



**LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STIF ADVISORY COMMITTEE MEETING AGENDA**

**Tuesday, October 21, 2025, 5:00 p.m.
Next Stop Center | Eugene Station
1099 Olive St., Eugene, OR 97401**

LTD Public meetings are also available via web video stream. Anyone can access the broadcast live or view archived meetings at <https://govhub.ompnetwork.org/>

Pursuant to Oregon Administrative Rule ("OAR") 732-040-0030, the Lane Transit District Board of Directors shall appoint a State Transportation Improvement Fund (STIF) Committee as an advisory committee for the purpose of advising and assisting the District in carrying out the purposes of the Statewide Transportation Improvement Fund and prioritizing projects to be funded by population-based and employer-based STIF moneys received by the District. The Committee may also advise the District regarding the opportunities to coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

Members

Carmen Yalexia Artilles	Chelsae Miller
Kelly Clarke	Joshua Myatt
Gino Grimaldi	Cosette Rees
Joshua Kashinsky (Vice Chair)	David Reesor (Chair)
Pete Knox	Kari Turner
Scott Lemons	Vidal Francis
Bart Mealer	

Public Comment:

Public comment occurs at the beginning of each meeting. In-person sign-up is available on the day of the meeting in the Boardroom. Attendees can participate virtually via Zoom. To join virtually, follow the link provided on LTD's Events Calendar on the day of the meeting at <https://www.ltd.org/events-calendar/>. In order to provide public comment, participants should use the "Raise Hand" feature on Zoom. For phone participants, press *9. Speakers will be called by name when it's their turn. Individual comments are generally limited to three minutes; however, the presiding Board officer will determine the final time limits based on the number of speakers and the time available.

For those unable to attend in person or virtually but who wish to submit written testimony, email clerk@ltd.org. Comments must be received by noon on the day prior to the meeting.

STIF ADVISORY COMMITTEE:

1. **CALL TO ORDER & ROLL CALL:** Carmen Yalexia Artiles, Kelly Clarke, Gino Grimaldi, Joshua Kashinsky (Vice Chair), Pete Knox, Scott Lemons, Bart Mealer, Chelsae Miller, Joshua Myatt Cosette Rees, David Reesor (Chair), Kari Turner, Vidal Francis

2. **AGENDA REVIEW**

3. **PUBLIC COMMENT**

4. **AGENDA ITEMS**

- | | TIME: |
|---|--------------|
| ➤ Staff Updates, presented by Kathleen Flynn, Lane Transit District
(1) Appointment of New Committee Members and Introductions; and
(2) Committee Leadership Update | 5:05-5:15 |
| ➤ 2025 Legislative Update, presented by Anna Sovereign, Oxley & Associates | 5:15-5:30 |
| ➤ Eugene Downtown Circulator Pilot, presented by Brandon Melton, Lane Transit District | 5:30-5:45 |
| ➤ LTD Coordinated Human Services-Public Transit Plan Update, presented by Brandon Melton, Lane Transit District and Dan Callister, Lane Council of Governments | 5:45-6:30 |

5. **FUTURE AGENDA ITEMS**

6. **ADJOURN**

The facility used for this meeting is accessible for those using mobility devices. 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).

UPCOMING STIF ADVISORY COMMITTEE MEETINGS:

- December 2, 2025
- February 12, 2026



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Kathleen Flynn, Mobility Services
Grant Specialist

AIS Title: Appointment of New STIF Advisory
Committee Members

Action: Discussion and Feedback

Agenda Item Summary: The purpose of this item is to inform LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee that the LTD Board of Directors appointed four new members to the STIF Advisory Committee on October 15, 2025.

Background: In 2017, the Oregon Legislature enacted House Bill 2017, the Keep Oregon Moving Act, which included a new 0.1% employee payroll tax to fund public transportation. This tax provides a dedicated source of funding for expanding public transportation service in Oregon that benefits a high percentage of low-income households. This funding source is called the [Statewide Transportation Improvement Fund \(STIF\)](#). Ninety percent (90%) of the STIF funds are disbursed by formula to Qualified Entities (QE) based on the amount of payroll tax generated in their area. LTD is the Qualified Entity for the funds allocated to Lane County. Pursuant to OAR 732-040-0030(1), the Governing Body of each Qualified Entity shall appoint an Advisory Committee to advise and assist the QE "in carrying out the purposes of the STIF and prioritizing Projects to be funded by STIF moneys received by the Qualified Entity."

STIF Advisory Committee Membership and Composition: In accordance with the STIF Advisory Committee bylaws, the committee consists of at least seven members. All members are voting members except for two LTD Board members and an Oregon Department of Transportation representative who each serve in an advisory capacity. Pursuant to Oregon Administrative Rule 732-040-0035(5), committee members must represent a diverse set of stakeholders with a variety of interest areas. This recruiting cycle, LTD was seeking members who are members of or represent the following stakeholder groups: persons with disabilities, older adults (age 65+), low-income individuals, and those who reside outside of LTD's payroll tax district.

STIF Advisory Committee Member Recruitment, Selection, and Appointment Process: Three Advisory Committee members have served the maximum of four two-year terms on this Committee, and one member unexpectedly resigned in late August. LTD staff conducted recruitment efforts in the local community and sought new applicants for the Committee in August and September. As a result of these efforts, LTD staff identified four new members for the STIF Advisory Committee and recommended to LTD's Board of Directors that these new members be appointed to serve through June 30, 2027.

Attachments:

- (1) New STIF Advisory Committee Members Biographies

Statewide Transportation Improvement Fund (STIF) Advisory Committee

Onboarding Members

**Carmen Yalex Artiles**

Community Development Director and City Planner
City of Oakridge

Carmen Yalex Artiles has a decorated academic background and experience working on a multitude of interdisciplinary planning projects. She has a bachelor's degree in geology, with a focus on paleontology and a master's degree in earth and environmental science with a focus on GIS from the City University of New York. She recently served as a park planning fellow with the National

Park Service in Omaha, Nebraska and is currently the Community Development Director and City Planner for the City of Oakridge, Oregon. In her free time, she is an artist and avid kayaker.

**Scott Lemons**

Program Developer and Coordinator
Lane Independent Living Alliance (LILA)

Scott Lemons is a disability and social justice advocate, and mental health professional with more than a decade of involvement in Eugene-area public policy. He is currently the Program Coordinator at LILA in Eugene and has advocated for people with disabilities on several community advisory boards including the City of Eugene's

Human Rights Commission, Police Commission, and Digital Equity Panel. Due to the intersectional nature of disability advocacy and his love for nature, Scott also served as the Co-Founder and Hub Coordinator of Sunrise Eugene and was the former President of Cascadia Action Network – an environmental justice group at the University of Oregon.

A UO alum, Scott received his bachelor's degree in psychology, with a minor in Public Policy Planning and Management, and a concentration in Substance Abuse Prevention Program. He was the Assistant Outreach Director of the UO's Accessible Education Center. In his free time, Scott explores Oregon's outdoors – hiking and camping with his best friend and dog Jude - and hanging out with his family. This keeps him grounded and balanced to support his advocacy efforts.

Statewide Transportation Improvement Fund (STIF) Advisory Committee

Onboarding Members



Bart Mealer

Retired Substation Electrical Worker and Manager
Former President of the Board of Directors at Florence Food Share, Friends of Florence, Siuslaw Outreach Services, and Western Lane Community Foundation

Bart Mealer is a retired substation electrical worker and manager with 30+ years in the industry. He has lived in Florence since 2006 and has remained engaged in non-profit management in western Lane County. Bart has served as president as well as in other officer roles on a number of non-profit boards, including: Florence Food Share, an emergency food pantry; Siuslaw Outreach Services, a domestic violence advocacy and social services organization; Friends of Florence, a free bus service to transport cancer patients from Florence to Eugene/Springfield; and Western Lane Community Foundation, a philanthropic organization.



Chelsae Miller

Director of Operations
Eugene Mission

Chelsae Miller is the Director of Operations at the Eugene Mission. She previously worked as the Mission's Director of Guest and Staff Development for four years. As Director of Operations, she assists the Executive Director, oversees human resources and bookkeeping, and manages multiple programs and projects. Previously, Chelsae worked in a variety of healthcare settings. Chelsae is a forward-thinking leader who is able to direct staff and enhance performance with strong leadership, organizational, and decision-making skills. In addition to her management skills, Chelsae is trained in trauma-informed care and mental health first aid.



Lane Transit District Agenda Item Summary (AIS)

Prepared By: Sam Kelly-Quattrocchi,
Government Relations Manager

AIS Title: 2025 Legislative Update

Action: Discussion and Feedback

Agenda Item Summary: The purpose of this item is to update LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee on the transportation package that was passed during the 2025 Oregon legislative session, focusing particularly on how this legislation will affect STIF funding.

Background: During the 2025 Oregon long session, legislators met on numerous issues, and a comprehensive transportation package was one of the large areas of focus. Historically, Oregon increases transportation funding every eight years through the gas tax, registration and title fees, and other related taxes and fees. For a variety of reasons, however, the legislature was unable to pass a bill during the long session this year.

As a result, the Oregon Department of Transportation (ODOT) was facing immediate staff reductions that would have resulted in hundreds of employees losing their jobs. Likewise, transit agencies across Oregon needed an increase in the Statewide Transportation Improvement Fund (STIF) to fund transit operations. Thus, Governor Tina Kotek declared that the legislature would meet again at the end of August for a special legislative session that was focused solely on drafting and passing a transportation package.

On September 29, 2025, the Oregon Senate passed HB 3991, otherwise known as the Transportation Package, and the bill now heads to Governor Kotek's desk, where she is expected to sign it. As part of this bill, the STIF payroll tax will temporarily increase by 0.1% for two years (for a total of 0.2%), returning to its current amount of 0.1% on July 1, 2027.

While HB 3991 is not the bill many would have liked, it does give us a place to work from in the upcoming sessions and a framework to continue expanding on the positive impacts of a well-funded transportation system. The 35-day short legislative session will begin in February 2026, with legislators working on smaller, clean up bills, and fewer large bills such as this transportation package. By 2027, we should see another large transportation package because many items were not funded to their requested levels this year or, like the STIF funding increase, are only temporary.

Presentation: LTD Government Relations Manager Sam Kelly-Quattrocchi will be traveling on October 21st, so Anna Sovereign, Associate at Oxley & Associates, will join the STIF Advisory Committee on that date to provide additional information on the 2025 legislative session and the recently passed transportation package. Oxley & Associates is a Portland-based independent political consulting and public affairs firm specializing in state and local legislative and regulatory issues that has been a long-time partner of LTD.



Lane Transit District Agenda Item Summary (AIS)

Presented By: Brandon Melton, Senior Planner

AIS Title: Eugene Downtown Circulator Pilot

Action: Discussion and Feedback

Agenda Item Summary: Lane Transit District (LTD) Staff will provide a briefing to STIF Advisory Committee members regarding the new FY26-FY27 Statewide Transportation Improvement Fund (STIF) Discretionary-funded Eugene Downtown Circulator Pilot Project.

Background: Collaboratively designed by LTD and the City of Eugene, this new pilot service modifies LTD's existing Route 1 to serve a larger geographic area, increases frequency to every 30 minutes, and offers trips later into the evening. The new route began September 7, 2025, and will conclude in summer 2027. At that time, its route and frequency may change depending on how the pilot performs and availability of funding.

The City of Eugene and LTD began considering Downtown bus improvements because more housing and destinations are being built in Downtown Eugene and the new riverfront area. Improving transportation to these developing areas, as well as established businesses and homes, makes it easier for people living and working Downtown to access services such as grocery stores, pharmacies, healthcare providers, jobs and schools. Downtown visitors will also benefit from improved service as they access the Saturday and Farmer's Markets, Fifth Street Market and other shopping destinations.

Eugene's Downtown area is changing in many ways:

- New housing has been built in various areas of Downtown,
- A new neighborhood is being built along the Riverfront,
- The Fifth Street Public market has expanded in recent years, and
- The former EWEB building along the Riverfront will become the new City Hall.

These developments change the way people use Downtown and the way they travel to and from Downtown. The City of Eugene wants public transportation to serve the destinations that people live, work, and visit Downtown, now and in the future. Therefore, the city conducted a study to examine the best way for buses and shared mobility to serve Downtown, the Riverfront, and the new City Hall. The City of Eugene worked with Lane Transit District on this project.

The Downtown Transit Study examined existing bus routes and looked at which areas of Downtown and the Riverfront could be better served by public transportation. The study then developed several options to improve bus routes, add or change bus stops, or provide other forms of transportation. Successful examples from other cities in the United States or abroad helped identify the best potential options.



Lane Transit District Agenda Item Summary (AIS)

In recent years, the City has asked people living in or visiting Downtown Eugene what they think should be improved through several public engagement initiatives, listed below. Community comments and suggestions from these efforts informed this plan:

- The Downtown Priorities and Projects survey
- The Move EUG (Eugene) Planning Project
- LTD System Review and Rider Survey

The team also heard from various stakeholders, including businesses, people living in or visiting Downtown, and local government groups about their ideas for public transportation Downtown. These stakeholders helped the team determine how we can best improve Downtown public transportation.

Attachments: Downtown Circulator Presentation

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



Lane Transit District

Connecting our Community

FY26-FY27 STIF Discretionary Funded Pilot Project — Downtown Eugene Circulator Project

Lane Transit District | LTD.org

2025-10-21 STIF Advisory Committee Meeting Agenda Packet
October 21, 2025



MISSION VISION VALUES

Connecting Our Community

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

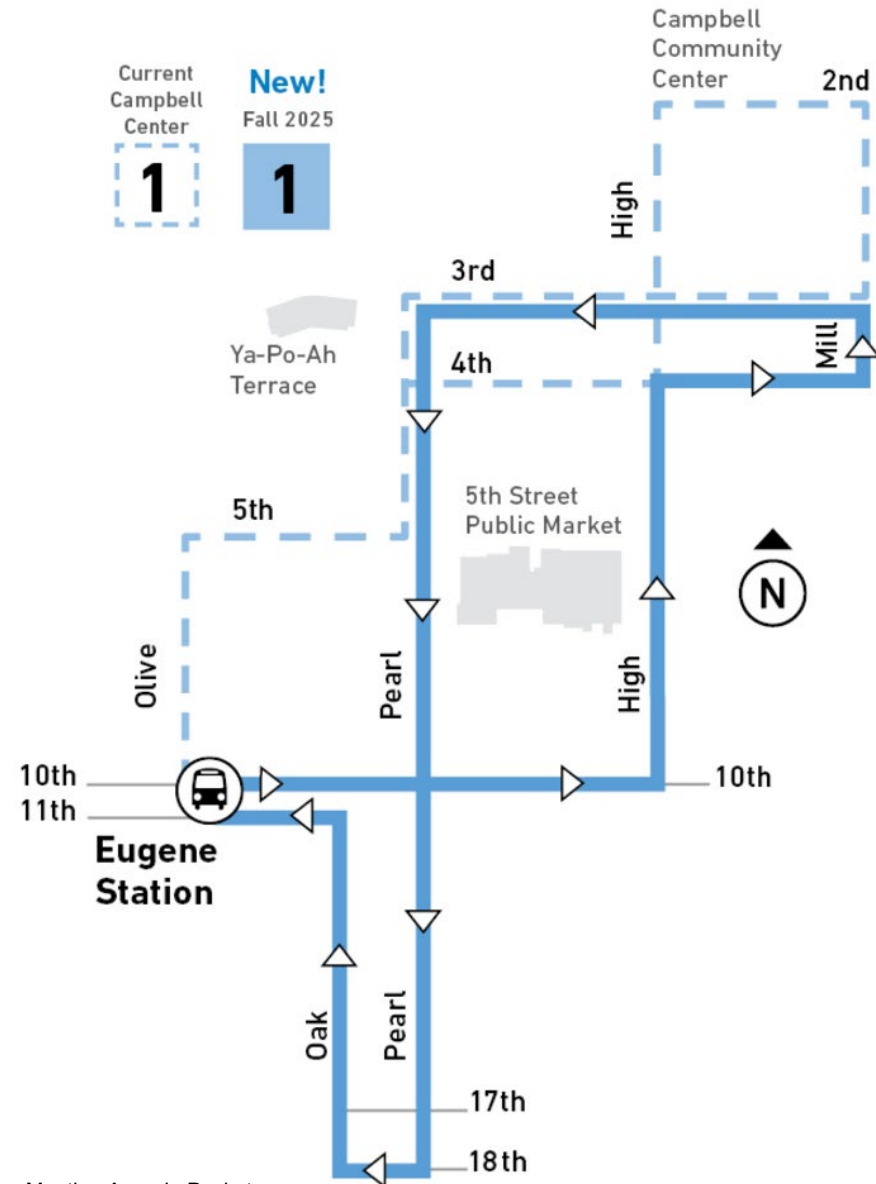
Respect, Integrity, Innovation, Equity, Safety, and Collaboration

Downtown Eugene Circulator Pilot

- Why are we doing this pilot?
- Awarded Discretionary funds for the Biennium: \$1,000,020 (\$500,010/annually for two years)
- Lane Transit District Match from Route 1 cost of service for Biennium \$1,038,730 (\$519,365/annually for two years)

Pilot Routing

- 30 minute frequency
- Increased span
- Service to grocery stores, pharmacies, eateries, etc.
- Increased connectivity



Pilot Branding and Marketing

- Distinct route name and brand
- Branded bus stop signs
- Downtown engagement and outreach
- Target audiences include downtown businesses, residents, and visitors



Pilot Branding and Marketing

Meet the Downtown Loop!



30 minute bus service
from the Riverfront
to Midtown.

Same fare, more service, more often.



Lane Transit District

How's it going so far?

- Positive feedback from riders and operators

“Just wanted to let you know that I love the new Downtown Loop #01 route. It gets me to Safeway and to downtown from the main post office. I hope you can make it a permanent route and not cancel it after two years.”

- Ridership has increased

Average Ridership			
	Weekday Total	Saturday	Sunday
Previous Year	428	48	59
Downtown Loop (9/7-10/4)	663	116	90

■ Timeline

- Route design, schedule, and funding completed by May 16, 2025
- Community Outreach, Campbell Center, Ya-Po-Ah, etc.
- Goals
- Pilot measures for success
- Launched September 7, 2025
- Questions?

LTD Coordinated Plan - Memorandum #1

Date: Tuesday, September 30, 2025
To: LTD Coordinated Plan Advisory Committee
From: Daniel Callister, Senior Planner, Lane Council of Governments
Subject: Assessment of Coordinated Plan Requirements

The purpose of this memo is to document requirements of the Coordinated Public Transit – Human Services Transportation Plan as well as policies that ought to be considered in the development of the plan and assess how those are met and/or addressed in LTD’s 2019 plan.

The Coordinated Plan’s federal requirements are described in the Federal Transit Administration’s (FTA) Circular 9070.1H dated November 1, 2024. Other relevant requirements are also provided in the FY2018 Comprehensive Review Guide – Section 5310 Program Requirements. In addition to requirements, these resources provide useful guidance and suggested practices, a selection of which are included in this memo.

Other goals, policies, and guidance to be considered in the development of the plan are taken from the Oregon Administrative Rules governing the Statewide Transportation Improvement Fund, Central Lane MPO’s Regional Transportation Plan (goals and objectives approved 2025) as well as LTD’s adopted plans and strategies including the Long-Range Transit Plan (updated 2020), the Community Engagement Framework (adopted 2024), the Strategic Business Plan (adopted 2022), and the FY 2025-2034 Community Investment Plan (CIP).

Federal Requirements for Coordinated Plan

Source: FTA Circular 9070.1H (dated 11/01/2024); FY18 Comprehensive Review Guide - Section 5310 Program Requirements

This section lists the federal requirements directly related to the Coordination Plan with a corresponding box describing how well each requirement is addressed in the current 2019 plan.

Requirement	Addressed in the 2019 Plan
Required in communities seeking funding under the Section 5310 program (to improve mobility for seniors and individuals with disabilities)	As a qualified entity, LTD utilizes 5310 funding and completed the 2019 plan satisfying this requirement.
All Section 5310 projects must be included in the Coordinated Plan.	With one exception (Technology Innovation Project - Mobility For All,

	FFY21) all 5310 funded projects listed in the TIP since 2019 are linked directly to a project description from the 2019 plan.
Must include projects selected for funding	The 2019 plan lists project descriptions which include strategies, activities, and/or specific projects
Must include the following details for projects selected for funding:	
-An assessment of available services that identifies current transportation providers (public, private, and nonprofit)	River Cities Taxi and Pacific Crest Bus Lines are included in project descriptions but not evaluated. Non-LTD transportation providers are mentioned in a project description (p26) regarding better on-time performance information and training with external providers and “possible connected with Transportation Network Companies”. It is suggested that this be augmented to included services performed by contractors and companies like RCT and PCBL, both for LTD and independent of LTD.
-An assessment of transportation needs for individuals with disabilities, including those who use wheelchairs, and older adults	While some needs were identified through surveys, those needs are not necessarily assessed in a thorough or meaningful way.
-Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery	Yes, pages 17-26 speak to this and identify strategies and projects to address the identified needs. Opportunities for efficiencies are not called out specifically in this section but are implied in many of the strategies and projects (e.g. interagency partnerships, consolidated vehicle purchasing, etc.). Page 16 identifies certain efficiencies achieved through current practices.
-Priorities for implementation based on resources (from multiple program sources),	Three general priority strategies are identified (p17). If they are based on

time, and feasibility for implementing specific strategies and/or activities identified	resources, time, or feasibility, it has not been clearly articulated.
-Where less than 100 percent fleet accessibility for demand-response service is anticipated, a demonstration of how the requirement for equivalent service will be met	This is not addressed in the 2019 plan, however all of the revenue service vehicles LTD owns are wheelchair accessible (have lifts or ramps, and securement). LTD's external fleet (generally used for NEMT) uses whatever vehicle type is necessary to perform the trip, so for example LTD typically sends a taxi sedan to pick up an ambulatory passenger.
Developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, nonprofit transportation and human service providers, and other members of the public	Mostly participation by officials and others representing the interests of those groups.
Identifies the transportation needs of individuals with disabilities (including those who use wheelchairs) and seniors	Some needs identified based on LCOG S&DS survey and LTD's O-D surveys. Needs included specialized transportation, bus stop announcements, lift/ramp to board bus.
Provides strategies for meeting those local needs	Strategies for meeting specific needs are identified on pages 19-26.
Prioritizes transportation services and projects for funding and implementation	They are prioritized at a general level that is not project specific (p17).
Must be locally developed (i.e. specific to a local planning area)	Developed and adopted by LTD and is specific to the LTD service area.
Stakeholders must have assurance that their opinions will be considered in the outcome.	This is not expressly addressed.
LTD must ensure that the proposed 5307 Program of Projects provides for the coordination of public transportation services with transportation services assisted from other United States Government sources.	That/How LTD ensures this is not expressly addressed.
Projects identified in the coordinated planning process and selected for FTA funding must be incorporated into both the TIP and STIP in UZAs	MPO staff confirm that the current TIP and STIP incorporates all of LTD's

with populations of 50,000 or more and incorporated into the STIP for rural areas under 50,000 in population.	investments that are required to be included.
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Selected Federal Suggestions and Recommendations (not required)

Source: FTA Circular 9070.1H (dated 11/01/2024)

Projects selected for funding may be identified in the plan as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

The assessment of transportation needs for individuals with disabilities can be based on the experiences and perceptions of the planning partners, more sophisticated data collection efforts, and gaps in service.

Coordination and consistency with metropolitan or statewide transportation planning processes is strongly encouraged.

At a minimum, the plan should follow the update cycles for metropolitan transportation plans [CLMPO's RTP is currently required to be updated every 4 years but may be updated every 5 years once the area is in air quality attainment – anticipated to be 2033.]

The plan may identify the transportation needs of people with low incomes.

Plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State, Designated Recipient, and the MPO, where applicable.

The plan should incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development and approval of the proposed coordinated plan document.

State Requirements

Although the State of Oregon does not impose requirements on the development or content of Coordinated Plans, there are Federal requirements of States related to the coordination of transit services, including:

A State's Section 5311 projects must be determined by the USDOT Secretary to provide the maximum feasible coordination of public transportation service assisted by other Federal sources.

Under the Section 5311 program, States are required to expend 15 percent of the amount available to support intercity bus service.

While not requirements of Coordinated Plans, the State of Oregon has developed regulations and guidance related to the purpose and use of Statewide Transportation Improvement Fund (STIF) funding, which LTD utilizes (see OAR Chapter 732, Division 40-44). LTD intends for STIF investments to be informed by the Coordinated Plan. STIF program components of particular relevance to the Coordinated Plan include:

STIF moneys may be used for public transportation purposes that support the effective planning, deployment, operation, and administration STIF-funded public transportation programs, including, but not limited to:

- Creation of new systems and services with origins, destinations or stops in Oregon;

- Maintenance or continuation of systems and services; and

- Planning for and development of a Local Plan or future STIF Plan to improve Public Transportation Service

The Commission shall determine its investment priorities with input from the Public Transportation Advisory Committee prior to Agency public notice of grant solicitation for discretionary STIF moneys. The Commission's investment priorities are:

- Improvement of Public Transportation Service to Low-Income Households;

- Improved Coordination between Public Transportation Service Providers and reduced fragmentation of Public Transportation Services;

- Consistency with Oregon Public Transportation Plan goals, policies, and implementation plans, including:

 - Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects.

 - Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network.

 - Advancement of State greenhouse gas emission reduction goals.

 - Support or improvement of a useful and well-connected Statewide Transit Network;

Operations Projects that do not substantially rely on discretionary state funding beyond a pilot phase;

Geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal); **and**

Other factors as determined by the Commission.

The Agency [ODOT] shall conduct activities necessary to manage the STIF funds and grants, including but not limited to: development of policy; distribution of funds; developing and implementing application and review processes and agreement and protest procedures; conducting program oversight, statewide planning, research, training, and technical assistance; and reporting to the legislature.

The Qualified Entity [LTD] shall appoint an Advisory Committee composed of members that represent diverse interests, perspectives, geography, and the population demographics of the area.

An Advisory Committee may advise the Qualified Entity regarding the opportunities to Coordinate STIF funded Projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.

Regional Policies

The Regional Transportation Plan of the Central Lane Metropolitan Planning Organization identifies the region's transportation goals and objectives, which were most recently updated in June of 2025. Some of the regional goals and objectives most relevant to the Coordination Plan include:

Goals:

Transportation Choices: People throughout the region have access to affordable, healthy, active, and shared transportation options that safely and conveniently connect them with their destinations while reducing reliance on driving alone and minimizing transportation related pollution.

Access: The regional transportation system provides access to destinations for people of all ages, abilities, and backgrounds.

Economic Vitality: The transportation system is reliable, affordable, and efficient. It supports the prosperity of people and businesses by connecting them to destinations throughout the region and beyond.

Objectives:

Increase the number of households and areas of employment with access to current and planned frequent transit service, bicycle network, and walk network.

Increase travel options that serve popular destinations.

Develop a multimodal transportation system that allows all to access employment, education, and services.

Support regional travel and tourism with a multimodal transportation system, including passenger rail and intercommunity transit access, that provides visitors and tourists with travel options to access regional destinations.

Address challenges experienced by people of all ages, abilities, and backgrounds in meeting their travel needs.

Develop a transportation system that is adaptable and flexible to changing needs and conditions.

Support transportation investments that address the transportation needs of low-income communities and provide increased mobility options and access.

Increase the transportation options to regional job centers.

Local Policies

LTD's Long-Range Transit Plan (adopted 2014, updated 2020) identifies the agency's mission statement as:

LTD's mission statement calls on the organization to enhance the community's quality of life by:

Delivering: reliable, responsive, and accessible public transportation services

Offering: innovative services that reduce dependency on the automobile

Providing: progressive leadership for the community's transportation needs

...and the following guiding principles for the future:

Economic Prosperity - LTD strives to provide transit services that support the economy by:

Providing reliable and affordable connectivity between jobs and employees

Facilitating compact urban growth

Spurring downtown and neighborhood renewal

Increasing business activity and efficiency by enabling businesses to locate near each other and attract related industries and suppliers, as well as new customers

Social Equity - LTD strives to provide transit services that support social equity by:

Providing affordable access to school, shopping, medical services, friends, and family

Enhancing accessibility for youths, senior citizens, and people with disabilities

Healthy Environment - LTD strives to provide transit services that contribute to a healthy environment by:

Providing an efficient mode of transportation

Reducing greenhouse gas emissions from transportation

Operating sustainable services that use resources wisely

LTD's Community Engagement Framework (adopted 2024) identifies the following essential practices:

Understanding the demographics of both Lane County and Lane Transit District riders

Using a stakeholder mapping exercise to consider how the interests, influence; and needs of various stakeholders may differ, and;

Developing a tailored approach to engagement that is supportive of these varying needs.

As well as the following strategies for community engagement:

Working to build trust

Engaging in collaborative, honest, and transparent conversations

Communicating clearly what people need to hear

Focusing on riders

LTD's Strategic Business Plan (adopted 2022) identifies Strategic Areas of Focus and accompanying goals which include:

Customer Satisfaction - We will deliver outstanding customer service that increases the willingness of our customers to recommend our services to others. Our goal is to achieve a Net Promoter Score of 21%

Employee Engagement - We will attract and retain a high-quality workforce through high levels of employee engagement. Our goal is to achieve an Employee Engagement Score of 65%.

Community Value - We will provide strong value to the community through the services we offer, whether or not they use our services directly. Our goal is to establish a baseline for the percentage of the community that believes we provide value and improve by 5%.

Financial Health - We will maintain a strong financial position to sustain our operations for the future. Our goal is to achieve 3-year rolling financial plan targets.

Sustainability - Our goal is to do our part to preserve and protect the environment. Our goal is to reduce LTD's greenhouse gas emissions by 70%.

LTD's FY 2025-2034 Community Investment Plan (CIP) identifies the following objectives:

To make efficient use of LTD's financial resources.

To implement regional priorities that anticipate the need for public transportation in the future. The CIP supports the collaborative efforts of the local and regional transportation plans.

LTD Coordinated Services Plan - Workplan & Timeline

v 20250930

	x	x	x	x	x									
	2025								2026					
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Project Management (Tasks 1 & 2)														
Create Workplan and Timeline														
Draft Public Involvement Plan														
Public Engagement (Tasks 1, 8, 9)														
STIF Advisory Committee Meetings						21-Oct		2-Dec		10-Feb				
Other Advisory bodies														
Meet/Interview w Reg. Partners (Social Services, Vet. Orgs. etc)														
Community Outreach Activities (e.g. public hearings)														
Public Comment Period, Summarize Stakeholder Engagement														
Policy Assessment (Task 3)														
Identify Federal, State, & Local Requirements														
Assess Current Plan Compliance														
Draft Memo 1														
Evaluation of Existing Conditions (Task 4)														
Identify topic areas with PMT														
Draft Memo 2														
Needs Assessment (Task 5)														
Identify underserved groups														
Identify local planning efforts re: Coord. Transp.														
Draft Memo 3														
Coordination Practices and Projects (Task 6)														
Review coordination practices														
Project List Development														
Prioritization Criteria														
Draft Memo 4														
Funding Resources (Task 7)														
Identify applicable funding resources														
Draft Memo 5														
Draft Final Plan														
Draft Final Plan for Comment & Adoption by LTD Board														

Public Involvement Plan (draft)

Lane Transit District Coordinated Plan Update - 2025

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Project Background & Purpose

Coordinated Plan Project Overview

The Lane Transit District (LTD) is pursuing an update of the *Lane Coordinated Public Transit – Human Services Transportation Plan* (Coordinated Plan). This was last revised in 2019, and the newly updated version is scoped to be completed by June of 2026. Generally, the Coordinated Plan aims to analyze the landscape of regional transportation planning in Lane County. The Coordinated Plan evaluates the changes that have occurred over the last six years in terms of state and federal policy, funding streams, external partnerships and coordination, available resources and technology, and the needs and priorities of the community.

According to the Federal Transit Administration (FTA), updates to coordinated plans should take place every 4 years. Coordinated plans aim to improve transportation services for older adults, people with disabilities, and other marginalized populations. They are more formally known as regionally coordinated public transit-human services plans. The Coordinated Plan must be developed through a process that includes participation by seniors, **individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; and other members of the public.** It is important that stakeholders be included in the development, approval, and implementation of the local coordinated public transit-human service transportation plan, and the stakeholders should be assured that their opinions will be considered in the outcome.¹

PIP Overview

This document is the Public Involvement Plan (PIP) that will inform the community and stakeholder engagement efforts for the comprehensive public outreach portion of the 2026 Coordinated Plan process. The PIP specifically outlines how, and through which mediums the community will be contacted and involved in the Coordinated Plan. There are three aspects of the Coordinated Plan update that will need to be guided by the responses from the community that LTD serves and the stakeholders that LTD coordinates with:

- Demographic trends, community needs, and demand for transportation.
- Coordination with local stakeholders.

¹ <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/safety/triennial-reviews/69526/fy18-comprehensive-review-guide-section-19-section-5310-program-requirements.pdf>

- Resources, services, and technologies supporting public transportation, such as the RideSource Call Center and Mobility on Demand initiatives.

LTD Guiding Principles

The framework of the PIP is directly guided by LTD’s *Community Engagement Framework* (Framework²), which was adopted in August of 2024. LTD’s Framework describes the organization’s Guiding Principles, Essential Practices and preferred Strategies for engagement and is well-informed by best-practices to achieve an equitable and sustainable relationship between LTD and the public.

GUIDING PRINCIPLES FOR COMMUNITY ENGAGEMENT			
STYLE The approaches LTD uses to engage with the public	CONTENT The type of information provided to the public	PROCESS The methodology used in public engagement	INTENT The goals of public engagement
Two-Way Dialogue	Data-Driven	Feedback Loop	Meaningful
Accessible	Clarity of Purpose	Benchmarking and Continuous Improvement	Community-First Mentality
Respectful	Fiscal Transparency	Adaptable	
Active Listening	Outcome-Oriented		

Figure 1. LTD’s *Community Engagement Framework*, Guiding Principles, Page 31

The Framework states: “While there is no one-size-fits-all approach to public involvement for LTD’s work, the Framework is envisioned to better standardize LTD practices and make its engagement efforts more effective” (Framework, page 6). These principles, practices and strategies are embedded in the outline and the body of the PIP:

PIP Sections,

Guiding Principles, and Essential Practices:

- **Stakeholder Mapping**
 - Intent (Community-First Mentality)
 - Essential Practices (Demographic Analysis, Stakeholder Mapping)
- **Outreach and Engagement Strategies**
 - Intent (Meaningful)
 - Style (Two-Way Dialogue, Accessible, Respectful, Active Listening)

² <https://www.ltd.org/COCA/>

- **Content (Data-Driven, Clarity of Purpose, Fiscally Transparent, Outcome Oriented)**
 - **Process (Adaptable)**
- **Tracking Progress**
 - **Process (Feedback Loop, Benchmarking and Continuous Improvement)**
- **Engagement Schedule**

By investing in a well-rounded PIP at the beginning of the Coordinated Plan update, the Guiding Principles of the Framework will be fully analyzed and realized. “Guiding principles are the fundamental beliefs, guidelines, and standards that LTD commits to upholding throughout the engagement process. By establishing these values, LTD hopes to create common ground, clarify expectations, encourage participation, minimize conflict, promote accountability, foster inclusivity, and improve decision making” (Framework, page 12).

Stakeholder Mapping

Assumptions and Inclusion

Lane Transit District's Vision is "In all that we do, we are committed to creating a more connected, sustainable, and equitable community." The term "connected" may refer to LTD's role of providing transportation connections through 30-fixed bus routes and two EmX Bus Rapid Transit (BRT) lines as well as operating RideSource, the paratransit service for those with disabilities and Medicaid recipients.

Summary of Service according to the *Link Lane Transit Development Plan*:

Fares and Discounts (as of January 2023):

- **Single Ride:** \$1.75
- **Day Pass:** \$3.50
- **1-Month Pass:** \$50
- **3-Month Pass:** \$135
- **Discounted Fares:** Half-price for youth (ages 6–18) and people with disabilities
- **Free Rides:** Children 5 and under, K–12 students, and adults 65+

Transit Services:

- **Regional Fixed-Route (Routes 91–98):** Connects surrounding communities (e.g., McKenzie Bridge, Veneta, Junction City) to Eugene, with connections at the Eugene Station and Veneta Park & Ride.
- **LTD Connector (Cottage Grove):** A \$1-per-ride shuttle within Cottage Grove, operated by South Lane Wheels, available weekdays 9 AM–4 PM via app or phone.
- **Local Service (Eugene-Springfield):** Includes fixed-route buses and EmX BRT service, operating Monday–Saturday, with some routes on Sundays.
- **ADA Paratransit (RideSource):** ADA-compliant, origin-to-destination service for those unable to use fixed routes, operating near LTD routes (except regional ones), available daily with prior-day booking required. (Note that eligibility for reduced bus fare for people with disabilities is demonstrated through current Medicare, supplemental security income (SSI), social security disability (SSD), or certain Veteran's benefits, or having a disability requiring accommodation to use the bus.)

Assumptions:

- Public participation is supposed to be inclusive; however, an organization is limited by their position in the community, time, cost, language, schedules, and more.
- Low-income and marginalized communities (people of color, people with disabilities, etc.) and often are disproportionately affected by automobile-oriented infrastructure, due to such factors as cost, environmental/air quality impacts, citizenship status.
- LTD has power in that their services are the primary forms of transportation for people, both in general and to medical appointments. Many people rely on them.
- LTD is committed to equity and doing the best for the community it serves.
- LTD has existing and ongoing relationships with community partners.
- In an ideal world, **everyone** in a given region has access to transportation alternatives to automobiles for the sake of reliability, affordability, healthy lifestyles and much more.

Inclusion:

“Understanding demographics and conducting stakeholder mapping should be followed by considering the varying needs of those stakeholders.” (Framework, page 19). In order to understand the demographics of LTD’s service area, census data is summarized below for Lane County. The boxes in **blue** represent demographics where representation in a certain group is higher in Lane County than the Oregon state comparator.

Brief analysis of LTD’s district stakeholders:

- Age:

Age	Lane County Nos.	Percentage	Oregon Nos.	Percentage
SELECTED AGE CATEGORIES				
Under 18 years	68,035	17.8%	856,294	20.2%
65 years and over	78,251	20.5%	789,610	18.6%
SUMMARY INDICATORS				
Median age (years)	40.2		40.1	
Sex ratio (males per 100 females)	97.7		99.5	
Age dependency ratio	61.9		63.5	

Old-age dependency ratio	33.1		30.5	
Child dependency ratio	28.8		33.0	
Total Population	382,628		4,238,714	

Table 1. S0101, 2023: ACS 5-Year Estimates

- Disability:

Disability Characteristics	Lane County Nos.	Percentage of Total Population	Oregon Nos.	Percentage of Total Population
Total Civilian Noninstitutional Population	380,535		4,196,946	
With a Disability	65,245	17.1%	635,797	15.1%
With a Self-Care Difficulty	10,439	2.9%	114,490	2.9%
With an Independent Living Difficulty	25,005	8.0%	223,509	6.7%

Table 2. S1810, 2023: ACS 5-Year Estimates

- Race:

Race	Lane County Nos.	Percentage	Oregon Nos.	Percentage
White alone	313,849	82%	3,247,656	76.6%
Black or African American alone	4,472	1.2%	81,642	1.9%
American Indian and Alaska Native alone	3,646	1%	46,276	1.1%
Asian alone	9,951	2.6%	188,624	4.5%
Native Hawaiian and Other Pacific Islander alone	842	0.2%	16,973	0.4%
Some Other Race alone	13,643	3.6%	198,863	4.7%

Two or More Races:	36,225	9.5%	458,680	10.8%
Total	382,628		4,238,714	

Table 3. B02001, 2023: ACS 5-Year Estimates

- Households with LEP:

Limited English Proficiency Households	Lane County Nos.	Percentage	Oregon Nos.	Percentage
Total Households	162,001		1,752,050	
LEP Households	1,073	0.7%	43,124	2.5%

Table 4. S1602, 2023: ACS 5-Year Estimates

- Limited English-Speaking Households – Language Spoken

Primary Language of LEP Households in Lane County	Households	Percentage of LEP Households Speaking Another Primary Language
Spanish	9,467	6.5%
Other Indo-European languages	4,021	1.3%
Asian and Pacific Island languages	3,381	9.6%
Other languages	736	11.1%

Table 5. S1602, 2023: ACS 5-Year Estimates

- Income/Poverty:

Poverty Status	Lane County Nos.	Percentage of Total Population	Oregon Nos.	Percentage of Total Population
Total population for whom poverty status is determined	374,196		4,159,818	
Below Poverty Level	57,161	15.3%	494,736	11.9%
AGE	Total in Age Range	Percentage of Total in Age Range	Total in Age Range	Percentage of Total in Age Range

Related children of householder under 18 years	8,962	13.8%	107,305	12.9%
65 years and over	7,511	9.7%	73,089	9.4%

Table 6. S1701, 2023: ACS 5-Year Estimates

- Zero Vehicle Households

Vehicle Availability by Housing Unit	Lane County Nos.	Percentage of Total Population	Oregon Nos.	Percentage of Total Population
Total Households	159,509		1,701,548	
Owner Occupied – No Vehicle Available	2,918	1.8%	25,493	1.5%
Renter Occupied – No Vehicle Available	9,562	6%	95,349	5.6%

Table 7. B25044, 2023: ACS 5-Year Estimates

- Population Forecast

Under the Oregon Population Forecast Program (OPFP), the Population Research Center (PRC) produces projections for the population of Oregon counties and Urban Growth Boundary (UGB) areas on a four-year cycle. Figure 2 shows the projected growth rate percentage for each incorporated city within Lane County, as well as the area outside of UGBs within Lane County, and Lane County as a whole in the next 20 years (2025 through 2045). Growth is projected to be mainly within cities, and rural areas outside of city UGBs may decrease in population. Dunes City is the only city in the forecast that is not projected to grow in the next 20 years. The county as a whole is projected to grow about 8%, from 385,353 to 415,423.

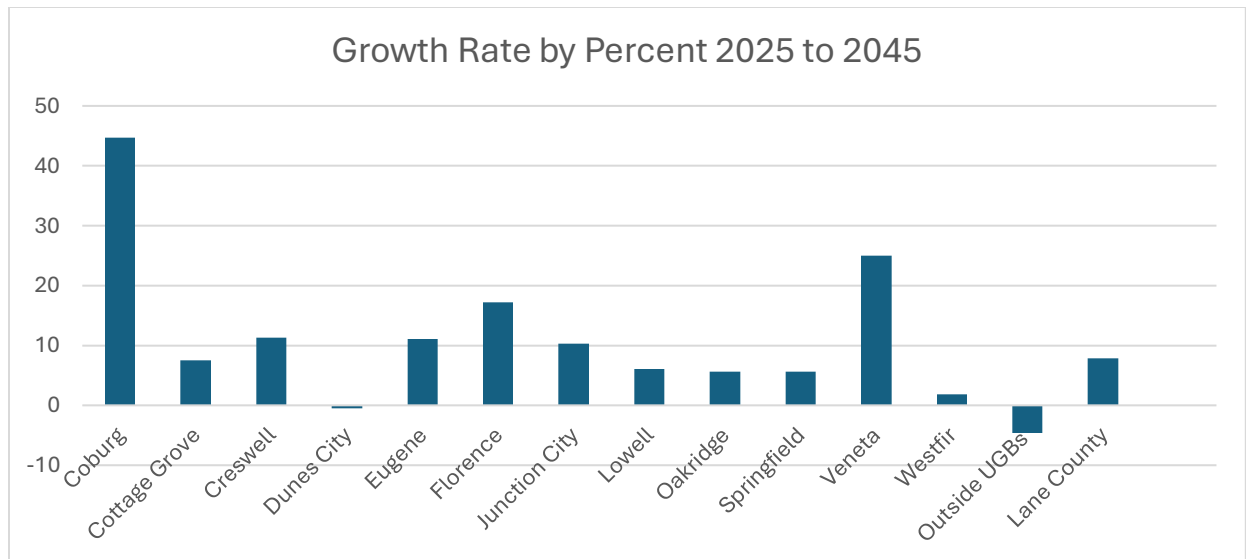


Figure 2. PSU Projected Population Growth – Published 2024

Needs Assessment

In December of 2023 the *Link Lane Transit Development Plan* was adopted. The creation of the plan was a collaborative effort between Lane Council of Governments (LCOG) and Oregon Department of Transportation (ODOT), and it evaluates the needs for transit service for rural communities and connections into the Eugene/Springfield area to meet those needs. The “Needs Summary” of this plan provides valuable insights into the needs of the current and potential future riders that LTD serves.

1. Connectivity and Frequency:

- **Limited service frequency** despite good geographical coverage.
- **Lack of weekend and evening services** restricts access to recreation and non-traditional work shifts.
- **Inefficient inter-community travel**, as most routes require transfers through Eugene.

2. Underserved Areas and Populations:

- Areas like **Oakridge, Florence, Mapleton, and Marcola/Mohawk** lack sufficient or any transit service.
- **On-demand service** is needed in remote areas.
- **Population growth** in Creswell, Florence, Junction City, and Veneta will increase future transit demand.
- **Rural residents and migrant farm workers**, especially in Creswell, Monroe, Harrisburg, and Springfield, face major transit access challenges.

- Less than **25% of rural residents** live within ½ mile of a fixed-route stop.
- **More regional connections** to cities like Corvallis, Roseburg, and Harrisburg are needed.

3. Technology, Fare Payment, and Rider Comfort:

- **Digital access barriers** exist for migrant communities; **paper and phone surveys** are more effective outreach tools.
- **Limited fare integration** between services (e.g., Link Lane and LTD); a unified ticketing system is in progress.
- Riders seek **partnerships** with local institutions to broaden service use.
- **Bus stop improvements** needed: shelter, lighting, visibility, signage.
- Riders want **flexible pet policies, more bike space on buses, and secure bike storage at stops.**
- Overall **comfort, safety, and connectivity** at transit centers need enhancement.

Federal Requirements

The Federal Transit Administration has the following requirements for outreach when writing or updating a Coordinated Plan (FTA C 9070.1H):

“Recipients shall certify that the coordinated plan was developed and approved through a process that included participation by seniors; individuals with disabilities, including wheelchair users; representatives of public, private, and nonprofit transportation and human services providers; and other members of the public. Note that the required participants include not only transportation providers but also providers of human services and members of the public who can provide insights into local transportation needs.”³

The circular goes on to list a possible agencies and organization types that should be considered in the outreach effort if they are present within the region. Those groups have been incorporated into the Stakeholder Mapping table in the following section.

Summary of Stakeholder Mapping

Geographical Representation:

- Regional fixed routes to McKenzie Bridge, Lowell, Veneta, Junction City, Coburg, Cottage Grove.

³ <https://www.transit.dot.gov/sites/fta.dot.gov/files/2024-10/C9070.1H-Circular-11-01-2024.pdf>

- Eugene/Springfield
- Rural areas outside of UGBs may decrease in population, as well as Dunes City. The rest are projected to rise in population, especially Coburg, Veneta, and Florence.
- Marcola/Mohawk area has no service now
- Migrant populations may be best reached in Creswell, Monroe, Harrisburg, and Springfield.

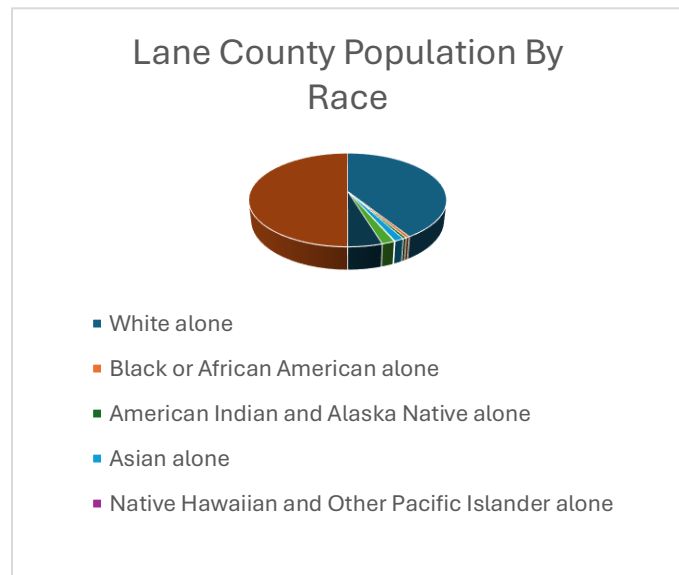
Age Representation:

- Respondents should be parents in charge of transportation for children, and the youth themselves. About 20% of Lane County's population is under 18 years of age.
- About 20% of Lane County is over 65 years of age.

Race Representation:

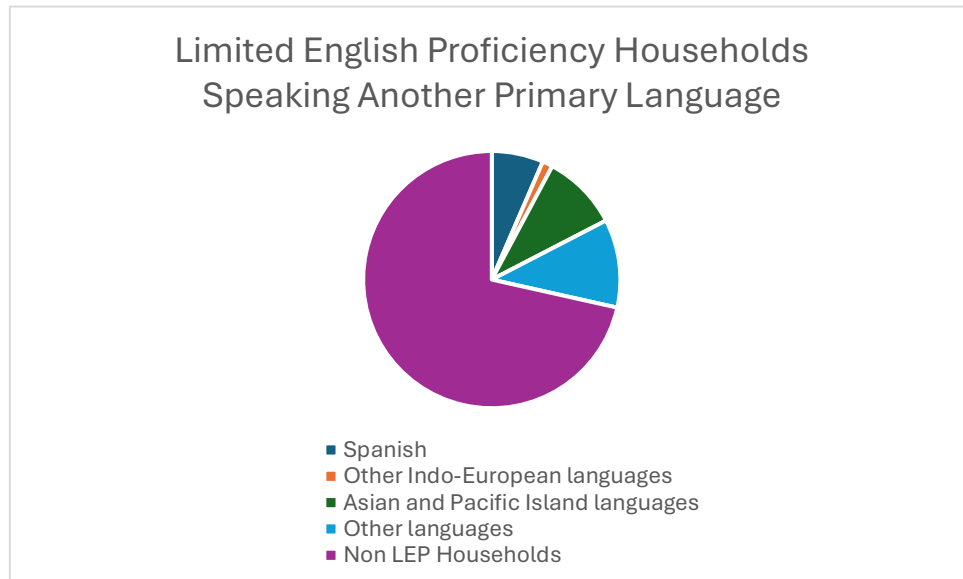
- Respondents should reflect the population of Lane County and even include additional representation from minority groups.

Race	Percentage
White alone	82%
Black or African American alone	1.2%
American Indian and Alaska Native alone	1%
Asian alone	2.6%
Native Hawaiian and Other Pacific Islander alone	0.2%
Some Other Race alone	3.6%
Two or More Races:	9.5%



Language:

- Translating materials into other languages would help engage more of Lane County's population.



Disability:

- The outreach efforts should work closely with organizations that serve people with disabilities.
- About 17% of Lane County inhabitants identify as having a disability, 3% with a self-care difficulty, and 8% with an independent living difficulty. These percentages reflect portions of the population that are generally higher than Oregon as a whole.

Zero Vehicle Households

- It should be noted that for both homeowners and renters in Lane County, a higher percentage of the households have zero vehicle available.

Other focuses:

- Potential weekend/recreational riders.
- Industries that employ folks outside of the traditional office hours.
- Ask non-riders if on-demand service would be utilized.
- Migrant farm workers are in high need of transit service, as they typically live and work in rural areas without transit connections. Organizations that represent them should be included.

Groups/entities:

This list incorporates both the requirements and suggestions of the FTA, as well as stakeholder categories and agencies suggested by the Framework's stakeholder mapping section.

Stakeholder Category	Specific Representatives
Public transportation providers (including ADA paratransit providers)	<ul style="list-style-type: none"> • LTD Operators & Staff • Link Lane
Private transportation providers	<ul style="list-style-type: none"> • Private transportation brokers • Taxi operators • School transportation operators
Nonprofit transportation providers & advocates (including volunteer programs)	<ul style="list-style-type: none"> • Better Eugene Springfield Transportation (BEST) • Cascadia Mobility (Bikeshare)
Public human service providers	See Sections Below
Nonprofit human service providers	See Sections Below
Private human service providers	See Sections Below
Transportation agencies & partners (COGs/MPOs/DOTs/local governments)	<ul style="list-style-type: none"> • Central Lane Metropolitan Planning Organization • Cities and Lane County • Lane Council of Governments • Oregon Transportation Commission • ODOT
Individuals with disabilities & differently-abled	<ul style="list-style-type: none"> • The Arc of Lane County • Lane Independent Living Alliance (LILA) • National and State Council on Developmental Disabilities
Seniors	<ul style="list-style-type: none"> • AARP • Senior & Disabilities Services (LCOG) • At home care agencies, caregivers & their clients • Group home care agencies, caregivers & their clients • Adult Activity Centers

	<ul style="list-style-type: none"> • Long Term Care Programs & Advocates • Retirement Apartments • Lane Community Health
Past or current organizations funded under the Section 5310, Job Access and Reverse Commute (JARC), and/or New Freedom programs	
Passengers and Advocates	
Protection and advocacy organizations	See Sections Below
Advocacy organizations working on behalf of targeted populations	See Sections Below
General existing riders (urban, suburban & rural)*	<ul style="list-style-type: none"> • Riders of LTD services
General potential riders (urban, suburban & rural)*	<ul style="list-style-type: none"> • Population of the cities • Rural Lane County
Targeted potential riders*	<ul style="list-style-type: none"> • Seniors • Individuals with disabilities • Marginalized groups
Youth	<ul style="list-style-type: none"> • Eugene Youth Advisory Council • Lane Youth Transportation Advisory Council (LYTAC) • Connected Lane County
Women and Families	<ul style="list-style-type: none"> • Child Care Providers
Diverse and Minority Ethnic Groups	<ul style="list-style-type: none"> • NAACP • Plaza de Nuestra Comunidad • Asian Pacific American Network of Oregon • GLAD of Lane County
At-Risk Groups	<ul style="list-style-type: none"> • 15th Night • Looking Glass • United Way of Lane County • 410 Garfield Safe Sleep • TransPonder
Immigrants	<ul style="list-style-type: none"> • Lane County Immigration Defense Network
Non-English Monolingual Groups & Limited Literacy	See “Diverse and Minority Ethnic Groups” category
Human Service Partners	
Nonprofit human service provider organizations that	See Sections Below

serve passengers listed above	
Job training and placement agencies	<ul style="list-style-type: none"> • Oregon Employment Department • Employment services • Vocational rehabilitation • Workforce investment boards
Mental health agencies	<ul style="list-style-type: none"> • Agencies within Lane County cities and communities • Departments of social/human services (cities & county)
Education Related	
School Districts (Staff and Students)	<ul style="list-style-type: none"> • Eugene School District 4J • Springfield School District • Bethel School District
Early Education and After School Programs	<ul style="list-style-type: none"> • Preschools • Daycare programs • After-school programs throughout the region
Higher education	<ul style="list-style-type: none"> • University of Oregon • Lane Community College • Bushnell University
Other Education-Related	<ul style="list-style-type: none"> • Connected Lane County • Safe Routes to School
Healthcare and Social Service Providers	
Healthcare providers and users (including older adult care providers)	<ul style="list-style-type: none"> • PeaceHealth • Pearl Buck Center • Trillium Community Health Plan • McKenzie-Willamette Medical Center • RAVEN • White Bird Clinic • Medicaid • Lane County Human Services Division
Organizations representing older population	<ul style="list-style-type: none"> • The Arc of Lane County • Lane Independent Living Alliance • Lane Community Health • Agency on Aging
Housing and Development	
Supportive or Community Housing or Short-Term Housing	<ul style="list-style-type: none"> • Square One • Cornerstone Community Housing • ShelterCare • Homes for Good

Developers (Market rate, affordable, transit-oriented development)	<ul style="list-style-type: none"> • Private developers in the region
Houseless Service Organizations	<ul style="list-style-type: none"> • Better Housing Together
Renters	<ul style="list-style-type: none"> • Springfield and Eugene Tenants Association • Residents of rental housing
Home Builders/Construction	<ul style="list-style-type: none"> • Private companies in the region
Large Property Managers	<ul style="list-style-type: none"> • Property management companies within Lane County
Other	
Security and emergency management agencies & Resiliency/Emergency Management Agencies	<ul style="list-style-type: none"> • Lane Preparedness Coalition • Lane County Emergency Management
Tribes and tribal representatives* (Required by SOW)	<ul style="list-style-type: none"> • Burns Paiute Tribe • Confederated Tribes of Coos, Lower Umpqua, and Siuslaw • Confederated Tribes of Grand Ronde • Confederated Tribes of Siletz Indians • Confederated Tribes of the Umatilla Indian Reservation, • Confederated Tribes of Warm Springs • Cow Creek Band of Umpqua Tribe of Indians • Coquille Indian Tribe • Kalapuya • Klamath Tribes
Economic Development Organizations, Tourism, Labor Unions, Rural Business Owners*	<ul style="list-style-type: none"> • Amtrak • Chambers of Commerce (Eugene Area • Chamber of Commerce, Springfield • Chamber of Commerce, Creswell, • Cottage Grove, Tri-County Chamber (Junction City)) • Eugene Airport • Lane Workforce Partnership • Oakway Shopping Center • Eugene Mall • Shoppes at Gateway • Valley River Center • Travel Lane County

Faith-based and community-based organizations	<ul style="list-style-type: none"> • Faith-based organizations in each city/community • Other community-based organizations
Appropriate local or state officials and elected officials	<ul style="list-style-type: none"> • Councilmembers and board members of each community/city • Lane County Board of Commissioners
Popular Destinations	<ul style="list-style-type: none"> • Venues • City Clubs
Neighborhood Organizations	<ul style="list-style-type: none"> • Eugene's neighborhood organizations
Park & Recreation Districts and Centers	<ul style="list-style-type: none"> • River Road Park • Willamalane Park Recreation District • Eugene Rec
Environmental Advocates	<ul style="list-style-type: none"> • Watershed councils • Land trusts • Other nonprofits

Coordinated Plan Scope of Work Requirements

Under the Coordinated Plan project's Scope of Work, the outreach for the Coordinated Plan will be built on two main tasks: the Coordination with Key Stakeholders and the Public Outreach. Coordination with key stakeholders will involve meetings with the Lane STIF Committee, advisory bodies (including LTD Strategic Planning Committee (SPC), Central Lane Metropolitan Policy Committee (MPC), LaneACT, and other advisory bodies as needed. The coordination with the Lane STIF Advisory Committee will take place over three to four meetings.

Scoped outreach summary:

- Lane STIF Advisory Committee (3-4 meetings),
- Advisory bodies (3-4 meetings) – *No additional advisory bodies are being created for this plan update, rather the Lane STIF Advisory Committee will serve as the primary advisory body –*
 - LaneACT
 - LTD Strategic Planning Committee and Board of Director's meetings
 - Central Lane
- Local and regional partners including rural and tribal communities (5-6 Meetings)
- Outreach efforts
- Public comment period for Coordinated Plan Draft.

The Lane STIF Advisory Committee meets on an ad-hoc basis. The project kick-off meeting will be in October. This committee will serve as the primary advisory committee for the Coordinated Plan development effort.

Other Considerations

The Message

The goal of the Coordinated Plan is not to tell the public new information, but rather to collect information from them. The story that is being told through this outreach effort is that LTD continues to be an organization that is listening to their constituents, and cares about including current and future users of their services in their decision-making process.

Meaningful

Because of the nature of the Coordinated Plan, there will be limited opportunities for community members to directly shape certain aspects of it. However, outreach efforts will still aim to engage the community meaningfully, ensuring their voices, needs, and assets are considered and integrated into the process where possible. This will be done by emphasizing outreach efforts early in the planning process, using methods that are tailored to the range of stakeholders, and creating benchmarks for the results while incorporating

the feedback into the advisory body meetings. “Meaningful engagement requires honesty and transparency, being forthright, candid, and open in communication, providing accurate and timely information, and avoiding deception or confusion, all in the service of building trust” (Framework, Page15)

Community-First Mentality

According to the Framework: “LTD will prioritize grassroots engagement, meaning they will focus on involving and empowering individuals, such as members of local community groups, to foster bottom-up participation and decision-making.” A ‘community-first mentality’ will be applied in these outreach efforts by intentionally targeting urban, suburban and rural geographic regions and embedding efforts into the communication channels of the community partners that represent those regions and interest groups.

Potential Opposition

Since the Coordinated Plan is primarily about gathering information rather than making decisions, there is likely no potential for opposition. The Coordinated Plan is required by the FTA.

Data-Driven

When creating outreach materials (surveys, webpages, presentations, fliers, etc.), data will be used to present facts. Demographic data has been used in this stakeholder mapping exercise to help understand what specific marginalized groups require additional resources to include in this project.

Clarity of Purpose

“LTD will maintain a clear and well-defined reason or objective for engaging with stakeholders” (Framework, Page 14). The purpose of this work is to strategically and effectively utilize Section 5310 funding, and engagement with stakeholders under this effort will inform the following sections of the Coordinated Plan:

- Community needs, and demand for transportation.
- Landscape of existing coordination with local stakeholders.
- Understanding resources, services, and technologies supporting public transportation, such as the RideSource Call Center and Mobility on Demand initiatives.

Fiscal Transparency

Some data that may be included in the outreach materials is information about budget, expenses, costs and financial trade-offs. This will allow the public to be more informed about LTD's financial landscape when providing input.

Outcome-Oriented

A section of this PIP is dedicated to results tracking and benchmarking strategies. The desired outcome of this outreach is to engage with a breadth of constituents and get an accurate understanding of the people's transportation needs.

Outreach and Engagement Strategies

Style

The approaches LTD uses to engage with the public entails having two-way dialogues, accessible outreach styles, respectful interactions and active listening.

Collaborative, Honest, and Transparent Conversations

"Stakeholders must have assurance that their opinions will be considered in the outcome."

Time is a valuable resource and asking people and organizations to spare some of theirs should lead to a meaningful experience. The Coordinated Plan is not intended to lead to policy decisions, so the outcome of the outreach may not be immediately visible. The purpose of the survey/focus group/advisory body should be made very clear up front. This PIP intends to place an emphasis on collaboration when it comes to reaching out to a variety of representatives from the population and agency types listed in previous sections. All of the responses gathered shall be included as an Appendix to the Coordinated Plan and summarized in a separate memorandum.

Two-Way Dialogue & Active Listening

Although much of the outreach efforts will be conducted via survey, the questions should be simple and written in a way that is direct enough for people to feel more listened-to rather than informed. Focus groups and in-person events should be heavily conversation-based. Qualitative data should be gathered about constituents lived experiences.



Figure 3. Framework, Page 4

Accessible & Respectful

Some barriers to accessibility include scheduling, transportation to events, childcare, language, technology, and complexity of the information. While planning the details of the community outreach, these barriers should be taken into consideration. The Framework emphasizes using time efficiently, being culturally and considering diverse needs of multiple groups.

Content

The Framework says that the content used during outreach efforts should be data-driven, have a clear purpose, be fiscally transparent and oriented towards the outcome. In the context of this outreach effort, the data to be used will highlight the demographics of current and future transit riders and statistics about the current use of transit in Lane County.

Approach

Outreach Efforts Strategy Menu

- **Lane STIF Advisory Committee Meetings
- **Advisory bodies
 - LTD Board
 - Others?
- **Focus Groups/Local and Regional Partners (5-6)
- Survey
 - Intercept surveys (go to pre-existing community meeting)
 - On-board surveys (go and meet people on the system)
- **Project Website (posting for public comment on Coordinated Plan at minimum)
- Social media
- Community planning session
- Live events (In-person tabling & online)
- Utilize front-line workers (bus drivers)
- Materials contributed to events already being tabled by LTD Marketing
- Mailing list from the Metropolitan Planning Organization (maybe not cost effective)
- Posting in libraries, other community centers and transportation hubs
- Rural post offices survey boxes

** = Required by SOW.

Engagement Schedule

	2025						2026					
	J u l	A u g	S e p	O c t	N o v	D e c	J a n	F e b	M a r	A p r	M a y	J u n
Advisory Committee Meetings (3)												
Other Advisory bodies (3-4)												
Regional Partner Meetings (5-6)												
Outreach Efforts												
Public Comment Period*												
Summarize Stakeholder Engagement												
Plan Adoption*												
*Referring to the Coordinated Plan												

Tracking Progress

Quantitative Tracking Goals:

The desired outcome of the quantitative tracking efforts will change based on the specific community outreach strategies employed. The number of advisory committee meetings, other advisory body meetings, focus groups/meetings with local and regional partners, survey responses, social media interactions, events attended, etc., will make up a piece of the quantitative benchmarks.

Another quantitative benchmark of successful outreach efforts will be the demographic and agency representation achieved. The outreach efforts should make every attempt to gather feedback from each category in the “Stakeholder Category” in the Stakeholder Mapping section of this PIP. In addition, the demographic representation of community outreach participants should reflect the make-up of the region that the Coordinated Plan is representing – Lane County. Due to the requirements of the Coordinated Plan, an emphasis shall be placed on reaching out to seniors and people with disabilities or people who are differently abled. The Stakeholder Mapping section also summarizes areas of representation to track. These are Geographical, Age, Language, Disability, Zero Vehicle Households, Weekend & Recreational Riders, Industries That Employ Folks Outside of Traditional Office Hours and Migrant Farm Workers.

Qualitative Benchmarks:

In surveying the current and future landscape of coordinated transportation in Lane County, understanding people’s lived experience is paramount. A concerted effort should be made to record the conversations, long-form survey responses, and other forms of people sharing their thoughts.



Lane Transit District

Connecting our Community

LTD Coordinated Plan

October 21, 2025

2025-10-21 STIF Advisory Committee Meeting Agenda Packet
October 21, 2025

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MISSION

VISION

VALUES

Connecting Our Community

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

LTD Coordinated Plan

- Purpose of the Plan
- Project Overview
- Policy Assessment
- Public Involvement Plan

Purpose of the Plan

- Improve transportation services for older adults and people with disabilities (§5310 requirement)
- Analyze the landscape of regional transportation in Lane County
- Evaluate changes since 2019
- Identify system gaps
- Identify and prioritize projects to help close those gaps
- Guide STIF Advisory Committee recommendations for projects

■ §5310 - Enhanced Mobility of Older Adults and People with Disabilities

- The §5310 program improves mobility for older adults and people with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.
- §5310 funds can be used for two main categories
 - Capital Projects
 - Operating assistance
- In FY25, \$975,000 in section §5310 funds were leveraged by matching with STIF funds.
- The Coordinated Plan will include prioritization of projects that may be funded by §5310 and/or STIF*

Project Overview

	X	X	X	X	X											
	2025								2026							
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun		
Project Management (Tasks 1 & 2)																
Public Engagement (Tasks 1, 8, 9)																
Policy Assessment (Task 3)																
Evaluation of Existing Conditions (Task 4)																
Needs Assessment (Task 5)																
Coordination Practices and Projects (Task 6)																
Funding Resources (Task 7)																
Draft Final Plan																

Policy Assessment

- Federal Requirements
- Federal Recommendations & Suggestions
- State Requirements
- Regional Requirements & Policies
- Local Policies

Public Involvement Plan

- Project Background and Purpose
- Stakeholder Mapping
- Outreach and Engagement Strategies
- Engagement Schedule
- Tracking Progress

Questions

