

**LANE TRANSIT DISTRICT
STIF ADVISORY COMMITTEE**

Tuesday, November 19, 2024
5:00 p.m. to 6:30 p.m.

Lane Transit District Board Room & Zoom

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

AGENDA

- I. Call to Order
- II. Roll Call
- III. Agenda Review
- IV. Public Comment
- V. LTD Federal Sections 5310 and 5311 Funding
- VI. STIF Formula Funds: Factors and Criteria to Consider
- VII. Discussion of STIF Formula Fund Proposals
- VIII. Next/Future Meeting Agendas
- IX. Adjournment

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

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

LTD 5310/5311 FUNDING AND STIF FORMULA FUND PACKET

DATE: November 19, 2024
TO: LTD STIF Advisory Committee
FROM: LTD Qualified Entity
SUBJECT: Sections 5310/5311 Funding and STIF Formula Fund Applications

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FEDERAL SECTIONS 5310 AND 5311 FUNDS

COMMITTEE REVIEW OF SECTIONS 5310/5311 FUNDING

LTD is also applying for ODOT formula allocations of Federal Sections 5310 and 5311 funding for the FY26/27 biennium, and LTD staff will present these funding proposals to the STIF Advisory Committee at the November 19, 2024 meeting and solicit feedback from Committee members. The STIF Advisory Committee is designated to review LTD’s plans for using this funding because STIF population-based Formula funds are used to match these federal funds. An overview of these funding sources and Committee considerations follows below.

SECTION 5310 FUNDS OVERVIEW

Funding from the Federal Transit Administration’s (FTA) **Section 5310 Program** supports public transportation for older adults and people with disabilities by funding eligible capital, purchased service, and preventive maintenance projects. This funding is distributed to states every two years using a population-based formula in an amount set by Congress, and the Oregon Department of Transportation (ODOT) then allocates the funding to regions within Oregon. Additional funding also comes from ODOT’s transfer of Federal Highway Administration Surface Transportation Block Grant funds to the Section 5310 program.

LTD is recommending continuation of a number of 5310-funded projects, including RideSource ADA paratransit, travel training, and transportation eligibility assessments. These projects, which are identified below in Project A: Tasks 1-5, 8-10, are derived from LTD’s Lane Coordinated Public Transportation Plan (Coordinated Plan), which can be found at <https://www.ltd.org/projects-and-planning/>.

STIF Population-Based Formula funds will be used in these tasks to match the Section 5310 funding granted to LTD for these projects. The required minimum match rate for Section 5310 funds ranges from 10.27% to 20%.

SECTION 5311 FUNDS OVERVIEW

Funding from the FTA’s **Section 5311 Program** supports rural public transportation providers operating in areas with populations of fewer than 50,000 by financing operations, capital, project administration, preventive maintenance, planning, and mobility management projects. The majority of Section 5311 funds are distributed every two years to pre-qualified agencies through a three-part formula that includes a base amount, passenger trips, and service miles.

LTD plans to use Section 5311 funding to operate its rural transportation services in the Cottage Grove (see Project A, Task 7: South Lane Operations) and Florence areas (see Project A, Task 11: Rhody Express). STIF Formula funds will be used to provide the required local matching funds. The required minimum match rate for Section 5311 funds ranges from 10.27% 43.92%.

ADVISORY COMMITTEE §5310 AND §5311 CONSIDERATIONS

STIF population based formula projects have not historically been funded solely using STIF funds, and rely on additional Federal fund allocations such as from §5310 and §5311 grants.

In past biennia, funding allocation recommendations for §5310 and §5311 funds have been reviewed by an LTD discretionary grant committee. However, as STF funds have evolved into what are now STIF population-based formula funds, the process for review of federal fund allocations moved from a STF advisory committee to the STIF advisory committee and incorporated into the STIF Plan.

There are two guiding documents for the allocation of these funds, LTD's §5310 Project Management Plan (PMP), and Lane Coordinated Public Transportation Plan (Coordinated Plan). The PMP was revised and approved by LTD's Board of Directors on 6/21/23 to specifically designate the STIF process to review projects that are allocated §5310 and §5311 funds. These projects should be reviewed to ensure they meet the following criteria:

- Projects are derived from and support the Lane Coordinated Plan.
- Projects are eligible under the grant program guidelines.
- Agencies have the fiscal and operational expertise needed to comply with administrative and grant reporting requirements.
- Matching funds are clearly identified, come from permissible sources, and are not already committed to another grant-funded project.
- Projects are cost effective.
- Projects do not unnecessarily duplicate existing service.
- The budget is appropriate to the scale of the project.
- Project helps improve coordination and supports the effective use of public resources.

The Coordinated Plan last received a major update in 2019, and is planned for a substantive review and revision beginning in January of 2025. The coordinated plan uses three criteria to establish funding priorities:

- **First Priority:** Maintain sustainable service levels of viable operations – ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.
- **Second Priority:** Respond to growth within existing services – allow for measured increases where demand points to an unmet need within the available resources.
- **Third Priority:** Respond to emerging community needs – take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps

These projects and their funding sources are listed in the table below in detail. Projects have been reviewed by staff to ensure that they meet all PMP criteria and are designated as a first priority in the Coordinated Plan.

FY26/FY27 COORDINATED PLAN FUNDING

Project Name	STIF-F	STIF-D/ \$5311(f)	\$5310	\$5311	Farebox Revenue	Local Match	General Funds	Total Budget	Description
RideSource ADA Paratransit & Shopper Shuttle	\$ 6,000,000		\$ 6,120		\$600,000		\$ 990,495	\$ 7,596,615	\$294,715.56 in Farebox revenue in FY24. Out of area paratransit service offered in Florence. General Fund estimate based on FY24 paratransit expenses.
Preventive Maintenance for Specialized Services Fleet	\$ 144,000		\$ 800,000			\$ 15,000		\$ 959,000	54 RideSource, 7 South Lane, 3 Oakridge, and 3 Florence vehicles = 67 vehicle fleet. \$12,749.11 in local match from South Lane in FY24.
Volunteer Mileage Reimbursement	\$ 50,000		\$ 100,000			\$ 103,352		\$ 253,352	\$51,676 in local match and Older Americans Act funds from Senior and Disability Services in FY24.
Behavioral Health Transportation	\$ 50,000		\$ 290,000					\$ 340,000	
Crucial Connections	\$ 6,000		\$ 44,000					\$ 50,000	
Veterans Transportation	\$ 100,000							\$ 100,000	
South Lane Operations	\$ 953,624			\$ 266,376	\$ 40,000			\$ 1,260,000	\$18,439.50 in farebox revenue in FY24. If needs arise, funding could potentially be used outside of district boundaries in South Lane.
Travel Training	\$ 30,000		\$ 170,000					\$ 200,000	
Transit Host Program	\$ 150,000		\$ 134,594					\$ 284,594	
Transportation Eligibility Assessments	\$ 200,000		\$ 400,000					\$ 600,000	
Florence Rhody Express	\$ 642,376			\$ 266,376	\$ 15,000	\$ 64,000		\$ 987,752	\$6,221.00 in farebox revenue in FY24
Oakridge Diamond Express	\$ 401,000	\$ 425,000			\$ 40,000	\$ 24,000		\$ 890,000	\$17,148.71 in farebox revenue in FY24. An additional \$680,000 in STIF-D funds have been requested at a 20% match rate. Reflected here is the minimum award specified to proceed at a 50% match rate. If all funds are awarded total budget would increase to \$1,655,200.
TOTAL	\$ 8,727,000	\$ 425,000	\$1,944,714	\$ 532,752	\$695,000	\$ 206,352	\$ 990,495	\$ 13,521,313	

STIF FORMULA FUNDS

UPDATES TO STIF PLAN SINCE 11/4/24 COMMITTEE MEETING

Since the STIF Advisory Committee met last on November 4, 2024, LTD and LCOG have made several changes to the STIF Formula Plan. These changes, which are noted in the list of STIF Formula projects and tasks below by strikethrough and red text, include the following:

- **Project A, Task 14 -- Mobility on Demand Pilot:** LTD has reduced the budget for this Mobility on Demand task from \$350,000 per Fiscal Year to \$1.00 per Fiscal Year. As LTD staff indicated at the November 4th meeting, LTD was recently awarded a federal ATTAIN grant supporting a mobility on demand pilot in the Bethel area, which is planned to be matched with funds using STIF Project A, Task 24. However, by budgeting a placeholder amount of \$1.00 per year in Task 14, LTD retains the option of supporting another Mobility on Demand pilot during the 2026-2027 STIF Biennium. By placing this pilot in the STIF plan with a minimal budget, LTD would be able to move potentially unused or under-used funds from other STIF Formula tasks should it choose to operate another mobility on demand pilot. This change reduces the overall STIF Formula request by \$699,998 over the biennium.
- **Project A, Task 17 -- Trip Planning Mobile App:** LTD has removed this task from its STIF Formula Plan since developing a Trip Planning Mobile App will now be included as part of the federal ATTAIN grant LTD was recently awarded. Removing this task reduces the overall STIF Formula request by \$150,000 per Fiscal Year, or a total of \$300,000 over the biennium.
- **Project B, Task 5 – Link Lane Low Income and Student Fare Program.** LCOG has updated Task 5 to include a Student Fare program as well as a Low Income Fare Program. Due to this change, the budget for Project B, Task 5 has increased from \$1,000 per Fiscal Year to \$4,000 per Fiscal Year, resulting in a total increase in the STIF Formula request of \$6,000 over the biennium.

FORMULA FUND OVERVIEW

The **STIF Formula Fund** program distributes 90% of the revenues generated in Lane County by formula. Lane Transit District (LTD) is the entity authorized to distribute STIF Formula Funds allocated to Lane County, also known as the “Qualified Entity.” There are no match requirements for STIF Formula Funds. The **STIF Formula Fund Plan** describes how STIF formula funds will be spent, and therefore establishes how Qualified Entities may or may not use STIF Formula Funds. The STIF Formula Fund Plan is made up of projects, tasks within those projects, and planned funding sought.

To be included in the STIF Formula Fund Plan, projects must appear in one or more local plans that have a planning horizon of at least four years, have an existing and future conditions analysis, include a prioritized list of public transportation improvements and capital projects, and identify opportunities to coordinate public transportation services.

PROJECT SOLICITATION









The local STIF Formula Fund application process for the FY2026-FY2027 biennium covering the period from July 1, 2025 through June 30, 2027 closed on October 18, 2024. Transit service providers in Lane County interested in receiving STIF Formula Funds for this biennium fill out an online project application and submit to LTD.

STIF ADVISORY COMMITTEE FORMULA FUND CONSIDERATIONS

The STIF Advisory Committee is responsible for recommending to the Qualified Entity which projects to approve or reject, and how those projects should be prioritized. The STIF Advisory Committee must consider specific criteria when reviewing projects and additionally consider how the projects will support the goals of the Oregon Public Transportation Plan. Additionally, LTD's sub-allocation estimate should be a starting point for the STIF Plan and funding prioritization process.

Advisory Committee Criteria

The Advisory Committee shall consider the following criteria when reviewing STIF Formula Fund Projects:

- Whether the Project would:
 -  increase the frequency of bus service to communities with a high percentage of Low-Income Households;
 -  expand bus routes and bus services to serve communities with a high percentage of Low-Income Households;
 -  reduce fares for public transportation in communities with a high percentage of Low-Income Households;
 -  result in procurement of buses that are powered by natural gas, electricity or other low or no emission propulsion for use in areas with a population of 200,000 or more;
 -  improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area;
 -  increase the coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
 -  implement student transit services for students in grades 9 through 12; or
 -  implement programs that enhance services for older adults and people with disabilities.
- Whether the Project would maintain an existing, productive service;
- The extent to which the Project goals meet public transportation needs and are a responsible use of public funds;

- The extent to which the Project might benefit or burden historically or currently marginalized communities both now and in the long term; and
- Other factors to be determined by the Qualified Entity or Advisory Committee (for example, geographic equity).

Oregon Public Transportation Plan Goals

Qualified Entities are required to identify how each STIF Plan Project is consistent with OPTP goals and policies and are encouraged to review and consider these goals prior to selecting Projects that will be included in their STIF Plan.

Goal 1: Mobility – Public Transportation User Experience – People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.



Goal 2: Accessibility and Connectivity - Getting from Here to There – Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.



Goal 3: Community Livability and Economic Vitality – Public transportation promotes community livability and economic vitality by efficiently and effectively moving people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.



Goal 4: Equity – Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.



Goal 5: Health – Public transportation fosters improved health of Oregonians by promoting clean air, enhancing connections between people, enabling access to services such as health care and goods such as groceries, and by giving people opportunities to integrate physical activity into everyday life through walking and bicycling to and from public transportation.



Goal 6: Safety and Security – Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.



Goal 7: Environmental Sustainability – Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.



Goal 8: Land Use – Public transportation is a tool that supports Oregon’s state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.



Goal 9: Funding and Strategic Investment – Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians’ quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.



Goal 10: Communication, Collaboration, and Coordination – Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.



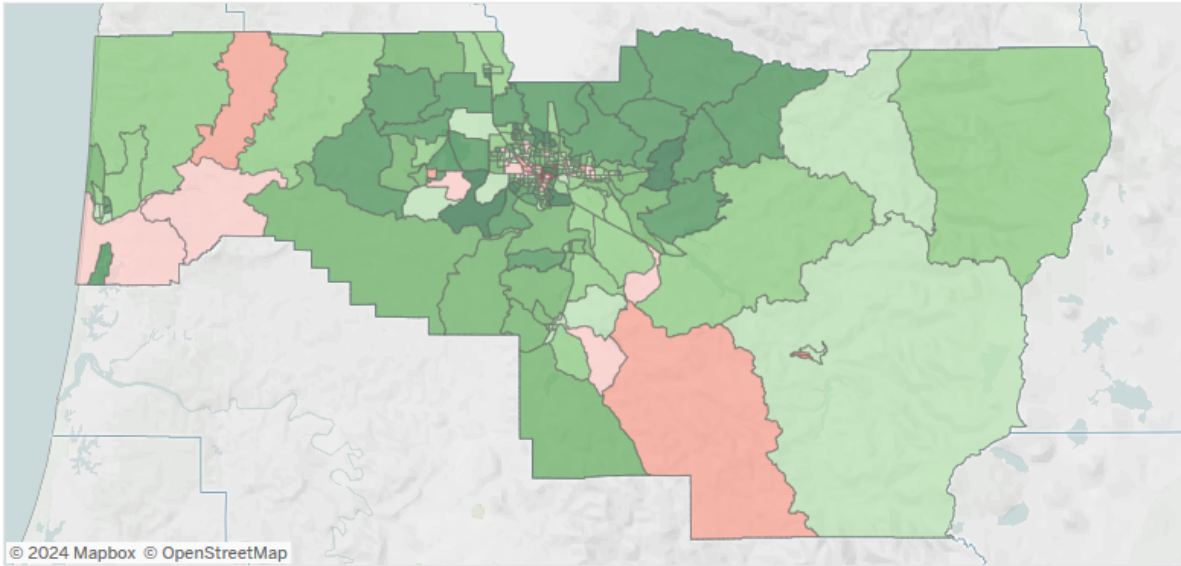
Low-Income Households

A number of the Advisory Committee criteria listed above reference communities with “a high percentage of Low-Income Households.” LTD’s STIF Advisory Committee Bylaws define “a high percentage of Low-Income Households” as “an area where the percentage of Low-Income Households is above the State of Oregon average number of Low-Income Households statewide in the same year.”

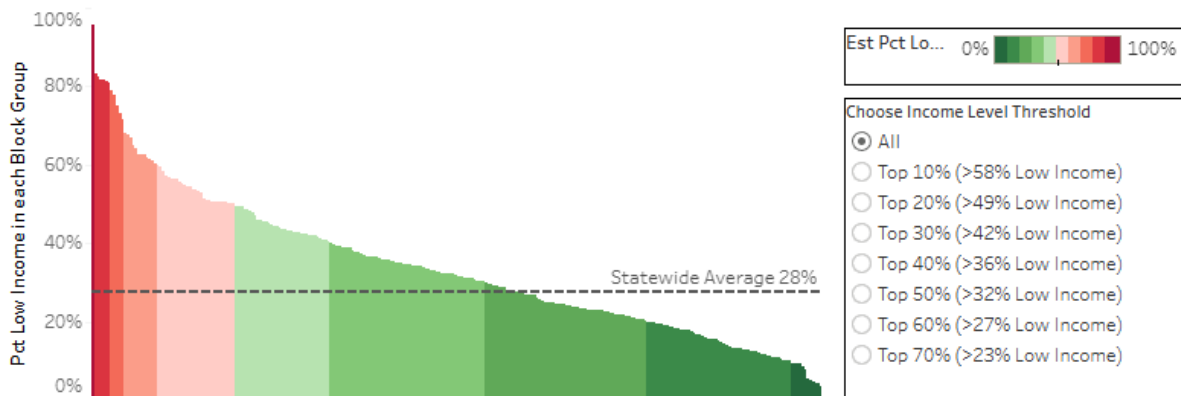
Improvements benefiting areas with a high percentage of Low-Income Households are not limited to services provided directly to areas with high percentages of Low-Income Households. Improvements are also defined as services that connect individuals from areas with a high percentage of Low-Income Households with employment, services, shopping, social centers, places of worship, etc. In evaluating the value of proposed Projects, this aspect is an important consideration

For an interactive map that shows the percent of low-income households in Lane County by Census Block Group, please see <https://lanestif.org/lane-stif/low-income-households-overview/>.

Percent Low Income Households by Census Block Group



Hover over map or bar chart to see details. Click on map or on bar chart to highlight Block Group on both map and on bar chart, or draw box to select multiple Block Groups. Select Income Level Threshold from below list to see only those Block Groups which are above selected threshold.



"Low Income" is defined as "less than two times the federal poverty level", as per OAR 732-404-0005(17).

Data Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, Table C17002: Ratio of Income to Poverty Level in the Past 12 Months.

Estimate of Low Income Households in each Census Block is based on total number of households multiplied by ratio of of low-income population to total population, as per ODOT guidance. (Note that poverty status is not determined for persons living in institutional group quarters, such as university dormitories.)

Sub-Allocation Method

Qualified entities such as LTD are required to collaborate with Public Transportation Service Providers (PTSPs) and other potential sub-recipients to develop a method for sub-allocating STIF Formula funds that utilizes data on where employee payroll tax revenue is generated, as STIF Formula funds are generated primarily via a payroll tax. This sub-allocation method should be used as a starting point for STIF Plan funding and prioritization process.

Staff from LTD and LCOG hosted a meeting on 8/28/24 for PTSPs and potential sub-recipients in the region and discussed four possible sub-allocation methods. Participants agreed to use a sub-allocation method that divides Lane County into the “LTD in-district” area and the “Out-of-District” area. This method has been used in previous biennia because it provides the most flexibility for overall project selection and funding.

Because Qualified Entities that are mass transit districts or public transportation districts are responsible for distributing STIF Formula funds outside of their district boundaries (but within the remainder of the county or counties), ODOT’s Qualified Entity allocation estimate includes in-district and out-of-district revenue estimates by county. LTD is committed to providing public transportation in rural areas of Lane County and typically allocates more funds to out-of-district areas of the county than it is required to by ODOT.

PROJECT SUBMITTAL

The Advisory Committee will submit a project list to the LTD Board to review and approve. The LTD Board is allowed to make changes to the finalized project list but will need to explain in their STIF plan if they do not follow Advisory Committee recommendations. The LTD Board will then finalize the STIF plan and submit to ODOT. The deadline for submittal to ODOT is January 16, 2025.

FORMULA FUND SCHEDULE (SUBJECT TO CHANGE)

August 27, 2024 – ODOT Notice of solicitation (applications and guidance) sent out for Formula Funds

September 9, 2024 – LTD sends out the formal call for projects for Formula Funds to Public Transportation Service Providers in Lane County

October 18, 2024 – Applications for Formula Funds due to LTD

December 18, 2024 – STIF Advisory Committee makes final STIF Formula Fund Plan recommendations to LTD Board of Directors; LTD Board of Directors approves final STIF Plan

TBD in January 2025 – LTD Board of Directors approves final STIF Plan if not approved on 12/18/24

January 16, 2025 –ODOT deadline for all Qualified Entities to submit STIF Formula Fund Plans

STIF FORMULA FUND PROPOSED BUDGETS

TOTAL INITIAL REQUESTS

Total Project Application Funding Requests	FY2026	FY2027	Total
STIF Formula	\$21,254,492	\$20,496,147	\$41,750,641
Federal	\$13,805,954	\$7,600,642	\$21,406,596
Other State	\$1,710,840	\$3,910,040	\$5,620,880
Local	\$105,676	\$105,676	\$211,352
Application Total	\$36,876,965	\$32,112,505	\$68,989,469
<i>ODOT Estimated Available Funds</i>	<i>\$8,224,130</i>	<i>\$8,579,755</i>	<i>\$16,803,685</i>
<i>Recommended 20% Increase</i>	<i>\$1,644,826</i>	<i>\$1,715,951</i>	<i>\$3,360,777</i>
<i>LTD Estimated Carryover</i>	<i>\$17,000,000</i>		<i>\$17,000,000</i>
Total Anticipated STIF Formula Funds	\$26,868,956	\$10,295,706	\$37,164,662
Total STIF Formula Funds Requested	\$21,254,492	\$20,496,147	\$41,750,641
Difference Between Funds Available & Funds Requested	\$5,614,461	-\$10,200,441	-\$4,585,979

TOTAL UPDATED REQUESTS as of 11/11/24

Total Project Application Funding Requests	FY2026	FY2027	Total
STIF Formula	\$20,757,496	\$19,999,148	\$40,756,643
Federal	\$13,805,954	\$7,600,642	\$21,406,596
Other State	\$1,710,840	\$3,910,040	\$5,620,880
Local	\$105,676	\$105,676	\$211,352
Application Total	\$36,457,466	\$31,693,006	\$68,150,471
<i>ODOT Estimated Available Funds</i>	<i>\$8,224,130</i>	<i>\$8,579,755</i>	<i>\$16,803,685</i>
<i>Recommended 20% Increase</i>	<i>\$1,644,826</i>	<i>\$1,715,951</i>	<i>\$3,360,777</i>
<i>LTD Estimated Carryover</i>	<i>\$17,000,000</i>		<i>\$17,000,000</i>
Total Anticipated STIF Formula Funds	\$26,868,956	\$10,295,706	\$37,164,662
Total STIF Formula Funds Requested	\$20,757,496	\$19,999,148	\$40,756,643
Difference Between Funds Available & Funds Requested	\$6,111,460	-\$9,703,442	-\$3,591,981

STIF PROPOSED PROJECT SUMMARIES

PROJECT A | LANE TRANSIT DISTRICT

Basic Project Information

Public Transportation Service Provider: Lane Transit District

Project Description: LTD operates 30 fixed route bus routes and 2 EmX lines delivering over 6 million boardings annually. The RideSource service providing complementary access provides more than 360,000 trips each year. LTD operates transportation to move people within our metro area, and connect rural residents to the metro area for shopping, work, education and healthcare. LTD provides free fares for older adults and k12 students and free fares in partnership with non-profit organization. Beyond traditional transit, projects include general public on-demand service, and this biennium LTD will invest in our metro bikeshare infrastructure to make the first and last mile, and getting around our community, more accessible. Planning for the future includes looking to modernize and integrate our technologies to plan trips, manage fares, and integrate with the broader transportation system are also projects highlighted in this biennium.

Project Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$20,755,565	\$19,997,217	\$40,752,781
Federal:	\$13,805,954	\$7,600,642	\$21,406,596
Other State:	\$1,010,000	\$3,209,200	\$4,219,200
Local:	\$105,676	\$105,676	\$211,352
Project Total:	\$35,677,195	\$30,192,735	\$66,589,929

Other Information:

- Suballocation: 80% In-District | 20% Out-of-District
- Percent of Funds Supporting Student Transportation: 10%
- Percent of Funds Supporting Seniors and Individuals with Disabilities: 8%

Project Meets the Following STIF Criteria:

	FY26	FY27
1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.	45%	45%
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.	45%	45%
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.	5%	5%

4. Procurement of low or no emission buses for use in areas with 200,000 or more.	0%	0%
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity’s service area.	10%	10%
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.	10%	10%
7. Implementation of programs to provide student transit service for students in grades 9-12.	10%	10%
8. Services for older adults and people with disabilities.	8%	8%

Project Meets the Following Oregon Public Transportation Plan Goals:

Goal 1: Mobility – Public Transportation User Experience

Goal 2: Accessibility and Connectivity

Goal 3: Community Livability and Economic Vitality

Goal 4: Equity

Goal 5: Health

Goal 6: Safety and Security

Goal 7: Environmental Sustainability

Goal 8: Land Use

Goal 9: Funding and Strategic Investment

Goal 10: Communication, Collaboration, and Coordination

Project Tasks (33 Total)

Task 1: RideSource ADA Paratransit and Shopper Shuttle

Description: Generally provides scheduled trips for older adults and people with disabilities within 3/4 mile of fixed route bus service who are otherwise unable to access public transportation.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$3,000,000	\$3,000,000	\$6,000,000

Outcome Measures:

- 1,961,168 revenue miles
- 83,335 revenue hours
- 220,836 rides
- 257,359 people with access to transit
- 87,603 low-income households with access to transit
- 220,836 paratransit rides provided

Task 2: Preventive Maintenance for Specialized Services Fleet

Description: Vehicle preventive maintenance for Specialized Services fleet (75 vehicles). These vehicles support LTD specialized services such as RideSource ADA paratransit, South Lane, Florence, and Oakridge routes.

Category: Preventive Maintenance

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$64,000	\$80,000	\$144,000
Federal:	\$400,000	\$400,000	\$800,000
Task Total:	\$464,000	\$480,000	\$944,000

Outcome Measures:

- 75 vehicles maintained

Task 3: Volunteer Mileage Reimbursement

Description: Volunteers organized through LCOG Senior and Disability Services seek gas mileage reimbursement when performing trips for those in need outside of our regular service area.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$25,000	\$25,000	\$50,000
Federal:	\$50,000	\$50,000	\$100,000
Local:	\$51,676	\$51,676	\$103,352
Task Total:	\$126,676	\$126,676	\$253,352

Outcome Measures:

- 18,000 revenue miles
- 2,000 revenue hours
- 6,000 rides
- 257,359 people with access to transit
- 87,603 low-income households with access to transit
- 6,000 paratransit rides provided

Task 4: Behavioral Health Transportation

Description: These trips assist those with behavioral health disabilities who are otherwise unable to access public transportation get to appointments. Match for 5310 funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$25,000	\$25,000	\$50,000
Federal:	\$145,000	\$145,000	\$290,000
Task Total:	\$170,000	\$170,000	\$340,000

Outcome Measures:

- 85,000 revenue miles
- 5,000 revenue hours
- 6,000 rides
- 257,359 people with access to transit
- 87,603 low-income households with access to transit
- 6,000 paratransit rides provided

Task 5: Crucial Connections

Description: Funding for trips referred to LTD through LCOG via Senior and Disability Services, in which no other transportation options are available. This has proven vital for unexpected situations such as pandemic and wildfire response. Match for 5310 funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$3,000	\$3,000	\$6,000
Federal:	\$22,000	\$22,000	\$44,000
Task Total:	\$25,000	\$25,000	\$50,000

Outcome Measures:

- 4,000 revenue miles
- 100 revenue hours
- 200 rides
- 200 paratransit rides provided

Task 6: Veterans Transportation

Description: These trips benefit veterans looking to connect to services at VA hospitals.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$50,000	\$50,000	\$100,000

Outcome Measures:

- 40,000 revenue miles
- 200 revenue hours
- 300 rides
- 300 paratransit rides provided

Task 7: South Lane Operations

Description: There are origin to destination trips within a defined service area in rural South Lane County not covered by other programs. Match for 5311 funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$476,812	\$476,812	\$953,624
Federal:	\$133,188	\$133,188	\$266,376
Task Total:	\$610,000	\$610,000	\$1,220,000

Outcome Measures:

- 65,000 revenue miles
- 8,000 revenue hours
- 30,000 rides
- 30,020 people with access to transit
- 9,375 low-income households with access to transit
- 30,000 trips added

Task 8: Travel Training

Description: LTD provides training and support for members of the community that have either never ridden a bus, or need additional training and support due to a disability, helping them learn to ride public transportation independently. Match for 5310 funds.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$15,000	\$15,000	30,000
Federal:	\$85,000	\$85,000	\$170,000
Task Total:	\$100,000	\$100,000	\$200,000

Outcome Measures:

- 300 individuals receiving transit training
- 300 individuals served by coordinated demand response call center

Task 9: Transit Host Program

Description: Transit Hosts help people with disabilities who need assistance transferring between buses at our busy Eugene Station, but who can otherwise ride our fixed route system independently. Match for 5310 funds.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$75,000	\$75,000	\$150,000
Federal:	\$67,297	\$67,297	\$134,594
Task Total:	\$142,297	\$142,297	\$284,594

Outcome Measures:

- 5,000 individuals receiving transit training
- 5,000 individuals served by coordinated demand response call center

Task 10: Transportation Eligibility Assessments

Description: This program is a collaboration with community partners to raise awareness and establish eligibility for transportation programs that benefit older adults and people with disabilities. Match for 5310 funds.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$100,000	\$100,000	\$200,000
Federal:	\$200,000	\$200,000	\$400,000
Task Total:	\$300,000	\$300,000	\$600,000

Outcome Measures:

- 5,000 individuals receiving transit training
- 5,000 individuals served by coordinated demand response call center
- 5,000 transportation eligibility assessments

Task 11: Florence Rhody Express

Description: This is fixed route service within the City of Florence. Match for 5311 funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$321,188	\$321,188	\$642,376
Federal:	\$133,188	\$133,188	\$266,376
Local:	\$32,000	\$32,000	\$64,000
Task Total:	\$486,376	\$486,376	\$972,752

Outcome Measures:

- 120,000 revenue miles
- 10,000 revenue hours
- 40,000 rides
- 9,037 people with access to transit
- 3,181 low-income households with access to transit

Task 12: Oakridge Diamond Express

Description: This service connects the community of Oakridge with the metropolitan area. Match for STIF Discretionary funds (federal or state) at up to 50% match rate.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$200,500	\$200,500	\$401,000
Federal:	\$212,500	\$212,500	\$425,000
Local:	\$12,000	\$12,000	\$24,000
Task Total:	\$425,000	\$425,000	\$850,000

Outcome Measures:

- 175,000 revenue miles
- 6,000 revenue hours
- 25,000 rides
- 3,336 people with access to transit
- 1,871 low-income households with access to transit

Task 13: Service Increase

Description: This task will increase frequency and span of service within the District.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$4,000,000	\$4,000,000	\$8,000,000

Outcome Measures:

- 516,000 revenue miles
- 42,000 revenue hours
- 1,029,000 rides
- 225,200 people with access to transit
- 15,955 low-income households with access to transit
- 12,300 students in grades 9-12 with free or reduced fare transit pass
- 12,300 students in grades 9-12 attending a school served by transit
- 515,000 service miles added

Task 14: Mobility on Demand Pilot

Description: These funds will support one additional mobility on demand pilot in the LTD district per year. This service will provide shared-ride mobility to areas of concentrated low-income and senior populations.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$350,000	\$350,000	\$700,000
STIF Formula:	\$1	\$1	\$2

Outcome Measures:

- 50,000 revenue miles
- 3,500 revenue hours
- 40,000 rides
- 10,000 people with access to transit
- 1,000 low-income households with access to transit
- New technology and service added

Task 15: K-12 Student Pass Program

Description: This task will provide the opportunity to all students inside and outside of the District's service area to receive a free transit pass.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$980,000	\$980,000	\$1,960,000

Outcome Measures:

- 12,300 students in grades 9-12 with free or reduced fare transit pass
- 12,300 students in grades 9-12 attending a school served by transit
- 1 marketing campaign

Task 16: Low-Income Fare Program

Description: This task provides free transit passes for low-income populations. Social service agencies purchase passes at a reduced rate for distribution to clients.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$750,000	\$750,000	\$1,500,000

Outcome Measures:

- 570,000 low-income fares provided

Task 17: Trip Planning Mobile App

Description: Create a mobile application that enables customers to plan a trip in the Eugene-Springfield area using a variety of transportation modes.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$150,000	\$150,000	\$300,000

Outcome Measures:

- 1 application
- 1 marketing campaign

Task 18: Specialized Services Fleet

Description: Specialized Services Vehicles: This task provides for the purchase of new specialized services vehicles. The useful life for these vehicles is seven (7) years or 200,000 miles.

Category: Vehicle Purchase

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$2,321,438	\$1,880,062	\$4,201,500

Outcome Measures:

- 23 vehicles purchased

Task 19: RideSource Shopper Vehicle Expansion

Description: Specialized Services – Shopper Shuttle: This task provides for the expansion, from one vehicle to two vehicles, of our Shopper Shuttle service.

Category: Vehicle Purchase

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$228,000	\$0	\$228,000

Outcome Measures:

- 1 vehicle purchased

Task 20: Fixed Route Vehicle Replacement

Description: Fixed-Route Buses: Matching funds for Federal Grant to purchase new vehicles. The useful life of these assets are 12 years or 500,000 miles.

Category: Vehicle Purchase

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$3,259,594	\$1,184,156	\$4,436,750
Federal:	\$9,757,781	\$3,552,469	\$13,310,250
Project Total:	\$13,010,375	\$4,736,625	\$17,747,000

Outcome Measures:

- 21 vehicles purchased

Task 21: Transit Shared Mobility System Integration and Modernization

Description: Bikeshare Equipment Purchase: Purchase and Install new fleet of shared pedal and pedal-electric e-bikes and docking stations.

Category: Equipment Purchase

Task Budget:

Fund Type	2026	2027	Total
STIF Formula/Prior Biennia STIF Funds:	\$500,000	\$2,500,000	\$3,000,000

Outcome Measures:

- 240,000 Bikeshare rides annually
- 20,000 Bikeshare rides monthly
- 667 Bikeshare rides daily
- 500 Shared bikes
- 50 Docking stations

Task 22: Transit Access and Safety Improvement Program

Description: Solicit requests from and allocate funding to jurisdictional roadway owners for transit safety and access project proposals.

Category: Capital/Other Capital Items

Task Budget:

Fund Type	2026	2027	Total
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STIF Formula/Prior			
Biennia STIF Funds:	\$250,000	\$250,000	\$500,000

Outcome Measures:

- 10,000 Linear feet of sidewalk infill
- 2 Enhanced pedestrian roadways
- 3 lighting improvements

Task 23: Community Outcome Initiative Pilot

Description: Fund mobility pilots designed to improve community outcomes related to housing, education, public health, and workforce development.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$250,000	\$250,000	\$500,000

Outcome Measures:

- 4 Services Added

Task 24: ATTAIN On Demand Match

Description: On-demand service in Bethel neighborhood of Eugene, particularly for trips to and from school. Match for federal ATTAIN grant (pending).

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$651,891	\$651,890	\$1,303,781
Federal	\$2,600,000	\$2,600,000	\$5,200,000
Project Total	\$3,400,000	\$3,400,000	\$6,800,000

Outcome Measures:

- 20,000 rides annually

Task 25: STIF Discretionary/STN Match for Rural Lane County On Demand Shuttle.

Description: On Demand service to multiple rural areas of Lane County each week. Match for STIF Discretionary and/or Intercommunity Funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$100,000	\$100,000	\$200,000
Other State:	\$400,000	\$400,000	\$800,000
Project Total	\$500,000	\$500,000	\$1,000,000

Outcome Measures:

- 5,000 rides annually

Task 26: STIF Discretionary/STN Match for Florence Mobility Hub

Description: Site selection and concept design for a mobility hub in Florence. Match for STIF Discretionary and/or Intercommunity Funds.

Category: Planning

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$15,000	\$15,000	\$30,000
Other State:	\$100,000	\$100,000	\$200,000
Local:	\$10,000	\$10,000	\$20,000
Project Total	\$125,000	\$125,000	\$250,000

Outcome Measures:

- 1 plan for Mobility Hub

Task 27: STIF Discretionary/STN Match for Shopper Shuttle Replacement

Description: Replacement of cutaway vehicle for Shopper Shuttle service. Current vehicle has exceeded its useful life. Match for STIF Discretionary Funds.

Category: Vehicle Replacement

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$0	\$49,800	\$49,800
Other State:	\$0	\$199,200	\$199,200
Project Total	\$0	\$249,000	\$249,000

Outcome Measures:

- 1 vehicle purchased

Task 28: Eugene Safe Streets and Roads for All Match

Description: Matching funds for City of Eugene Safe Streets and Roads for All FHWA grant.

Category: Planning

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$80,000	\$0	\$80,000

Outcome Measures:

- 1 Safe Streets and Roads for All Plan created.

Task 29: Fare Management Match

Description: Planning, purchase, implementation, training, and communication of fare management system. Match for federal grant funds.

Category: Mobility Management

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$250,000	\$250,000	\$500,000
Federal:		\$2,000,000	\$2,000,000
Project Total		\$2,250,000	\$2,500,000

Outcome Measures:

- 1 plan created
- Technology and equipment purchased

Task 30: Downtown & Riverfront Circulator Discretionary Match

Description: Match for Discretionary application to provide circulator service for the Riverfront development and Downtown Eugene.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	50,000	\$50,000	\$100,000
Other State:	\$510,000	\$510,000	\$1,020,000
Local:	\$77,500	\$77,500	\$155,000
Project Total	\$637,500	\$637,500	\$1,275,000

Outcome Measures:

- Added hours of service, scaled depending on Discretionary award

Task 31: Sustainable Service Reserve

Description: Reserve funds will be maintained to prepare for unanticipated events that could adversely affect the financial condition of STIF funded operations and jeopardize the smooth continuation of necessary transit services.

Category: Program Reserve

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$252,521	\$253,188	\$505,708

Outcome Measures:

- \$505,708 in reserve funds created

Task 32: STIF Administration

Description: This task provides funds to cover the administrative costs associated with managing the overall STIF program and for specific STIF projects. Costs include LTD staff time and an intergovernmental agreement with Lane Council of Governments.

Category: Project Administration

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$400,000	\$400,000	\$800,000

Outcome Measures:

- Timely application and reporting

Task 33: Project A Contingency

Description: This task creates a contingency fund for other Project A tasks to cover unexpected costs, increased market rates, inflation, or other factors to help ensure project delivery despite rising costs.

Category: Program Reserves

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$1,561,621	\$1,561,621	\$3,123,242

Outcome Measures:

- \$3,123,242 in reserve funds created

PROJECT B | LINK LANE

Public Transportation Service Provider: Lane Council of Governments

Project Description:

Link Lane operates two rural transit routes - the Eugene-Florence Connector and the Florence-Yachats Connector. Both routes operate 7 days per week. The funding for this project will provide match for discretionary state and/or federal funding. Both routes have shown consistent ridership growth since beginning (2018 for Flo-Yac and 2020 for Eug-Flo). Both routes serve important functions in the Statewide Transit Network. The two routes provide connectivity along Hwys 101 and 126 and provide an important connection between the coast and the Willamette Valley. Both routes are timed to connect with other providers. The Eug-Flo route connects at the Eugene Amtrak station and LTD transit center. The two routes meet in Florence with the Rhody Express and CCAT Florence Express from Coos County. Riders use both routes to connect to medical appointments, shopping, other services, and recreational purposes.

Project Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$498,930	\$498,930	\$997,860
Other State:	\$700,840	\$740,840	\$1,401,680
Project Total:	\$1,199,770	\$1,199,770	\$2,399,540

Other Information:

- Suballocation: 10% In-District | 90% Out-of-District
- Percent of Funds Supporting Student Transportation: 0%
- Percent of Funds Supporting Seniors and Individuals with Disabilities: 0%

Project Meets the Following STIF Criteria:

	FY26	FY27
1. Increased frequency of bus service to areas with a high percentage of Low-Income Households.	25%	25%
2. Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.	25%	25%
3. Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.	10%	10%
5. The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity’s service area.	25%	25%
6. Coordination between public transportation service providers to reduce fragmentation in the provision of transportation services.	25%	25%

Project Meets the Following Oregon Public Transportation Plan Goals:

- Goal 1: Mobility – Public Transportation user Experience
- Goal 2: Accessibility and Connectivity
- Goal 3: Community Livability and Economic Vitality
- Goal 4: Equity
- Goal 5: Health
- Goal 6: Safety and Security
- Goal 7: Environmental Sustainability
- Goal 8: Land Use
- Goal 9: Funding and Strategic Investment
- Goal 10: Communication, Collaboration, and Coordination

Project Tasks (6 Total)

Task 1: Florence-Yachats Connector: Matching Funds for Operational Costs

Description: Florence-Yachats Operations. Runs 4 roundtrips per day; 7 days/week. Stops in Florence, Washburn Park, and Yachats. Connects north and south along Hwy. 101. Matches state funds

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$133,400	\$133,400	\$266,800
Other State:	\$213,440	\$213,440	\$426,880
Project Total:	\$346,840	\$346,840	\$693,680

Outcome Measures:

- 148,720 revenue miles
- 5,760 revenue hours
- 6,000 rides
- 1,600 people with access to transit
- 176 low-income households with access to transit

Task 2: Florence-Yachats Connector: Matching Funds for Administrative Costs

Description: Florence-Yachats Administration. Runs 4 roundtrips per day; 7 days/week. Stops in Florence, Washburn Park, and Yachats. Connects north and south along Hwy. 101. Match state funds

Category: Administration

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$4,600	\$4,600	\$9,200

Other State:	\$18,400	\$18,400	\$36,800
Project Total:	\$23,000	\$23,000	\$46,000

Outcome Measures:

- 50 marketing materials

Task 3: Eugene-Florence Connector: Matching Funds for Operational Costs

Description: Runs 18 roundtrips/week. Increase to 21 roundtrips/week. Stops in Florence, 3 Rivers Casino, Mapleton, Veneta, LTD Eugene station, and Eugene Amtrak. Match state/federal funds.

Category: Operations

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$265,875	\$265,875	\$531,750
Other State:	\$425,400	\$425,400	\$850,800
Project Total:	\$691,275	\$691,275	\$1,382,550

Outcome Measures:

- 233,000 revenue miles
- 8,392 revenue hours
- 20,400 rides
- 13,100 people with access to transit
- 4,454 low-income households with access to transit

Task 4: Eugene-Florence Connector: Matching Funds for Administrative Costs

Description: Runs 18 roundtrips/week. Increase to 21 roundtrips/week. Stops in Florence, 3 Rivers Casino, Mapleton, Veneta, LTD Eugene station, and Eugene Amtrak. Match state/federal funds.

Category: Administration

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$10,900	\$10,900	\$21,800
Other State:	\$43,600	\$43,600	\$87,200
Project Total:	\$54,500	\$54,500	\$109,000

Outcome Measures:

- 50 marketing materials

Task 5: Link Lane Low Income *And Student Fare Program*

Description: Low Income *and Student* Fare Program – offer bulk ticket pricing to non-profits at a highly discounted rate (75-100% off) *and develop free or reduced fare program for rural school districts.*

Category: Project Administration

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$1,000	\$1,000	\$2,000
STIF Formula:	\$4,000	\$4,000	\$8,000

Outcome Measures:

- ~~200~~ 800 Low Income Fares Provided

Task 6: Project B Contingency

Description: This task creates a contingency fund for other Project B tasks to cover unexpected costs, increased market rates, inflation, or other factors to help ensure project delivery despite rising costs.

Category: Program Reserves

Task Budget:

Fund Type	2026	2027	Total
STIF Formula:	\$83,155	\$83,155	\$166,310

Outcome Measures:

- \$166,310 in reserve funds created