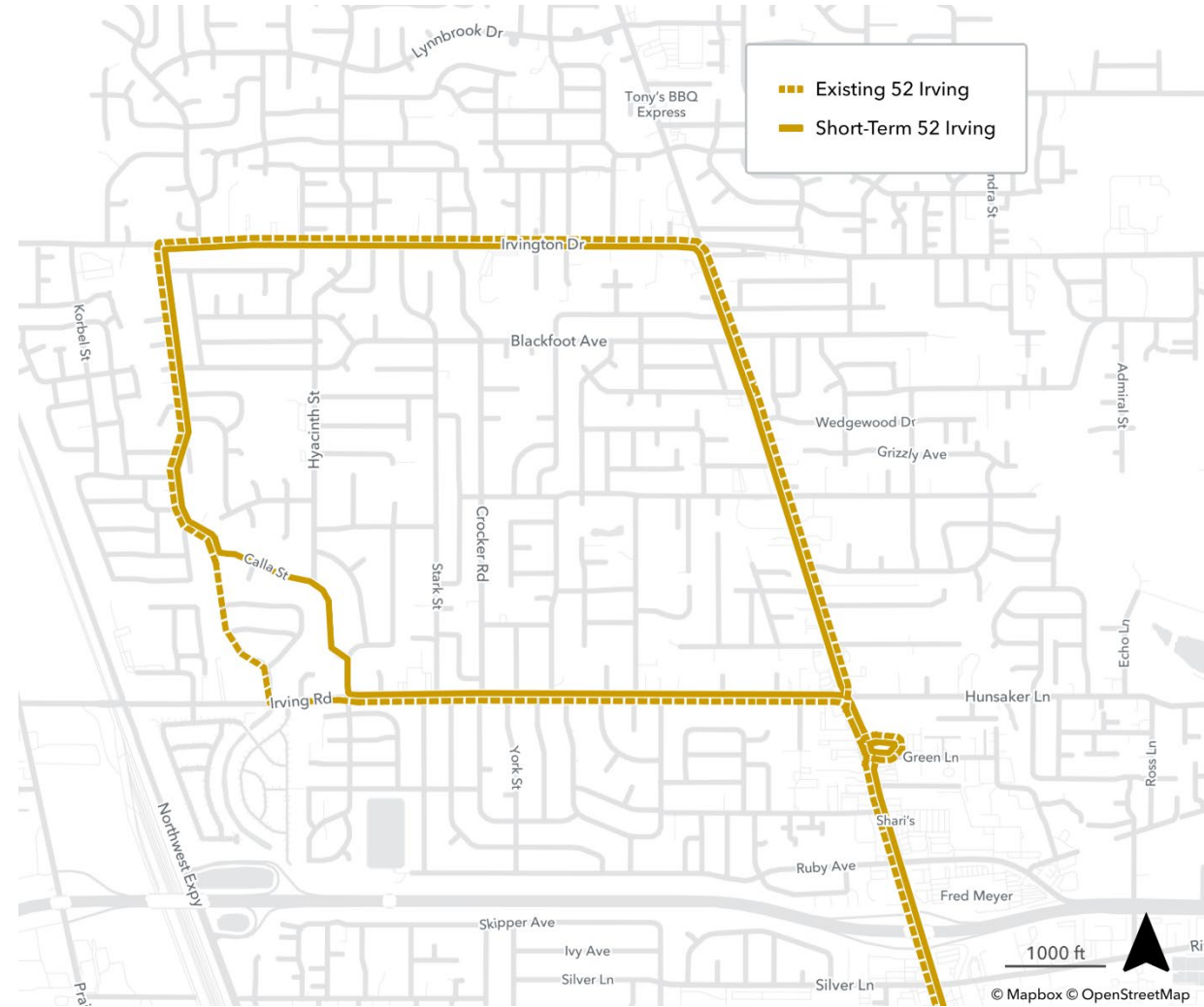
- Create 15-minute weekday and 30-minute weekend service between Santa Clara and Eugene
- Route 51 should follow Route 52's alignment between Santa Clara & Eugene
- Route 40 should replace Route 51 on W 1st Ave, and extend to downtown Eugene via Washington Street, W 5th Ave, and Pearl/High St



Route 52 Alignment Changes

Short-Term

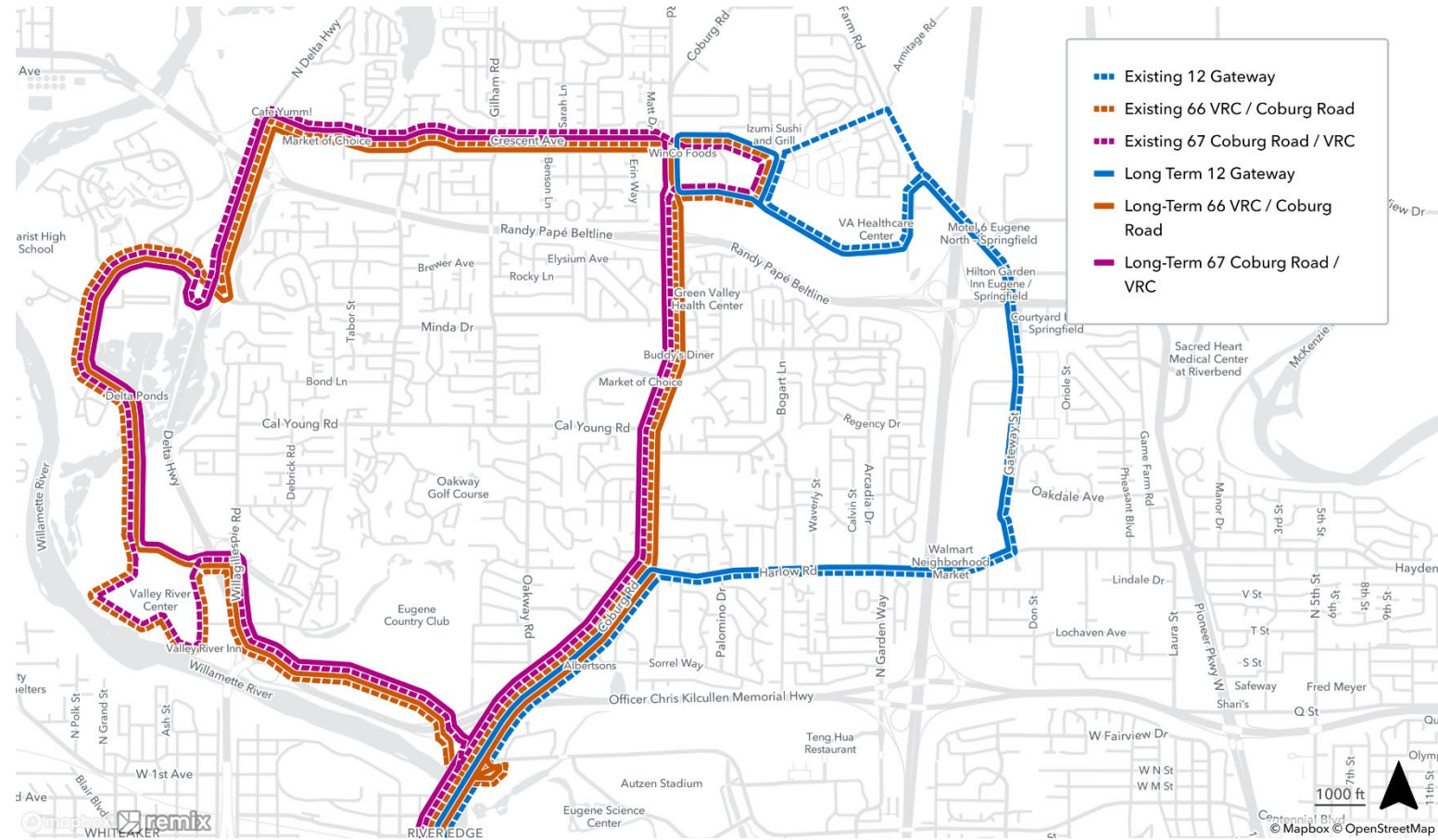
- Consideration should be given to realign Route 52 to use Calla St and Kalmia St to Irving Rd, so that buses could use a signal to safely make the left turn.



Route 66/67/12 Alignment Changes

Long-Term

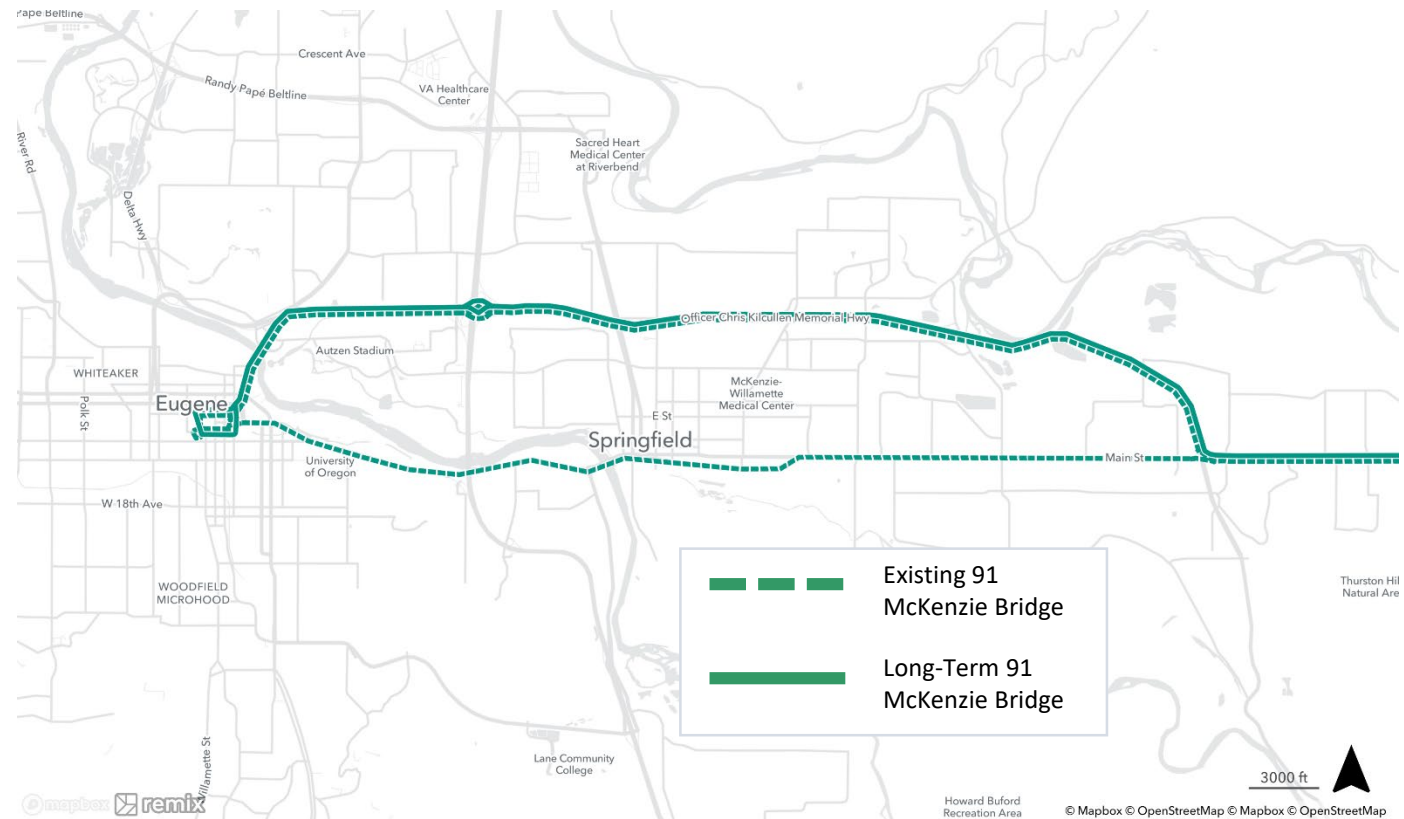
- Shorten Routes 66/67 to allow for better transfers at Eugene Station
- With a new capital facility, move the VRC stop to the north side of the mall
- Remove Shadowview Dr deviation and serve via Coburg Rd instead
- Extend Route 12 to Coburg Road



Route 91 Alignment Changes

Short-Term

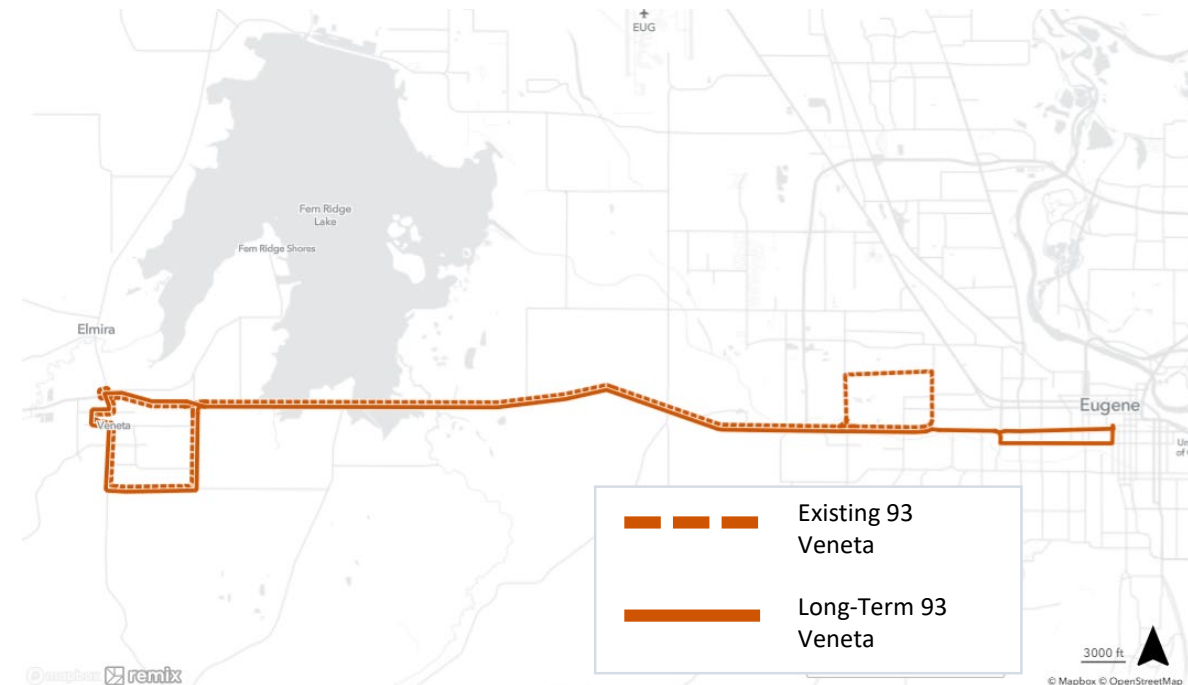
- Operate in express mode for all four eastbound trips
- Currently, one late afternoon eastbound trip serves Springfield Station, which slows trips for almost all riders



Route 93 Alignment Changes

Short-Term

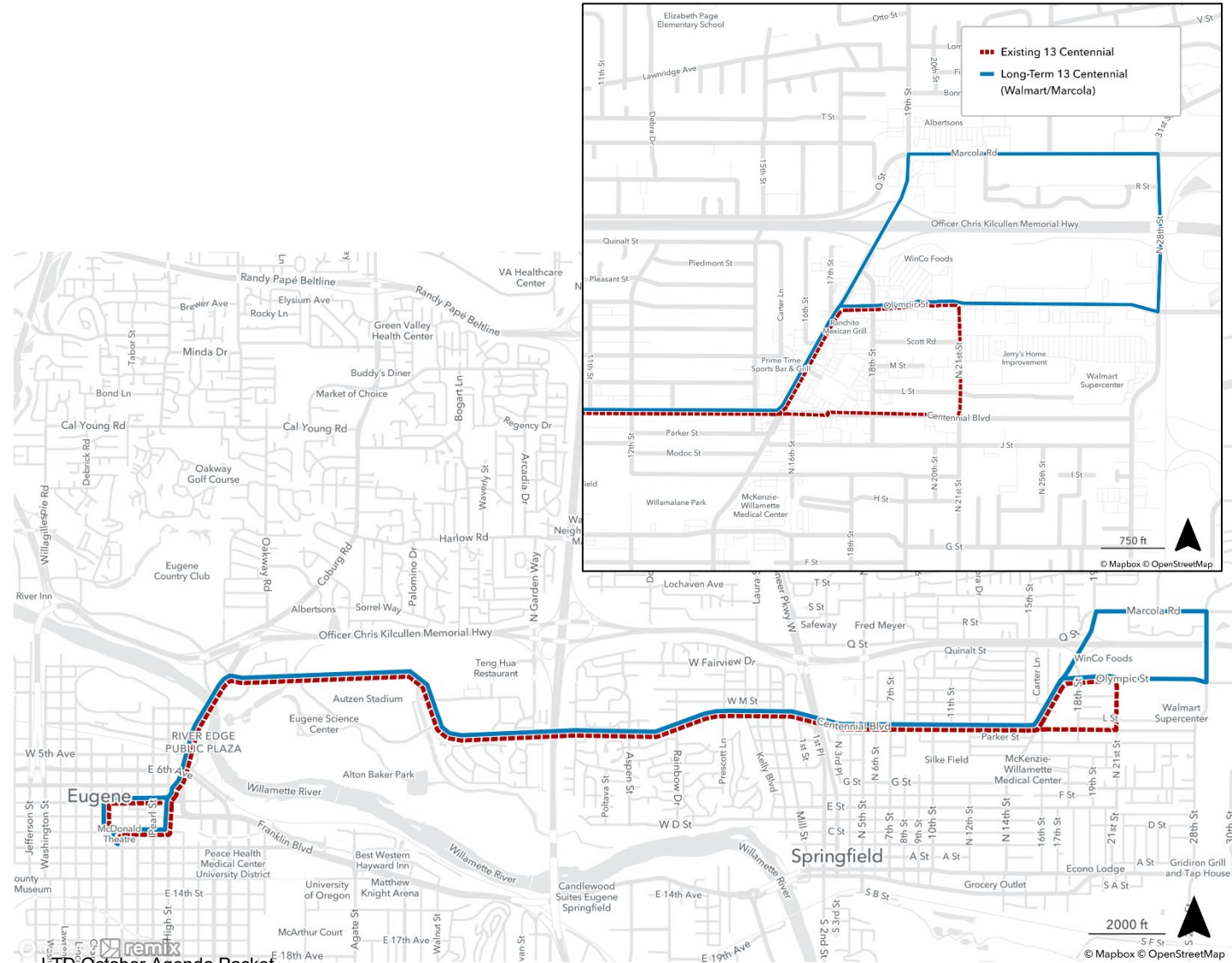
- Route 93 should no longer serve the Bertelsen / 1st Ave / Seneca loop and instead directly travel to downtown Eugene via W 11th Ave.
- Between Bertelsen and downtown Eugene, operate in limited stop mode, with pickups only in the westbound direction and drop offs only in the eastbound direction.



Route 13 Long-Term Alignment Changes

Long-Term

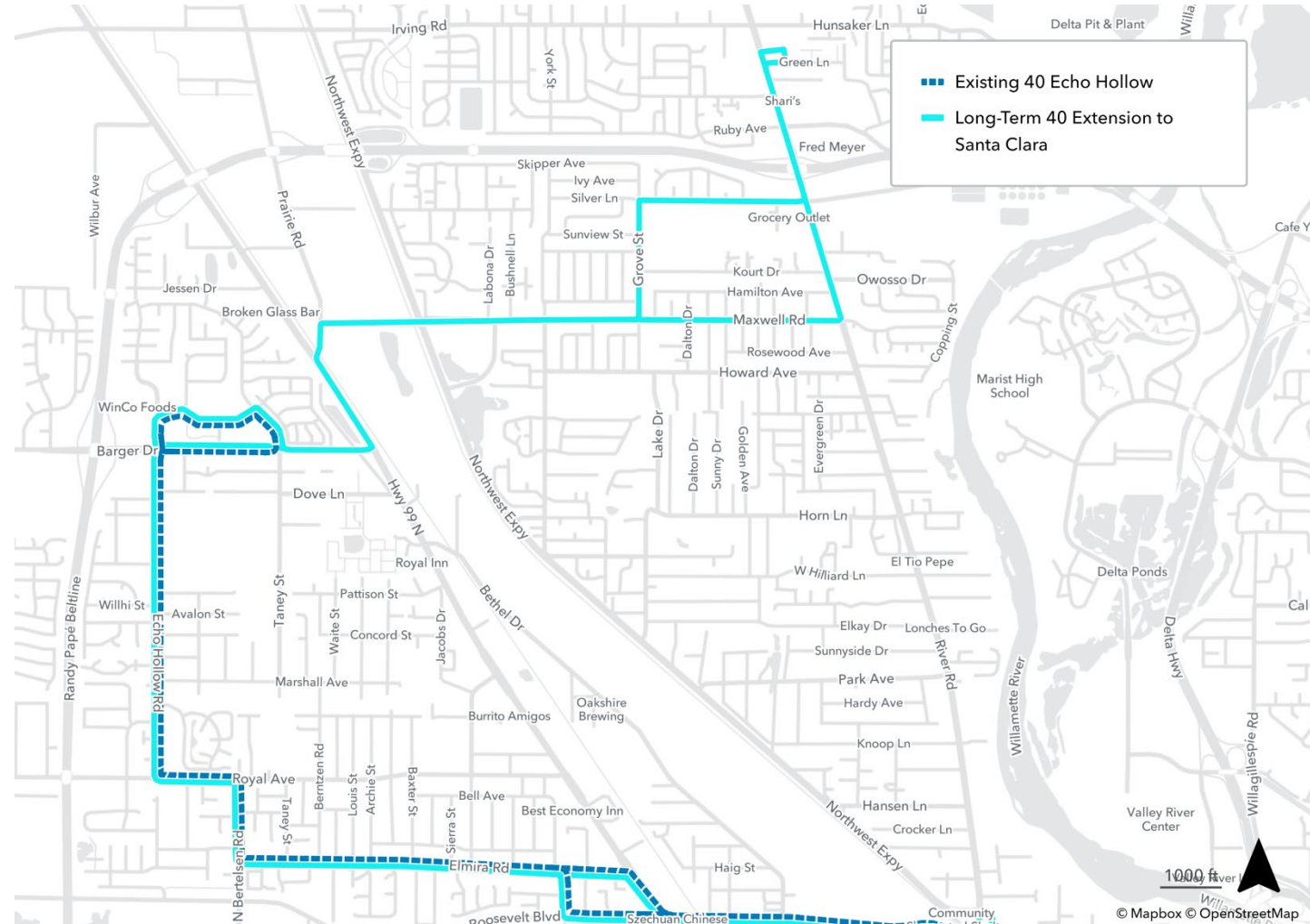
- Extend to Walmart and Marcola Road to improve access to the new housing in Marcola Meadows



Route 40 Long-Term Alignment Changes

Long-Term

- Extend Route 40 to Santa Clara Station to provide better connectivity commercial and residential growth happening along SR 99 and River Road





EmX to GATEWAY/
RIVERBEND

EmX

OREGON
E297821
PUBLICLY OWNED

Community Outreach



Outreach Elements

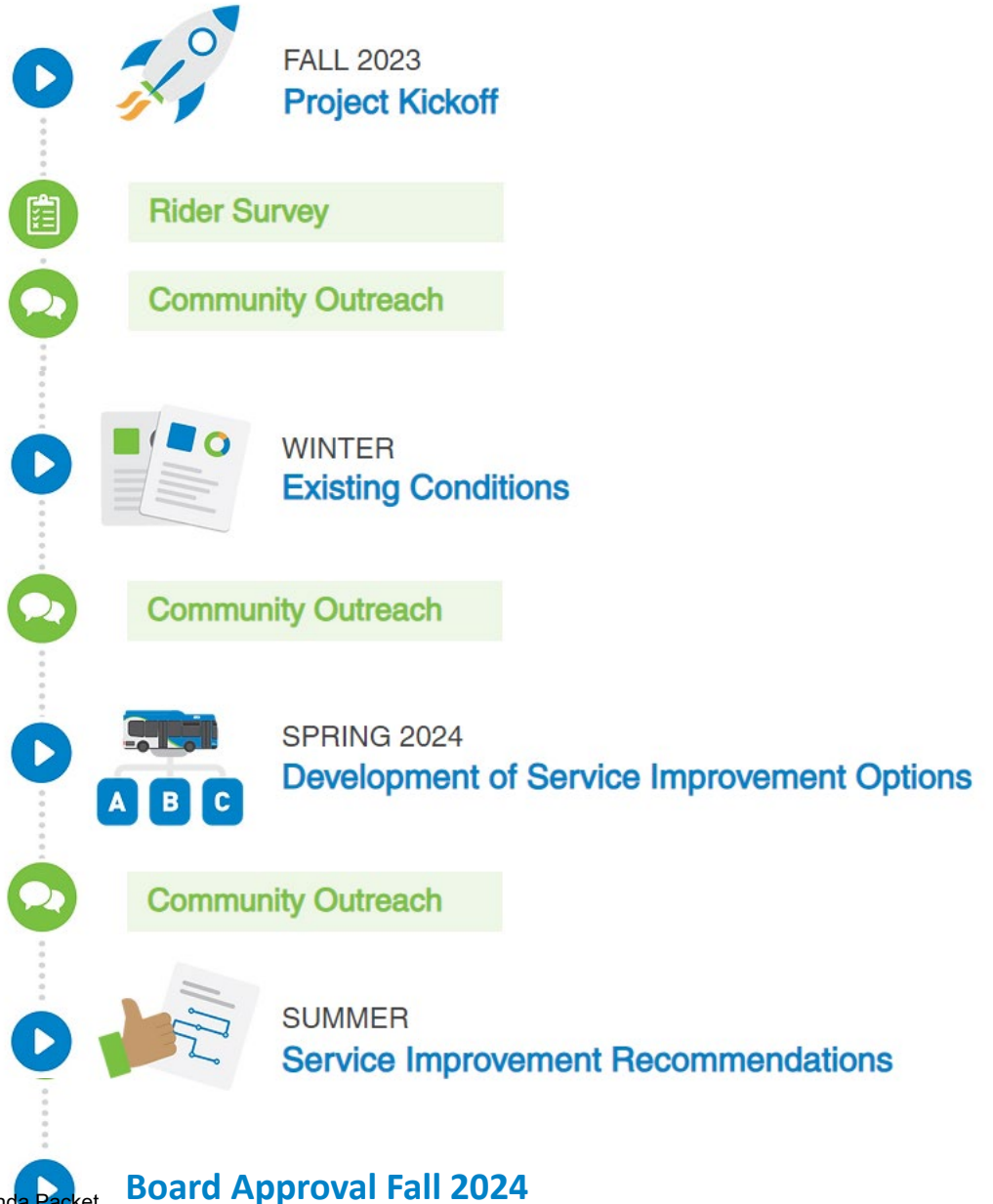
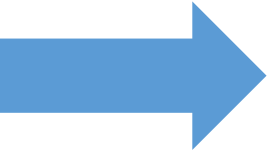
User and Community Surveys



Understanding Community Need



Final Service Recommendations Outreach



Outreach Shaped Recommendations

- **Fall 2023 Efforts focused on initial user and non-user input**
 - On board survey (2,400 responses)
 - Community survey (1,000+ responses)



LTD

LTD Travel Survey - October 2023

If you have completed this survey in the past two weeks, check this box and complete only questions 1-19.

Time: _____
 Surveyor Use Only
 Do Not Complete

Please tell us about the one-way trip that you are currently taking. An example of a one-way trip is going from home to work, even if you use more than one bus. Going from work back home would be a different one-way trip.

One-way-trip:

1. Where did you START this one-way trip?
(Mark the one best answer)

<input type="checkbox"/> Home	<input type="checkbox"/> Medical/Dental Appointment
<input type="checkbox"/> Work/Work-related	<input type="checkbox"/> Social Service Appointment
<input type="checkbox"/> College	<input type="checkbox"/> Visiting Others
<input type="checkbox"/> Middle/High School	<input type="checkbox"/> Entertainment/Recreation
<input type="checkbox"/> Store or Restaurant	<input type="checkbox"/> Other (specify) _____

2. My Starting Point was located at:
Address (such as 123 W 1st Ave) _____
Or Cross streets (such as E. 18th Ave & Pearl) _____
City: Eugene Springfield Other _____

3. How did you get to the first bus stop?

<input type="checkbox"/> Walked	<input type="checkbox"/> Dropped off by Cottage Grove Connector
<input type="checkbox"/> Drove alone	<input type="checkbox"/> Wheelchair/Scoter
<input type="checkbox"/> Drove with another rider and parked	<input type="checkbox"/> Biked and put bike on bus/EMX
<input type="checkbox"/> Dropped off by someone	<input type="checkbox"/> Biked and left bike at/near bus stop/station
<input type="checkbox"/> Dropped off by a taxi, Uber, or Lyft	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Bike Share or Scooter	

4. Where did you get on the first bus?
Station name _____
Or Stop location (street name) _____
(and nearest cross street) _____
City: Eugene Springfield Other _____

5. My first bus was on Route Number: _____

6. Will you use more than one bus to complete this one-way trip?

No, this is my only and last bus

I will use a second bus route # _____

I will use a third bus route # _____

7. Where will you get off the last bus?
Station name _____
Or Stop location (street name) _____
(and nearest cross street) _____
City: Eugene Springfield Other _____

8. How will you get to your destination when you get off the last bus?

<input type="checkbox"/> Walk	<input type="checkbox"/> Take Cottage Grove Connector
<input type="checkbox"/> Drive alone	<input type="checkbox"/> Wheelchair/Scoter
<input type="checkbox"/> Drive with another rider and park	<input type="checkbox"/> Bike and put bike on bus/EMX
<input type="checkbox"/> Drop off by someone	<input type="checkbox"/> Bike and leave bike at/near bus stop/station
<input type="checkbox"/> Drop off by a taxi, Uber, or Lyft	<input type="checkbox"/> Other (specify) _____
<input type="checkbox"/> Bike Share or Scooter	

9. Where will you END this one-way trip?

<input type="checkbox"/> Home	<input type="checkbox"/> Medical/Dental Appointment
<input type="checkbox"/> Work/Work-related	<input type="checkbox"/> Social Service Appointment
<input type="checkbox"/> College	<input type="checkbox"/> Visiting Others
<input type="checkbox"/> Middle/High School	<input type="checkbox"/> Entertainment/Recreation
<input type="checkbox"/> Store or Restaurant	<input type="checkbox"/> Other (specify) _____

10. My Ending Point is located at:
Address (such as 123 W 1st Ave) _____
Or Cross streets (such as E. 18th Ave & Pearl) _____
City: Eugene Springfield Other _____

11. Did you use the Umo mobile app/card to pay for this ride?
 Yes No

12. What was your fare payment for this one-way trip?

<input type="checkbox"/> Cash	<input type="checkbox"/> Student Transit Pass
<input type="checkbox"/> Day Pass	<input type="checkbox"/> Single Ride QR Code Ticket
<input type="checkbox"/> Ticket from 10-Ride Book	<input type="checkbox"/> Monthly Pass
<input type="checkbox"/> Ticket from fare machine	<input type="checkbox"/> Stored value on Umo
<input type="checkbox"/> UO/LCC/Pacific University Pass	<input type="checkbox"/> Group Pass
	<input type="checkbox"/> Other (specify) _____

13. How many separate one-way LTD trips will you make today?
(circle a number)

1 2 3 4 5 6 or more

14. Including today, how many days have you ridden LTD in the past week?
(circle a number)

1 2 3 4 5 6 7

15. Do you have a valid driver's license? Yes No

16. How many others in the household have valid licenses?
0-none 1 2 3 4 or more

17. How many working vehicles are owned or leased by your household?
0-none 1 2 3 4 or more

18. Please mark all of the following that apply to you. Are you:

<input type="checkbox"/> Employed for pay outside your home	<input type="checkbox"/> Other student
<input type="checkbox"/> Employed for pay in your home	<input type="checkbox"/> Stay at home parent/caregiver
<input type="checkbox"/> UO student	<input type="checkbox"/> Retired
<input type="checkbox"/> LCC student	<input type="checkbox"/> Unemployed
<input type="checkbox"/> Middle/High School student	<input type="checkbox"/> Disabled

19. What is your age? _____

If you have completed this survey during the past two weeks, please stop here and return the questionnaire to the Surveyor.

If you have not completed this survey during the past two weeks, please turn the survey over and complete the questions on the back. ➔

www.ltdsystemreview.org/

Outreach Shaped Recommendations

- **Winter / Spring 2024 focused on understanding the wider community need**
 - Operator engagement
 - Virtual and in-person meetings and popups
 - Neighborhood group feedback
 - Local and regional agency feedback
 - Targeted low-income and non-English speaking efforts



Final Service Recommendations Outreach

- Additional outreach was completed after developing recommendations to understand community support
- **Outreach efforts were consistent with the guidelines developed by the COCA**



Examples of Activities

- Two Virtual Open Houses
- Focus group with Spanish speaking riders
- Tabling at key locations in Cottage Grove, Veneta, Junction City, Eugene Station, and Springfield Station
- Tabling at El Torito Market in Eugene
- Neighborhood Associations, including with Churchill Area Neighbors, Fairmount Neighborhood Association, and Laurel Hill Valley Neighborhood Association
- Communities of Color and Allies Network First Friday
- First Friday Art Walk
- Eugene Saturday Market
- BEST Better Ways Block Party
- Homes for Good Benefit Fair
- On-line survey
- Bus stop signs
- Posters at Transit Stations and on buses
- Social media

Outreach Results

- Hundreds of touches at in-person events
- Almost 150 responses to online survey on preliminary route recommendations
- Strong support for plans to increase frequency on many routes
- Less response on potential changes to rural routes, which suggests further study/outreach is necessary before implementing any changes
- Concern expressed over service reductions on discontinued routes and open to Future Mobility Management solutions
- Adjustments to recommendations were made based on feedback



MEMORANDUM

To: Jeramy Card, David Roth, Lane Transit District
From: Thomas Wittmann & Paul Lutey
Date: October 9, 2024
Subject: LTD System Review Short-Term Recommendations Title VI Impacts

SUMMARY

The Lane Transit District (LTD) is proposing to implement several short-term service changes. To complete these changes, LTD must complete a Title VI Service Change Analysis, consistent with regulation from the Federal Transit Administration and LTD's Title VI program, to understand impacts to minority and low-income residents within the geography of these transit services. Any unequitable impacts must be avoided, minimized, or mitigated for the proposed changes to proceed.

This analysis reveals that the major changes, which include the discontinuation of Routes 27, 73, and 78, and the change in revenue hours of Routes 81 and 82, will not have an unequitable impact on minority and low-income residents and LTD can proceed without mitigation efforts.

BACKGROUND

In 2024, LTD chose to adopt short-term service changes, which included the discontinuation of Routes 27, 73, and 78 (which had already been inactive since 2020), the change in revenue hours of Routes 81 and 82, and the shift in alignments for Routes 36, 41, and 93. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin. As a direct recipient of federal financial assistance, LTD must comply with Federal Transit Administration (FTA) Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients."

When considering a change in service, LTD is required, through FTA Circular 4701.1B, to understand the impacts of the proposed service changes on minority and low-income populations to determine if there is an unequitable impact on these populations. The LTD Title VI Program outlines the methodology by which proposed service changes are evaluated to determine if the change will have a **disparate impact** on minority riders or a **disproportionate burden** on low-income riders.

This report will determine if the proposed changes qualify as major changes, and if so, whether those major changes will have impacts on minority and low-income populations that are disproportionate to the impacts of these changes on other populations. The report will also identify strategies to avoid, reduce, and mitigate any unequitable impacts that are identified through this analysis.

METHODOLOGY

The methodology for a service change equity analysis takes place in two steps:

1. Determine if the proposed change is considered major or minor.
2. If major, evaluate the proposed change to determine if an unequitable impact will occur.

Due to the pattern of socioeconomic characteristics across LTD, geographic route changes (realignments) can result in a change in the socio-economic characteristics of the population served by those routes. There are 'winners' and 'losers' when the geography of a route is altered. When service hours on a route are altered, there can be changes in the balance of service available to the various populations.

In examining any 'disparate impact' or 'disproportionate burden' of transit service modifications, the question is whether the proposed changes adversely impact a higher proportion of the protected populations than the proportion of the non-protected populations. For this to be determined, the socio-economic characteristics of each route under consideration are first determined.

Major Service Changes

LTD's service policy defines a 'major service change' for which an equity analysis is required.

For this report:

"A major service change is defined as:

1. A change in service of:
 - a. 25% or more of the number of route miles, or
 - b. 25% change or more of a route's revenue hours of service on a daily basis for the day of the week for which a change is made, or;
 - c. Any change in the routing of a bus route, when it is in service that alters 40% or more of the route's miles, or;
2. A new transit route is established, or;
3. A transit route is discontinued without reasonable access alternatives, or:

4. Restructuring of service throughout a sector as defined by LTD, or:
5. Decrease in the level of transit service (span in days and/or hours, and/or frequency) and/or decreased access to transit service defined as an increase of the access distance to beyond one-quarter mile of bus stops”

These thresholds are used to identify the proposed route changes that must undergo analysis.

Major Changes

Under section 1.b., the change in revenue hours for Routes 81 and 82 (+59% and -41% revenue hours, respectively) would be considered major changes. Under section 3, the discontinuation of Routes 27, 73, and 78 would be considered major changes. The change in alignments for Routes 36, 41, and 93 are considered minor changes, as discussed below.

Minor Changes

Route 36’s mileage increases by 7% from 10.6 to 11.3 miles. Route 41’s mileage increases by 6%, from 21.3 miles to 22.7 miles. Route 93’s mileage increases by 13%, from 26.1 to 29.4 miles. Thus, none of the mileage increases pass the 25% threshold listed in section 1.a. Route 36’s altered alignment (1.8 miles) is 17% of the route’s total mileage (10.6 miles). Route 41’s altered alignment (1.8 miles) is 8% of the route’s total mileage (21.3 miles). Route 93’s altered alignment (7.51 miles) is 29% of the route’s total mileage (26.1 miles). Thus, none of the alignment changes pass the 40% threshold listed in section 1.c.

Disparate Impact and Disproportionate Burden

A “**disparate impact**” refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where LTD’s (the recipient’s) policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

A “**disproportionate burden**” refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Definitions

“Minority persons” include all persons who self-identify as “not white alone” on Census or ACS surveys. Thus, minority persons are American Indian and Alaska Native, Asian, Black or

African American, Hispanic or Latino, and/or Native Hawaiian or Other Pacific Islander. Minorities also include persons who are of more than one race.

“Low income households” are those for which the household income in the past 12 months was below the poverty level.

Socio-economic Characteristics of Routes

Characterization of affected populations is defined in this report by the residents of the service area. Ridership data from surveys are not used.

Service coverage is considered provided if a residence is sited within a particular distance from a bus route (i.e., within a ‘buffer’ around the route). This distance is as the ‘crow flies’; that is, no network distance computations are made. This simplified approach is used because the pedestrian network (including short cuts and the presence of sidewalks) is not well described for the entire region, and also because the distances by which ‘access is provided’ are averaged approximations and there is little local knowledge available to refine these measures to something more accurate on a route to route basis.

The buffers are considered to be ¼ mile on each side of a route providing ‘local’ service, and ½ mile on each side of a bus rapid transit (BRT) route (a distance determined from a past survey of BRT riders).

Structures are located within the route buffers using address points from a data set maintained by Lane Council of Governments (Central Lane Metropolitan Planning Organization, MPO). Two types of residential structures are identified: household residences and group quarters. Nonresidential structures locate destinations available on the route.

Each residence is tagged with the Census 2010 block group in which it is located. Block group level household size and occupancy data from the latest American Community Survey (ACS) are processed to estimate the service area household population. This, combined with the ACS percent minority statistic for each block group determines the population of minorities. Each occupied household residence combined with the ACS percentage of households below the poverty level, yields the estimate of the number of poor households.

In addition to household residences, group quarters are also present within the service areas of some routes. LCOG address data locates group quarters but does not indicate how many persons reside in each structure, and Census data do not provide this information. The ACS group quarters population of the entire block group is thus proportionately allocated to the route buffer area of the block group based on the percentage of group quarters address points that lie within the buffer. The characteristics of this population are then provided by the socio-economic characteristics of the block group as described above for household residences.

By summing all residences in each route buffer, the characteristics of the population are estimated for the entire route. The same process is followed in computing the District populations; in this case, the computational area is the entire area within the District boundary.

People-trips are calculated by estimating the number of individuals within the service area of the route and multiplying this number by the number of trips for each day type of the route. Partial trips are counted as one half trip. Once a base line of service has been established, the change in people-trips at the route level are calculated. For instance, if a route is extended to 100 new people and makes 5 trips per weekday, there are 500 additional people-trips per weekday. Conversely, if a route serving 1,000 riders has a service cut from 5 trips per day to 4 trips per weekday, the data would show a loss of 1,000 people-trips each weekday. These two service changes can be compared because they are expressed in the same units.

Disproportionate impacts and disparate burdens can be calculated by comparing the change borne by low-income populations and minority populations against the regional averages for these groups respectively. The difference between the change borne and the regional average provides a way to assess whether service changes are aligned with LTD's service policy regarding equitable service distribution.

Defining Impact

LTD's service policy specifies that a disparate impact or disproportionate burden is in evidence if:

- Benefits are being provided to minority or low-income populations at a rate less than 80% of the benefits provided to non-minority or non-low-income populations;
- Adverse effects are being borne by non-minority or non-low-income populations at a rate less than 80% of the adverse effects being borne by minority or low-income populations.

These thresholds are used to identify which, if any, of the major service changes need to be assessed by LTD for correction or mitigation of impacts.

Geographic Analysis Scale

Analysis is provided at the individual route level. These results are then combined in order to consider the proposed actions as a whole.

DATA SOURCES

LTD provided the GIS data files for routes and stops. LTD also provided tables of proposed changes in revenue hours and service spans by route.

Socioeconomic statistics were obtained from the most recent 5-year American Community Survey, 2017-2022, utilizing the Census Block Group level summaries.

Residential structure address data were obtained from the regional data sets of Lane Council of Governments (LCOG), representing 2024 conditions.

ANALYSIS

Analysis Documentation

The analysis requires the following:

- **ACS 2022 Tables:**
 - B02001: white alone (B02001_002E) and population (B02001_001E),
 - B09019: number of households (B09019_002E) and group quarter population (B09019_026E, and
 - B25010: average household size (B25010_001E)
 - B17017: low-income households (B17017_002E)
 - Shapefiles:
 - **2020 Census Block Groups**
 - **LTD Service Area Boundary**
 - **Existing and Short-Term Route Alignments**
 - **Existing and Short-Term Route Stops**
 - **Addresses** of households and group quarters
1. Join the **ACS 2022 Tables** with **2020 Census Block Groups**
 2. Use the Spatial Join tool to join the **Addresses** to the **2020 Census Block Groups** to obtain the count of households and group quarters within each block group.
 3. Use the Buffer tool to create ½ and ¼ mile buffers around **Existing and Short-Term Route Alignments**, for BRT and local services, respectively. In addition, use Buffer to create ¼ mile buffers around each route alignment for rural services.
 4. Use the Merge tool on the created route buffers to combine into a single Network Buffer shapefile.

LTD System Review Short Term Recommendations Title VI Impacts

Lane Transit District (LTD)

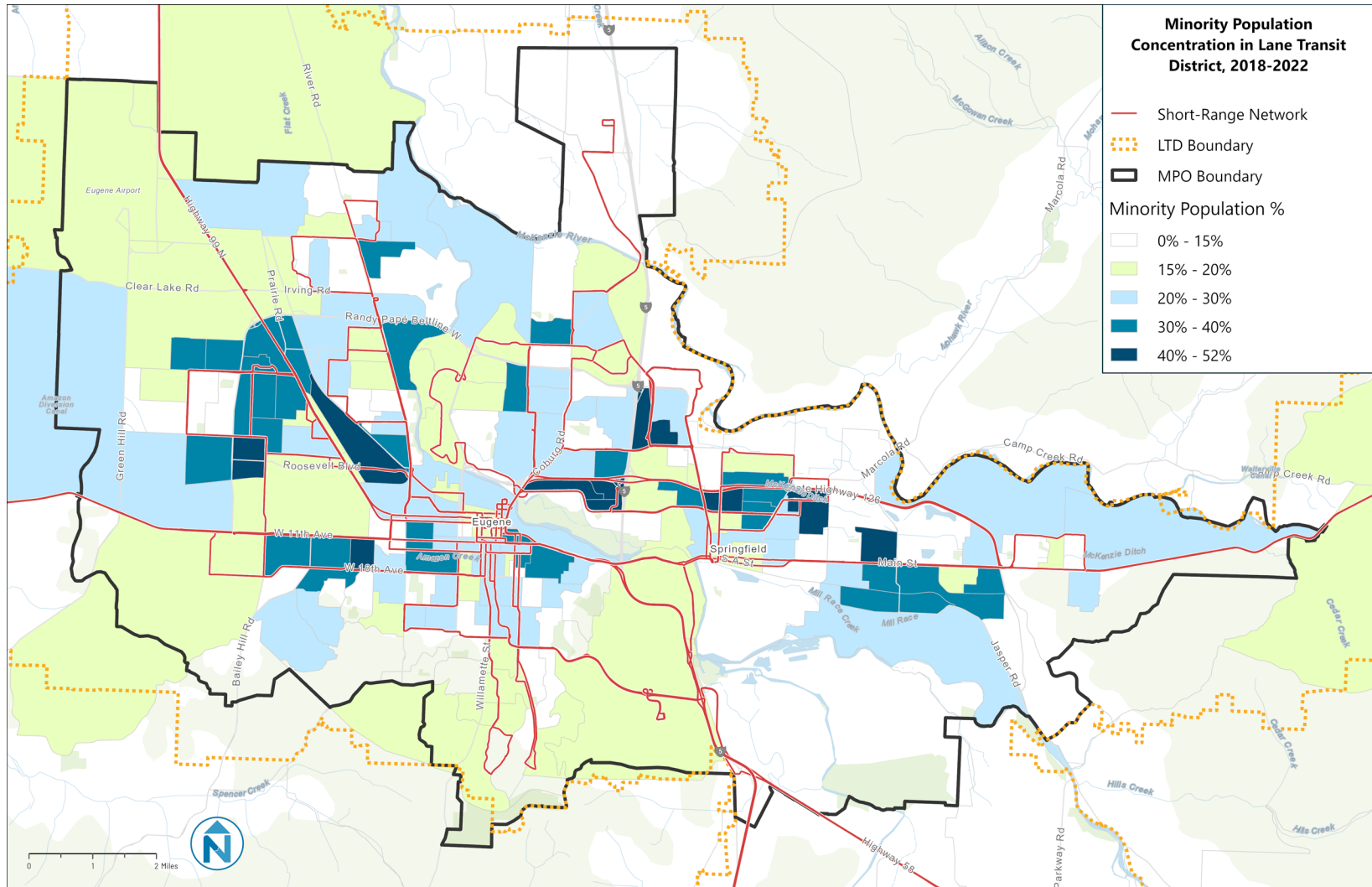
5. Use the Intersect tool for the Network Buffer and the 2020 Census Block Groups to create the Network-Block-Groups.
 - a. Separately, use the same tool with the LTD Service Area Boundary.
6. Use the Spatial Join tool to join the Addresses to the Network-Block-Groups to obtain the count of households and group quarters within each route buffer-block group.
 - a. Separately, use the same tool with the LTD Service Area Boundary.
7. Using the results, calculate the following to obtain the minority and low-income population percentage for the LTD service area and each route:
 - a. Household poverty rate in each block group.
 - b. Minority population percentage in each block group.
 - c. Group quarter split, or the percent of the group quarter addresses within a block group that are further located inside each route-buffer block group intersection.
 - d. Minority population in each route buffer-block group. This population is the sum of the household and group quarter minority populations.
 - i. To obtain the household minority population, multiply the average household size, the number of households in the route buffer-block group, and the minority population percentage.
 - ii. To obtain the group quarters minority population, multiply the group quarter split, the minority population percentage, and the group quarters population.
 - e. Low-income population in each route buffer-block group. This number is the product of the number of average household size in each block group, households in the route buffer-block group and the household poverty rate in each block group.
 - f. Obtain the sum of the minority and low-income population, and population within the route buffer-block groups and calculate the percentages.

RESULTS

Figures 1 and 2 show the minority and low-income population percentages in Lane County, respectively. The total population within the LTD service boundary is 348,362. The minority systemwide population percentage is 17.3%, and the systemwide low-income population percentage is 15.1%.

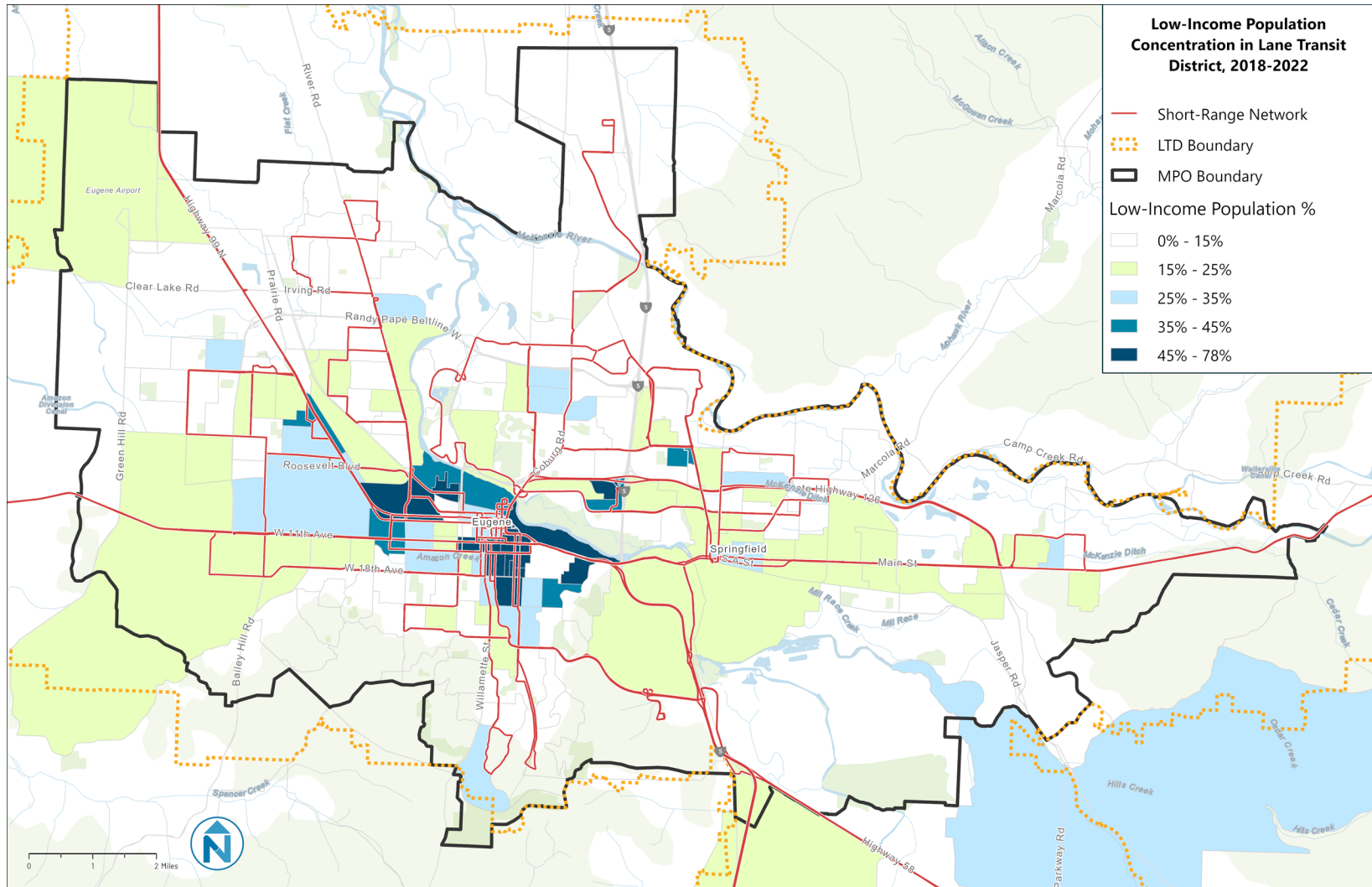
LTD System Review Short Term Recommendations Title VI Impacts
Lane Transit District (LTD)

Figure 1. Minority Population



LTD System Review Short Term Recommendations Title VI Impacts
Lane Transit District (LTD)

Figure 2. Low Income Population



LTD System Review Short Term Recommendations Title VI Impacts

Lane Transit District (LTD)

Table 1 shows the change in people-trips for each route on the LTD system under the proposed service. The overall change to the system does not produce a disproportionate burden nor a disparate impact. Furthermore, there is no route-level change that warrants further consideration to assess impacts, when compared to the populations in the LTD service area.

Table 1. Proposed Change in People-Trips

Route	Total Change (Person-Trips)			Percent Change (Person-Trips)			Change Borne	
	Person Trips	Minority	Low-Income	Person Trips	Minority	Low-Income	Minority	Low-Income
LTD	-34,487,838	-5,975,067	-5,223,775	8%	17%	15%	0%	0%
EmX	0	0	0	0%	0%	0%	0%	0%
1	0	0	0	0%	0%	0%	0%	0%
11	0	0	0	0%	0%	0%	0%	0%
12	0	0	0	0%	0%	0%	0%	0%
13	0	0	0	0%	0%	0%	0%	0%
17	0	0	0	0%	0%	0%	0%	0%
18	0	0	0	0%	0%	0%	0%	0%
24	0	0	0	0%	0%	0%	0%	0%
27	-341,635	-67,086	-94,063	100%	20%	28%	2%	12%
28	0	0	0	0%	0%	0%	0%	0%
33	0	0	0	0%	0%	0%	0%	0%
36	0	0	0	0%	0%	0%	0%	0%
40	0	0	0	0%	0%	0%	0%	0%
41	0	0	0	0%	0%	0%	0%	0%
51	0	0	0	0%	0%	0%	0%	0%
52	0	0	0	0%	0%	0%	0%	0%
55	0	0	0	0%	0%	0%	0%	0%
66	0	0	0	0%	0%	0%	0%	0%
67	0	0	0	0%	0%	0%	0%	0%
73	-803,873	-148,440	-164,432	100%	18%	20%	1%	5%
78	-927,016	-209,713	-188,248	100%	23%	20%	5%	5%
79x	0	0	0	0%	0%	0%	0%	0%
81	520,756	109,787	166,898	80%	21%	32%	4%	17%
82	-426,240	-76,743	-73,480	57%	18%	17%	1%	2%
85	0	0	0	0%	0%	0%	0%	0%
91	0	0	0	0%	0%	0%	0%	0%

LTD System Review Short Term Recommendations Title VI Impacts

Lane Transit District (LTD)

Route	Total Change (Person-Trips)			Percent Change (Person-Trips)			Change Borne	
	Person Trips	Minority	Low-Income	Person Trips	Minority	Low-Income	Minority	Low-Income
LTD	-34,487,838	-5,975,067	-5,223,775	8%	17%	15%	0%	0%
92	0	0	0	0%	0%	0%	0%	0%
93	0	0	0	0%	0%	0%	0%	0%
95	0	0	0	0%	0%	0%	0%	0%
96	0	0	0	0%	0%	0%	0%	0%
98	0	0	0	0%	0%	0%	0%	0%

Under the proposed service changes, minority and low-income populations do not bear a disproportionate burden of the changes compared to non-Title VI communities. The proposed changes to the system provide equitable benefits to the District’s minority and low-income populations, and no discrimination is noted.



Lane Transit District Agenda Item Summary (AIS)

Presented By: John Ahlen, Mobility Services Manager **AIS Title:** STIF Discretionary Projects

Action: Adoption of Resolution No. 2024-10-18-031: Adopting the FY 26/27 Statewide Transportation Improvement Fund Discretionary and Statewide Transit Network Recommendations for Submission to ODOT

Agenda Item Summary: The Statewide Transportation Improvement Fund 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.

As described in the table below, the Statewide Transit Network Program currently utilizes 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 transit network by investing in key transit hubs, closing gaps between two or more communities, improving access to and from transit for pedestrians and bicyclists, 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.

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

Public Transportation Service Providers (PTSP) submitted applications to ODOT on September 5, 2024 for STIF Discretionary funds as well as the Statewide Transit Network program. ODOT staff reviewed applications for completeness, applicant eligibility, and project eligibility consistent with OARs 732-044-0005, 732-044-0015, and 732-044-0020 and with federal requirements, where relevant. ODOT forwarded eligible applications to Qualified Entities for review, recommendation, and, potentially,



Lane Transit District Agenda Item Summary (AIS)

project prioritization following consultation with STIF Advisory Committees. These programs are all statewide competitive programs.

LTD's STIF Advisory Committee has subsequently reviewed these applications and made recommendations of whether to fund or rank these applications prior to review at the ODOT Public Transportation Advisory Committee.

Attachments:

October 8th, 2024 STIF Advisory Committee packet

Resolution No. 2024-10-18-031

R2B_CityofEugene_DowntownandRiverfrontCirculatorPilot.pdf

R2B_LaneCouncilofGovernments1_Eugene-FlorenceConnector.pdf

R2B_LaneCouncilofGovernments2_Florence-YachatsConnector.pdf

R2B_LaneTransitDistrict1_DiamondExpressOakridge-EugeneService.pdf

R2B_LaneTransitDistrict2_ShopperShuttleReplacementProject.pdf

R2B_LaneTransitDistrict3_FlorenceMobilityHubSiteSelectionandConceptDesign.pdf

R2B_LaneTransitDistrict4_RuralLaneCountyOn-DemandShuttleProgram.pdf

I certify that my Department Chief has reviewed and approved this AIS:

Proposed Motion: I move to adopt LTD Resolution No. 2024-10-18-031 adopting the FY 26/27 Statewide Transportation Improvement Fund Discretionary and Statewide Transit Network Recommendations for Submission to ODOT



RESOLUTION NO. 2024-10-18-031

**ADOPTION OF THE FY26-27 STIF DISCRETIONARY AND STATEWIDE TRANSIT NETWORK (STN)
RECOMMENDATIONS FOR SUBMISSION TO ODOT**

WHEREAS, Section 122 of HB 2017 Transportation Funding Package established a dedicated source of funding for improving, maintaining, and expanding public transportation service in Oregon called the Statewide Transportation Improvement Fund (“STIF”);

WHEREAS the STIF Advisory Committee made a recommendation to the LTD Board to submit the following seven applications for Discretionary and Intercommunity Discretionary Funds, with comments, such applications being summarized as follows:

1. City of Eugene Downtown and Riverfront Circulator Pilot – Initiation and operation of a new circulator service that connects key destinations in downtown Eugene.
2. Lane Council of Governments Eugene-Florence Connector Route - 7 days/week from Florence to Eugene. Route administration and operational costs.
3. Lane Council of Governments Florence-Yachats Connector - 7 days/week from Florence to Yachats. Route operational costs.
4. Lane Transit District Rural On-Demand Shuttle - On-demand shuttle service in targeted areas of Lane County not served by a fixed route bus.
5. Lane Transit District Diamond Express – Operations funding for route between Oakridge and Eugene metropolitan area.
6. Lane Transit District Florence Mobility Hub – Planning and concept design for a centralized mobility hub in Florence.
7. Lane Transit District Shopper Shuttle Replacement - Purchase of a replacement Shopper Shuttle which supports RideSource services.

NOW, THEREFORE, BE IT RESOLVED by the Lane Transit District Board of Directors as follows:

1. Adopting the recommendations from the STIF Advisory Committee and comments on those applications submitted for FY24-FY25 STIF Discretionary and STN Funding in Lane County as presented; and
2. Directing staff to timely submit these materials to ODOT.

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16th DAY OF OCTOBER, 2024.

Board President, Gino Grimaldi

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%)

<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>
<p>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.</p>

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
Issue: Trisha Sharma

Date: 09/05/2024
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
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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.
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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
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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.	
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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).	
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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 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
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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.

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

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).	
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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

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

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?	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

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	

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%)

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-

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).

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%)

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

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
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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>
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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.

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 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%)

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
Issue: Pam Strutz

Date: 09/05/2024
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
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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

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;

(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

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

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>	

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.

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.

54. Select all that apply to your project.	None apply to my project.
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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.

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%)

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%)

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

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%)

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.

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 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

Task Cost	\$100,000.00
Match Ratio (Fund/Provider)	80%/20%
Total Grant Request	\$80,000.00

Match Source

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

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

LTD STIF Advisory Committee Vote and Comments on Lane County STIF Discretionary Projects

October 8, 2024

#	Project Title	Agency	Minimum Grant Amount Requested	Fund/Do Not Fund	Prioritization	Comments
1	Downtown and Riverfront Circulator Pilot	City of Eugene	\$500,000	Fund	None	Strength is to provide this while new multi-family housing is being built, while establishing transportation options for new residents. The proposed service also provides more connections between downtown and South Eugene.
2	Eugene-Florence Connector	LCOG	\$938,000	Fund	None	This is a vital connection for older adults and low-income individuals in West Lane County to get to Eugene. Public transportation between Florence and Eugene has been identified as a top need by West Lane County residents. This route creates a safe and active transportation option.
3	Florence-Yachats Connector	LCOG	\$463,680	Fund	None	This area between Florence and Yachats was unserved by transit before this connector service started. This service provides the only public transit link in the area. The service also creates a safe and active transportation option.
4	Diamond Express	LTD	\$425,000	Fund	None	This service fulfills a critical connection in the statewide transit network given that Oakridge is geographically isolated in Lane County. It creates a safe and active transportation option. Service is critical for youth in Oakridge who want to attend schools in the Eugene-Springfield metropolitan area.
5	Florence Mobility Hub Design	LTD	\$200,000	Fund	None	Currently there exists a shared stop for multiple transit services on a street next to a grocery store where there is one small, dilapidated shelter with no amenities, so the need for a mobility hub is great. It is important to have a safe and accessible connection for all providers that meet here. Having a mobility hub in Florence will further public transit along the Oregon Coast.

#	Project Title	Agency	Minimum Grant Amount Requested	Fund/Do Not Fund	Prioritization	Comments
6	Rural On-Demand Shuttle	LTD	\$700,000	Fund	None	This is an inventive, strategic, and flexible way to expand service to more people. Will help many rural residents who have transportation barriers.
7	Shopper Shuttle Replacement	LTD	\$199,200	Fund	None	This is a very important service for older adults and people with disabilities. A service that allows drivers to assist riders with carrying their grocery bags is a huge benefit. It's important to replace the current aging vehicle so that this service can continue.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Eric Breitenstein, Director of Marketing

Contract Title: Comprehensive Website Development Services

Contract No: 2023-77

Grant No: None.

Entering into a Contract:

Contract Amendment:

Approved by Procurement:

Action: Adoption of Resolution No. 2024-10-18-033 Authorizing the Chief Executive Officer (CEO) to enter into a contract with Planeteria Media for the purpose of comprehensive website design and development services.

Agenda Item Summary: LTD's website serves as an essential communication channel for riders, stakeholders, and the general public to access a range of information about LTD and its services. The Comprehensive Website Development Project aims to modernize this communication channel, ensuring that LTD develops and maintains a functional website designed to be accessible and easy to navigate for mobile device users, people with disabilities, users who speak languages other than English, and individuals with varying levels of comfort with technology.

LTD staff solicited proposals from experienced website design and development firms. On the proposal due date, March 21, 2024, ten firms submitted responses. The Procurement Department reviewed these responses for compliance with procurement standards and found one proposal to be non-responsive. The other nine were forwarded to the Evaluation Committee.

A formal review process was conducted to identify the most qualified contractor. Based on that review, Planeteria Media was selected as the most responsible and responsive vendor capable of providing website design, project management, testing, implementation, hosting, and support services for this project. Following approval, staff will work with Planeteria Media to launch and complete the Comprehensive Website Development Project.

The total contract value for five years is up to \$350,000, funded through the General Fund.

I certify that my Department Chief has reviewed and approved this AIS:

Proposed Motion: I move to Adopt LTD Resolution 2024-10-18-033 Authorizing the CEO to enter into a contract with Planeteria Media for the purpose of comprehensive website design and development services.



RESOLUTION NO. 2024-10-18-033

AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO ENTER INTO A CONTRACT WITH PLANETERIA MEDIA FOR THE PURPOSE OF COMPREHENSIVE WEBSITE DESIGN AND DEVELOPMENT SERVICES

WHEREAS, LTD is in need of comprehensive website design and development services;

WHEREAS, LTD's Fiscal Year 2024-2025 Budget includes a request from the General Fund to support this design work;

WHEREAS, the Oregon Public Contracting Code and the LTD Procurement Policy require that all contracts for goods, services, or public improvement projects be based upon competitive bids or proposals, unless an exception applies;

WHEREAS, LTD followed the competitive RFP process pursuant to the requirements of the Oregon Public Contracting Code, Oregon Administrative Rules Ch. 137, Divisions 46-49, and LTD's Procurement Policy, as well as any Federal Transit Administration requirements, as applicable; and

WHEREAS, pursuant to LTD resolution No. 2024-08-21-023 the LTD Board of Directors is the LTD Contract Review Board and is required to authorize all contracts that exceed \$250,000.

NOW, THEREFORE, BE IT RESOLVED by the LTD Board of Directors, acting as the LTD Contract Review Board that:

Once any protest period has passed and no protests being received and/or such protests being resolved in accordance with Oregon law and the LTD Procurement Policy, the Chief Executive Officer, or designee, is hereby authorized to: (a) negotiate and enter into a contract with Planeteria Media for the purpose of website design and development in an amount not to exceed \$350,000; and (b) as needed, execute amendments to the contract not to exceed a cumulative total of 20% of contract (\$70,000).

ADOPTED BY THE LANE TRANSIT DISTRICT BOARD OF DIRECTORS ON THIS 16TH DAY OF OCTOBER, 2024.

Gino Grimaldi, Board President



Lane Transit District Agenda Item Summary (AIS)

Presented By: Jameson T. Auten, Chief Executive Officer,
Kristen Denmark, General Counsel to the LTD Board

AIS title: CEO Annual Performance
Review

Action: Adopt CEO annual performance review process.

Background: Each year, the Chief Executive Officer (“CEO”) of Lane Transit District (“LTD”) will receive a performance evaluation from the LTD Board of Directors (the “Board”). This procedure is designed to create guidelines for the Board regarding the annual CEO performance evaluation process.

Procedure:

1. Annually, the CEO will complete a self-evaluation regarding their performance and submit it to general counsel in advance of their annual evaluation.
2. General counsel will send the CEO’s completed self-evaluation and blank performance evaluation form to all Board members to complete.
3. Board members will have ample time to complete the evaluation and submit it to general counsel.
4. General counsel’s office will prepare a Board performance summary report that will be sent to all Board members prior to the Board meeting in executive session to evaluate the CEO’s performance. The CEO receives a copy of the report.
5. Executive session:
 - a. The Board president will facilitate the executive session and the vice president will be responsible for summarizing each of the findings from the performance summary report and providing evaluation conclusions to the CEO.
 - b. Remaining Board members are free to share their comments.
 - c. No discussion regarding contract terms or any form of compensation will occur in executive session.
6. Return to open session:
 - a. The vice president will summarize the CEO’s performance evaluation.
 - b. A Board member will make a motion to delegate authority to the Board president and vice president to negotiate a contract consistent with the evaluation. After a second, the Board president will call for a vote.
7. Following the Board meeting, the Board president and vice president will meet with the CEO to discuss potential contract terms. Once the three come to an agreement, the Board president communicates the terms of the agreement to legal counsel. Legal counsel prepares a new contract or contract amendment. The contract is then circulated to the Board president and vice president for approval. It is then provided to the CEO for approval. Once approval is obtained, legal counsel sends the contract with a memo to the Board and the CEO. Additionally, the contract is included in the consent agenda at a future Board meeting when all of the above steps have occurred. If any Board members have questions or need to discuss the contract, they can request it be pulled from the consent agenda. No discussion regarding the contract shall



Lane Transit District Agenda Item Summary (AIS)

occur among Board members outside of a public meeting, except as expressly set forth in this procedure.

Proposed Schedule:

Step	Start	Who	Activity	Finish
1	10/16/24	Board	Board Adopts Process, Criteria & Form: Board adopts process, schedule, criteria, rating scale, and form.	10/16/24
2	10/17/24	Jameson	Self-Evaluation: Jameson completes self-evaluation using Board-approved criteria; distributes to Board of Directors.	10/25/24
3	10/25/24	Directors	Directors' Evaluation: Each Director independently completes an evaluation form and sends their completed form to the Board attorney.	11/8/24
4	11/8/24	Board Attorney	Compile Results: The Board attorney compiles evaluation results from all Directors and prepares an anonymous summary evaluation with average scores & input from all Directors.	11/15/24
5	11/20/23	Board & Board Attorney	Board Meeting: Directors meet in executive session per ORS 192.660 (2)(i) "to review and evaluate the employment-related performance of the chief executive officer". The Board first meets without Jameson to review the summary evaluation, and then meets with Jameson to present the Board's agreed-to summary evaluation.	11/20/24

I certify that my Department Chief has reviewed and approved this AIS:

Attachments: Performance Criteria, Memo to Board, CEO Self-Evaluation Form, LTD Board Evaluation Form, CEO Combined Goals 2024, LTD Strategic Business Plan Results

Proposed Motion: I move to adopt the outlined process for the CEO annual performance review.

Date: October 16, 2024

To: Lane Transit District Board of Directors

From: Kristin Denmark

Subject: Request for Board Approval of CEO Performance Evaluation Process, Criteria & Form

Below is the proposed process and schedule to complete the performance evaluation of the District CEO for the period from November 7, 2023 – November 6, 2024. It is requested the Board formally adopt this proposed process and schedule as well as the attached policy, performance evaluation criteria and rating scale, and the evaluation form to be used for the CEO’s performance evaluation.

Step	Start	Who	Activity	Finish
1	10/16/24	Board	Board Adopts Process, Criteria & Form: Board adopts process, schedule, criteria, rating scale, and form.	10/16/24
2	10/17/24	CEO	Self-Evaluation: CEO completes self-evaluation using Board-approved criteria; distributes to Board of Directors.	10/25/24
3	10/25/24	Directors	Directors’ Evaluation: Each Director independently completes an evaluation form and sends their completed form to the Board attorney.	11/8/24
4	11/8/24	Board Attorney	Compile Results: The Board attorney compiles evaluation results from all Directors and prepares an anonymous summary evaluation with average scores & input from all Directors.	11/15/24
5	11/20/23	Board & Board Attorney	Board Meeting: Directors meet in executive session per ORS 192.660 (2)(i) “to review and evaluate the employment-related performance of the chief executive officer”. The Board first meets without Jameson to review the summary evaluation, and then meets with Jameson to present the Board’s agreed-to summary evaluation.	11/20/24

Please direct any questions or concerns to the Board attorney; do not copy other Directors with communications related to this matter to avoid potential violation of Oregon public meeting requirements.

Lane Transit District

CEO Performance Evaluation Criteria & Rating Scale

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CEO Performance Evaluation Criteria & Rating Scale

For the Evaluation Period of 11/7/23 to 11/6/24

CRITERIA: *The following criteria will be used to guide the Board's evaluation of the CEO's performance during the stated evaluation period.*

SUCCESS FACTORS

1. Provides Effective Administration of the District and Transit System

- Effectively administers business affairs of the District
- Effectively implements, administers and abides by policies, regulations and ordinances adopted by the Board
- Establishes and implements district policies, goals, objectives, and procedures in coordination with Board members, organization officials, and staff members
- Assures the effective and efficient administration of the acquisition, construction and operation of the transit system
- Provides effective oversight and coordination of plans for the acquisition of equipment or construction of improvements and facilities
- Ensures compliance with all laws for Mass Transit Districts, ORS 267.101 to 267.390, and all laws regulations, circulars and notices of the Federal Transit Administration, as applicable
- Oversees an effective marketing plan to promote a positive atmosphere and culture, and strong public image with the goal of increasing ridership

2. Provides Effective Support of the Board of Directors

- Effectively communicates with the Board and individual Directors
- Maintains effective working relationships with the Board and individual Directors
- Assists in preparing Board meeting agendas
- Attends Board meetings, including executive sessions; reports to the Board monthly
- Provides timely and accurate reports to the Board regarding district programs, resources, facilities, opportunities, and challenges
- Provides sound policy input and presents information that supports effective and timely decisions by the Board
- Keeps the Board informed of current and projected needs of the district

3. Provides Effective Leadership and Management of District Staff

- Hires, appoints, promotes, disciplines, or removes all employees (and volunteers) except those employees and office directly employed or appointed by the Board
- Challenges management staff and their teams to offer solutions in support of district goals and policies

Lane Transit District

CEO Performance Evaluation Criteria & Rating Scale

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- Develops and promotes a positive working atmosphere and clearly defined expectations; maintains high quality staff, positive morale, and a safe and secure work environment
- Provides effective and efficient administration of district personnel; mentors, develops and evaluates all levels of staff
- Manages and monitors performance of key work areas; evaluates objectives, effectiveness, organizational goals, and alignment of work and staffing assignments
- Provides effective oversight, direction, supervision, and management to maintain compliance with all applicable labor laws, policies, and collective bargaining agreements

4. Provides Effective Oversight and Management of District Financial Resources

- Provides oversight of implementation and maintenance of financial auditing and accounting systems to show the complete financial condition of the district at all times
- Provides oversight for the preparation and submits to the Board a complete report on the finances and activities of the district for the prior fiscal year within thirty (30) days following the end of the fiscal year
- Arranges to have prepared and timely file annual financial report to the Oregon Secretary of State, the Comprehensive Annual Financial Report (CAFR), and Annual Transit Database reporting, and the Grant Reports to the Federal Transit Administration
- Provides effective financial oversight with the aspiration that annual audit findings have no “significant deficiencies” or “material weaknesses”
- Keeps the Board informed of the current and projected financial future status of the district
- Oversees, assists and manages preparation and administration of annual budgets for the district and applicable departments
- Oversees effective cost-control measures; ensures cost-control measures are in place at all levels of the district
- Provides oversight to assure adherence to procurement policies and procedures
- Manages contract compliance

5. Effectively Represents the District at Local, Regional, and National Levels

- Maintains effective working relationships with the community, regulatory agencies, and local public agencies in support of the goals and priorities of the district
- Interacts and communicates regularly with employees, community members, Board of Directors, and all other stakeholders to provide transparency and insight into the implementation of district policies and agendas
- Effectively represents the district through participation in industry events and conferences
- Participates in district-related boards, professional associations and organizations
- Regularly engages with federal funders and peer agencies
- Maintains on-going effective communication with internal and external stakeholders

Lane Transit District

CEO Performance Evaluation Criteria & Rating Scale

Page 3 of 3

- Participates in civic and charitable activities and keeps the Board informed of such activities

GOALS

6. Progress in Achieving Individual Performance Goals

- Demonstrates continued progress in achieving personal performance goals identified in the previous performance evaluation

RATING SCALE: *The following rating scale will be used for all ratings in the Board's evaluation of the CEO's performance during the stated evaluation period.*

Underperforming	Significant and sustained improvement is required to effectively complete major duties and responsibilities of the position. Employee is not contributing to success of department and the District as needed.
Developing Performance	Further development is required to effectively complete major duties and responsibilities of the position. Employee is working towards becoming a solid contributor to the success of the Department and the District as needed.
Successful Performance	Effectively completes major duties and responsibilities of the position. Solid contributor to the success of the Department and the District as needed.
Exceptional Performance	Effectively and efficiently completes major duties and responsibilities as it relates to the position. Employee is an exceptional contributor to the success of the Department and the District and goes above and beyond or generally takes on additional duties outside their scope.

Adopted by the Lane Transit District Board of Directors on _____.

Board Chair



**CEO Self-Evaluation
For the Period of 11/7/23 through 11/6/24**

Employee: Jameson Auten, Chief Executive Officer

Supervisor: Board of Directors

Date:

SUCCESS FACTORS

1. Provides Effective Administration of the District and Transit System

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-

2. Provides Effective Support of the Board of Directors

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-



**CEO Self-Evaluation
For the Period of 11/7/23 through 11/6/24**

3. Provides Effective Leadership and Management of District Staff

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-

4. Provides Effective Oversight and Management of District Financial Resources

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-



**CEO Self-Evaluation
For the Period of 11/7/23 through 11/6/24**

5. Effectively Represents the District at Local, Regional, and National Levels

Performance Rating:

Underperforming Developing Successful Exceptional

Comments & Notable Progress:

-
-
-
-



**CEO Self-Evaluation
For the Period of 11/7/23 through 11/6/24**

GOALS

6. Progress in Achieving Individual Performance Goals

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-

7. Achieves Organizational Goals Identified in Strategic Business Plan

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-



**CEO Self-Evaluation
For the Period of 11/7/23 through 11/6/24**

OVERALL PERFORMANCE

Overall Job Performance Rating

Performance Rating:

___ Underperforming ___ Developing ___ Successful ___ Exceptional

Comments & Notable Progress:

-
-
-
-

INDIVIDUAL GOALS FOR THE NEXT EVALUATION PERIOD

-
-
-
-



**CEO Performance Evaluation
For the Period of 11/7/23 through 11/6/24**

Our Mission: Connecting Our Community
Our Vision: In all that we do, we are committed to creating a more connected, sustainable, and equitable community
Values: Respect, Integrity, Innovation, Equity, Safety, Collaboration

Employee: Jameson Auten, Chief Executive Officer	Date:
Supervisor: Board of Directors	Department:

Purpose: To assess how the employee is performing as it relates to the employee’s job description, LTD’s values, and goals, and Board-adopted evaluation criteria.

The following scale is used for all ratings in the review.

Underperforming	Significant and sustained improvement is required to effectively complete major duties and responsibilities of the position. Employee is not contributing to success of department and the District as needed.
Developing Performance	Further development is required to effectively complete major duties and responsibilities of the position. Employee is working towards becoming a solid contributor to the success of the Department and the District as needed.
Successful Performance	Effectively completes major duties and responsibilities of the position. Solid contributor to the success of the Department and the District as needed.
Exceptional Performance	Effectively and efficiently completes major duties and responsibilities as it relates to the position. Employee is an exceptional contributor to the success of the Department and the District and goes above and beyond or generally takes on additional duties outside their scope.

SUCCESS FACTORS

1. Provides Effective Administration of the District and Transit System			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			
2. Provides Effective Support of the Board of Directors			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			



**CEO Performance Evaluation
For the Period of 11/7/23 through 11/6/24**

3. Provides Effective Leadership and Management of District Staff			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			
4. Provides Effective Oversight and Management of District Financial Resources			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			
5. Effectively Represents the District at Local, Regional, and National Levels			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			

GOALS

6. Progress in Achieving Individual Performance Goals			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			
7. Achieves Organizational Goals Identified in Strategic Business Plan			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			



CEO Performance Evaluation
For the Period of 11/7/23 through 11/6/24

OVERALL PERFORMANCE

Overall Job Performance Rating			
Underperforming	Developing Performance	Successful Performance	Exceptional Performance
Comments:			

INDIVIDUAL GOALS FOR NEXT EVALUATION PERIOD

Combined CEO Goals 2023-2024

- Increase Board involvement in development of broad policy level goals for the organization beginning 1/1/2024.
- Develop organization succession plan and strategic staffing of critical job functions by 2/15/2024
- Identify and develop cost-containment strategies and opportunities for revenue growth by 6/3/2024.
- Implement strategies to transparently communicate results to the public to include an annual public stakeholder event by 9/30/2024.
- Identify and implement strategies to create a workforce pipeline of front-line workers, to include an apprenticeship program and sourcing employees from non-traditional sources by 10/31/2024.
- Evaluate LTD compensation and retirement plans to assure market competitiveness and attractiveness for recruiting and retaining employees by 11/30/2024.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Aimee Reichert, Chief Performance Officer

AIS Title: Tactical Work Plan

Action: Information Only

Agenda Item Summary: The following information includes summary statuses for FY2024 tactical work plans and Key Performance Indicators (KPIs), outlined in Lane Transit District’s [2024-2026 Strategic Business Plan](#).

Tactical Work Plan Status

	Complete
	On Track
	Watch
	Off Track/Not Started

FY2024-2026 Work Plans

Increase in revenue service levels by 10% over FY2023 baseline.	
Implement communication process for public engagement.	
Develop a sustainable long-term financial model for LTD.	
Develop Internal Strengths	
Improve the perception of security of LTD services by 5%.	
Report LTD outcomes in relation to community priorities.	
Implement strategy to community accountability.	
Implement strategy for achieving Disadvantaged Business Enterprise Goal.	
Transition into the Lane County Mobility Manager by 2025. AKA Reimagine the Ride.	

Summary

7 of 9 work plans are noted as on track, indicating work tasks are being completed on time and advancing the District towards desired outcomes. 2 of 9 work plans are noted as watch, indicating there is opportunity to improve timeliness and/or redefine underlying tasks to ensure alignment with desired outcomes. Watch status is a helpful indicator for re-focusing work continuously.



Lane Transit District Agenda Item Summary (AIS)

FY2024 Quarterly Key Performance Indicators

Metric	FY24 Q1	FY24 Q2	FY24 Q3	FY24 Q4	Q1 to Q2 Change (%)	Q2 to Q3 Change (%)	Q3 to Q4 Change (%)
On-Time Performance	91.90%	91.60%	91.44%	90.76%	-0.33%	-0.17%	-0.74%
Overall Ridership	1,414,243	1,603,427	1,592,369	1,689,655	+13.38%	-0.69%	+6.11%
Maintenance Cost/Mile	2.36	2.51	2.93	2.48	+6.17%	+16.80%	-15.33%
% Fleet Transitioned to Electric	29.00%	30.00%	30.00%	33.00%	+3.45%	0.00%	+10.00%
Renewable Fuels	1.00	1.00	1.00	1.00	0.00%	0.00%	0.00%
VRH	56,342	56,686	54,348	55,793	+0.61%	-4.12%	+2.66%
Accidents/100,000 Miles	4.12	2.04	3.19	4.05	-50.49%	+56.37%	+26.96%
Active Operators	175	185	188	185	+5.71%	+1.62%	-1.60%
Bus Operator Complaints/100,000 Boardings	7.67	5.91	7.92	8.29	-22.92%	+33.95%	+4.68%

<https://www.ltd.org/Performance/> choose data exploration to view KPIs through over 3 years.

Summary

The overall trends for LTD fiscal year 2024 (July 2023 – June 2024), indicate varied performance. On-Time Performance shows a slight decline throughout the year, dropping from 91.90% in Q1 to 90.76% in Q4. This correlates to increasing proportion of new operators. Ridership shows a positive trend, increasing from 1,414,243 in Q1 to 1,689,655 in Q4. Maintenance Cost per Mile fluctuates significantly, peaking in Q3 before a notable decrease in Q4. Volatility in maintenance costs stem from underlying repair costs, particularly parts and oil. The percentage of fleet transitioned to electric vehicles is complete, while the use of renewable fuels remains constant, reflecting a positive sustainability trend. Vehicle Revenue Hours (VRH) fluctuate based on service level adjustments. Of note, Q3 to Q4 shows a 2.66% increase in overall hours, despite stable scheduled hours, which indicates increased operational efficiency. Accidents per 100,000 Miles, show significant variability, with a large decrease in Q2 followed by increases in Q3 and Q4. Bus Operator Complaints per 100,000 Boardings also fluctuate, decreasing in Q2, rising in Q3, and slightly increasing again in Q4. The number of Active Operators is net 10 for the year. These trends highlight successes in ridership growth, fleet transition, and operator additions. Maintaining on-time performance, managing accident rates, and monitoring volatility in maintenance costs are all flagged as “watch” trends.

Over the coming months LTD will review 2024-2026 tactical work plans and KPIs, to confirm work still aligns with desired outcomes. Per input from the Strategic Planning Committee, LTD will consider social impact outcomes related to education, recreational opportunities, access to various resources (i.e. library, medical services, groceries, and childcare), customer experience by demographics, and car vs. transit trip times.

**LANE TRANSIT DISTRICT
DELEGATED AUTHORITY REPORT
September 2024**

Contracts								
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	CONTRACT VALUE	NEW CONTRACT VALUE	SIGNER	NOTES
9/2/2024	Cascadia Mobility	PeaceHealth Ride Swap	In Kind Trade	Sep 14, 2023 - Sep 13, 2025	\$0.00		D. Roth	Amendment to extend the agreement term and update Key Personnel.
9/4/2024	Salersos Productions Inc.	Musician Services for Springfield Block Party	Amendment	Sep 3, 2024 - Dec 31, 2024	\$2,000.00	\$2,125.00	C. Harris	Amendment to increase the SOW and NTE amount.
9/4/2024	Chambers Construction	6th & Polk EmX Repair	Task Order	Sep 3, 2024 - Mar 30, 2025	\$8,500,000.00	TO NTE: 4971.00	M. Imlach	TO 202148-2024-023 to Contract #2021-48
9/8/2024	Silke Communications	Digial 2-Way Radio Communications	Goods & Services	Jul 1, 2024 - Aug 16, 2026	As budgeted		A. Reichert	New Contract
9/10/2024	Turrell	Fall Stakeholders Event Video	Task Order	Aug 29, 2024 - Oct 15, 2024	\$1,667,800.00	TO NTE: \$5,000.00	C. Harris	TO 201933-2025-019 to Contract #2019-33-TU
9/16/2024	City of Florence	Rhody Express Bus Shelter Replacement Project	IGA	Jun 1, 2024 - Jun 30, 2025	\$60,000.00		J. Ahlen	New Contract
9/16/2024	Pivot	Fleet Bay 1 for Crane and Fall Protection	Amendment	Jul 1, 2023 - Dec 30, 2024	\$180,788.53	\$202,097.66	M. Imlach	Amendment to add funds due to changes in the base bid drawings requested by LTD.
9/18/2024	TransDASH	Strategic Business Plan	Amendment	Oct 1, 2022 - Sep 30, 2025	\$170,000.00		A. Reichert	Amendment to update the second Option year and update Key Personnel.
9/23/2024	Pacific Armored	Ticket Vending Machine and Cash Counting Services	Professional Services	Oct 1, 2024 - June 30, 2029	\$249,000.00		P. Strutz	New Contract
9/23/2024	Camp Creek Electric	Glenwood Fleet Bay 14 Tire Mount	Task Order	Sep 19, 2024 - Dec 1, 2024	\$199,999.00	TO NTE: 1600.00	Matt Imlach	TO 202104-2024-009 to Contract #2021-04R
9/23/2024	New Flyer	NFI Connect Vehicle Service Renewal	Professional Services	Sep 1, 2024 - Aug 31, 2029	\$102,180.00		J. Flick	New Contract
9/24/2024	Enterprise Rent-A-Car	Vanpool Services	Amendment	Oct 1, 2023 - Sep 30, 2026	\$144,000.00		E. Breitenstein	Amendment to extend the agreement term.
9/24/2024	Alternative Work Concepts	Travel, Training and Transit Hosts and Assessment Services	Limited Notice to Proceed	Jul 1, 2024 - Jun 30, 2025	\$60,000.00	\$309,000.00	J. Ahlen	LNTF from RFP for Contract 2023-47-AWC
9/25/2024	Trapeze	RideSource Software & License	Amendment	Mar 14, 2014 - ongoing	\$725,577.00	\$730,227.00	J. Ahlen	Amendment to increase the SOW and NTE amount.
9/25/2024	Turrell	Ridership Research Strategic Direction	Task Order	Jul 1, 2024 - Jun 30, 2025	\$1,672,800.00	TO NTE: \$80,000.00	C. Harris	TO 201933-2025-018 to Contract #2019-33-TU
9/25/2024	Turrell	Mobility Management Marketing and Communications	Task Order	Jul 1, 2024 - Oct 31, 2024	\$1,752,800.00	TO NTE: \$50,000.00	C. Harris	TO 201933-2025-020 to Contract #2019-33-TU
9/27/2024	Upward Inc. dba Upward Landscape Solutions	On-Call Snow and Ice Removal	Amendment	Nov 1, 2023 - Oct 31, 2025	\$108,480.00		M. Imlach	Amendment to extend the agreement term.
9/30/2024	The Standard	Third Party Leave Administration Services	Master Service Agreement	Oct 1, 2024 - Oct 1, 2026	\$23,300.00		M. Peterson	New Contract
9/30/2024	Willamette Community Health Solutions dba Cascade Health	Medical Exams and Drug and Alcohol Testing	Personal Services	Oct 1, 2024 - Sep 30, 2029	\$175,000.00		M. Peterson	New Contract
Group Pass/Non-Profit Program - Revenue Agreements								
DATE EXECUTED	CONTRACTOR	DESCRIPTION	CONTRACT TYPE	CONTRACT TERM	ANNUAL CONTRACT VALUE	NUMBER of PARTICIPANTS	SIGNER	NOTES
9/10/2024	Merete Hotel	Group Pass Program	Amendment	Jan 1, 2020 - ongoing	\$3,772.32	58	C. Harris	Amendment to update Key Personnel.
9/27/2024	Oregon Social Learning Center Development, Inc.	Non-Profit Pass	NPP	Sep 1, 2024 - ongoing	varies	varies	J. Ahlen	New Contract



Lane Transit District

Monthly Department Reports

Administration

Wendi Frisbie, Chief Administrative Officer

Marketing:

Work with Turell Group and general logistics for the October 15 State of the district continues. In addition, staff worked with Turell Group to create additional videos for the KMTR spotlight that highlight LTD's services and programs. In September, videos about Link Lane/LTD Connections, and the Service Changes and the System Review.

Interviews for the Transportation Sales Position that will be responsible for the Group Pass and Student Pass programs are being conducted and a candidate will be chosen by the end of the month.

Employer Programs:

- UO Landmark Map completion
- August pitch to Shangri-La

Vanpool:

- Vanpool Program remote info-session series launched for the rest of this year
 - October 2, 2024 1-3 pm
 - December 4, 2024 1-3 pm
- In-person Sales Days scheduled for the rest of this year
 - November 7, 2024
- Continued conversations with UO Transportation Services about starting their own Vanpool

Website & Social Media Highlights:

Date range July 25 – August 23

- 295,000 website pageviews
- 19 new Facebook page followers; 6,981 total Facebook page followers
- 26,100 Facebook accounts reached
- 10 new X followers; 3,721 total X followers
- 15 new LinkedIn followers; 1,390 total LinkedIn followers
- 6 new Instagram followers; 1,352 total Instagram followers
- 4,600 Instagram accounts reached

Other:

Late August & September External Outreach Events:

1. August 27: Friday Night Performance at the Plaza – Cloud Out Loud (and FunkPlastic on the drums)



Lane Transit District Monthly Department Reports

2. August 2 through 20: IntroDUCKtion 7-12
3. August 30: Last Fridays at Bob Keefer
4. September 6: Friday Night Performance at Springfield's The Block Party – Descarga 54 featuring a salsa dance lesson from Salseros Productions
5. September 14: o-hosted the AI/AN Potluck with City of Springfield, Eugene Cultural Services and Willamalane. This will be held each quarter.
6. September 24: 959 Franklin UO Student Outreach
7. September 25 & 26: Lane County Employee Wellness Fair (Employer Programs Outreach)

LTD will be participating the Downtown Eugene Halloween event on October 26, and hosting a Dia Dos Muertas (Day of the Dead) on November 1 at the downtown station event

Planning for Fall/Winter outreach is in the works with a focus on Seniors and UO students.

Text Message Service:

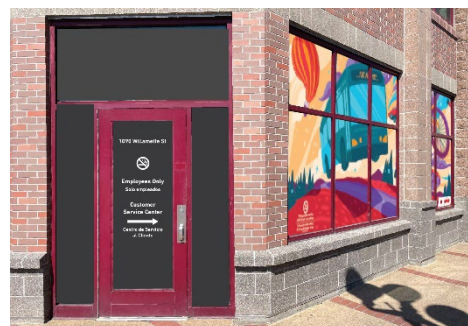
- The text message service launched publicly on March 1.
- Total users as of 9/25/24:
- Total Subscriber Profiles: 3,144 (up 125)
- Total Subscriptions: 14,639 (up 2,048)

Student Transit Pass:

Staff is working on renewing returning high school student passes for the Springfield and 4J school districts due to their low staff capacity.

Design:

More than 400 items were created, printed, trimmed and installed to complete the Fall Service Change. The designers are working on reconfiguring the mural design that was inside Customer service during construction, to be installed in the windows along Willamette St.



*Figure Error! Use the Home tab to apply 0 to the text that you want to appear here.-1
Design mock up*



October Board Performance Report June 2024 – Aug 2024 Rolling Results

Motorbus - Directly Operated (MB-DO): Local						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	274821	288279	-5%	292438	281622	4%
July	256720	251257	2%	293240	285013	3%
August	257433	260524	-1%	292982	285882	3%

Rapid Bus - Directly Operated (RB-DO): EMX						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	218848	214,775	2%	230860	211151	9%
July	192937	190,383	1%	232413	212399	9%
August	189340	201,571	-6%	231394	214364	8%

Demand Response - Purchased Transportation (DR-PT): RideSource						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	10784	9056	19%	10289	7443	38%
July	11099	9230	20%	10445	7687	36%
August	11312	10238	10%	10534	7928	33%

Demand Response - Purchased Transportation (DR-PT): Cottage Grove Connector						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	1009	1235	-18%	1118	1094	2%
July	1154	1107	4%	1122	1104	2%
August	1165	1257	-7%	1115	1116	0%

Demand Response - Purchased Transportation (DR-PT): Florence ADA						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	50	69	-28%	85	64	33%
July	112	75	49%	89	62	44%
August	122	137	-11%	87	66	32%

Motorbus - Purchased Transportation (MB-PT): Rhody Express						
Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	718	666	8%	547	533	3%
July	1093	567	93%	591	540	9%
August	1168	685	71%	631	554	14%



Motorbus - Purchased Transportation (MB-PT): Diamond Express

Month	2024	2023 ¹	% Change	12 mo. Average	Prior Yr.	% Change
June	623	637	-2%	609	555	10%
July	667	533	25%	619	559	11%
August	719	625	15%	628	562	12%

Vanpool - Purchased Transportation (VP-PT)

Month	2024	2023	% Change	12 mo. Average	Prior Yr.	% Change
June	830	935	-11%	1053	824	28%
July	838	922	-9%	1046	838	25%
August	955	956	0%	1046	844	24%

Operator Count

Month	2024	2023	% Change
June	186	169	10%
July	184	171	8%
August	195	174	12%
12-mos Average	182	172	6%

Operator Absenteeism Rate

Month	2024	2023	% Change
June	21.91%	14.16%	55%
July	16.66%	12.13%	37%
August	20.63%	15.94%	30%
12-mos Average	19.04%	14.39%	27%

Ordinance 36 Violations²

Month	2024	2023	% Change
June	158	337	-53%
July	165	298	-45%
August	141	253	-44%
12-mos Average	214	224	-5%

Maintenance Cost per Mile - Repairs

Month	2024	2023	% Change
June	\$2.30	\$2.92	-21%

¹ Saturday service began March 2023

² As defined through [LTD Board Resolution No. 2009-008](#) informing Customer Conduct on Property



July	\$1.62	\$1.48	10%
August	\$2.28	\$3.08	-35%
12-mos Average	\$2.21	\$2.06	7%

Maintenance Cost per Mile – Preventative Maintenance			
Month	2024	2023	% Change
June	\$.26	\$.24	8%
July	\$.41	\$.25	64%
August	\$.33	\$.29	12%
12-mos Average	\$.29	\$.25	14%

Customer Complaints			
Month	2024	2023	% Change
June	88	103	-15%
July	63	80	-21%
August	82	81	1%
12-mos Average	87	87	0%

Customer Compliments			
Month	2024	2023	% Change
June	11	16	-31%
July	6	13	-54%
August	7	17	-143%
12-mos Average	12	14	-17%

Customer Suggestions			
Month	2024	2023	% Change
June	2	6	-67%
July	4	9	-56%
August	6	9	-50%
12-mos Average	7	9	-29%



Lane Transit District Board Member Reports

This report provides an overview of the topics covered at all Board subcommittees, Community Advisory Committees, and local governmental and stakeholder committees that Lane Transit District Board of Directors have attended since the previous months Board meeting.

MEETINGS HELD	BOARD REPRESENTATIVE	TOPICS COVERED
Lane Transit District Strategic Planning Committee	Gino Grimaldi Pete Knox	October 01, 2024 <ul style="list-style-type: none">• Alice Report• LTD System Review• New STIF Concepts
Metropolitan Policy Committee Meeting	Kelly Sutherland	October 03, 2024 <ul style="list-style-type: none">• Regional Transportation Plan (RTP) Update: Goals and Objectives• ODOT update• TIP Project Changes• Climate Friendly Equitable Communities Draft Performance Measures
Statewide Transportation Improvement Fund Advisory Committee Meeting	Gino Grimaldi Pete Knox	October 08, 2024 <ul style="list-style-type: none">• STIF Discretionary & Statewide Transit Network Program<ul style="list-style-type: none">a. Process Overviewb. Project Overviewc. Committee Voting and Recommendation
Lane Area Commission on Transportation	Heather Murphy Jameson T. Auten	October 09, 2024 <ul style="list-style-type: none">• Officer Nominating Committee• Bylaws Committee update• STIF grant application review



Lane Transit District Agenda Item Summary (AIS)

Information on Future Board Meetings

November Board Meeting

- Public Safety Updated.....Jake McCallum, Director of Transit Operations & Public Safety
- Community Investment Plan Information.....Pam Struz, Director of Finance and Matt Imlach, Director of Development Facilities
- Bus Video Camera.....Wendi Frisbie, Chief Administration Officer and Aimee Reichert, Chief Performance Officer
- Seneca Station.....Joe McCormak, Chief Development Officer
- M365 Contract.....Aimee Reichert, Chief Performance Officer

December Board Meeting

- STIF Formula.....Dave Roth, Director of Mobility Planning and Policy Planning & Development and Cosette Rees, Director of Mobility Services
- Legislative Update..... Sam Kelly-Quattrocchi, Government Relations Manager